



An
Bord
Pleanála

S. 4(1) of Planning and Development (Housing) and Residential Tenancies Act 2016

Inspector's Report ABP-300543-17

Strategic Housing Development

10-year permission for demolition of existing dwelling house and farm buildings and construction of 608 no. residential units, crèche, conversion of former coach house to provide retail / professional services, reservation of 1.2 ha site for 16 classroom school, road improvements and associated site works.

Location

Ballinglanna, Glanmire, Co. Cork

Planning Authority

Cork County Council

Applicant

O'Flynn Construction Co. Unlimited
Company

Prescribed Bodies

Inland Fisheries Ireland

Irish Water
Transport Infrastructure Ireland
Development Applications Unit
Cork City Council

Observers

Gerald Fitzgerald
Mitchel Barry
David Stack
Cllrs. Pdraig Sullivan & Ger Keohane
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Glounthane Tidy Towns
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Martin Crowley and Ann O'Connell

Date of Site Inspection

22nd February, 2018

9th March 2018

Inspector

Sarah Moran

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1.0 Introduction

- 1.1. This is an assessment of a proposed strategic housing development submitted to the Board under section 4(1) of the Planning and Development (Housing) and Residential Tenancies Act 2016.

2.0 Site Location and Description

- 2.1. The development site (c. 31 ha) is located in the area of Ballinglanna, Glanmire in Co. Cork, c. 6 km north east of Cork city centre and north of the Dunkettle Interchange. The site is to the southeast of the centre of Glanmire, on the opposite side of the Glashaboy River and is primarily undeveloped agricultural land. It sits on a plateau above the river valley and the western boundary is defined by a wooded area and a sharp drop in levels to the East Cliff road along the river bank. The area is undulating with considerable changes in gradient across and within the site. The eastern site boundary is the M8 motorway. The L3010 East Cliff road runs along part of the western boundary, meeting the L2999 Glanmire - Dunkettle road, which runs to the west and south of the site. There is a row of individual dwellings and other buildings along the East Cliff road / Dunkettle road, below the woodland on the western side of the site and at lower ground levels. The Caherlag road runs from the Dunkettle road along the remainder of the southern boundary, crossing the motorway and continuing to Ballinglanna. The Glashaboy waterworks and the Cork National Roads Office are on the other side of the Caherlag road to the south. There is also a remnant of a laneway, now cut off by the M8, off the Caherlag road at the southern site boundary, which serves 4 no. detached houses. There is an existing housing estate, Fernwood, which dates to the early 2000s, to the immediate north of the site, accessed from the Glyntown road to the north.
- 2.2. Ballinglanna House and its grounds are located within the site but outside of the application area. There are an unoccupied bungalow and a disused farm complex within the site boundary. A small, partially culverted stream runs across the southern end of the site, from the southeastern site boundary to the southwestern site boundary and onwards to the Glashaboy estuary. There are two infrastructure wayleaves associated with trunk watermains traversing the site from East Cliff road to the north west to the Caherlag road to the south. There is a well, monument ref.

CO075-094001, within the site boundary, which is to be retained. A further monument, ref. CO075-094002, and a protected structure, ref. PS01201, Gothic Ice House, are both located within the grounds of Ballinglanna House but outside the site boundary.

3.0 Proposed Strategic Housing Development

3.1. The development involves 608 no. residential units as follows:

UNIT TYPE	NO. OF UNITS	%
Houses		
2 bed	85	14%
3 bed	249	41%
4 bed	162	26%
Apartments		
1 bed	41	7%
2 bed	65	11%
3 bed	6	1%
Total	608	

3.2. The development also includes:

- Open space, landscaping and amenity areas, management of the woodland on the western side of the site; local and neighbourhood play areas; 'kick about' areas; 3.6 km network of looped pedestrian and cycle trails.
- Demolition of existing bungalow, farm complex and other structures at the site except for a coach house, which is to be retained and renovated, to contain retail / professional services (172 sq.m.)
- Mixed use centre containing a crèche with c. 70 no. childcare spaces (580 sq.m.); retail unit (363 sq.m.) and community centre / sports hall (800 sq.m.).
- Reservation of a 1.2 ha site for a 16 classroom school.
- Public lighting and other ancillary development.

- 3.2.1. The development involves the following road works at the development site:
- Realignment of Dunkettle road with a new signalised junction at the entrance to the development.
 - New access to and realignment of Caherlag road including closure of the existing Caherlag / Dunkettle road T-junction.
 - New internal link / distributor road from the Dunkettle road junction to Fernwood estate including proposed bus stop locations.
 - Revisions to the existing entrance to Ballinglanna House, to connect with the new internal road network.
 - Footpaths and cycle lanes including a pedestrian / cyclist amenity trail.
 - Car and cycle parking including basement parking to the apartment blocks.
- 3.3. The development is to connect to the public water supply and sewer. New surface water drainage system, to discharge to the Glashaboy estuary. The stream at the site is to be partially culverted.
- 3.4. The development is expected to be constructed over a 9 year period, phased as follows:
- Phase 1 60 units, link / distributor road
 - Phase 2 70 units
 - Phase 3 77 units including apartment Block A (48 units) and the mixed use centre
 - Phase 4 70 units
 - Phase 5 70 units
 - Phase 6 52 units
 - Phase 7 107 units
 - Phase 8 102 units including apartment Blocks B and C (64 no. units)
- Phases 1 to 6 (399 dwellings) are to be developed in advance of completion of the Dunkettle Interchange upgrade and in conjunction with the implementation of a section 47 agreement with Cork County Council (CCC) for improvements to the local road network. The improvements are to be subject to the local authority own

development process under Part XI of the Planning and Development Act 2000 (as amended). It is estimated that Phase 6 will be complete and operational by the 4th quarter of 2023. Phases 7 and 8 are contingent on further improvements to the roads network.

3.5. The applicant has submitted Part V proposals comprising the transfer of units at the development site to the planning authority.

3.6. The application is accompanied by an Environmental Impact Assessment Report (EIAR).

4.0 Planning History

4.1. 08/4584 PL04.233061

4.1.1. Site of c. 95 ha including the subject site and lands at Dunkettle to the south.

Permission sought for 1,210 dwellings; restoration, conservation and change of use of Dunkettle House (protected structure); 2 neighbourhood centres to include retail uses, cafes, crèches and a medical centre; reservation of sites for a primary school and day care centre for the elderly. Refused on appeal for 4 no. reasons relating to:

1. Prematurity pending the determination of a future road layout for the area, including, in particular, improvements to the Dunkettle Interchange; associated impacts on the national road network.
2. Prematurity due to existing deficiencies in the local road network in terms of capacity, width, alignment, public lighting and pedestrian facilities.
3. Adverse effects on the character and setting of the protected structure.
4. Inadequate community, recreation and educational facilities to serve the needs of future residents.

4.2. 05/6392 PL04.218603

4.2.1. Mixed residential and commercial development with 700 no. dwellings (reduced to 694 at RFI stage), a crèche and 3 no. commercial units, 4 new vehicular entrances including a new roundabout from the Dunkettle Road; new vehicular and pedestrian entrance on the northern boundary of the site to connect with the Glyntown Road via the housing development permitted on the adjoining lands under reg. ref. S/03/4499

(PL 04.208836); new vehicular and pedestrian access serving a cul-de-sac of houses in the south-eastern corner of the site; new vehicular access to serve the crèche, commercial units and apartments in the south-western corner of the site; new pedestrian access from the site to Glanmire Village; a range of recreation / amenity facilities including tennis courts, kick about and play areas. Refused on appeal for 3 no reasons relating to:

1. Prematurity pending the determination of a future road layout for the area including, in particular, improvements to the Dunkettle Interchange; associated adverse impacts on the use of and contribute to congestion at the Interchange and on the national road network.
2. Prematurity due to existing deficiencies in the local road network in terms of capacity, width, alignment, public lighting and pedestrian facilities.
3. Under-provision of community and recreational facilities.

5.0 Section 5 Pre Application Consultation

5.1. Pre-Application Consultation

- 5.1.1. The pre-application consultation related to a proposal to construct 515 no. units at the site comprising 92 no. terraced 2 bed units (18%), 234 3 bed units (45%) and 189 4 bed units (36%); local shopping centre including a crèche, shop and healthcare facility; school reservation site 1.2 ha; community building to provide indoor sport and social facilities; landscaping and amenity areas; roads infrastructure.
- 5.1.2. A section 5 consultation meeting took place at the offices of Cork County Council on 6th September 2017. Representatives of the prospective applicant, the planning authority and ABP were in attendance. Following consideration of the issues raised during the consultation process, and having regard to the opinion of the planning authority, ABP was of the opinion that the documentation submitted required further consideration and amendment to constitute a reasonable basis for an application for strategic housing development. The issues raised were as follows:
 1. Density in relation to the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' as they refer to Outer Suburban /

Greenfield sites, with particular regard to the need to develop at a sufficiently high density to provide for an acceptable efficiency in serviceable land usage given the proximity of the site to Cork city centre and to established social and community services in the immediate vicinity.

2. Design, layout and unit mix particularly in relation to the 12 criteria set out in the Urban Design Manual which accompanies the Guidelines and the Design Manual for Urban Roads and Streets. Further consideration to the matters of unit mix, the configuration of the layout, design and widths of roads, the creation of a high quality urban extension to Glanmire and the creation of character areas.
3. Design rationale / justification of the open space proposed particularly in the context of the surveillance of the open space, the usability of the active open space on the site and the proposals for the passive open space in the context of the landscaping proposals.
4. Design rationale / justification for the proposed layout and arrangement of access / egress points onto the Caherlag road.

The applicants were advised in all instances that further consideration of the issues may require an amendment to the documents and / or design proposals submitted.

5.1.3. The opinion notification pursuant to article 285(5)(b) also referred to specific information that should be submitted with any application as follows:

1. A plan outlining the location of the proposed road improvements and cycle / pedestrian improvements required in the Cobh Municipal District Local Area Plan 2017 to facilitate the development of the subject lands.
2. Details of consultation undertaken with the Department of Education and Skills in respect of the proposed school site.
3. A Draft Section 47 agreement to be submitted.
4. Justification to be provided of the survey and testing proposed as part of the EIAR process in respect of archaeology. This should have particular regard to the context of the assessment undertaken in the previous applications for permission and environmental assessment on the site and the acceptability or otherwise of the approach previously undertaken.
5. A draft agreement for the management of the Woodland on the site.

6. Design rationale/justification, which outlines how the design of community buildings incorporates natural light and ventilation.
7. A phasing plan for the proposed development should be provided.
8. A site layout plan clearly indicating what areas are to be taken in charge by the Local Authority.

5.2. Applicant's Response to Pre-Application Opinion

5.2.1. The application includes a statement of response to the pre-application consultation, as provided for under section 8(1)(iv) of the Act of 2016, which may be summarised as follows.

5.2.2. Density

Revised layout and density proposed, the overall number of units is increased to 608. The site has a 'net developable area' of 19.9 ha, with a resultant overall density of 30.5 units / ha. It is submitted that this density is in accordance with the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas', development plan policy HOU 4-1 and LAP zoning objective GM-R-06. Density varies across the development in response to this objective, with higher densities adjoining the local centre and near the link road and bus stops and lower densities on the western portion of the site nearer the woodland areas and Ballinglanna House.

5.2.3. Design, Layout and Unit Mix

There has been a significant re-design and change to the layout and unit mix of the development, based on the 12 criteria set out in the Urban Design Manual and DMURS, which has resulted in a greater unit mix and reconfiguration of the layout, design and widths of roads. The revised layout includes character areas for each neighbourhood within the development. The roads, footpaths and cycle layouts of the scheme will provide connectivity to Glanmire village, Riverstown and Hazelwood and to the road improvements to be carried out by CCC. The development will provide a high quality residential scheme and urban extension to Glanmire.

5.2.4. Public Open Space

The layout has been revised to provide greater surveillance of the open space and amenity areas and to increase the usability of the active open space on the site.

There are extensive landscaping and amenity areas including local / neighbourhood play areas, kickabout areas, footpaths and cycle lanes and a pedestrian / cycle amenity trail around the perimeter of the development, which are designed as integral components of the scheme.

5.2.5. Access Points onto Caherlag Road

The layout has been revised with a new alignment of the Caherlag road to provide a connection to the development and a cul-de-sac. The revised layout is consistent with the CCC road improvements and the 2017 LAP and will facilitate the closure of the existing Caherlag road / Dunkettle road T junction, which has seriously deficient sightlines, and provide a much safer road alignment in this part of Glanmire.

6.0 **Relevant Planning Policy**

6.1. **National Policy**

6.1.1. The following is a list of relevant section 28 Ministerial Guidelines:

- ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ including the associated Urban Design Manual.
- ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ as updated March 2018.
- ‘Design Manual for Urban Roads and Streets’ (DMURS)
- ‘The Planning System and Flood Risk Management’ including the associated ‘Technical Appendices’
- ‘Architectural Heritage Protection Guidelines for Planning Authorities’
- ‘Childcare Facilities – Guidelines for Planning Authorities’

6.2. **Cork County Development Plan 2014**

6.2.1. NOTE: The following includes the provisions of Variation No. 1, adopted 12th February 2018, which updates the development plan to reflect the revised housing supply figures, approach to Active Land Management and the Metropolitan Cork Strategic Land Reserve arising from the adoption of the Municipal District Local Area Plans in 2017.

- 6.2.2. Glanmire is identified as a metropolitan town within the Metropolitan Cork strategic planning area, i.e. a critical population growth, employment and service centre. Table B1 of Variation No. 1 specifies a population target of 10,585 for Glanmire in 2022 from a base of 8,924 in the 2011 census, with a requirement of 1,320 new residential units in the period 2011-2022. The estimated net area to be zoned for residential development in the LAP is 75.52 ha (up from 57.7 ha), including the strategic land reserve. The plan states that there is capacity for the planned growth within the water and waste water networks serving the area.
- 6.2.3. Chapter 3: Housing. Policy HOU 3-3: Housing Mix seeks to secure the development of a mix of house types and sizes throughout the county. Policy HOU 4-1: Housing Density on Zoned Land seeks to ensure the delivery of densities between 12-25 units / ha on lands zoned for medium B density residential development and 20-50 units / ha on lands zoned for medium A density residential development. Section 3.4.12 identifies the Glanmire (Dunkettle) lands as a location where the 'outer suburban / greenfield sites' category of development density applies. There is an identified need to balance the achievement of higher densities with a broader range of house types. Medium density A development can include apartment units but a broad housing mix is required overall for medium density 'A' and 'B' lands, including detached sites. Objective 5-1: Reserved Land for Social Housing requires 14% of units on residentially zoned land to be made available for social housing.
- 6.2.4. Chapter 5: Social and Community. Objective SC3-1: Childcare Facilities seeks the provision of childcare facilities concurrent with development, having regard to population targets for the area. Objective SC4-2: Provision of Educational Facilities in Large Residential Developments requires an assessment of demand for school places likely to be generated by large developments, along with proposals to address same. Section 5.7.7 requires a public open space provision of at least 12-18% of a site, excluding areas unsuitable for construction.
- 6.2.5. Chapter 10: Transport and Mobility. Table 10.1 identifies Glanmire as a location for key bus / rail service improvements with a target frequency of 15 mins. Objective TM2-4: Bus Transport (Metropolitan Area) includes the support of enhanced bus infrastructure, especially in the Glanmire and Douglas areas. Objective TM3-1: National Road Network priorities the delivery of the Dunkettle Interchange upgrade.

- 6.2.6. Chapter 13: Green Infrastructure and Environment. Figure 13.2, the site is located within a High Value Landscape. There is a scenic route along the southern and western site boundaries, ref. S41, along the road from Dunkettle to Glanmire and eastwards to Caherlag and Glounthane. Objective GI7-3: Development on Scenic Routes applies.
- 6.2.7. Chapter 14: Zoning and Land Use. Objective ZU3-2: Appropriate Uses in Residential Areas promotes limited supporting uses in residentially zoned areas.

6.3. Cobh Municipal District LAP 2017

- 6.3.1. The LAP identifies the Dunkettle / Ballinglanna lands, including the development site, as an Urban Expansion Area (UEA), one of 9 such sites identified in Strategic Policy areas in Metropolitan Cork. The site has the specific zoning objective GM-R-06 and is the first phase in the development of the larger area of Dunkettle / Ballinglanna. There is a specific roads objective, GM-U-06, traversing the site, connecting Fernwood estate to East Cliff road.
- 6.3.2. LAP section 3.3.55 refers to the development site:

“The lands are located to the north of the Dunkettle Road with access primarily through the Fernwood Estate further north and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalised T-junction with the Dunkettle Road. The early delivery of the road link to the Fernwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle interchange. Phase 1 will also require the provision of a local centre and land set aside for the provision of a primary school.”

The following applies:

“Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to be linked to the provision of the infrastructure requirements as set out in tables 3.3.2 and 3.3.3. Land should be set aside for a new 16 classroom primary school and a local shopping centre should be provided with a range of appropriate convenience retail services in tandem with the development of these lands.”

6.3.3. LAP Table 3.3.2 requires the following road junction improvements for Phase I:

- Provide upgraded signalised junction including right hand turning lane on Glanmire road / Church road or other acceptable traffic design solutions
- Barring of right turn vehicle on Dunkettle road at slip road junction to N8
- Improvements to the Riverstown Cross junction including extending the right turn lanes
- Signalised junction at Hazelwood Link / Glanmire road R639
- New signalised junction at Glanmire road / Glanmire bridge
- New signalised junction at East Cliff road / L3010
- New link road Riverstown L3010 to Hazelwood road
- Partial upgrade to Dunkettle road
- New Link Road from Fernwood to Dunkettle road including fully signalised junction

And Phase 2:

- Upgrade to the remainder of Dunkettle road
- Additional bridge on Riverstown road L3010
- Extended flaring to Tivoli Roundabout northern approach
- Upgraded Dunkettle Interchange
- Road improvement to the county road between Glashaboy road and Dunkettle road (Dark Road)

6.3.4. Table 3.3.3 requires the following cycle and pedestrian improvements for Phase 1:

- Improvements to all inadequate footpaths in the Glyntown area
- Improvements to all inadequate footpaths along East Cliff road extending from Dunkettle road junction to L3010 junction in Riverstown Village
- Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road / Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village

- Improvements to all inadequate footpaths along the Glanmire road extending from Dunkettle roundabout to Sallybrook R639
- Controlled pedestrian crossing at East Cliff road / Glyntown junction improved pedestrian facilities
- Controlled pedestrian crossing at Hazelwood Link / Glanmire road R639 junction improved pedestrian facilities
- Controlled pedestrian crossing at Glanmire road / Glanmire bridge junction improved pedestrian facilities
- Proposed cycle lane route CR02 from Hazelwood junction to Brooklodge Roundabout

And Phase 2:

- New signalised junction East Cliff road / L3010 with full pedestrian crossing facilities
- Dunkettle road upgrade including footpaths to improve pedestrian facilities
- Proposed cycle lane route CR01 from Tivoli roundabout to Sallybrook
- Proposed pedestrian / cycle greenway from Sallybrook to Glanmire bridge along the Glashaboy River
- Proposed pedestrian / cycle bridge at Glanmire village

6.4. Applicant's Statement of Consistency

6.4.1. The applicant has submitted a Statement of Consistency as per Section 8(1)(iv) of the Act of 2016, which indicates how the proposal is consistent with the policies and objectives of section 28 guidelines, the County Development Plan and the LAP. The following points are noted:

- The development is consistent with development plan population targets for Glanmire. It will optimise sustainable modes of transport and integrate positively with existing facilities through the infrastructure included as part of the development and the CCC road works in accordance with development plan objective HOU 3-1. It is consistent with the GM-R-06 Medium Density A & B zoning objective and will provide 608 no. dwelling units in the short to medium

term. This is also consistent with development plan objective CS 4-1 and LAP objective GM-GO-01, which seek to facilitate the sustainable growth of the town and the wider metropolitan area.

- The development will help deliver the infrastructure set out in LAP tables 3.3.2 and 3.3.3 through a section 47 agreement, financial contributions and support of the CCC road works scheme.
- The development is to be served by a distributor / link road as required by LAP objective GM-U-06.
- A 1.2 ha site has been set aside for a 16 classroom primary school, in accordance with Dept. of Education assessment and the GM-R-06 zoning objective.
- The development includes a purpose built community centre / sports hall.

7.0 Third Party Submissions

7.1. The submissions were primarily made by or on behalf of local residents, particularly residents of Fernwood estate but also Glyntown Close, Chestnut Meadows and the Caherlag road. There were also submissions by 2 no. elected representatives, i.e. Cllr. Padraig O'Sullivan and Cllr. Ger Keohane. The submissions may be summarised as follows.

7.2. General Issues

- Concerns about 'fast track' SHD process, including pre-application consultations.
- Submission of the application over the Christmas period allowed a more limited time frame for third party submissions.
- Concerns about CPO of mature gardens at neighbouring properties including those to the south east of the site, off Caherlag road.
- The roads infrastructure is to be financed by government with a special contribution from the developer. This compromises the process. Concerns about undemocratic nature of SHD process.

- Lack of public consultation with local residents in advance of the application. Local groups were not notified.

7.3. **Traffic, Transportation and Access**

- Previous refusals at the site on grounds relating to roads and traffic impacts.
- Development will exacerbate existing traffic congestion in the area. Traffic volumes have increased due to the use of Glanmire as a shortcut to Little Island Industrial Estate and East Village shopping centre from the north side of Cork City. It is very difficult for local residents to access their properties due to traffic jams at peak hours and school times. Associated health issue due to diesel fumes from cars.
- Development will be car dependent. Very limited public transport access. Should be a new bus to Little Island from the site to accommodate demand for same as part of the development.
- Timing of the development relative to the local authority own development works process on foot of LIHAF funding for road upgrades in the area. These should have been considered in advance of the subject application being lodged. Lack of a clear timescale for the implementation of road improvement measures.
- It is submitted that there are deficiencies in the Transport Assessment and the Traffic Modelling Report commissioned by CCC in relation to lack of a defined time frame for local road improvement works; traffic counts did not take into account the very substantial amount of traffic generated by schools in the area; modelling based on an additional 400 dwelling units, no account of the commercial elements nor of additional traffic generated by the link road through Fernwood; Fernwood and Dunkettle lands excluded from traffic growth rates; report states that 80% of traffic movement in the area is by car but any improvements in this figure cannot be assumed without detailed public transport proposals.
- Development will result in unacceptable volumes of traffic through Fernwood estate. Potential use of Fernwood as a 'rat run' from the motorway towards

employment centres at Carrigtwohill and Little Island until the Dunkettle Interchange upgrade is completed. The width, structure and design of the Fernwood road are unsuited to use as a roadway to serve the development. Public lighting at Fernwood is insufficient for use as a relief road. There are many young families living in the estate, children will be unable to use green spaces within Fernwood as a result of increased traffic. Air and noise pollution in Fernwood as a result of additional traffic. The right of the applicant to use the road through Fernwood is queried. Previous refusal at Monard ref. PL04G.ZD.2008 refusal for offices accessed via a residential estate, this principle applies in this case.

- Need for East Cliff road and the Glyntown road to be widened as part of the CCC road improvement works, to cater for traffic from the scheme.
- Limited visibility at the East Cliff road / Glyntown road junction. Increased traffic at this location would result in increased risk of accidents.
- Potential future developments at other Dunkettle lands and consequent traffic impacts, which would not be solved by the upgrade of Dunkettle Interchange and surrounding roads.
- The Road Safety Audit (RSA) submitted by the applicant appears to conclude based on RSA data that there have been minimal road accidents in the area listing 4 traffic accidents between 2005 – 2014 at the East Cliff and Glyntown roads. Consultation with An Garda Síochána would have confirmed that there is a constant and excessive number of accidents in the area, particularly at a narrow bend in East Cliff hill, where the motorcycle accident referred to in the RSA occurred. The submitted RSA is inadequate and based on limited information.
- Submission by the owner of adjacent lands at The Rectory comments that the NRA (now TII) gave an undertaking to include a vehicular entrance off any new road proposal to serve the observer's lands. Consequent adverse impact on property values and development potential of these zoned and serviced lands, also on the existing access to The Rectory.
- Lack of input from TII to the EIAR.

- Disagreement with EIAR assessment that assessment of construction traffic impacts is not required. Risks associated with construction vehicles, particularly at Fernwood estate.

7.4. Residential Amenities and Visual Impacts

- Proximity and visibility of the eastern side of the estate from the M8. There should be a greater step back from the motorway along with visual and acoustic screening.
- Visual impacts at Caherlag road, Church Hill and the Rectory at Dunkettle. Need for additional screening and mature planting.
- Proposed 5 storey apartment blocks are out of keeping with the area and should be reduced to 3 storey.
- Impacts on the residential amenities of the detached houses on the laneway at the south eastern site boundary. The row of houses closest to these properties should be omitted from the development or adequate planting should be in place to provide screening.
- Concerns about antisocial behaviour at estate boundaries.
- Overlooking of adjacent apartments within Fernwood Estate.
- Noise, dust, traffic impacts during the construction period.
- Concentration of Part V in the eastern section of the site, should be more evenly dispersed.

7.5. Heritage

- Development is located in a green belt area of fields and woodland and includes a late 19th century period dwelling. Dunkettle House and associated grounds is in close proximity. Development would lead to the destruction of one of the last green belts to the east of Cork City.
- Impacts on local biodiversity. Habitat and vegetation study was carried out on 31st March 2017. This is early in the year and does not allow for a representative view and makes extrapolation to the full year questionable. The habitats, flora and

fauna survey should be repeated in the summer period. The brackish water to the west of the site will almost certainly result in the loss of the non-ubiquitous snail, *Ventrosia ventrose* – *Hydrobia ventrose*.

- Impacts on the bat population due to habitat degradation / removal. A condition should be imposed requiring the developer to support local environmental groups such as Tidy Towns to provide additional bat boxes in the area such as radius of 10 km.
- Site contains a significant number of irreplaceable, historically unique archaeological sites dating from the Bronze and Stone Age. Loss of archaeological, Celtic and historical heritage.
- Impacts on the protected structure of Glanmire bridge due to additional traffic generated by the development.
- Impacts on the Natura 2000 network are not adequately considered.

7.6. Community and Educational Facilities

- Too much of the supporting infrastructure, social and educational facilities are tenuously connected to the development or not connected at all. Site should be developed under the SDZ process.
- Proposed school site is too small to accommodate a 16 classroom school. Due to topography, the site will be expensive to develop, sub-optimally lit and very difficult to provide new play areas. The location will discourage walking.
- Secondary schools in Glanmire are beyond capacity and cannot accommodate intake generated by the development. The site should be provided with a new secondary school.
- Current lack of a sports complex in the Glanmire area. Need for allocation of additional resources to serve the development.

7.7. Drainage / Flooding

- Glanmire village has been subject to serious flooding in recent years, notably June 2012 and December 2015. CCC has initiated the Glashaboy Flood Relief

Scheme, which has given no consideration to surface run off from the proposed development.

- There are many springs in the area. Concerns that works to the stream at the site could cause flooding in the vicinity of properties at the southern site boundary, off Caherlag road.

7.8. I have considered all of the documentation included with the above third party submissions.

8.0 Planning Authority Submission

8.1. Cork County Council (CCC) has made a submission in accordance with the requirements of section 8(5)(a) of the Act of 2016. It summarises observer comments as per section 8(5)(a)(i) and the views of the relevant elected members of the Cobh Municipal District, as expressed at their meeting of the 9th of January 2018. The planning and technical analysis in accordance with the requirements of section 8(5)(a)(ii) and 8(5)(b)(i) may be summarised as follows. The submission includes several technical reports from relevant departments of CCC and an additional report by AECOM consulting engineers in relation to the CCC road works and LIHAF funding, which are incorporated into the following summary.

8.2. Principle of Development

- The development accommodates population growth in a location close to Cork city centre, to the Dockland expansion area and to the strategic employment area of Little Island. The relevant LAP zoning objective links the development to the delivery of key infrastructure. It is part of a larger area within the southern half of Glanmire, where most of the future growth of the settlement is to take place. Having regard to the provisions of the County Development Plan, the LAP and to the progress that has been made in relation to the various road and transportation issues, the principle of developing this site for residential purposes is supported by the Planning Authority.

- The overall phasing proposal is satisfactory. Each phase is reasonably well served with open space and recreational facilities. The provision of the spine road in Phase 1 will provide an important link road improving accessibility for the wider area at an early stage in the development. The provision of the local centre in Phase 3 is considered positive.

8.3. Roads and Traffic Issues

8.3.1. The submission on this matter includes a report by CCC Traffic and Transport Division; the CCC Housing and Infrastructure Implementation Team (HIIT); CCC Area Engineer; CCC Estates Engineer and a separate report by AECOM Consulting Engineers on the supporting LIHAF initiative.

8.3.2. Dunkettle Interchange and Local Roads / Pedestrian / Cycle Access

- Preliminary works have commenced at the Dunkettle Interchange with completion expected by 2022. CCC has achieved agreement with TII that, providing the programme of local road improvements and sustainable transport measures stated in the 2017 LAP are implemented, the construction of up to 400 units at the development site will have no significant impact on the free flow of traffic at the Dunkettle Interchange in its present configuration.
- The Cobh Municipal District LAP 2017 sets out a programme of improvements to the local road, footpath and cycle network. This is based on a detailed traffic modelling project carried out by MHL Consulting Engineers (in-co-operation with TII and the NTA), which identified that the most effective strategy to mitigate adverse traffic impacts arising from the development of the Dunkettle / Ballinglanna lands is to provide enhanced linkages to the existing urban area of Glanmire to the north. This approach draws traffic movements away from the more sensitive road network near the Dunkettle Interchange and facilitates enhanced use of sustainable modes. The project identified a programme of improvements to road, footpath and cycle infrastructure to the existing networks north of the site, including pedestrian / cycle connections to local schools and commercial centres to achieve this objective.
- CCC secured approval for funding for the road improvements and sustainable transport measures under the LIHAF Initiative in March 2017 (€5.9 million). With the support of the applicants, CCC is finalising a formal agreement with the Dept.

of Housing, Planning, Community and Local Government regarding the management of the LIHAF funds at Ballinglanna. The developer will make a financial contribution of 50% of the cost of the LIHAF works.

- Details of the timeframe for the CCC road works are provided in the submitted reports by CCC HIIT and AECOM Consulting Engineers:

Activities	Anticipated Timelines
Preliminary design report	End March 2018
Statutory Planning Approval for CCC road works	Apr - Jun. 2018
CCC apply to ABP for CPO approval	Jun. 2018 (4-12 mos.)
Section 47 Agreement signed between CCC and OFC	Jun. 2018
Contract Docs and Procurement Phase 1	Jun. 2018-Dec. 2018
Commencement of Construction of Road Projects Phase 1 (no CPO required)	Jan.2019
Commencement of Construction of Road Projects Phase 1 (CPO required)	Jun 2019 - Jan.2020 approx

- CCC intends to deliver the infrastructure from January 2019 beginning with works that do not require a CPO and delivering all other infrastructure subject to CPO approval by ABP.
- The application includes a draft section 47 agreement between the developer and CCC, which is to regulate the payment of financial contributions towards the cost of infrastructure to be provided; the timing of the delivery of infrastructure by CCC; the delivery of housing at reduced cost; the funding and execution of alterations to the public road network to facilitate access to the site and woodland management issues. A condition requiring a section 47 Agreement be entered into by both CCC and the developer upon successful achievement of statutory planning approval by CCC should be attached to any grant of permission, to provide certainty regarding the delivery and funding of the road infrastructure provision required to enable the lands to be developed. Such a condition would provide sufficient certainty to ABP regarding the delivery and funding of the road infrastructure provision required to enable the lands to be developed.

- Section 3.1 of The Aecom report identifies alterations to the development that are required to ensure compatibility with the LIHAF Initiative:
 - Revision of cross sections, horizontal and vertical alignment for proposed Dunkettle Road realignment and to ensure proper boundary treatment onto old Dunkettle Road.
 - Revision of dedicated cycle facilities on both sides of the Fernwood Link Road and amendment of the layout to facilitate cycling in both directions and to ensure the continuity of footways and cycle tracks through junctions as outlined in DMURS.
 - Arrangements for set down and pick up at school site, to deal with projected transport demand. The planning comment adds that this matter may be dealt with in the future school application.
 - Provision for pedestrians on Caherlag road.
 - Details of the closure of the Dunkettle road / Caherlag road junction.
 - Provision for dedicated pedestrian and cyclist connectivity from the site to Phase 1 of the Glanmire and Riverstown Greenway along the East Cliff road, in addition to the main spine road at the site.

The report comments that these amendments could easily be achieved by way of collaboration between the developer and CCC.

- The completion of the Dunkettle Interchange upgrade will remove 'rat running' traffic. The LAP provides for a further programme of local road improvements and sustainable transport measures (Phase 2), which will facilitate up to 1,200 units on the combined Ballinglanna / Dunkettle lands. The traffic modelling exercise indicates that the completion of the first phase of development with mitigation and a second phase of development with additional mitigation will result in lower levels of traffic congestion (in terms of queuing and delay) post the development, than the baseline assessment of 2014.

8.3.3. Fernwood Link Road

- The development site has been zoned for residential development since 2003, with access to the site from the lands to the north (now Fernwood). The planning permission for Fernwood provided for a link road to the development site.
- The link road is fundamental to the delivery of residential units on the Ballinglanna lands. Increasing connectivity and permeability with residential estates in urban areas is a key principle of both the 'Guidelines on Sustainable Residential Development in Urban Areas' and DMURS.
- The agreement in place between CCC and TII requires that this link be available prior to the occupation of any dwelling.
- The submitted report of CCC Estates Engineer sets out recommendations to upgrade existing roads in Fernwood estate, including traffic calming, to facilitate the proposed link road.

8.4. **Density, Design and Layout**

- The no. of units has increased from 515 at pre-planning to 608 in response to the concerns raised by ABP. While it is acknowledged that the net density of 30.5 units / ha falls below the recommended 35 units / ha, given the steep gradients on site, the presence of two wayleaves, a substantial woodland area and biodiversity constraints, it is considered that this density is acceptable both in the context of the LAP and the 'Guidelines for Sustainable Residential Development in Urban Areas'.
- The applicant has revised the housing mix since the pre-planning consultation and has introduced a variety of apartment units. This mix is considered appropriate.
- The layout is designed to adhere to DMURS. Relevant conditions are recommended.
- There are 5 clusters within the development. There is little to differentiate many of the clusters, with 3 of the 4 housing clusters all featuring traditional style house designs. There is scope for creating distinction between the different clusters

through the use of external finishes of the house types and in respect of the public realm. A condition to this effect is recommended.

- The apartments are generally considered to be satisfactory and to meet or exceed the requirements of the 'Design Standards for New Apartments'.
- The site adjoins the M8. Proposed noise abatement measures are noted.
- Concerns about the achievement of adequate separation distances and interactions between houses at different FFLs given that the site is steeply sloping in parts.
- The local centre is in a suitable location adjoining the main spine road close to public transport and well connected to the residential area. It will also serve the existing housing area to the north, especially Fernwood.
- The crèche is to accommodate 74 childcare spaces, a provision of c. half the rate suggested in the Guidelines for Childcare Facilities. This is considered reasonable given the number of houses proposed, the 9 year phasing period and the existing level of provision in the wider area.
- The scale of the retail unit is appropriate for a small scale local centre of this nature, and will not undermine retail uses in the town centre.
- The re-use of the restored coach house and the community facility are welcomed.
- The location of the school site is satisfactory on the basis that it is well connected to the development including for sustainable modes and that the location at the edge of the development will minimise traffic through housing areas.
- The presence of wayleaves, significant woodland area, steeply sloping areas, a stream area and a biodiversity rich area result in higher than normal levels of open space provision, above the Council's normal requirement of 12-18%. The open spaces are mostly reasonably well supervised, however there is an area of open space adjacent to the M8 which is poorly supervised, and will result in an excessive amount of screen boundary walls directly addressing the space. A condition requiring the omission of units 326-329 and 338-341 and the incorporation of the resulting area into the open space is recommended.

- The Recreation and Amenity policy requires 1 point for every 6 dwellings with a minimum of 30% of points to be satisfied by the provision of on-site local facilities, i.e. 101 points are required in this instance. The development is considered to be generally in accordance with this policy, subject to the development of several of the kickabout areas as MUGAs.
- The landscaping plan is generally satisfactory. The Section 47 agreement will commit the developer to preparing a woodland management plan and managing / maintaining the woodland until such a time as it is taken in charge.

8.5. **Impacts on Residential Amenities**

- The levels and distances to boundaries of Fernwood estate are such that there will be no adverse impact in terms of overlooking or overshadowing.
- There is a row of 13 no. houses (nos. 409-421) opposite the 4 no. detached houses to the south east of the site with back to back distances of 17-26m. While planting is proposed to provide screening, it will be difficult to ensure its management within private gardens. Given the scale, number and proximity to the existing dwellings, there is a case to consider an improved relationship by way of re-design.
- The northern elevation of apartment Block B faces a dwelling on the opposite side of the Caherlag road to the south. The block is considered acceptable in terms of potential amenity impacts due to its orientation and the intervening distance of c. 35m.

8.6. **Site Services**

- The submission includes reports by CCC Water Services and by the Area Engineer.
- Proposed surface water drainage arrangements are noted. The Area Engineer raises no concern with these proposals and recommends conditions regarding surface water disposal. CCC Water Services recommends conditions.
- Irish Water correspondence is noted. Conditions are recommended to this effect.

8.7. Part V

- Report of CCC Part V Officer. Part V proposals are not acceptable as the layout would lead to an overconcentration of social housing in 3 areas of the development, which will not foster any real integration between the social and private units. Some of the house types and unit sizes are too large and need to be revised to meet PA requirements, i.e. unit types Ca, C1a, C2a, GA, G2A, H a/b/c, J a/b and K a/b/c, Block A Apartments. There are discrepancies between the floor areas listed in the Part V proposal and those recorded in the house type drawings. The Part V proposal does not include any one bed units. There is demand for 107 no. one beds in Glanmire, the Part V agreement could include some of the duplex units to meet some of this demand and to further disperse the apartment units.
- CCC planning report states that it is understood that the Housing Dept. and the developer have since liaised with each other in respect of the Part V allocation and agreement is reached.

8.8. Landscape / Visual / Heritage Issues

- The submission includes reports by the CCC Conservation Officer and CCC Archaeologist.
- The retention and conservation of the well is welcomed. The site is extensive in scale and potential exists for subsurface remains, including a medieval structure associated with the architectural fragments. Geophysical survey and testing is to be carried out in advance of the development and as part of the Archaeological Assessment, which would inform the project's design and layout in advance and ensuring that any significant archaeological sites are preserved in situ.
- Significant visual impact on Ballinglanna House. However, its visual dominance will be retained, the significant trees which form an important element of its setting are retained and there is reasonable separation between the development and the house. The view from the house will be affected by the development, however the introduction of additional planting in the area of open space to the west of the House will address this relationship. The gates / pillars at the original entrance to Ballinglanna House should be retained and reused.

- The large number of historic boundaries such as masonry walls and dry stone walls existing at the site are not dealt with in any great detail and the mitigation measures tend to be record and remove. The masonry walls in particular along Dunkettle road are very characteristic and should be retained where possible.
- The site is in an area designated as a High Value landscape. The development presents as the expansion of the built up area of the main settlement of Glanmire on lands that have been zoned for residential development since 2003. It is considered that the scheme can be satisfactorily absorbed into the landscape without undermining the high value character of the surrounding area.

8.9. Environmental Impacts

- AA Screening Statement is submitted. CCC Ecologist is satisfied that the Great Island Channel SAC (site code 001058) and Cork Harbour SPA (site code 004030) are the only two European sites with the potential to be impacted by the development, having regard to hydrological connectivity. Also satisfied that all possible risks of impact on the SAC and SPA have been identified in the submitted Screening Report. Recommends conditions to ensure strict adherence to a comprehensive Construction and Environmental Management Plan (CEMP) under appropriate supervision, in order to be satisfied that impacts on water quality are avoided. Also detailed Invasive Species Management Plan and Waste Management Plan to address all waste management issues. Appropriate conditions are recommended.
- CCC Ecologist. The EIAR provides sufficient information to be satisfied that all ecological receptors of relevance to the development have been identified, and to ensure that a comprehensive assessment of the implications of the development for these receptors can be made. Concurs broadly with these conclusions, subject to the successful implementation of all proposed mitigation measures and monitoring.

9.0 Prescribed Bodies

9.1. Dept. of Culture, Heritage and the Gaeltacht DAU

- Development is large in scale in close proximity to Recorded Monument CO075-094(001-002) 'Architectural fragment, Lime-kiln / Folly / Well'.
- Dept. concurs with the recommendations of the EIAR Chapter 10 that a geophysical survey and archaeological test excavations take place across the development site in advance of commencement of construction works, this should be required as a condition of permission.
- Recommends a condition requiring a survey of the riparian area 70m above and below the outfall point for breeding otter and breeding grey wagtail, before construction of the storm water outfall connection to the Glashaboy river.

9.2. Transport Infrastructure Ireland (TII)

- TII has had extensive consultation with CCC regarding the development of this site, the potential implications for the operation of the strategic national road network in the area and the planning history of the area. Agreement was reached on the provision of no more than 400 houses prior to the completion of the Dunkettle interchange.
- Notes details of phasing and infrastructure provision provided in EIAR section 4A2.2.3. Full implementation of recommendations indicated in Section 13 of the Transport Assessment & Traffic Model for the Dunkettle / Ballinglanna lands, Glanmire, Co. Cork (2016) by MHL & Associates Ltd. Consulting Engineers, to address capacity issues in the context of inclusions in the Cobh Municipal District LAP. In view of the critical nature of these items, TII are of the opinion that a section 47 agreement would be the most appropriate mechanism to ensure implementation.
- Also agreement with CCC that the northern access to the site from Fernwood must be available prior to the occupation of any dwellings.
- Requests that the Board endorse provisions of the agreement between TII and CCC, in the interests of safeguarding the strategic function and significant Exchequer investment in the national road network in the area.

- In the event that construction of the development could run at similar timescales to the construction of the Dunkettle Improvement Scheme, TII recommends a condition requiring a construction and traffic management plan, to include for the co-ordination of construction with the Dunkettle Improvement Scheme.

9.3. **Irish Water**

- Based upon details submitted by the developer and the Confirmation of Feasibility issued, IW confirms that subject to a valid connection agreement and Project Works Service Agreement being put in place between IW and the developer, the proposed connection to the IW network can be facilitated.

9.4. **Inland Fisheries Ireland**

- IFI has no objection to the disposal of septic effluent from the development to the public sewer, provided IW signifies there is sufficient capacity such that it does not overload existing treatment facilities or result in polluting matter entering waters. If such an assurance is not in place, there is an onus on the developer to provide a separate treatment and disposal option until public facilities are adequate.
- Requests that planning conditions require no interference with, bridging, draining or culverting of the adjacent stream or of any watercourse its banks or bankside vegetation without prior approval of IFI.

9.5. **Cork City Council**

- Proposed density is low given the proximity of the site to the existing City boundary and the enhanced no. 221 bus service from Fernwood / Glyntown. Missed opportunity to promote sustainable residential communities and to support public transport and sustainable modes of transport.
- The surrounding road network is deficient in terms of capacity, width, alignment, lighting and pedestrian facilities. It is assumed that an array of local road improvement measures will be in place before Phases 1-6 are developed, with some redistribution of traffic flows in the area.
- The application does not propose a specific modal share. Impossible to assess how significant any modal shift would be over time in relation to the 'Smarter Travel: A Sustainable Transport Future' long term modal share target for single-

occupancy car based work trips of 45%. The scheme should include a multi-modal plan setting out the sequenced provision of sustainable modes, including public transport services. This issue should be clarified by ABP in its assessment of the development. A suitably ambitious target should be set for the development.

- A significantly higher mode share for cycling is achievable for internal and external trips to Tivoli, Little Island and the city centre. The scheme should demonstrate good cycle connectivity to employment centres that align with the joint Cork City and County Strategic Cycle Network Plan 2015.
- The submitted traffic assessment recognises that the development will result in significant increases in car based trips at peak times and that the surrounding road network is deficient in terms of capacity, width, alignment, etc. The assessment has no regard to the development of the Dunkettle lands to the south of the site.
- Phasing recommendations. Local road improvements should be completed prior to the commencement of development. The local services centre should be constructed at an early phase to promote active modes within the development area and minimise the number of external trips.
- The parking provision is in accordance with development plan standards, i.e. 2 spaces per dwelling. Overprovision of parking will lead to increased congestion on local approach roads to the city. Parking provision would be very difficult to remove in the future when public transport improvements arrive and travel patterns are established.
- Cork City Council considers that the density of the scheme and absence of modal share information reduce the sustainability of the development, especially given its location within the existing envelope of Cork City and Suburbs (as defined by the Census of Population 2016) and the site's proximity to existing and planned public transport services.

10.0 Assessment

10.1. The following are the principal issues to be considered in this case:

- Principle of Development
- Traffic Impacts
- Design and Layout
- Landscape and Visual Impacts
- Impacts on Residential Amenities
- Cultural Heritage
- Part V
- Drainage and Water Supply
- Appropriate Assessment

These matters may be considered separately as follows.

10.2. Principle of Development

10.2.1. The site is a substantial portion of the Dunkettle / Ballinglanna lands that are zoned as an 'Urban Expansion Area' under the Cobh Municipal District LAP 2017, to accommodate development plan population targets for Glanmire which is a critical population growth, employment and service centre in the Metropolitan Cork strategic planning area.

10.2.2. Density and Housing Mix

The development site corresponds with the definition of an 'outer suburban / greenfield site', as per the Section 28 'Guidelines for Planning Authorities for Sustainable Residential Development in Urban Areas'. The Guidelines encourage densities of 35-50 units / ha at such sites, to involve a variety of housing types where possible. Development at net densities of < 30 units / ha is discouraged. The LAP zoning objective for the site, GM-R-06, provides for a mix of 'Medium A' and 'Medium B' zoning. As per development plan policy HOU4-1, Medium A density is defined as 20-50 units / ha and Medium B density is defined as 12-25 units / ha. The development has an overall net density of 30.5 units / ha, based on a 'developable

area' of 19.9 ha, which excludes non-residential uses, significant infrastructure (wayleaves and roads) and woodland areas. The applicant submits that the development is designed to provide a range of densities across the site, with higher densities adjoining the local centre and near the link road and bus stops (up to 55 units / ha) and lower densities on the western side of the site, adjacent to Ballinglanna House (20.45 units / ha), wooded areas and steep slopes.

Cork City Council comments that the proposed density is low given the proximity of the site to the existing City boundary and the availability of an enhanced no. 221 bus service from Fernwood / Glyntown. However, Cork County Council (CCC), in whose jurisdiction the site is located, is satisfied with density with regard to the site constraints and the requirements of the specific LAP zoning objective GM-R-06. I note that the overall number of residential units has increased from 515 units at pre-planning to 608 units in the current proposal. I consider that the net provision of 30.5 units / ha is low for zoned and serviced land, particularly with regard to the strategic importance of the development site for the overall provision of residential development in Metropolitan Cork. However, given the site constraints including wayleaves, the roads objective, steeply sloping topography, proximity to the M8, the presence of Ballinglanna House, the necessity to retain and manage extensive wooded areas and the lack of public transport in the area, it is considered that the overall density is appropriate.

Development plan policy HOU 3-3: Housing Mix seeks to secure the development of a mix of house types and sizes throughout the county and identifies a need to balance the achievement of higher densities with a broader range of house types. Medium density A development can include apartment units but a broad housing mix is required overall for medium density 'A' and 'B' lands, including detached sites. The development comprises 496 no. houses and 112 apartments, with a housing mix of 7% 1 bed apartments; 25% 2 bed units (85 houses, 65 apartments); 42% 3 bed units (249 no. houses, 6 no. apartments) and 26% 4 bed units (all houses). There is a total of 22 no. house types with a variety of finishes. I consider this mix to be reasonable as it avoids a preponderance of large, detached houses and includes a mix of unit types and sizes.

10.2.3. Roads Infrastructure and Phasing

There have been two previous refusals at the development site, ref. PL04.233061 and PL04.218603, which were both refused on grounds relating to prematurity pending the upgrading of Dunkettle Interchange and due to existing deficiencies in the local road network in terms of capacity, width, alignment, public lighting and pedestrian facilities. A large volume of third party submissions state concerns about traffic congestion in the area and in relation to phasing of the development and the timeframe for the provision of improvements to the local and national roads infrastructure.

As per the submission of TII, the Dunkettle Interchange upgrade has been permitted and preliminary construction works are now underway with completion expected by 2022. In 2016, CCC commissioned MHL & Associates Consulting Engineers to prepare a "Transport Assessment and Traffic Model for Dunkettle / Ballinglanna Lands, Glanmire, Co Cork", which formed the basis for the LAP zonings and roads objectives in the area. Based on the traffic model, the LAP provides that up to 400 units may be constructed at the GM-R-06 lands prior to the completion of the Dunkettle Interchange upgrade, subject to the implementation of a programme of local road improvements and sustainable transport measures, as set out in LAP Tables 3.3.2 and 3.3.3. CCC and TII have reached agreement that, providing this programme is implemented, up to 400 units may be constructed at the development site prior to completion of the Dunkettle Interchange. I note the phasing details provided in EIAR section 4A2.2.3, with Phases 1-6 (399 units) to be developed in advance of the Dunkettle Interchange, with Phase 6 to be complete and operational by Q4 2023. This is acceptable in principle.

Phases 1-6 will also be carried out in conjunction with the local road improvements set out in LAP Table 3.3.2 and 3.3.3, as indicated in drawing no. TSK001 by ARUP. The works are to be implemented by CCC under the Part XI local authority own development works process. CCC secured funding approval for the improvements under the LIHAF Initiative in March 2017. CCC have submitted an indicative timeframe for the LIHAF works, which shows that the design process has commenced with approval to be achieved by mid 2018. CCC is also to seek CPO approval from ABP shortly. It intends to deliver the infrastructure from January 2019, beginning with works that do not require a CPO. CCC is finalising a formal

agreement with the Dept. of Housing, Planning and Local Government regarding the management of the relevant LIHAF funds, such that the developer will make a financial contribution of 50% of the cost of the LIHAF works. The subject application includes a draft section 47 agreement between the developer and CCC, to regulate the payment of financial contributions; the timing of the delivery of infrastructure by CCC; the delivery of housing at reduced cost; the funding and execution of alterations to the public road network to facilitate access to the site and woodland management issues.

In addition to the CCC road works, Phase I of the development includes a new site access and signalised junction at the L2999 Dunkettle road, a new distributor link road between the Dunkettle access and Fernwood estate, as required by LAP objective GM-U-06, facilitating connection through Fernwood to the Glyntown road to the north and a new access and configuration at the Caherlag road with the closure of the Caherlag road / L2999 Dunkettle road junction, with the residual area of the Caherlag road becoming a cul-de-sac. These measures are to be in place prior to the occupation of any residential units.

The concerns of Fernwood residents regarding the link road are noted. However, the link through Fernwood is an LAP objective as part of a package of local road improvement works agreed between CCC and TII and was provided for in the original permission for Fernwood estate. The Fernwood link is therefore acceptable in principle. The applicant has submitted a deed of grant and confirmation of right of way to carry out a road / footpath connection through Fernwood. The accompanying Solicitor's Letter states that the applicant has the right to enter the Fernwood lands and complete any outstanding part of the roadway on these lands in order to facilitate the connection of the development site to Fernwood. Works are to be carried out to the existing road through Fernwood to cater for the increased traffic that would be generated by the development, as per the submitted report of CCC Estates Engineer. Details of the proposed tie-in from the development to Fernwood are submitted and are acceptable. I therefore consider that the link through Fernwood can be achieved to a satisfactory standard.

With regard to other transport modes, the CCC road works include the provision of improvements to pedestrian and cycle facilities in the area as set out in LAP table 3.3.3, including pedestrian improvements at East Cliff road, the Glyntown road and

along the R639 Glanmire road and new pedestrian crossings at Glanmire bridge and the junction of East Cliff road and Glyntown road. The development layout includes a 'shared path' pedestrian / cycle connection along the new distributor link road from the Dunkettle road access to the Fernwood connection. The link to Fernwood and on to the Glyntown road will connect to the existing 221 bus service along the Glyntown road, which connects to Cork city. The link will also facilitate connection to the proposed Glashaboy Greenway pedestrian and cycle route at East Cliff road / Glanmire bridge and to the proposed pedestrian / cycle links from the Dunkettle road to the Dunkettle lands to the south. There is also a proposed pedestrian path from the link road to the Caherlag road, at the south eastern corner of the site. The overall layout is compatible with the detailed layouts for Glanmire provided in the Cork Cycle Network Plan 2017 including route GL-U6 serving the subject site and the Dunkettle lands and the Glashaboy Greenway GL-GW1. It will facilitate good pedestrian and cycle connections between the development and the established shops, schools and other services in the urban area of Glanmire to the north of the site, as provided for in the LAP. I am therefore satisfied that the development has a high level of pedestrian / cycle permeability and connection to the surrounding area, notwithstanding topography constraints, and that it allows for a reasonable modal share given the limited availability of public transport in the area and the lack of firm proposals for any improvements to same in the foreseeable future.

Once the Dunkettle Interchange upgrade is complete, Phases 7 and 8 (209 units) are projected to be complete by 2027 but are contingent on further improvements to the local roads network and sustainable transport measures, as provided for in the LAP under Phase 2 of the Dunkettle / Ballinglanna lands. The CCC road works programme includes several of the measures required for Phase 2 of the overall Dunkettle / Ballinglanna lands, as set out in LAP Tables 3.3.2 and 3.3.3, i.e. a new signalised junction at East Cliff road / L3010; a pedestrian / cycle bridge at Glanmire bridge and improvements to the L2999 Dunkettle road, however they exclude the Riverstown Bridge measures. I note the report on file of the CCC Housing and Infrastructure Implementation Team (HIIT), which states that the funding for the Phase 2 infrastructure would have to be achieved in relation to a grant of permission on the remaining Dunkettle / Ballinglanna lands. However, the comment of the CCC Senior Transport Engineer concludes that the proposed works package to be carried

out with Phase 1 is adequate to serve the needs of 600 units at the subject site. In addition, TII is to carry out works to the Tivoli Roundabout. The proposed completion of Phase 2 is acceptable on this basis.

10.2.4. Retail, Education and Community Land Uses at the Development Site

I note the refusal reasons for previous developments at the site that refer to the under provision of community and recreational facilities. In addition, the GM-R-06 zoning objective specifies the provision of a site for a new 16 classroom primary school and the provision of a local shopping centre at the site with a range of appropriate convenience retail services.

The development includes a reserved area in the south-eastern corner of the site, which is to be developed as a 16 room primary school. The roads layout and site services allow for connection to the school site. The applicant has submitted a letter from the Department of Education and Skills, dated 13th December 2017, which confirms that the proposed site area is deemed sufficient for a 16 room primary school. This provision is considered to meet the requirements of the GM-R-06 zoning objective. The location of the school site adjacent to the Dunkette road access is satisfactory.

There is a 'mixed use centre' located at the ground floor of apartment Block A at southern end of the site, off the spine road and close to the school site, to be constructed in Phase 3. The centre contains a crèche, a community building with a sports hall, meeting rooms and offices and a convenience retail unit (363 sq.m.). The renovated Coach House is adjacent to the centre, to contain 'professional services / retail use' (172 sq.m.). The accessible location of the centre off the spine road and its provision in Phase 3 are satisfactory and the community facilities are a desirable aspect of the scheme. I note the comment of CCC that the local centre is in a suitable location and that the convenience retail provision is appropriate for this area. I concur, given the scale of the development and Fernwood and the distance to other convenience retail facilities.

The crèche provides for c. 70 no. childcare spaces. The Childcare Facilities Guidelines for Planning Authorities recommend a minimum provision of 20 childcare places per 75 no. dwellings, i.e. c. 162 no spaces for the development. EIAR chapter 11, figure 11.3 indicates that there are 15 no. pre-schools / crèches within a 10

minute drivetime of the development, the closest being within Fernwood estate. EIAR Table 11.6 indicates a projected population of 158-170 pre-school children; 190-204 primary school students and 142-153 secondary school students. The development will therefore generate demand for crèche / pre-school, primary school and secondary school places. The proposed childcare provision is justified on the basis of this population and the existing availability of childcare places in the area. I note the guidance provided in section 4.7 of the 'Sustainable Urban Housing: Design Standards for New Apartments', which recommends that childcare provision for apartment developments should be established having regard to the scale and unit mix of the development and of the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One bedroom units should generally not be considered to contribute to any requirement for childcare provision. The proposed childcare provision is considered acceptable on this basis.

The provision of the primary school is to be determined by the Dept. of Education and is outside the control of the applicant. There are 2 post-primary schools in the area. Glanmire Community College has recently been refurbished and extended and has a capacity of 1,100 students, the EIAR confirms that there are currently c. 85 no. places available in the school. Colaiste na Phiarsaigh has a current enrolment of 550 pupils for the 2017/2018 academic year. This provision is satisfactory.

I am satisfied that the proposed provision of school, childcare, community and retail services and facilities will cater adequately for the needs of residents of the scheme and are in accordance with the zoning objective GM-R-06 and the general LAP objectives for Glanmire.

10.2.5. Principle of Development Conclusion

To conclude, the proposed density, housing mix, school site and mixed use centre are considered to be acceptable in the context of site constraints and to be generally in accordance with relevant LAP, development plan and national policies and with the requirements of the site specific zoning objective GM-R-06. The phasing and roads layout are also acceptable in the context of the Dunkettle Interchange upgrade, the Part 8 works to be carried out by CCC and the new link distributor road at the site in accordance with site specific zoning objective GM-U-06.

10.3. Traffic Impacts

- 10.3.1. EIAR chapter 4A provides a Transport Assessment, which is based on traffic counts carried out at 14 junctions in the area on 23rd March 2017 (a weekday) at 07.00 – 10.00 and 16.00 – 19.00. The assessment includes other permitted residential developments in the Glanmire area. It is assumed that 400 units will be constructed prior to completion of the Dunkettle Interchange and that the CCC road improvement works will be in place before Phases 1-6 are developed, with some consequent redistribution of traffic flows. This is considered reasonable. The EIAR counts identified the L2999 Dunkettle road as the busiest route in the area, followed by the R639 Glanmire Road.
- 10.3.2. Traffic impacts are predicted for an ‘opening year’ of 2023, assuming the completion of Phases 1-6 (399 units); an ‘opening year’ of 2028 with Phases 1-8 complete and an ‘opening year’ of 2038, also with Phases 1-8 complete. Projected traffic generation and modal shift are based on the MHL transport model as outlined above. The projected rates include the residential, crèche, commercial, retail, school and community land uses in the proposed development. The projected increased traffic flows prior to the Dunkettle Interchange upgrade are primarily south of the Island Corporate Park Roundabout in the N25 (30-38 % increase), with the Dunkettle road as the primary access route to the development (19-24% increase) and a lesser increase at the Glanmire road (5-10%). These increases are assessed as a moderate impact. Projected increases after the Dunkettle Interchange upgrade still indicate increased flows at the Island Corporate Park roundabout (> 30% increase) and a lesser increase at the R639 Glanmire road and East Cliff road (5 – 20% increase). These impacts are also assessed as moderate.
- 10.3.3. Junction capacity assessments are carried out for 12 junctions in the area. The projected traffic impacts generally indicate slight to moderate impacts on junctions in the area, whilst some junctions are operating above capacity, especially prior to the Dunkettle Interchange upgrade, this would be the case notwithstanding the proposed development. The new signalised access to the development and the new distributor link road will provide improved capacity for traffic travelling from Glanmire village to Dunkettle and will eliminate the existing hazardous Dunkettle Road / Caherlag road junction. The signalised access will have traffic lights sequenced to discourage rat running from the northern environs, this aspect of the development was revised on

foot of the section 5 pre-planning consultation with ABP. The link road will also remove some through traffic from the East Cliff road and from the East Cliff road / Glanmire bridge junction. The transport assessment concludes that the development will have a slight to moderate impact on the local traffic network, to be mitigated by the CCC road improvement measures.

10.3.4. The development is in accordance with the overall traffic policy approach set out in the LAP, as underpinned by the MHL transport model commissioned by CCC in 2016. I accept that the development has very limited access to public transport and that there are no firm proposals to amend this situation in the foreseeable future. I note the comments of Cork City Council regarding modal share and the possibility of improving same. As discussed above, I note that the development is to be carried out in conjunction with a package of measures to improve pedestrian and cycle connections in the area, including improved connections to schools and to the Riverstown and Hazelwood areas of Glanmire to the north of the site, which is where most of the retail and other services in Glanmire are located. In addition, the provision of retail, school and crèche services within the site will encourage pedestrian / cycle trips by residents within the proposed scheme. Having regard to the advanced stage of national and local road and pedestrian / cycle network improvements, as discussed above, I am satisfied that the development will not result in undue adverse traffic impacts such as would warrant a refusal of permission and I accept the conclusion of the EIAR transport assessment that the development would have a slight to moderate traffic impact on the local road network overall.

10.3.5. With regard to construction traffic, the development is to be carried out in 8 phases over a 9 year period. All construction traffic is to enter / exit the site from the Dunkettle road access, including site deliveries. The secondary access via Fernwood will only be used at times when particular construction activities might prevent suitable access from the Dunkettle road junction. Construction traffic is to be limited to certain times of the day. EIAR section 4A.6.4 includes measures to minimise disruption including moderate parking provision within the construction compound at the site. I consider that these measures preclude significant adverse impacts on Fernwood estate and on other residential properties in the area as a result of construction traffic and are generally satisfactory.

10.4. Design and Layout

10.4.1. The development has been designed around the constraints present at the site, i.e. the 2 watermain wayleaves; the presence of Ballinglanna House and its associated access avenue; the undulating topography, the stream and the steeply sloping wooded areas on the western side of the site; the roads requirements including the access to the Dunkettle road and the link to Fernwood estate and the presence of the M8 at the eastern site boundary. The layout is divided into 'character areas' as per Figure 12 of the submitted Planning & Design Statement, which are defined as follows:

- The 'west neighbourhood' on the western side of the site, bisected by a spine road that runs along one of the wayleaves and connects to the signalised junction at the Dunkettle access. This is defined by the steeply sloping woodland on the western side of the site, which is to be managed / maintained. The entrance to Ballinglanna House is at the southern end of this area. There is a cluster of house type 'A' and 'B', 4 bed detached houses close to the Dunkettle access and to the immediate west of Ballinglanna House, at a lower ground level and set back by an intervening public open space which includes a 'wildlife corridor' connecting the woodland around Ballinglanna House with the woodland at the western site boundary. The remainder of the area is 2 and 3 bed semi-detached and terraced houses, laid out around shared spaces and interspersed with 'kick about' spaces and neighbourhood play areas. Apartment Blocks E and F are located at the end of the central spine, at the western site boundary. They are both 2 storey over lower ground floor with surface car parking.
- The mixed use centre contains apartment Blocks A, B and C, next to the Caherlag road access. Block A (up to 5 floors) and Blocks B and C (3 / 4 storey) and laid out around a central open space with vehicular access to the basement car parks. Block D to the east of Block B is a 3 storey duplex block with shared car parking. This is the densest part of the development. The 'south east' neighbourhood lies to the east of the mixed use centre and to the immediate west of the 4 no. existing detached houses at the laneway to the south east of the site. There is a row of 2 storey detached and semi-detached houses to the rear of the laneway (nos. 409-421). The houses in this area have a contemporary design finish to match that of the apartment blocks and the mixed use centre.

- The 'east' neighbourhood is between the distributor link road and the M8 and is set back from the motorway with intervening public open spaces. This area is laid out as 2/3/4 bed semi-detached and terraced units in a variety of styles and house types.
- The 'north west' and 'central' neighbourhoods are between Ballinglanna House and Fernwood, east of the watermain wayleave. 2/3/4 bed detached, semi-detached and terraced houses are laid out around a spine road that connects to the distributor link road. The development is set back from the Fernwood boundary with intervening open spaces and a pedestrian route and the existing field boundary retained. It is similarly set back from the boundary of Ballinglanna House.

10.4.2. The mix of house types and styles will add some variety and interest to the scheme.

The location and phasing of the mixed use centre are satisfactory. The overall layout allows for good levels of pedestrian permeability with a 3.6 km network of looped pedestrian and cycle 'amenity trails', which are to connect to the Glashaboy Greenway via a future connection at the northwest corner of the site. Vehicular permeability is more limited with many of the 'shared spaces' laid out as cul-de-sacs, particularly in the 'north west' area. The lengthy spine road in the north west area could lead to speeding, however the provision of raised tables at junctions should ameliorate this risk. The roads layout provides a clear hierarchy and is considered acceptable overall with regard to DMURS. The submitted JODA report states that roads levels in the site have been designed to comply with DMURS, with gradients of less than 5% generally in residential areas, increasing to 8% in places due to steep terrain. The realigned L2999 Dunkettle road and the realigned Caherlag road will require gradients of up to 11% due to the steep topography in these areas, however these gradients are comparable with those of existing roads, this is acceptable. The connection to Fernwood is to be welcomed, as discussed above. The indicative bus stop locations at the school and at the Fernwood access are satisfactory. The individual 'shared spaces' provide a good sense of enclosure and pedestrian connection. However, the parking provision of 2 spaces per house, although in accordance with development plan standards, is laid out as 2 spaces in front of each house, rather than as areas of shared parking as preferred in DMURS. This layout detracts from the appearance of the area as it necessitates the provision

of dividing boundary walls and driving over the footpath and takes up space that could be devoted to landscaping. In addition, there is limited provision for visitor parking and, given the lack of shared parking, no opportunity to maximise the use of the parking provision. The housing layout is unsatisfactory in this respect. The surface car park with 41 no. spaces for the mixed use centre is limited with regard to development plan parking standards for retail, office, crèche and community land uses, however it is accepted that many of the trips to these facilities will be cyclists / pedestrians and that there will be some concurrent / complementary usage of parking spaces. The provision is acceptable on this basis. Bicycle parking in accordance with development plan standards may be required by condition for the mixed use centre and the apartment blocks.

10.4.3. I note that the report by Aecom Consulting Engineers, submitted with the planning authority comment, recommends several minor amendments to the roads layout, in order to ensure compatibility with the Part 8 road works. These measures can be required by condition if the Board is minded to grant permission.

10.4.4. The public open space provision exceeds the development plan quantitative standard of 12-18% site area. The incidental open spaces throughout the scheme are generally well overlooked and landscaped and there is a good provision of 'kick about' spaces and neighbourhood and local play areas. I note the comments of the planning authority regarding the areas along the M8, however all of these areas are directly overlooked except for a small pocket to the east of house no. 389 and the area to the rear of units nos. 333-330. The planning authority recommends the omission of units nos. 326-329 and 338-341 and the incorporation of the resulting area of open space to improve surveillance and usability of this open space. I would not be in favour of this measure as it would reduce residential density to an unacceptable degree. I consider that a satisfactory level of surveillance could be achieved by the reorientation / redesign of units nos. 330-333 such that they have an improved relationship with units nos. 338 – 341 and overlook the space to the east. I note the comments of CCC regarding compliance with their recreation and amenity policy. A condition requiring the development of several of the kick about' areas as MUGAs to the satisfaction of the planning authority could be imposed if the Board is minded to grant permission. The development is considered to be otherwise in

compliance with the Recreation and Amenity policy. The proposed landscaping plan and woodland management plan are also acceptable.

10.4.5. With regard to the quality of residential accommodation, I note comments of CCC regarding house type 'G', which has a shallow rear garden and is single aspect to prevent overlooking to the rear. However, I consider this arrangement to be acceptable given the very high proportion of public open space available within the scheme. Likewise, the proposed 'split level' arrangement of house type 'L' is acceptable as it maximises the use of a steeply sloping part of the site. I also note the comments regarding separation distances to the rear of units nos. 403-408 to the east of the mixed use centre and units nos. 14-35 and to the west of Ballinglanna House, as illustrated in sections nos. 4 and 9 respectively. However, I consider the intervening distances and relative floor levels to be acceptable in these instances.

10.4.6. The development includes 112 no. apartments, laid out in 6 blocks as follows:

- Block A in the mixed use centre. 4 / 5 floors with crèche, retail unit, sports hall and community building on the ground floor. 32 no. units including 6 no. single aspect south facing units, these are acceptable given the orientation, and 2 no. east facing single aspect 1 bed units, these are acceptable as they look onto the central square. 34 no. car parking spaces in 2 basement levels.
- Block B Standalone 4 storey block at the southern end of the site. 26 units including 7 no. single aspect 1 bed units, all facing open space to the west, these are acceptable given the orientation. 26 no. car parking spaces in a basement car park.
- Block C Standalone 3 / 4 storey block at the southern end of the site, next to the Caherlag road access. 22 no. units including 5 no. single aspect 1 bed units, these are acceptable given the west facing orientation. 22 no. car parking spaces in a basement car park.
- Block D 3 storey duplex block on the eastern side of the site. 16 no. units with 16 no. surface car parking spaces.
- Blocks E and F at the western side of the site. Both 2 / 3 storey duplex blocks containing 8 no. apartments with 10 no. surface car parking spaces for each

block. Split level layout with large areas of glazing overlooking the woodland area.

The overall breakdown of apartment units is 41 no. 1 bed (37%), 65 no. 2 beds (58%) and 6 no. 3 bed units (5%). The apartment blocks have been designed to comply with the 'Sustainable Urban Housing Design Standards for New Apartments' and the floor areas meet or exceed the required provision in all instances.

Development plan car parking standards require a maximum of 1.25 spaces per apartment unit, which entails a requirement of 140 spaces to serve 112 apartments. It is submitted that the proposed provision of 118 spaces for the apartments is in line with the development plan recommendation. I consider the proposed parking provision to be acceptable and note in this regard the recommendations of section 4.22 of the updated apartment guidelines:

"As a benchmark guideline for apartments in relatively peripheral, less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required."

I also note national policy objective 13 of the National Planning Framework 2018.

10.4.7. The eastern side of the site is level with the M8 and traffic noise currently dominates this area. The existing boundary is defined by a fence and sparse planting, which provide no noise attenuation. The development is set back from the motorway with a noise abatement fence along the boundary. EIAR section 8.4.3 states that the noise attenuation screen will reduce traffic noise levels at the eastern part of the site and provide an LAeq reduction of up to 10Db(A) at ground level. The effect of the screen will be reduced at first floor level and additional noise attenuation measures will be required, i.e. insulated windows and acoustic treatments to ventilation openings and heat-exchange intakes. EIAR section 8.5.2 states that these measures will ensure that internal noise levels will not exceed 30 Db(A) LAeq at night time, in accordance with relevant WHO guidelines. This is considered acceptable.

10.4.8. To conclude, I consider that the design and layout of the development are generally satisfactory with regard to national and development plan guidance for residential development and that there is a reasonable standard of residential accommodation for future residents of the scheme.

10.5. Landscape and Visual Impacts

10.5.1. The site is located in an area designated in the development plan as a 'High Value' landscape. Development Plan Appendix E, the Co. Cork Landscape Character Assessment, states that the site is located within the City Harbour and Estuary landscape character area, which has a 'very high' landscape value, 'very high' landscape sensitivity and 'national importance'. In addition, there are several sensitive receptors in the vicinity of the site, i.e. the S41 scenic route; Dunkettle estate and Glanmire wood pNHA; St. Mary's & All Saints Church and Church Hill to the west; Fernwood estate; other residential areas of Glanmire to the west and north and the M8 motorway. Potential visual impacts at each of these locations may be considered separately as follows. Impacts on the setting of Ballinglanna House are considered below with regard to architectural heritage.

10.5.2. Scenic Route S41

The S41 route runs from the R639 Glanmire road, across Glanmire bridge, along the Dunkettle road and eastwards along the Caherlag road and on towards Ballinglanna. The development plan describes the main features of the S41 as "*Estuary, intermittent, distant views of the harbour, Little Island, residential, trees & vegetation*". The general views being protected are defined as "*Views of the Estuary and Harbour, wooded landscape, open countryside & hillsides.*" The key characteristics of land use are described as "*Industry, residential, agriculture & urban area.*" The development plan also notes that the view includes some protected structures at Glanmire and the rural character is "*not prevalent*".

The development will change the existing view from the S41 from Glanmire bridge onwards. Part of the S41 will be re-routed along the new Dunkettle road access and the new connection to the Caherlag road, taking in the new access to Ballinglanna House. Viewpoints 3, 4 and 5 of the EIAR landscape and visual impact assessment (LVIA) indicate views from the S41 at Dunkettle road and Caherlag road. The existing rural character of this stretch of the S41 will change to the suburban character of the development. Part of the existing stone wall and treeline along the Caherlag road are to be removed at the south east corner of the site but the remainder are to be retained. The outlook to the north from the Caherlag road will change from the existing view of fields and Ballinglanna House and will instead look

towards the southern end of the development including the school site and apartment Blocks A, B and C. The LVIA assesses impacts on views nos. 3 and 4 as 'neutral'. Viewpoint no. 5 at the Dunkettle road access will become part of the development with the 5 storey Block A visible at this location. EIAR viewpoint 7 indicates views from the S41 at the Glanmire road approach to the village. The southern end of the development will be visible on the ridge line in this view. The LVIA also assesses the impact at this location as 'neutral', stating that it will not alter the quality of the environment as seen from this location.

Given that the development site is zoned for development, any development will change the exiting semi-rural outlook from the S41 on approaches to Glanmire and along the Dunkettle and Caherlag roads. The retention of the woodland will provide some screening and the landscaping will soften visual impacts from the Dunkettle and Caherlag roads. Views of the estuary and Cork Harbour, which are key elements of the S41, will not be significantly impacted by the development. Impacts on the scenic route are considered acceptable on this basis

10.5.3. Dunkettle Estate and Glanmire Wood pNHA

The Dunkettle demesne includes a protected woodland and is also zoned for residential development. Viewpoint no. 6 in the LVIA corresponds to views from this location. The development will be viewed in the distance. The outlook will change from agricultural fields around Ballinglanna House to suburban housing, which may be seen as a continuation of the existing suburban development at Fernwood estate. The LVIA assesses impacts at this location as 'significant' and 'negative'. I consider the visual impacts to be acceptable in the context of the expanding urban area of Glanmire and given that lands at this viewpoint are themselves zoned for development.

10.5.4. Fernwood Estate

The development site is at a lower level than Fernwood and will have limited visibility from within the estate as the existing hedgerow along the shared boundary is to be retained and enhanced. Viewpoints nos. 10 and 11 indicate views of the development from within Fernwood. The development will have limited visibility from these locations, or will read as a continuation of the existing suburban estate. The LVIA assesses impacts on viewpoint no. 10 as positive, the impact for no. 11 is

omitted. I am satisfied that the development will not have any significant adverse visual impacts on Fernwood.

10.5.5. Other Residential Areas Within Glanmire

The development will be visible from existing residential areas within Glanmire, to the west and north of the development site. LVIA viewpoints nos. 8 and 9 consider views from representative locations. The development is visible in the context of Fernwood estate. Visual impacts as assessed as 'neutral' and this assessment is accepted.

10.5.6. M8 Motorway and Areas East of the M8

The site is clearly visible from the M8, particularly when travelling northbound. There is some vegetation along the boundary at present. The proposed noise attenuation barrier will screen the development from view. This is considered acceptable in the motorway context and given that it will not significantly impinge on the important views of Cork harbour at this gateway to Cork city. The development will be partially visible from higher lands to the east of the M8, screened by hedgerows along the eastern site boundary. This area generally corresponds to viewpoint 1 in the LVIA. The EIAR assesses impacts at this location as 'slight' and I concur with this assessment.

10.5.7. Landscape and Visual Impacts Conclusion

Having inspected the site and viewed it from a variety of locations in the area, I consider that the greatest visual impact will be on views from the S41 and from areas to the west of the site. While the development will undoubtedly change the outlook from these locations, this impact is acceptable in the context of the semi-rural character of the area, notwithstanding the development plan classification as a 'High Value' landscape. The potential landscape and visual impacts are considered acceptable on this basis.

10.6. **Impacts on Residential Amenities**

- 10.6.1. Potential for impacts on residential amenities primarily arises at the boundary shared with Fernwood estate to the north and west and at the laneway of detached houses at the south eastern corner of the site.

10.6.2. Fernwood Estate

The existing hedgerow along the boundary with Fernwood is to be retained and enhanced as part of the landscaping scheme, with an amenity trail and open space at the development side of the boundary. It is submitted that this ensures the retention of the hedgerow as it will not form the rear boundary to any private properties and will be maintained as part of the development. The development will generally be at a lower ground level than Fernwood and the closest dwelling will be 16m from the shared boundary. It is considered that there is no significant potential for adverse impacts on dwellings within Fernwood by way of overlooking or overshadowing. The proposed link road is considered in section 10.2.3 above and visual impacts in section 10.5.4. I am satisfied overall that the development will interact well with Fernwood and will function as a continuation of the existing suburban development at this location.

10.6.3. Laneway to South East of Site

There is a row of 4 individual houses along a laneway off the Caherlag road at the southern site boundary. The rear boundaries of these houses look on to the development site with sparse hedgerow or vegetative screening. The development includes a row of semi-detached houses backing onto the shared boundary (nos. 409-421). The development includes a 16 m deep 'biodiversity corridor' at the northern end of the laneway and the retention of the stream and associated mature trees. The shared boundary is to comprise a 2m high boundary wall and a row of low trees to provide screening. Several of the residents of the existing houses have objected to this aspect of the scheme. The submission of CCC notes that back-to-back distances are between 17-26m and recommends the omission of the units on the basis that it will be impossible to ensure the retention of planting along the shared boundary as it will be within private rear gardens. EIAR section 3.5 provides a rationale for this area, stating the houses nos. 409-421 are to screen the existing houses to the east from Blocks A, B and C and the mixed use centre. I consider that units nos. 409-421 should be retained as their omission would reduce the density of the scheme to an unacceptable degree. I note that the existing

detached houses are all situated in large private gardens and I recommend that a substantial boundary be provided. While the outlook and character of the lands around the existing houses will change, this is inevitable in the context of the development of this zoned site. The proposed treatment of the end of the laneway as a biodiversity corridor is satisfactory.

10.6.4. Impacts on Residential Amenities Conclusion

To conclude, I am satisfied that the development will not result in any significant undue impacts on residential amenities.

10.7. **Cultural Heritage**

10.7.1. Ballinglanna House is listed in the National Inventory of Architectural Heritage (NIAH) as being of Regional importance. The NIAH describes it as a detached 3 bay 2 storey over basement country house, built c. 1730 and notes in particular the limestone cornice, elegant doorcase and fanlight, and the finely executed curved opening to the bow, which is a well preserved example of its type. The NIAH appraises it as:

“Substantial country house of elegant and lofty proportions remaining largely intact and retaining a number of distinguishing features ... The Gothic Revival style ice house is particularly interesting, its storage area accessible from an upper storey ... the survival of these structures adds significantly to the architectural and social heritage of the area.”

Ballinglanna House is not listed in the Record of Protected Structures (RPS) of Cork County Development Plan. However, the associated gothic ice-house structure is listed as RPS no. 01301 and Recorded Monument CO075-094002 (Architectural Fragment), described as follows:

“A lime kiln with a castellated folly added creating a façade which disguises the lime kiln as part of the folly. It contains a re-set 15th century two-centred pointed arched doorway surround, matching both the door and the stones at the nearby well (CO075-094001-). These dressed stones must have come from a nearby tower house but there is no tradition or local information regarding this, nor is any castle marked in this location on the OS maps.”

There is also a well located on the southern side of the avenue approaching Ballinglanna House, which is listed as Recorded Monument CO075-094001 (Architectural Fragment), described as a well with a stone-built surround, partially damaged, inscribed with the date “1788” but with reused stones dating to the 15th century. There is no tradition that this well was ever venerated and is likely to be secular, built at the same time as the folly building.

10.7.2. Ballinglanna House and its grounds are outside the site boundary and the existing trees to the north, south and east of the house are to be managed / enhanced. The access avenue is to be retained, except for the junction with the Dunkettle road, which will be amended as part of the new site access at this location. The EIAR states that the ashlar limestone gate pillars adjacent to the existing entrance to Ballinglanna House are to be surveyed, manually disassembled and retained for reuse as constructed pillars within the development, this is desirable. The gothic ice house building and the well are to be retained adjacent to the avenue, their wooded setting will also be managed / enhanced as a biodiversity corridor between Ballinglanna House and the woodland on the western side of the site. Potential impacts on Ballinglanna House primarily relate to its setting, which will change completely as a result of the development. The trees to the north, east and south of the house will screen the development from views in these directions. However, the western façade will overlook the development. There are several ameliorating factors with regard to views from the house. The development will be at lower ground levels, as per the cross sections submitted and the nearest houses (nos. 25-35) are set back at least 130m from the western façade with an intervening public open space and amenity route. LVIA viewpoint no. 12 is views from Ballinglanna House, impacts at this location are assessed as a ‘potential significant negative’ given that the existing rural outlook will change completely. I note the comment of CCC Conservation Officer that this would entail an unacceptable negative visual impact. The LVIA notes that Ballinglanna House is not a protected structure and that impacts on its setting are unavoidable if this zoned site is to be developed. These points are accepted and it is considered that the layout and landscaping in this part of the development satisfactorily reduce impacts.

10.7.3. There is an existing derelict 2 storey 19th century coach house located within the development site, to the south east of Ballinglanna House, which dates to at least

1841. This is to be retained within the development and converted for use as 'professional / retail services'. The proposed change of use and refurbishment works will retain the existing character of the structure. The setting will change as it is to be located adjacent to the mixed use centre, overlooking a car park. I recommend that enhanced landscaping should be provided to this area to improve its setting.

- 10.7.4. I note the comments of CCC Conservation Officer regarding the recording / retention of historic boundaries within the development site, this could be required as a condition of permission.
- 10.7.5. There are 11 no. recorded archaeological sites within 1 km of the site including those following at Ballinglanna House. EIAR section 10.3.2 lists the former locations of several demolished mediaeval buildings in the lands around the site. Extensive archaeological investigations were undertaken in the vicinity as part of the construction of the N8 Glanmire - Watergrasshill road scheme, which uncovered a wide range of previously uncovered archaeological sites. EIAR Chapter 10 on Cultural Heritage details archaeological heritage in the area. I note the recommendation of the DAU that a geophysical survey and archaeological test excavations take place in advance of the commencement of construction works, this could be required as a condition of permission. The recommendations of the CCC archaeologist are also noted in this regard.
- 10.7.6. Outside of the development site, Glanmire Bridge over the Glashaboy River, c. 60m to the west, is listed on the RPS (no. 00483) and as Recorded Monument CK075-048. The proposed CCC road works include junction improvements on both sides of Glanmire bridge and a pedestrian / cycle bridge is proposed as Phase 2 of the LAP road improvement works, however these are outside the scope of the subject application. I therefore accept the EIAR assessment of impacts on Glanmire bridge as 'neutral'.
- 10.7.7. To conclude, it is considered that the development would not have any significant adverse impacts on the architectural or archaeological heritage resources of the area, subject to the satisfactory implementation of the recommended mitigation measures.

10.8. **Part V**

10.8.1. The applicant has submitted Part V proposals to transfer 60 residential units to CCC, comprising 14 no. 2 bed apartments, 14 no. 2 bed houses, 28 no. 3 bed houses and 4 no. 4 bed houses, located in 5 distinct clusters within the site. A schedule of estimated costs has been submitted and details of the numbers of units to be transferred at each phase of the scheme. Development plan objective 5-1 requires 14% of units on residentially zoned land to be made available for social housing, i.e. c. 85 no units in this case. The proposed allocation of 60 units falls short of this requirement. I note the report on file of CCC Part V Officer, which states dissatisfaction due to a lack of adequate 'pepperpotting' of social units within the development. There are also concerns that some of the 3 and 4 bed houses and the apartment units are too large. In addition, the proposal does not include any 1 bed units and there is currently demand for 107 no. 1 beds in Glanmire. The report suggests that it may be possible to transfer some of the duplex units to meet this demand. There is a second comment on file, which states that there has been further discussion between CCC and the developer and that an agreement in principle in relation to Part V provision has been reached. A condition requiring a Part V agreement is recommended in the event of permission being granted.

10.9. **Drainage and Water Supply**

10.9.1. The site is within the catchment of the Glashaboy River. The Glashaboy river is flood prone in its lower reaches and there have been significant flood events in the recent past in the Glanmire area. However, the site is outside the areas of fluvial and tidal flooding as per the Lee CFRAMS maps and there are no known flood events in the vicinity. Works on the Glashaboy River Flood Relief Scheme are due to commence autumn 2018. Aside from areas of ponding associated with the stream, the site was dry and well drained at site inspection. There are several springs in the south eastern quarter of the site, however these are localised in influence.

10.9.2. The development is to be served by a piped network with an outfall point discharge at the tidal section of the Glashboy estuary. The drainage design includes SUDS measures. The outfall to the Glashaboy River is to be completed as part of Phase I. It is submitted that attenuation storage is not appropriate as the outfall point is within the tidal reaches of the river. Guidance in the GDSDS states that developments at

the downstream end of a catchment do not have to be concerned with worsening the river state downstream and therefore may not need to provide either 'long term' storage or attenuation storage. It is also submitted that storm flows are insignificant in comparison to the flow of the relatively large Glashaboy river and the estuary's tidal exchange of c. 400,000 m³ per tidal cycle. The flood analysis considered a flood event equivalent to a 1:100 year rainstorm event, allowing for peak flow in the Glashaboy river and peak runoff from the development. The unattenuated runoff in such an instance would increase the peak river flood level by 5mm.

- 10.9.3. The existing culverts at the stream through the southern end of the site are to be replaced by a new piped system. The development also includes a second, smaller surface water drainage system at the south western corner of the site, which will cater for run off from the school site. This system will discharge to an existing stream along the north side of the L2999 Dunkettle road, attenuated to greenfield runoff rates.
- 10.9.4. The development is to connect via a gravity piped network to the local foul sewerage system, which is served by the Glanmire pumping station at the Glashaboy river to the north west of the site. The pumping station discharges to the Carrigreenen WWTP at Little Island, which has capacity. Irish Water have indicated that the Glanmire pumping station is operating close to capacity and will require an upgrade to facilitate the development. The developer has entered into a project works services agreement with Irish Water to determine the scope of the upgrade works required. The foul sewer from the development is to extend as far as the laneway to the southeast of the site, to allow for a future connection to the existing houses in that area.
- 10.9.5. The development is to connect to an existing public watermain on the Caherlag road. There are 2 no. existing watermains traversing the site and connecting to the Glashaboy water works. The northern main is to be replaced as per Irish Water requirements and the other pipe is to be retained. The connection to the public water supply is acceptable to Irish Water subject to upgrades to the existing watermains on the Caherlag Road and the L2999 Dunkettle Road. The applicant proposes to carry out the upgrades and to replace the northern trunk watermain traversing the site.

10.9.6. I note that Inland Fisheries Ireland state no objection. I note the submitted Irish Water correspondence and the reports on file of CCC Area Engineer and CCC Water Services, which state no objection to the proposed drainage and water supply arrangements, subject to conditions. They are considered acceptable on this basis.

10.10. **Appropriate Assessment**

10.10.1. An AA screening report is submitted as EIAR appendix A7.6. The report describes the development and identifies that the site is not located within or directly adjacent to any Natura 2000 sites. The report considers the following Natura 2000 sites:

- Cork Harbour SPA (site code 004030) c. 0.5 km from the development site
- Great Island Channel SAC (site code 001058) c. 3 km from the development site

The site is hydrologically connected to the above Natura 2000 sites via the stream that discharges to the Glashaboy River. The report does not identify any other sites within 15 km, as recommended in 'Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities'. I note the report on file of the CCC Ecologist, which is satisfied that the above are the only two European sites with the potential to be impacted by the development, with regard to hydrological connectivity. Having regard to the source-pathway-receptor model, it is accepted that there is no potential for effects on any other European sites.

10.10.2. The only potential pathways for impacts on the SPA and SAC are through hydrological connections and are identified as follows:

- Discharge of contaminated run-off during construction work.
- Discharge of surface water drainage into the Glashaboy River.
- Discharge of treated effluent from the development into Cork Harbour via the Carrigrennan WWTP.

10.10.3. Discharge of Contaminated Run-off During Construction

The main risks arise from excavation / earth movement giving rise to generation of suspended solids and / or spillages, etc. The woodland area at the western side of the site provides a buffer between construction works and the Glashaboy River estuary. The stream at the site is the only likely route from the development site to

the estuary. The hydraulic distance along this pathway between the development site and the SPA is 600m and to the SAC is c. 7km. The hydraulic distance between the surface water outfall to the Glashaboy River and the SPA is c. 800m and the distance to the SAC is c. 7km. The hydraulic distances and the characteristics of the watercourses involved would provide some attenuation of run-off from the development to the designated sites, such that the screening report concludes that there would be no realistic possibility of any measurable impact. It is noted that estuarine waters are less sensitive to sediment than freshwater as they tend to be naturally more muddy and silty environments. The assessment concludes that the potential impacts of suspended solids in run-off and of small scale fuel / chemical spills to the ground surface will be negligible. The CEMP includes mitigation measures to prevent such impacts. Potential impacts on the Cork Harbour SPA and the Great Island Channel SAC are ruled out.

10.10.4. Discharge of Surface Water Drainage into the Glashaboy River

The hydraulic distance between the surface water outfall location and the SAC is such that there is no realistic possibility of any measurable impact from contaminants such as oils and hydrocarbons. The distance to the SPA would provide some attenuation of contaminants. None of the carriageways within the development would carry traffic volumes that would result in pollution impacts. The installation of hydrocarbon interceptors is cited as a mitigation measure. Negative impacts from surface water drainage to the SPA are screened out on this basis.

10.10.5. Discharge of Treated Effluent via the Carrigrennan WWTP

The WWTP discharges treated effluent into Lough Mahon c. 500m to the south of the Great Island Channel SAC boundary and the same distance to the closest part of the Cork Harbour SPA. The discharge point is downstream of the designated sites but tidal movements may carry some of the discharged effluent to them. Water birds are generally not very sensitive to nutrient enhancement and potential impacts on the SPA are screened out on this basis. There could be potential adverse impacts on the Annex I habitats in the SAC, however monitoring results indicate that the discharges are not having negative effects on water quality in Lough Mahon or on the WFD status of receiving waters. The foul sewage from the development will cause an increase in the current organic loading of the Carrigrennan WWTP of <1%.

Irish Water have confirmed that the plant has capacity to adequately treat this, subject to an upgrade to the Glanmire pumping station. Treated effluent from the development will cause an increase of a fraction of a percent of the total nitrogen in Lough Mahon and will not significantly increase nutrient levels in the SPA or the SAC. Potential impacts on the SAC are screened out on this basis.

10.10.6. Cumulative Impacts

There is potential for cumulative impacts associated with discharge to the Carrigrenan WWTP, along with other permitted developments in the area, resulting in increased nutrient loadings to the WWTP. The screening report refers to the 2014 County Development Plan, which concludes that the conservation status of Cork Harbour will not be compromised by development plan population targets, subject to proposed upgrades of Carrigtwohill and Midleton WWTPs, which have been carried out. The Cobh Municipal District LAP includes a commitment to the preparation and implementation of a Wastewater Management Strategy for the Cork harbour area, which will address any cumulative impacts from large scale development.

10.10.7. AA Screening Conclusion

The report on file of the CCC Ecologist is satisfied that all possible risks of impact on the Cork Harbour SPA and the Great Island Channel SAC have been identified in the submitted screening report, also that there is no risk of direct impacts on either of these sites or of any disturbance related impacts on birds in the SPA. The satisfactory implementation of a CEMP is critical. Having regard to the nature and scale of the development, to the proposed foul and surface water treatment measures and construction mitigation measures, the nature of the receiving environment and proximity to the nearest European sites, it is reasonable to conclude that the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects on a European site in view of the sites' conservation objectives and a Stage 2 Appropriate Assessment is therefore not required.

10.11. **Planning Assessment Conclusion**

10.11.1. Having regard to the above assessment, I conclude that permission should be granted for the proposed development subject to the conditions set out below.

11.0 Environmental Impact Assessment

11.1. Statutory Provisions

- 11.1.1. This application was submitted to the Board after 16th May 2017, the date for transposition of Directive 2014/52/EU amending the 2011 EIA Directive. The Directive has not, however, been transposed into Irish legislation to date. In accordance with the advice on administrative provisions in advance of transposition contained in Circular Letter PL1/2017, it is proposed to apply the requirements of Directive 2014/52/EU. The application was accompanied by an Environmental Impact Assessment Report (EIAR), which is mandatory for the development in accordance with the provisions of Part X of the Planning and Development Act 2000 (as amended) and Schedule 5 of the Planning and Development Regulations 2001-2015. Item 10(b) of Part 2 of Schedule 5 provides that an EIA is required for infrastructure projects comprising of urban development which would involve an area greater than 2 ha in the case of a business district, 10 ha in the case of other parts of a built-up area and 20 ha elsewhere. The development site has a stated area of c. 31 ha and therefore exceeds the threshold and EIA is thus mandatory in this case.
- 11.1.2. The EIAR is laid out in 2 volumes. Volume 1 comprises the main report and appendices. Volume 2 is a photomontage report to support the LVIA. A non-technical summary is provided separately. Chapters 1 and 2 establish the context of development and describe the proposal in detail, including construction and phasing. The strategic need for the development is outlined in the context of the zoning of the site and the current housing shortage in Cork City. Chapter 13 provides a summary of mitigation measures.
- 11.1.3. I am satisfied that the information contained in the EIAR has been prepared by competent experts and complies with article 94 of the Planning and Development Regulations 2000, as amended, and the provisions of Article 5 of the EIA Directive 2014.
- 11.1.4. I have carried out an examination of the information presented by the applicant, including the EIAR, and the submissions made during the course of the application. A summary of the results of the submissions made by the planning authority, prescribed bodies and observers has been set out at sections 7.0 and 8.0 of this report.

11.1.5. This EIA has had regard to the application documentation, including the EIAR, the observations received and the planning assessment completed in Section 10 above.

11.2. Alternatives

11.2.1. Article 5(1)(d) of the 2014 EIA Directive requires a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment. The matter of alternatives is addressed in EIAR section 2.5. Alternative sites were not considered due to the LAP zoning of the site for residential development and to the prioritisation of Glanmire as a location for the planned population growth of Cork in the Core Strategy of the Cork County Development Plan 2014. The development has been designed with regard to the site context, previous refusal reasons, the LAP objectives for the site and the pre-application consultation with ABP. Details of alternative layouts considered during the design process are provided. I consider that the matter of the examination of alternatives has been satisfactorily addressed.

11.3. Likely Significant Direct and Indirect Effects

11.3.1. The likely significant indirect effects of the development are considered under the following headings, after those set out in Article 3 of the EIA Directive 2014/52/EU:

- Landscape and Visual Impact
- Material Assets
- Land and Soils
- Water
- Biodiversity
- Noise & Vibration
- Air & Climate
- Cultural Heritage
- Population & Human Health
- Significant interactions

11.3.2. Landscape and Visual Assessment

The LVIA considers visual impacts from 12 no. vantage points including several along the S41 scenic route, Dunkettle wood, Fernwood estate and other residential areas within Glanmire. I am satisfied that the viewpoints selected allow for an adequate assessment of overall visual impacts, particularly from sensitive locations. Significant cumulative impacts are considered negligible as there are no other recently permitted large developments in the vicinity of the site.

Proposed mitigation measures comprise the retention and enhancement of existing wooded areas, hedgerows and treelines at the site; planting of new trees to replace those to be removed for road construction, creation of a new wooded area between Ballinglanna House and the woodland at the western side of the site and other landscaping works; set back from the western site boundary; provision of a biodiversity corridor.

Residual impacts are assessed as follows:

- Development will infill a new sector to the developing townscape of Glanmire.
- Neutral to slight negative impact overall once landscaping matures.
- No significant or profound residual landscape or visual impacts except on Ballinglanna House.

I have considered all of the written submissions made in relation to landscape and visual impacts, in addition to those specifically identified in the above planning assessment. I note the following deficiencies in the LVIA as submitted:

- Limited assessment of visual impacts at viewpoint 5, a sensitive location on the scenic route S41 at Dunkettle road, stating that there will be a 'significant' impact on this view but not whether the impact will be neutral, positive or negative.
- The LVIA does not provide any written assessment of visual impacts at viewpoint no. 11, the access to the development from Fernwood estate. This is a significant omission given the concerns expressed by Fernwood residents. However the photomontages provided in EIAR Appendix A.3.1 Volume 2 include a photomontage for this viewpoint, which enables consideration of the visual impacts.

I am satisfied overall that the development will not have undue adverse visual impacts on the general area or on the sensitive locations identified above.

I have considered all of the written submissions made in relation to landscape and visual impact. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed development would not have any unacceptable direct or indirect landscape and visual impacts.

11.3.3. Material Assets

EIAR Chapter 4 deals with material assets under the headings '4A Traffic and Transport', '4B Water Services Infrastructure' and '4C Power, Telecom, Gas and Public Lighting'. The Board is referred to section 10.3 above in respect of traffic and transportation.

EIAR chapter 4B describes the existing and proposed surface water, foul sewer and water supply infrastructure. There are potential impacts on water quality in the Glashaboy estuary associated with run off from construction works and hydrocarbon contamination and flooding / increased surface water runoff from the development when complete. Mitigation measures include construction management and maintenance of the foul sewer, subject to final approval by Irish Water. Residual impacts are assessed as negligible.

EIAR chapter 4C sets out existing and proposed utilities serving the site, i.e. electricity, telecommunications, natural gas and public lighting. No significant impacts are identified in association with electricity, telecommunications or natural gas infrastructure. The proposed public lighting has a potential significant negative impact on bats, this is considered in EIAR chapter 7 Biodiversity.

I note that the traffic projections are based on a modest modal shift, as provided for in the MHL model, which is considered reasonable given that there are no firm proposals for substantial new public transport services in the area. While EIA section 4A.6.1.2 assesses construction traffic impacts, there is no firm appraisal of likely construction traffic impacts as 'negative' or 'neutral', merely a statement of projected trip generation. However, this is acceptable given that the level of traffic likely to be generated by construction activities will be less than the operational stage of the

development. I note the comments in third party submissions that the analysis does not take school traffic into account, however the 07.00 – 09.00 AM peak would include school traffic and the PM counts were carried out from 16.00 onwards, which would allow for secondary school traffic.

I have considered all of the written submissions made in relation to material assets traffic and transport, water services infrastructure and power, telecom, gas and public lighting. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of material assets.

11.3.4. Land and Soils

The development site is currently primarily farm land bounded by hedgerows. A trial hole survey of the site carried out in 2005 found silt and clay soils over shales and sandstone. The soil profile is identified as having medium importance. The GSI identifies an Extreme (E) to 'High Vulnerability' (h) rating over Ballinglanna due to a variable subsoil thickness of <3m – 5m across the site, as supported by trial hole results. There are no recorded landslide events within or in the vicinity of the site and no steep soil or bedrock exposures are present within the site. A Conceptual Site Model (CSM) was developed for the site examining interaction of the project with the geological environment. The main interaction was the proposed cutting and infilling to enable building works. The activity is to be completed in a Type A passive geological / hydrogeological environment. Estimates of the volume of cut and fill are submitted. Potential impacts primarily relate to the proposed cut and fill works and associated transport movements. This impact on land and soils is identified as medium to low, of imperceptible magnitude. Proposed mitigation measures comprise construction management measures. No significant cumulative or residual impacts are identified.

I have considered all of the written submissions made in relation to land and soils. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed

development would not have any unacceptable direct or indirect impacts in terms of land and soils.

11.3.5. Water

The site is within the catchment of the Glashaboy river, which is tidal from Glanmire village to the Upper River Lee Estuary / Cork Harbour at Lough Mahon. All surface water from the site currently drains to the Glashaboy estuary. The river is used for domestic drinking water at the Glashaboy Water Works to the south of the site, from an abstraction point upstream of both the proposed storm water outfall from the site and the existing discharge of the stream at the site to the Glashaboy estuary. EPA monitoring of 6 locations at the Glashaboy Water Management Unit (WMU) found 4 classified as 'Q4 – Good Status' and 2 of 'Q3-Q4 Moderate Status'. The EPA has assigned the Glashaboy river an ecological water quality classification of 'Moderate Status' with an objective to achieve 'good Ecological Status' by 2021. The Glashaboy tidal waters are identified by the EPA as 'Transitional Waters' and are classified by the EPA as having a 'Moderate' water quality.

The area is underlain by a locally important aquifer, which is generally only moderately productive in local zones. There is a well at the development site, west of the farmyard. Anecdotal evidence of upwelling and the presence of springs in the area indicate a high water table.

Potential impacts primarily relate to polluted surface water runoff during construction and changes to surface water drainage and leaks from sewerage infrastructure when the development is complete. It is noted that estuarine waters are less sensitive to sediment than freshwater and that the brief or temporary siltation of the estuary would not impact on the wintering bird species of the Cork Harbour SPA. The surface water changes will not change the potential or classification of the aquifer. Impacts on the aquifer, the stream at the site and the Glashaboy River estuary as assessed as 'negligible' with a 'small adverse' impact on the aquifer due to potential sewage leak at the site. Proposed mitigation measures include construction management measures and the proposed foul and surface water infrastructure. There is potential for cumulative impacts associated with the CCC road works, the Glashaboy River Flood Relief Scheme and other permitted residential developments in the area. Potential residual impacts are identified as negligible.

I have considered all of the written submissions made in relation to water. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of water.

11.3.6. Biodiversity

EIAR Chapter 7 evaluates habitats, flora and fauna impacts. The assessment considers an area between the Glashaboy River to the west and the M8 to the east and includes the surface water outfall location. It is based on a habitat and vegetation study of the site on 31st March 2017; a survey of field boundary habitats on 7th June 2017; a walkover badger survey on the 2nd and 4th April 2017, additional badger survey including the grounds of Ballinglanna House on 24th August 2017; bat surveys in March and June – September 2017.

There are 5 no. pNHAs within 5 km of the site, i.e. the Dunkettle Shore, Glanmire Wood, Douglas River Estuary, Great Island Channel and Rock Farm Quarry pNHAs. The Glanmire Wood pNHA extends to within 200m of the site. The habitats within the site are dominated by improved agricultural grassland, of little ecological value. The woodland habitats are poorer quality than those found at Glanmire Wood pNHA and is evaluated as of high local importance. No significant impacts on the pNHAs are predicted.

The significance of the hedgerow habitats at the site is assessed as light to moderate. There are two well-developed hedgerows within the site that are to be removed, also a small area of woodland at Ballinglanna House. The rare plant species Cowslip was present at the site. While these habitats and species have some ecological value, they are widespread and the amount to be removed will not significantly diminish their extent in the local area. The removal of Cowslip is evaluated as being a significant negative impact on a feature of high local importance, however the species is to be translocated and no significant residual impact is identified. The woodland along the western side of the site is to be retained and managed, this is evaluated as a significant positive impact. There are 15 veteran trees at the site, 10 of which are to be removed. This will be a permanent

moderate negative impact on a feature of local importance. Other existing treelines and hedgerows are to be retained and enhanced as part of a habitat management plan. A biodiversity corridor is to be established along a channel of the stream at the site, which is to be reinstated as a semi-natural wet woodland habitat. A species rich grassland habitat is to be established to the south of Ballinglanna House.

A total of 5 no. invasive alien plant species were recorded at the site and the surface water outfall. An invasive species management plan is to be implemented during construction.

The stream that runs through the site is isolated from the Glashaboy River by a 200m long section of culverted channel that is likely to be impassible for fish. The riparian habitat at the stream is of low quality and of no significance as a fisheries habitat.

Intermittent badger activity has been recorded at the site in the course of previous EIAs. The present assessment found evidence of badger activity at various locations, i.e. feedings signs, but no extant setts or signs of recent badger occupation. Due to the widespread and common presence of badgers in Ireland, small local populations are not of major conservation significance and no significant impacts are predicted.

A total of 5 bat species were recorded at the site in a bat survey in 2005, i.e. Common Pipistrelle, Soprano Pipistrelle, Leisler's Bat, Brown Long-eared Bat and Natterer's Bat. The same species were again recorded at the site in the April 2017 survey. An infrequently used, minor bat roost was found at the bungalow in June 2017. A high level of bat activity at the Coach House indicates the presence of a regularly used Brown Long-eared Bat night roost and possible use as a transitional roost in spring. Ballinglanna House supports minor roosts of Leisler's Bat and Soprano Pipistrelle and there is a probable tree roost of *Myotis sp.* beside the house. Bat surveys recorded high levels of activity and bats used the site extensively for foraging, commuting and social functioning. The northern and western site boundaries, including the treelines bordering the Fernwood and Glyntown estates, are likely to provide high quality foraging and commuting habitat for bats. The site is also important in terms of its ecological connectivity with suitable habitats in the surrounding landscape, such as the wooded valley of the Glashaboy River and the

Glanmire Wood pNHA. The site is evaluated as being of local importance for bats. The removal of hedgerows and treelines is likely to result in the direct loss of foraging and commuting habitats for all bat species at the site and is a long-term moderate negative impact. The retention and enhancement of woodlands at the site will reduce this impact and the biodiversity corridor will provide foraging habitat. The proposed culverting of part of the stream at the site will affect a source of aquatic insects as foraging opportunities, a permanent minor negative impact. Works to the Coach House and the bungalow are to be subject to a bat derogation licence from the NPWS, to include a mitigation plan. The Coach House is to be retained and to incorporate roosting opportunities. Other bat mitigation measures include the provision of bat boxes and the general biodiversity measures outlined above. Artificial light from the completed development has the potential for long term, significant negative impacts on bats. There may also be synergistic impacts between increased artificial lighting and gaps in tree cover, with potential long-term, significant negative impacts on bat movements and activity levels. A lighting sensitivity plan will be used to limit artificial lighting in areas of high importance for the local bat population. A dark commuting and foraging corridor will be established along the existing tree-lined avenue to Ballinglanna House and continuing to the Coach House until the stream biodiversity area. It is anticipated that there will be no significant, long term residual impacts on bats and that the current bat community will persist in the area.

The EIAR does not identify any significant cumulative impacts on biodiversity.

I note that the following have been omitted from appendices to EIAR Chapter 7, as per the documentation submitted with the application:

- Figure 7.1 Cork Harbour Special Protection Area
- Figure 7.2: Great Island Channel Special Protection Area
- Figure 7.3: Proposed Natural Heritage Areas within 5 km of the EIAR study area
- Figure 7.4: Habitat map of the EIAR study area
- Figure 7.5: Trees with well-developed veteran features
- Figure 7.6: Distribution of Cowslip and Cowslip x Primrose hybrids within the EIAR study area.

- Figure 7.7: Distribution of invasive alien plant species within the EIAR study area.
- Figure 7.8: Badger activity recorded within the EIAR study area
- Figure 7.9: Bat roosts and potential roosts recorded within the EIAR study area
- Figure 7.10: Habitats impacts
- Figure 7.11: Habitat management plan
- Figure 7.12: Lighting sensitive areas

Having examined the remainder of the EIAR and all other documentation submitted with the application, I am of the opinion that the information contained in the above is (i) already in the public realm or (ii) available elsewhere in the EIAR or application documentation, e.g. written descriptions and assessment or drawings submitted or (iii) can be required as a condition of permission. I therefore consider that the Board can adequately complete the EIA process in the absence of the above appendices.

I have considered all of the written submissions made in relation to biodiversity. I am satisfied that the identified impacts on biodiversity would be avoided, managed and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. I am, therefore, satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of biodiversity.

11.3.7. Noise and Vibration

The EIAR assessment of noise impacts is based on noise monitoring carried out on 13th March 2017 at 7 noise monitoring locations (NM) around the site, including 2 no. locations next to Fernwood, a location at Caherlag road, at Ballinglanna House and a location adjacent to housing to the immediate west of the site. The dominant noise source at the site is currently traffic from the M8. The WHO identifies that outdoor noise levels > 55Db LA_{eq} may give rise to serious annoyance for residents. Existing noise levels at 2 NMs next to the M8 exceeded this level, 64Db LA_{eq} at NM4 and 57Db LA_{eq} at NM7.

Potential noise impacts primarily relate to the 9 year construction phase as a result of activities at the site including excavation, rock breaking and piling. Noise and vibration from the site are not to exceed maximum permissible levels set out in the

TII document '*Good Practice Guidance for the Treatment of Noise During the Planning of National Road Schemes*' (2014), which presents indicative noise levels that are typically deemed acceptable during construction phase of road developments, i.e. 70Db LA_{eq}, based on indicative calculations provided. I note that these calculations do not include the baseline traffic noise that already exists at the site. Standard construction mitigation measures to reduce noise and vibration impacts are proposed. On-site noise monitoring is to be carried out as part of the CEMP. No significant cumulative or residual impacts are envisaged.

Traffic noise would be the main impact from the constructed development. The TII guidance document state that routes should be considered for further assessment where traffic flow is likely to increase or decrease by 25% or more in both the construction and operational phases. This increase will not apply at the subject site with regard to construction traffic, therefore there is no assessment of noise impacts from construction traffic. The 25% increase threshold will be exceeded at 6 locations on the Dunkettle Road, east and west of the M8. EIAR Table 8.7 indicates that the TII maximum of 70Db LA_{eq} will not be exceeded. EIAR section 8.4.3 states that a noise attenuation screen along the M8 will reduce traffic noise levels at the eastern part of the site and provide an LA_{eq} reduction of up to 10Db(A) at ground level, with further noise reduction measures to apply at first floor level.

I have considered all of the written submissions made in relation to noise. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of noise.

11.3.8. Air and Climate

Potential impacts on air quality primarily relate to traffic related pollutants and dust during the construction and demolition phase. The development is assessed as 'moderate' scale of construction dust impacts, based on TII assessment criteria as provided in EIAR Table 9.2. Standard construction mitigation measures are proposed, including monitoring. Impacts related to traffic from the constructed development are assessed based on projected traffic volumes set out in the TTIA.

Modelled results, as set out in EIAR Table 9.8, are within limit values set by the relevant air quality standards. The predicted changes in all pollutants are rated as negligible. Therefore, no adverse impact on human health is predicted arising from air emissions from the operation of the development. No significant residual or cumulative impacts are predicted. The development is not expected to result in any significant increases to greenhouse gas emissions and no significant impact to Ireland's contributions to global concentrations of greenhouse gases. No significant cumulative impacts are predicted.

I have considered all of the written submissions made in relation to air quality and climate. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of proposed scheme, the proposed mitigation measures and through suitable conditions. I am therefore satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of air quality and climate.

11.3.9. Cultural Heritage

The Board is referred to section 10.7 above in respect of impacts on cultural heritage. I have considered all of the written submissions made in relation to archaeology and cultural heritage. I am satisfied that the identified impacts would be avoided, managed and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. I am, therefore, satisfied that the proposed development would not have any unacceptable direct or indirect impacts in terms of archaeology and cultural heritage.

11.3.10. Population and Human Health

The assessment examines the socio-economic impacts of the development, including impacts due to demographic change, impacts on the community and on community facilities and on the economy. Predicted impacts primarily relate to a potential lack of adequate recreation or amenity facilities, however these are proposed as part of the scheme and are cited as a significant positive impact. The provision will exceed the recreation and amenity points requirement of the Cork County Council Recreation and Amenity Strategy 2006. Potential impacts on human health due to noise, pollution, visual impacts, etc. are assessed in the relevant EIAR chapters. The construction phase of the development will generate employment and

the development will result in a small amount of employment associated with the crèche and commercial elements. It will have significant permanent positive impact on the population of Glanmire as it will accommodate a projected population of 15,800 – 1,702 people, with a long term moderate positive impact on economic activity. The EIAR analyses existing school provision in the area and concludes that the development will not have a significant effect on the capacity of post primary education in the Glanmire area. No significant residual impacts on Population and Human Health are identified.

I have considered all of the written submissions made in relation to population and human health. I am satisfied that they have been appropriately addressed in terms of the application and the information submitted by the applicant and that no significant adverse direct, indirect or cumulative effects on population and human health are likely to arise.

11.3.11. Significant Interactions

I have also considered the interrelationships between factors and whether these might as a whole affect the environment, even though the effects may be acceptable on an individual basis.

EIAR Chapter 12 provides a matrix of interactions. There are no potential significant negative interactions. There are potential significant interactions between material assets and landscape; land & soils and landscape; water and land & soils; biodiversity and landscape; biodiversity and material assets; biodiversity and land & soils; biodiversity and water; noise & vibration and material assets; air quality & climate and material assets; cultural heritage and landscape; population & human health and landscape; population & human health and material assets; population & human health and land & soils; population & human health and water; population & human health and noise & vibration; population & human health and air quality & climate. It is submitted that all of the potential interactions are dealt with in the relevant individual chapters of the EIAR, which present an integrated report of findings from the impact assessment process rather than a collection of individual assessments. The development will not result in any significant cumulative or synergistic adverse impacts on the environment.

In conclusion, I am satisfied that effects arising can be avoided, managed and mitigated by the measures which form part of the proposed development, mitigation measures, and suitable conditions. There is, therefore, nothing to prevent the granting of permission on the grounds of cumulative effects.

11.4. Reasoned Conclusion on the Significant Effects

11.4.1. Having regard to the examination of environmental information contained above, and in particular to the EIAR and supplementary information provided by the developer, and the submissions from the planning authority, prescribed bodies and observers in the course of the application, it is considered that the main significant direct and indirect effects of the proposed development on the environment are as follows:

- Landscape and visual impacts, which will be mitigated by the retention and enhancement of existing wooded areas, new landscaping and the creation of a new woodland and biodiversity corridor between Ballinglanna House and the woodland on the western site of the site.
- Traffic and transportation impacts, which will be mitigated by the phasing of the development with construction of up to 400 units in advance of completion of the Dunkettle Interchange upgrade and by the completion of a package of local road improvement measures in accordance with the provisions of the Cobh Municipal District LAP 2017.
- Land and soils impacts, which will be mitigated by re-use of soil and subsoil material in the development; limited soil stripping; measures to control sediment in surface runoff; construction management measures.
- Water impacts, which will be mitigated by construction management measures and the installation of interceptors on roads within the scheme.
- Biodiversity impacts, which will be mitigated by construction management measures; protection of habitats to be retained; cowslip translocation; landscaping; woodland management; invasive species management; measures to avoid disturbance to badgers and bats; provision of bat boxes and alternative bat roosting locations.

- Cultural heritage impacts, which will be mitigated by pre-construction surveys and site investigations; monitoring and removal of stone walls; avoidance and protection during construction works and monitoring of ground works.

11.4.2. Having regard to the above, it is my view that the environmental effects arising as a consequence of the proposed development have been satisfactorily identified and assessed. I consider that the EIAR is compliant with Article 94 of the Planning and Development Regulations, 2001, as amended.

12.0 Conclusion

12.1. The development is acceptable in principle with regard to the zoning of the site as an 'Urban Expansion Area' under the Cobh Municipal District LAP 2017 and to the strategic importance of the settlement of Glanmire as a critical population growth, employment and service centre in the Metropolitan Cork area. The housing density and mix and the reservation of part of the site for a primary school are acceptable with regard to the site specific zoning objective GM-R-06. The proposed roads layout complies with the site specific objective GM-U-06. The phasing of the development provides for the construction of up to 400 units at the site in advance of the completion of the Dunkettle Interchange upgrade, as provided for under the LAP and as agreed between Cork County Council and Transport Infrastructure Ireland. In addition, the development is to be constructed in tandem with a programme of local road improvement works, as provided for under the LAP. Having regard to the advanced stage of national and local road and pedestrian / cycle network improvements, it is considered that the development will not result in undue adverse traffic impacts and would have a slight to moderate traffic impact on the local road network overall. The proposed residential design and layout are in accordance with relevant national and local policies on residential development and will provide a satisfactory standard of residential accommodation. I am satisfied that the development would not have any significant adverse impacts on visual or residential amenities or on cultural heritage.

12.2. The EIAR is compliant with Article 94 of the Planning and Development Regulations, 2001, as amended. It is considered that the main significant direct and indirect

effects of the proposed development on the environment will be mitigated by environmental management measures.

12.3. I therefore recommend that the Board grant permission

13.0 Recommendation

13.1. Having regard to the above assessment, I recommend that section 9(4)(c) of the Act of 2016 be applied and that permission is GRANTED for the development as proposed for the reasons and considerations and subject to the conditions set out below.

14.0 Reasons and Considerations

Having regard to the:

1. site's location adjoining the established settlement of Glanmire, Co. Cork;
2. the policies and objectives in the Cork County Development Plan 2014, Development Plan Variation no. 1 of 12th February 2018 and the Cobh Municipal District LAP 2017;
3. Rebuilding Ireland Action Plan for Housing and Homelessness;
4. Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual;
5. Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities;
6. Design Manual for Urban Roads and Streets (DMURS);
7. nature, scale and design of the proposed development and the availability in the area of a wide range of social and transport infrastructure;
8. pattern of existing and permitted development in the area, and
9. submissions and observations received,

It is considered that, subject to compliance with the conditions set out below that the proposed development would not seriously injure the residential or visual amenities of the area or of property in the vicinity, would respect the existing character of the area and would be acceptable in terms of traffic and pedestrian safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

15.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

In default of agreement, the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of clarity.

2. Mitigation and monitoring measures outlined in the plans and particulars, including the environmental impact assessment, submitted with this application as set out in Volume 1 Chapter 13 of the EIAR “Summary of Mitigation Measures”, shall be carried out in full, except where otherwise required by conditions attached to this permission.

Reason: In the interest of protecting the environment and in the interest of public health.

3. The period during which the development hereby permitted may be carried out shall be 10 years from the date of this order.

Reason: Having regard to the nature of the development, it is considered appropriate to specify a period of validity on this permission in excess of five years.

4. (a) The development shall be carried out on a phased basis, such that not more than 400 dwelling units, together with their associated site development works (Phases 1 - 6), shall be constructed prior to completion of the Dunkettle Interchange upgrade works. In addition, the distributor link road required under

LAP objective GM-U-06 (Phase 1) shall be constructed prior to the occupation of any dwelling.

(b) Work on any subsequent phases after Phases 1 - 6 shall not commence until such time as the written agreement of the planning authority is given to commence the next phase. Details of further phases shall be as agreed in writing with the planning authority.

Reason: In the interest of safeguarding the capacity of the existing national primary road network and in the interest of orderly development.

5. The formal section 47 agreement which regulates the following matters:

- (a) The payment of financial contributions towards the cost of infrastructure provided
- (b) The timing of the delivery of the infrastructure by Cork County Council
- (c) The delivery of housing at reduced cost
- (d) The funding and execution of alterations to the public road network to facilitate access to the site
- (e) Woodland management measures

Shall be agreed and signed with the Planning Authority prior to the commencement of any development on the site. Construction shall not proceed until such time as the section 47 agreement is finalised between the developer

and the planning authority. In default of agreement, the matter(s) in dispute shall be referred to An Board Pleanala for determination.

Reason: To give certainty that the infrastructure and housing will be delivered as per the terms of the Agreement. In the interests of orderly development.

6. The proposed development shall be amended as follows:

(a) The parking layout for the houses shall be amended such that the dividing boundary walls are omitted and shared parking areas are provided rather than two individual spaces in the front curtilage of each house.

(b) Additional landscaping shall provided around the renovated Coach House, in order to improve the setting of the Protected Structure.

(c) Houses nos. 330-333 shall be re-orientated such that they overlook the public open space to the east and are accessed via houses nos. 338-341.

(d) 3 of the 'kick about' spaces shall be redesigned as Multi Use Games Areas, to conform to the specifications of the Planning Authority for such facilities.

Revised drawings showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. In default of agreement, the matter(s) in dispute shall be referred to An Board Pleanala for determination.

Reason: In order to comply with the recommendations of the Design Manual for Urban Roads and Streets and to provide a satisfactory standard of residential accommodation.

7. The following requirements in terms of traffic, transportation and mobility shall be incorporated and where required, revised drawings / reports showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development:

- (a) The roads and traffic arrangements serving the site (including signage) shall be in accordance with the detailed requirements of the planning authority for such works and shall be carried out at the developer's expense.
- (b) The roads layout shall comply with the requirements of the Design Manual for Roads and Streets, in particular carriageway widths.
- (c) The materials used in any roads/footpaths provided by the developer shall comply with the detailed standards of the planning authority for such road works.
- (d) The alignments of the Dunkettle Road upgrade and Fernwood estate link road are to be revised to the satisfaction of the planning authority.
- (e) Dedicated cycle lanes are to be provided on both sides of the Fernwood Link Road and the layout is to be amended to facilitate cycling in both directions and to ensure the continuity of footways and cycle tracks through junctions as outlined in the Design Manual for Urban Roads and Streets.
- (f) Pedestrian facilities are to be provided on Caherlag road to the satisfaction of the planning authority.
- (g) The closure of the Dunkettle road / Caherlag road junction and associated turning area are to be carried out in accordance with the requirements of the planning authority.
- (h) The layout shall be revised to provide for dedicated pedestrian and cyclist connectivity from the site to Phase 1 of the Glanmire and Riverstown Greenway along the East Cliff road, in addition to the main spine road at the site, in accordance with the requirements of the planning authority.
- (i) The developer shall carry out a Stage 3 Road Safety Audit of the constructed development on completion of the works and submit to the planning authority for approval and shall carry out and cover all costs of all agreed recommendations contained in the audit.

In default of agreement, the matter(s) in dispute shall be referred to An Board Pleanala for determination.

Reason: In the interests of traffic, cyclist and pedestrian safety.

8. Public lighting shall be provided in accordance with a scheme, which shall include lighting along pedestrian routes through open spaces details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall be provided prior to the making available for occupation of any house.

Reason: In the interests of amenity and public safety.

9. The site shall be landscaped in accordance with the submitted scheme of landscaping, details of which shall be submitted to, and agreed in writing with, the Planning Authority prior to the commencement of development. The developer shall retain the services of a suitably qualified Landscape Architect throughout the life of the site development works.

Reason: In the interest of residential and visual amenity.

10. All trees and hedgerows within and on the boundaries of the site shall be retained and maintained, with the exception of the following:

- (a) Specific trees, the removal of which is authorised in writing by the planning authority to facilitate the development.

- (b) Trees which are agreed in writing by the planning authority to be dead, dying or dangerous through disease or storm damage, following submission of a qualified tree surgeon's report, and which shall be replaced with agreed specimens.

Retained trees and hedgerows shall be protected from damage during construction works. Within a period of six months following the substantial completion of the proposed development, any planting which is damaged or dies

shall be replaced with others of similar size and species, together with replacement planting required under paragraph (b) of this condition.

Reason: In the interest of visual amenity.

11. The applicant shall undertake a review of all historic boundaries at the site. Details of all boundaries to be removed / amended shall be submitted to the planning authority for agreement in writing prior to the commencement of development. Boundaries should be retained where possible, particularly along Dunkettle Road and Caherlag Road. In default of agreement, the matter(s) in dispute shall be referred to An Board Pleanala for determination.

Reason: In the interests of protecting the amenities of the area.

12. No development shall take place until details of earthworks have been submitted to, and agreed in writing with, the planning authority. These details shall include the following:

- (a) Soil and subsoil cross-sections.
- (b) Plans and sections showing the proposed grading and mounding of land areas, including the levels and contours to be formed.
- (c) The relationship of the proposed mounding to the existing vegetation and woodland areas.

Development, including landscaping required by condition number 9 of this order, shall be carried out in accordance with the approved earthworks plan.

Reason: In the interest of residential and visual amenity.

13. Details and samples of the materials, colours and textures of all the external finishes to the proposed development including pavement finishes shall be

submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of the visual amenities of the area.

14. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health.

15. (a) All foul sewage and soiled water shall be discharged to the public foul sewer.

(b) Only clean, uncontaminated storm water shall be discharged to the surface water drainage system.

Reason: In the interest of public health.

16. The applicant is required to engage the services of a suitably qualified, licenced Archaeologist to carry out a Geophysical Survey across the development site. This will then inform a programme of Archaeological Test Excavation to be carried out based on the results of the Geophysical Survey. No sub-surface work shall be undertaken in the absence of the archaeologist without his / her express consent. Please allow 5-6 weeks to facilitate the processing of an archaeological and geophysical licence. This assessment shall include:

1. The archaeologist shall inspect the development site and shall summarise the historical and archaeological background of the site, based on the earlier AIA. Proposals for the protection of, and appropriate buffer zones around, RMP 00075-094(001-/002-) shall be submitted to the National Monuments Service Section of the Department of Culture, Heritage and the Gaeltacht and agreed in advance of construction works commencing - this can be submitted as part of the Method Statement for the archaeological licence.
2. The archaeologist shall then carry out a Geophysical Survey across the proposed development site, in advance of construction works commencing, in

order to establish the location and extent of any subsurface archaeological features that may survive.

3. The archaeologist shall then excavate test trenches at locations chosen by the archaeologist, having consulted the results of the Geophysical Survey and the site plans, in liaison with the Licensing Section of the National Monuments Service. Excavation is to take place to uppermost archaeological horizons only - where they survive. Where archaeological material is shown to be present, the archaeologist shall stop works pending further advice from the National Monuments Service. Please note that all features within the trenches are to be hand-cleaned and clearly visible for photographic purposes. Section excavation through features shall only take place where agreed in advance with the National Monuments Service.
4. Having completed the work, the archaeologist shall submit a written report to the Planning Authority and to the National Monuments Service outlining the results of the Geophysical Survey and Test Excavations. The report shall comment on the degree to which the extent, location and levels of all proposed foundations, excavations, services trenches and other sub-surface works required for the development will affect the archaeological remains. This should be illustrated with appropriate plans, sections, etc.
5. Where archaeological material is shown to be present, further mitigatory measures will be required; these may include redesign (in whole or in part) to allow for preservation in situ, and/or additional excavation or monitoring. This Department will advise the Planning Authority and the applicant with regard to these matters.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

17. Before construction of the storm-water outfall to the Glashaboy River commences, a survey of the riparian area 70m above and below the outfall point will be carried out for breeding otter and breeding grey wagtail. Where breeding otter or grey wagtail is found, best practice mitigation will be carried out

(including, if necessary, delay of construction works until after the breeding period).

Reason: To ensure the protection of habitats and species.

18. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Heritage and Local Government in July 2006.

Reason: In the interest of sustainable waste management.

19. A plan containing details for the management of waste within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

20. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity

21. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in

writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise management measures and off-site disposal of construction/demolition waste.

Reason: In the interests of public safety and residential amenity.

22. A detailed construction traffic management plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site. No construction traffic shall be permitted to use the existing access through Fernwood estate.

Reason: In the interests of public safety and residential amenity.

23. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to the provision of housing in accordance with the requirements of section 94(4) and section 96(2) and (3) (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the planning authority or any other prospective party to the agreement to An Bord Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan of the area.

24. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other

security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.

25. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

Sarah Moran
Sarah Planning Inspector

14th March 2018