



An  
Bord  
Pleanála

# Inspector's Report

## ABP-316206-23

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| <b>Development</b>                  | Construction of 5 houses                             |
| <b>Location</b>                     | 1B The Cottages, Tramore Road,<br>Ballyphehane, Cork |
| <b>Planning Authority</b>           | Cork City Council                                    |
| <b>Planning Authority Reg. Ref.</b> | 2241459  |
| <b>Applicant(s)</b>                 | Terry Rea Gas & Oil Services Ltd.                    |
| <b>Type of Application</b>          | Permission   |
| <b>Planning Authority Decision</b>  | Grant Permission                                     |
| <b>Type of Appeal</b>               | Third Party  |
| <b>Appellant(s)</b>                 | Antoinette Fitzgerald                                |
| <b>Observer(s)</b>                  | None on file   |
| <b>Date of Site Inspection</b>      | 24 <sup>th</sup> June 2023                           |
| <b>Inspector</b>                    | Sarah Moran  |

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## 1.0 Site Location and Description

1.1. The site is located in the area of Ballyphehane, on the southern side of Cork City and c. 2.5km from the city centre. This is a well-established area with a mix of residential and other uses. The site is immediately across the road from a large area of industrial/employment uses, including a Supervalu Distribution Centre. The Musgrave Park stadium is nearby to the east and Ballyphehane GAA club is nearby to the west. The site itself, stated area 0.12 ha, is currently occupied by a single storey shed/warehouse and an area of hardstanding, with access from Tramore Road. It is immediately surrounded by residential properties on all sides apart from the road frontage. The site slopes down from east to west such that it is at a lower level than houses to the east and a higher level than houses to the west.

## 2.0 Proposed Development

2.1. The original proposal lodged with Cork City Council on 6<sup>th</sup> October 2022 sought permission to demolish the existing structure and to construct five no. dwelling units comprising three no. three bed houses, one no. two-bed apartment and one no. one-bed apartment. The overall development is two storey in height. It is laid out as a row of units along the eastern side of the site, with private amenity spaces to the rear/west. The access to Tramore Road is retained and the layout includes a car parking area with three no. car parking spaces and a communal open space at the southern end of the site. It is proposed to transfer one no. one-bed unit to Cork City Council to meet Part V requirements. The development is to connect to the existing public sewers and water supply. The application included, inter alia, the following particulars:

- Planning Statement
- Architectural Design Statement
- Engineering Report
- Outdoor Lighting Report
- Part V proposals including costs
- Housing Quality Assessment

- 2.2. The applicant submitted a response to a CCC request for further information, including a revised development proposal, to the planning authority on 19<sup>th</sup> December 2022. The revised development comprised four no. three-bed townhouses and the omission of the apartment units. The overall layout was also revised such that there is an increased separation distance to the bungalow to the south of the site. The bin storage and cycle parking area were relocated towards the front of the site. A revised Housing Quality Assessment was submitted.
- 2.3. The applicant submitted further particulars as Clarification of Further Information on 14<sup>th</sup> February 2023, comprising floorplans for the townhouse to the southeast of the site. The response also commented that the southeast gable elevation includes two no. pop-out windows and a high level window at first floor level of the southeast gable, designed to obviate overlooking of the dwellings to the south.

### **3.0 Planning Authority Decision**

#### **3.1. Decision**

- 3.1.1. The planning authority issued a Further Information Request on 30<sup>th</sup> November 2022 for particulars as set out in the report of the Assistant Planner of the same date (see below). A Clarification of Further Information Request was issued on 7<sup>th</sup> February 2023, as recommended in the report of the Assistant Planner of the same date (see below). CCC issued a notification of a decision to grant permission on 13<sup>th</sup> March 2023, subject to 23 no. conditions. The conditions imposed did not require any significant further changes to the development.

#### **3.2. Planning Authority Reports**

##### **3.2.1. Planning Reports**

- Report of Assistant Planner 30<sup>th</sup> November 2022. Recommends Further Information Request for matters relating to, inter alia, potential impacts on residential amenities of the bungalow to the south; relocation of bin storage and cycle parking; revised entrance design; C&D Waste Management Plan; Waste Management Plan for completed development; Part V details; details of external lighting, EV charging at car parking.

- Second report of Assistant Planner 7<sup>th</sup> February 2023. Recommends Clarification of Further Information Request for the following:
  - Floorplans for the proposed townhouse to the southeast.
  - The Planning Authority has concerns regarding the first floor windows on the southeast gable, with regard to impact on the amenity of adjacent residential property to the southwest. Submit revised drawings showing elevation changes on the southeast gable omitting two first floor windows.
- Third report of Assistant Planner, 3<sup>rd</sup> March 2023, response to CFI request considered acceptable, recommends permission subject to conditions.
- Comments of Senior Executive Planner dated 30<sup>th</sup> November 2022, 7<sup>th</sup> February 2023 and 3<sup>rd</sup> March 2023, endorse the recommendations of the Assistant Planner reports.

### 3.2.2. Other Technical Reports

- CCC Housing Department 25<sup>th</sup> October 2022. Request further information relating to Part V. Comment on F.I. 20<sup>th</sup> January 2023, revised development is exempt from Part V if an Exemption Certificate is issued, no conditions recommended. There is a Part V Exemption Certificate on file for the revised development submitted as further information, dated 8<sup>th</sup> February 2023.
- CCC Environment Waste Management & Control 25<sup>th</sup> October 2022. Developer shall submit a C & D Waste Management Plan, also full details of waste management proposals for the completed development.
- CCC Roads and Transportation 17<sup>th</sup> November 2022. The proposed car parking provision is in line with the maximum set out in development plan car parking standards. Recommends conditions. Comment on further information, 2<sup>nd</sup> February 2023, recommends conditions.
- CCC Drainage Division 17<sup>th</sup> November 2022. No objection subject to conditions.
- CCC Infrastructure Directorate, undated. Recommend that the boundary is revised to align with the adjoining boundary to the northeast. Also revised location of bike store.

- CCC Community, Culture and Placemaking 21<sup>st</sup> November 2022. Recommend development contributions. Comment on further information 24<sup>th</sup> January 2023, applicant has addressed issues raised in the further information request, no objection subject to conditions. Second Contributions Report, 26<sup>th</sup> January 2023, recommends development contributions for the revised development.

### 3.3. Prescribed Bodies

#### 3.3.1. Inland Fisheries Ireland

Submission of Inland Fisheries Ireland dated 19<sup>th</sup> October 2022. Request that there is sufficient capacity in the public sewer for the development.

#### 3.3.2. Irish Water

Submission of Irish Water dated 18<sup>th</sup> December 2022. Recommend further information request for documentation to show a distribution network associated with the development, to also show existing supply connections associated with the site.

### 3.4. Third Party Observations

3.4.1. There are several third party submissions on file from local residents, which object to the development on grounds relating to the following matters:

- Visual impact as development does not match the existing building line at Tramore Road and is out of keeping with the established character of the area. There are one storey houses in the vicinity of the site.
- Adverse impacts on residential amenities due to overlooking and overshadowing.
- Noise and odour impacts from cycle parking and bin storage areas.
- Security risk of public access to the site from Tramore Road to the rear of existing residential properties.
- Potential health and safety issues associated with odours and vermin generated by the development.
- Traffic impacts at Tramore Road, adding to existing high volumes of traffic. Potential traffic hazard associated with the proposed cycle lane at this location.

- Inadequate car parking provision.
- Layout does not allow for emergency access or service vehicles such as refuse collection.
- Water pressure is very weak in the area.
- Risk of subsidence to the rear of properties on Kent Road to the east of the site. Concerns that adequate boundary treatments be provided to adjoining residential properties.
- There is a difference in height between the development site and the adjoining residential property to the west at no. 2 The Cottages. Concerns about potential structural impacts at the adjoining property. Also overshadowing from tree planting along the shared boundary.
- Request that construction hours are limited to 8 am to 5 pm Monday to Friday.
- Lack of a name / billing address for the development.

3.4.2. The planning authority considered the further information submitted on 19<sup>th</sup> December 2022 to be significant and the development was readvertised with revised notices in accordance with article 35(1) of the Planning and Development Regulations 2001 (as amended). Several additional third party observations were made on foot of the revised notices, which raise the same concerns as those summarised above.

## 4.0 Planning History

### 4.1. Development Site

4.1.1. None on file for the subject site.

### 4.2. Adjacent Creamfields Site

4.2.1. Relating to lands at the former CMP Dairies site nearby to the southeast, at the junction of Tramore Road and Kinsale Road, now known as Creamfields.

4.2.2. SHD permission was granted on 16<sup>th</sup> June 2022 under ABP-312866-22 for development comprising demolition of existing structures, construction of 352 no.

apartments, 257 no. Build to Rent apartments, creche and associated site works. The permitted development has a height of up to 15 storeys.

- 4.2.3. Permission was granted by Cork City Council on 18<sup>th</sup> August 2022 under Reg. Ref. 22/40906 for a 4-7 storey Primary Care Centre with associated car parking areas, upgrade of the Kinsale Road/Mick Barry Road junction to facilitate improved pedestrian access to the Black Ash Park and Ride, an upgrade to the existing access from Tramore Road; pedestrian/cycle lane connections from Kinsale Road and a cycle lane on Tramore Road and all site development works.

## 5.0 Policy Context

### 5.1. National Planning Policy

- 5.1.1. The following national planning policy documents are noted:

- Project Ireland 2040 National Planning Framework
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated Urban Design Manual) (2009)
- Design Standards for New Apartments Guidelines for Planning Authorities (2020 and as updated December 2022)
- Design Manual for Urban Roads and Streets (DMURS) (2013)
- The Planning System and Flood Risk Management (including the associated Technical Appendices) (2009)

### 5.2. Cork City Development Plan 2022-2028

- 5.2.1. The site is located in an area zoned ZO1 Sustainable Residential Neighbourhoods, subject to Zoning Objective 1: To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses. The following related objective is noted:

*ZO 1.2 Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated. Development that does not support the primary objective of this zone will be resisted.*



5.2.2. The following development plan objectives are noted in particular:

*Objective 11.1 Sustainable Residential Development*

*Residential developments shall be sustainable and create high quality places which:*

- a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;*
- b. Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;*
- d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;*
- e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;*
- f. Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;*
- g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;*
- h. Provide a mix of land uses to minimise transport demand;*
- i. Promote social integration and provide accommodation for a diverse range of household types and age groups;*
- j. Enhance and protect green and blue infrastructure and biodiversity;*
- k. Enhance and protect the built and natural heritage.*

*Objective 11.3 Housing Quality and Standards*

- a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures;*

- b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments;*
- c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating;*
- d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space;*
- e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste;*
- f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below.*

#### *Objective 11.4 Daylight Sunlight and Overshadowing (DSO)*

*All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement. The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed. Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into*

*account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites.*

#### *Paragraph 11.12*

*All new development should enrich the urban qualities of the city and its towns, villages and suburbs. A high standard of design is essential to this process, as well as the fostering socially and economically viable communities. Creating a distinctive sense of place which takes into account context, character and setting is essential. Development proposals will be assessed on the visual characteristics of the built form and related elements such as aspect and orientation, proportion, the balance of solid to void, the shapes and details of roofs, chimneys, windows and doors and the materials used. Details of walls, gates, street furniture, paving and planting will also be noted. Roof forms should harmonise with and not clash with the city's traditional pitched roof forms. Layouts of buildings and spaces must be designed to ensure that areas are permeable, pleasant, legible and safe.*

- 5.2.3. Development plan Table 11.2 indicates a residential density of 50-100 units/ha and a height of 3-4 storeys at the South Link Road Corridor where the development site is located. Development plan Chapter 11 provides further detailed guidance on residential development on foot of national planning policy guidance, including amenity space, public open space, apartment design, quality of residential accommodation, parking, refuse storage and placemaking.

### **5.3. Natural Heritage Designations**

- 5.3.1. There are no European designated sites on or within the immediate vicinity of the site. The nearest relevant designated site is the Cork Harbour SPA (site code 004030) at 2.57 km.

### **5.4. EIA Screening**

- 5.4.1. Having regard to the modest scale and nature of the proposed development being five no. residential units on an infill site that has already been subject to

development, I consider that the requirement for submission of an EIAR and carrying out of an EIA may be discounted at a preliminary stage.

## **6.0 The Appeal**

### **6.1. Grounds of Third Party Appeal**

6.1.1. The appeal is submitted by the residents of no. 2 The Cottages, Tramore Road, the adjoining residential property to the southwest of the development. The following points are noted from the appeal submission:

- The appellant does not object in principle to the development of the subject site.
- The Planning Authority did not give due consideration to the issues raised in third party submissions made on foot of the application.
- The development site is c. 3 feet (c. 0.91m ) higher than the appellant's property. The boundary wall does not account for this height difference and the height on the appellant's side will be less than the 2m indicated in the drawings on file. The proposed Acer Campestre trees on the applicant's side of the boundary will overgrow the boundary and encroach on the appellant's side, resulting in costly maintenance and overshadowing. Also concerns about potential root undermining of the appellant's property and associated structural issues.
- Concerns about the overall massing and bulk of the development.
- Comments that the road safety concerns raised by third parties were not adequately addressed by the planning authority. Traffic emerging from the adjacent junction with Kent Road is not within the 45m sight line. Emergency vehicles and services vehicles will have to reverse onto Tramore Road when the parking spaces are full, resulting in a traffic hazard.
- The Board is requested to overturn the decision of the planning authority or to permit a revised development to address these issues.

### **6.2. Applicant Response to Third Party Appeal**

6.2.1. The following points are noted from the applicant's response to the appeal:

- The appellant does not object in principle to the development of the subject site.
- The planning authority granted permission for the development after detailed and careful consideration, including a site inspection and noting the planning and other technical reports on file. The planning report dated 30<sup>th</sup> November 2022 states that all concerns raised by third parties will be noted and given consideration.
- The proposed 2m boundary wall around the development is a typical boundary type. The wall, along with the proposed trees, will adequately screen the development. The difference in height between the properties is negligible. The proposed trees within the development site will be outside the ownership of the appellant, who will have no obligation to maintain them. The technical reports on file of Cork City Council state no concerns in relation to the proposed boundary treatments.
- The revised proposal submitted as further information provides an increased separation distance to the houses to the south/southwest of the site, with an increase from 4.46m to 5.925m. It is submitted that the decreased overall footprint and increase in separation distances between the revised development and the dwellings to the south reduces concerns of overbearance.
- The reports on file of CCC Roads and Transportation are noted with regard to roads and traffic issues. Both reports state no objection to the development and do not raise any concerns regarding road safety or car parking. The roads drawings submitted with the application indicate 45m sight distances in both directions. The applicant submitted a site layout indicating Autoturn movements as part of the further information response. The proposed residential development will generate less vehicular movements overall than the existing commercial premises at the site. The proposed car parking provision complies with development plan requirements and the management of car parking within the site is a matter for the applicant, however parking within the pedestrian priority area will not be permitted. The applicant may agree a Construction Traffic Management Plan by condition if required.
- The development will facilitate the provision of housing on an underutilised infill site within the built footprint of Cork city, in an area served by public transport and

within easy reach of local services and amenities in accordance with national planning policy and the current City Development Plan.

### **6.3. Planning Authority Response**

6.3.1. None on file.

### **6.4. Observations**

6.4.1. None on file.

### **6.5. Further Responses**

6.5.1. None on file.

## **7.0 Assessment**

7.1.1. I have read through the file documentation and the relevant provisions of the City Development Plan and have carried out a site inspection. The main issues are those raised in the grounds of appeal. Overall, I am satisfied that no other substantive issues arise. The development is in accordance with the residential zoning of the site and the appellant does not object in principle to residential development at this location. There is a Part V Exemption Certificate on file dated 8<sup>th</sup> February 2023. The development is connected to the public sewer and water supply and that the site is located in Flood Zone C as per the Strategic Flood Risk Assessment of the current development plan. I note the matters raised in the technical reports on file and the submissions of Inland Fisheries Ireland and Irish Water and I am satisfied that these matters may be addressed by condition if permission is granted, as recommended by the planning authority. In addition, the planning authority has given detailed assessment to the quality of residential development to be provided, with regard to the policy and design guidance provided in the City Development Plan as well as national planning policy and has found the development to be in accordance with same and these matters have not been raised in third party submissions or in the grounds of appeal.

7.2. The relevant issues can be dealt with under the following headings:

- Impacts on Residential and Visual Amenities
- Traffic and Car Parking

These issues may be considered separately as follows.

### 7.3. **Impacts on Residential and Visual Amenities**

#### 7.3.1. Visual Impacts

The development will have a limited visual presence at Tramore Road, due to its two storey height and to the front elevation being set back c. 21 from the road frontage. The application includes an Architectural Design Statement. I am satisfied that the development has a high quality of design and finish and I consider that the proposed architectural treatments, landscaping and public realm will enhance the overall appearance of the area when compared to the existing commercial development at the site. While the development will change the outlook from adjoining residential properties, I consider that this would be the case for any redevelopment of these zoned and serviced lands, in accordance with national and development plan policy to consolidate existing urban areas and achieve housing targets.

#### 7.3.2. Overlooking / Overshadowing Impacts on Residential Amenities

The development, as revised in the further information submitted, has been designed to obviate overlooking of adjacent residential properties with 'pop-out' and high level windows and opaque glazing at first floor levels to the eastern and southern elevations. The western elevation is c. 12-13 m from the western site boundary, which is considered adequate and the southern elevation is 4.46-5.925m from the rear elevations of the houses to the south and southeast. There are no windows at the northern elevation.

The application does not include any detailed analysis of potential overshadowing impacts. However, given the two storey height of the development and the relative ground levels to the east and north, as per the cross sections indicated on drawing no. 22001/P/006, as well as the intervening distances to the western site boundary, I do not consider that the development will have any significant impacts on residential amenities by way of overshadowing.

### 7.3.3. Boundary Treatments

The grounds of appeal raise concerns about the boundary treatment along the western site boundary, noting that the development site is c. 0.91m higher than the appellant's property. As noted by the applicant, the proposed 2m high boundary wall would be a standard treatment for boundaries to surrounding residential properties. The proposed planting within the western site boundary will be within the private rear gardens of the individual houses in the scheme and therefore may not be maintained. I recommend that conditions are imposed such that final details of landscaping and boundary treatments are agreed by condition to the satisfaction of the planning authority.

### 7.3.4. Construction Impacts on Residential Amenities

7.3.5. A Construction and Environmental Management Plan including construction traffic management proposals, and a Construction and Demolition Waste Management Plan may be required by condition. I note third party comments that construction hours should be limited by condition to 8 am to 5 pm Monday to Friday. I recommend that the standard construction hours condition be imposed if permission is granted, with regard to the above construction management measures.

### 7.3.6. Other Impacts on Residential Amenities

I note third party comments in relation to potential adverse impacts associated with noise and vermin at the development. I do not consider that these issues at this scale of residential development warrant a refusal of permission.

I also note third party comments on the lack of a name or billing address for the development, a related condition is recommended.

## 7.4. **Traffic and Car Parking**

7.4.1. Development plan maximum car parking standards as per Table 11.3 require one space per three-bed unit within parking Zone 1. The report of CCC Roads & Transportation dated 17<sup>th</sup> November 2022, states that the proposed car parking provision is in line with development plan car parking maximum requirements, noting that the area is served by public transport. I note the submitted autotrack layout (drawing no. 2207-GA-06) and sight distances of 45m in both directions (drawing no. 2207-GA-06) and I note that CCC Roads & Transportation states no objection to



same. The proposed development providing three no. car parking spaces will generate a limited number of vehicular movements which will have negligible traffic impacts in the wider area, and is likely to have a lesser traffic impact than traffic potentially generated by the existing commercial premises at the development site.

## 8.0 Recommendation

8.1. Having read the appeal and submissions on file, had due regard to the provisions of the Cork City Development Plan 2022-2028, carried out a site visit and all other matters arising. I recommend that permission is granted subject to the conditions set out below.

## 9.0 Reasons and Considerations

9.1. Having regard to the provisions of the Cork City Development Plan 2022-2028, to the residential land use zoning of the site, the nature of the proposed development and to the pattern of development in the surrounds, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential or visual amenities of the area or of property in the vicinity and would constitute an acceptable form of development at this location. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

## 10.0 Conditions

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| 1. | The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the Further Information submitted 19 <sup>th</sup> December 2022 and the Clarification of Further Information submitted 14 <sup>th</sup> February 2023, 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. |
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|    | <p><b>Reason:</b> In the interest of clarity.</p>  |
| 2. | <p>Prior to the commencement of any house in the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each house), pursuant to Section 47 of the Planning and Development Act 2000, that restricts all houses permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.</p> <p><b>Reason:</b> To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.</p>             |
| 3. | <p>Details of the materials, colours and textures of all the external finishes to the proposed development, shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p><b>Reason:</b> In the interest of visual amenity.</p>   |
| 4. | <p>Final details of all proposed site boundary treatments shall be agreed in writing with the planning authority prior to the commencement of development.</p> <p><b>Reason:</b> In the interest of visual and residential amenities.</p>  |
| 5. | <p>The boundary planting and areas of communal open space shown on the lodged plans shall be landscaped in accordance with a landscape scheme which shall be agreed in writing with the planning authority prior to the commencement of development, unless otherwise agreed in writing with the planning authority. The landscape scheme shall be implemented fully in the first planting season following completion of the development, and any trees or shrubs which die or are removed within three years of planting shall be replaced in the first planting season thereafter. This work shall be completed before any of the dwellings are made available for occupation.</p> <p><b>Reason:</b> In order to ensure the satisfactory development of the open space areas, and their continued use for this purpose.</p> |

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| 6.  | <p>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.</p> <p><b>Reason:</b> In the interest of public health.</p>   |
| 7.  | <p>The developer shall enter into water supply and wastewater connection agreements with Irish Water, prior to commencement of development.</p> <p><b>Reason:</b> In the interest of public health.</p>   |
| 8.  | <p>A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials and for the ongoing operation of these facilities for each unit shall be submitted to, and agreed in writing with, the planning authority not later than six months from the date of commencement of the development. Thereafter, the waste shall be managed in accordance with the agreed plan.</p> <p><b>Reason:</b> In the interest of residential amenity, and to ensure the provision of adequate refuse storage.</p> |
| 9.  | <p>Public lighting shall be provided in accordance with a final scheme to reflect the indicative details in the submitted Public Lighting Report, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development/installation of lighting. Such lighting shall be provided prior to the making available for occupation of any house.</p> <p><b>Reason:</b> In the interests of amenity and public safety.</p>   |
| 10. | <p>All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.</p> <p><b>Reason:</b> In the interests of visual and residential amenity.</p>   |

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| 11. | <p>The internal road and vehicular circulation network serving the proposed development, including turning bay, parking area, footpaths and kerbs shall be in accordance with the detailed construction standards of the planning authority for such works and design standards outlined in DMURS. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.</p> <p><b>Reason:</b> In the interest of amenity and of traffic and pedestrian safety.</p>  |
| 12. | <p>All car parking spaces shall be provided with functioning electric vehicle charging stations/points. Where proposals relating to the installation of electric vehicle ducting and charging stations/points have not been submitted with the application, in accordance with the above noted requirements, such proposals shall be submitted and agreed in writing with the planning authority prior to the occupation of the development.</p> <p><b>Reason:</b> To facilitate the use of electric vehicles.</p>   |
| 13. | <p>Proposals for an estate/street name, house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house numbers, shall be provided in accordance with the agreed scheme. The proposed name(s) shall be based on local historical or topographical features, or other alternatives acceptable to the planning authority. No advertisements/marketing signage relating to the name(s) of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).</p> <p><b>Reason:</b> In the interest of urban legibility and to ensure the use of locally appropriate placenames for new residential areas.</p> |
| 14. | <p>Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority, drawings showing all development works to be taken in charge designed to meet the standards of the Planning Authority.</p>  |

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|     | <p><b>Reason:</b> In the interest of the proper planning and sustainable development of the area.</p>   |
| 15. | <p>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 all intended construction practice for the development, including measures for protection of existing development and boundary walls, construction traffic routing and management, construction parking, materials storage, site compound, noise management measures and off-site disposal of construction/demolition waste.</p> <p><b>Reason:</b> In the interests of public safety and residential amenity.</p>   |
| 16. | <p>Construction and demolition waste shall be managed in accordance with a final 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. The plan shall include details of waste to be generated during site clearance and construction phases, and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Region in which the site is situated.</p> <p><b>Reason:</b> In the interest of sustainable waste management.</p> |
| 17. | <p>Site development and building works shall be carried only out between the hours of 0700 to 1800 Mondays to Fridays inclusive, between 0800 hours 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.</p>  |

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|     | <p><b>Reason:</b> In order to safeguard the residential amenities of property in the vicinity.</p>  |
| 18. | <p>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.</p> <p><b>Reason:</b> To ensure the satisfactory completion and maintenance of the development until taken in charge.</p>  |
| 19. | <p>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.</p> <p><b>Reason:</b> 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.</p> |

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

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Sarah Moran  
Senior Planning Inspector  
25<sup>th</sup> June 2023