



An
Bord
Pleanála

Inspector's Report

ABP-319008-24

Development	Construction of new pitch and access road. Set down parking, flood lights, ball stopping net, fencing and all associated works
Location	Site at Douglas Hurling & Football Club, Inchvale Road, Douglas West, Grange, Douglas, Cork City
Planning Authority	Cork City Council
Planning Authority Reg. Ref.	2342101
Applicant(s)	Douglas Hurling and Football Club
Type of Application	Permission
Planning Authority Decision	Split Decision
Type of Appeal	First Party
Appellant(s)	Douglas Hurling and Football Club
Observer(s)	1. Micheal Muldoon 2. Catherine Murray 3. Maria Coughlan 4. William O'Sullivan

5. John Keane
6. Jeannie McGivern
7. Frances Buckley
8. Anita Keane
9. Mary Keane
10. James Desmond
11. Ashling Desmond
12. Michael O'Regan
13. Fiona Herley
14. Ciara Jordan
15. Patrick Behan
16. Deirdre Behan
17. Maeve O'Sullivan
18. Mary O'Donovan
19. Jerry Keane
20. Emer & David Lee
21. Charlotte Fellows
22. Siobhan & Donnacha Cullagh
23. Evelyn Lynch
24. Aileen Moore
25. Shamrock Lawn Action Group
26. Cllr. Lorna Bogue

Date of Site Inspection

01/10/2024

Inspector

Gillian Kane

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Appendix 1 – Form 1: EIA Pre-Screening

Appendix 2 – Form 2

1.0 Site Location and Description

- 1.1.1. The subject site is located in the south east suburb of Douglas, in Cork City. The site refers to a greenfield area to the south-west of an existing GAA club Douglas Hurling and Football Club. The club has a large clubhouse with car parking off Galway's Lane in the centre of Douglas village. Two pitches lie to the west of the car parking area and proposed pitch 3 is located to the south of pitch 2, adjoining the rear (west boundary) of Saint Columba's National School. A pedestrian walkway runs alongside pitches 1 and 2 with a pedestrian access from the school to the pitches.
- 1.1.2. The southern boundary of the subject site is a steep embankment that adjoins Inchvale Road, a suburban residential housing estate. This section of the site is heavily vegetated with an open green space on the housing estate side.

2.0 Proposed Development

- 2.1.1. On the 21st June 2024, permission was sought for the construction of a new pitch (pitch no. 3) facilitated by a new access roadway off Inchvale Road, to the rear of the existing Douglas GAA Hurling and football club. The proposed development also comprised a set down parking area, turning area, floodlighting, ball stop netting, fencing and supports, on a site of 1.9217ha.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. On the 15th January 2024, the Planning Authority issued a notification of a split decision as follows:

REFUSE permission for construction of a proposed new access roadway and junction off Inchvale Road to the rear of Douglas Hurling and Football Club as well as the construction of a set down parking area, turning area and connection to adjacent lands, for the following reason:

- 1 Having regard to the limited information submitted and in the absence of full details, including a Traffic and Transport Assessment, for the proposed residential development, it is considered that the proposed vehicular access roadway via Inchvale Road to facilitate the future access of residential zoned lands is premature. As such it is considered that the

proposed access roadway and junction off Inchvale Road as well as the construction of a set down parking area, turning area and connections to adjacent lands is contrary to the proper planning and sustainable development of the area.

And **GRANT** permission for the construction of a proposed new pitch, floodlight, ball stop netting, fencing and supports, subject to 23 no. conditions. Conditions of note are as follows:

- 2: No permission is granted for the proposed access roadway and junction off Inchvale Road, the construction of a set down parking area, turning area and connections to adjacent lands.
- 4: 24 bicycle parking spaces to be provided
- 8: pre construction survey and ecological assessment
- 11, 12, 13, 14, 15: Drainage requirements

3.2. Planning Authority Reports on submission of Application

- 3.2.1. **Infrastructure Development:** increased traffic on Inchvale Road is a concern, would render the NTA's proposals for a quiet street treatment unfeasible. Refusal recommended.
- 3.2.2. **Environment Report:** Fully supports new pitch, strongly objects to proposed access road. Proposed set-down area and turning circle could be provided at the entrance. Refusal recommended.
- 3.2.3. **Drainage:** Further Information required on three matters.
- 3.2.4. **Area Engineer:** No issue with pitch, concerns over proposed access road off Inchvale Drive. Notes that future development is referenced in Club media. Concerns over traffic, impact on junction which is not suitable for additional loading. Supports request for further information on surface water, foul water.
- 3.2.5. **Biodiversity Report:** AA Screening should be carried out to assess the potential of pitch extension and new road on Natura 2000 sites.
- 3.2.6. **Contributions Report:** Contributions recommended.
- 3.2.7. **Traffic Regulation and Safety:** No objection to pitch, not in favour of the proposed access road. No cycle or car parking proposed which will lead to parking on Inchvale Road and surrounding. Other access routes should be explored. TTA is rejected as

not being accurate. RSA not complete. Five items of further information recommended.

- 3.2.8. **Planning Report:** Notes that site covers three zoning objectives. Proposed access road contravenes the ZO1 zoning objective. Notes that there are two access points and a pedestrian point to the facilities and a bus-stop on the public road. Proposed access road is not essential, pitch can be extended without road. No proposal for cycle / walking promotion. Notes internal reports recommending refusal of road. notes loss of amenity to residents, existing pedestrian access existing ecology in the area, gated vehicular access and disused car park at Douglas Woolen Mills. Revised plans showing omission of access road and pedestrian access extending from pitch 2 should be submitted, full EIA, NIS and Ecological impact assessment required. Compliance with CMATS should be demonstrated. Seven items of Further Information recommended.

3.3. Further Information

- 3.3.1. On the 15th August 2023, the applicant was requested to address seven items of Further Information.
- 3.3.2. On the 8th December 2023, the applicant responded to the request. Reports on file following the submission of Further Information can be summarised as follows:
- 3.3.3. **Area Engineer:** Still of the opinion that access road is not required. Access road should be omitted.
- 3.3.4. **Drainage Engineer:** No objection subject to 8 no. conditions.
- 3.3.5. **Biodiversity Officer:** AA screening report should be carried out.
- 3.3.6. **Traffic Regulation & Safety:** no objection to pitch, do not recommend the proposed access road. Future residential development should incorporate road development and traffic increase. No justification for road.
- 3.3.7. **Planning report:** Applicant indicated they are not willing to omit road. Notes report of area engineer and agrees. Recommends that a split decision issue, granting permission for the new pitch and refusing permission of the new access roadway. AA Screening report, Ecological Assessment are acceptable.
- 3.3.8. **Senior Planner:** Concurs with split decision recommendation.

3.4. Prescribed Bodies

3.4.1. **Cork Airport:** No comment

3.5. Third Party Observations

3.5.1. A large number of submissions raised concerns over the proposed access road from Inchvale Road, impact on parking traffic and school traffic in the area, impact on biodiversity and natural heritage, impact on drainage, how Club will manage traffic, pollution, visual impact and impact on residential properties.

4.0 Relevant Planning History

4.1.1. Planning Authority reg. ref. **17/733**: permission granted for a 2.4m high fence

5.0 Policy Context

5.1. Cork City Development Plan 2022-2028

5.1.1. The subject site is covered by a number of zoning objectives. The greatest part of the site is zoned ZO16 Sports Grounds and Facilities. A small section in approximately the location of the proposed access road and a further section to the west are zoned ZO15 Public Open Space. Sections to the north and in the south-west corner are zoned ZO2 New Residential Neighbourhoods. The stated objectives for these zones are as follows:

- ZO16: To protect, retain and enhance the range and quality of sports facilities and grounds
- ZO15: To protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities
- ZO2: To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure

5.1.2. The greatest part of the site is zoned ZO16. Section 16.1 of the development plan states that the primary purpose of this zone is to preserve all land in this zone for sports facilities and grounds and that there is a presumption against the loss of these lands to other forms of development.

5.1.3. Other relevant plans, policies and objectives are as follows:

- Cork City Heritage and Biodiversity Plan 2021-2026

- Cork Metropolitan Area Transport Strategy (CMATS) 2040

5.2. Natural Heritage Designations

5.2.1. The subject site is c.1km from Cork Harbour SPA (004030).

5.3. EIA Screening

5.3.1. Having regard to the nature, scale, and location of the proposed development, and the environmental sensitivity of the geographical area, I do not consider that the proposed development would be likely to have significant effects on the environment. The proposed development does not have the potential to have effects, the impact of which would be rendered significant by its extent, magnitude, complexity, probability, duration, frequency or reversibility. In these circumstances and having regard to the criteria in Schedule 7 of the Regulations, I conclude that the proposed sub-threshold development would not be likely to have significant effects on the environment and that, on preliminary examination, an Environmental Impact Assessment Report (EIAR) or a determination in relation to the requirement for an EIAR was not necessary in this case.

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1. An agent for the applicant has appealed the decision of the Planning Authority to refuse permission for part of the proposed development. The appeal states that the decision split the proposal into two and that only the section refused permission is being appealed, that the principle of the development is not under question by the Local Authority. The grounds of appeal can be summarised as follows:

- The expansion of the club by the creation of pitch 3 has been a vision of the club for many years.
- The zoning of the lands under the development plan was welcomed.
- The access and drop off point are justified by a comprehensive RSA and TTA, supported by an arborist report, landscaping proposal, ecological appraisal EcIA and AA screening.

- It is best practice to consider developments that have the potential to unlock adjoining zoned and serviced lands.
- The subject lands have three zoning objectives. The potential for all zonings should be realised and considered as highlighted in the Kerry County Development Plan.
- The planning gain of unlocking the adjoining lands should have been realised as envisaged under the 2024 RLZT.
- The Galway City Development Plan requires layouts to demonstrate where connections between developments are feasible.
- In practical terms a construction and maintenance access is required to construct the pitch, over a 24-36 week timeframe. Providing a construction road for the 3500 truck / lorry movements over the existing pitches would require their closure and compaction of the topsoil and subsoil. This would require remediation work upon re-opening.
- The new access road would facilitate the twice-yearly sand top dressing required for regular maintenance of the pitch.
- An access road is required on health and safety grounds due to the requirement to provide timely treatment for medical emergencies. Travelling across three pitches from the car park to an ill patient is not optimal and could potentially lead to less than desirable outcomes. Board is referred to sections 5.7, 9.6, 9.7, 9.13, 20.5 and 23.8 of the Code of Practice for Safety at Sports Grounds 1996.
- The pitch extension and associated access were justified on their merits, supported by TTA, RSA and all associated studies and reports – quantitative and qualitative justification and evidence. Without the access road, the development would be difficult to implement.
- The planning application and response to Further Information contained RSA, TTA, Arborist Report and drawings, EclA and AA Screening, Justification for Construction and ongoing maintenance / Safety Access, and Landscape drawings with supporting information from Douglas Hurling and Football Club. the claim that insufficient information was submitted is contested.

- It is acknowledged that future residential development on adjoining lands would be subject to a separate planning application so it is questionable that the subject application was assessed against a possible / potential development. the applicant cannot find a precedent for a refusal on the basis of insufficient information on an adjoining potential development which may never happen.
- It is strongly contested that development should be decided based on development potential of adjoining lands. Permission on the subject site should be granted on the basis on its principles. As the proposed development is in accordance with planning policy it should be granted.
- It is submitted that the access road can be granted on its merits for set-down purposes, for construction purposes, for drop off purposes in perpetuity.
- The Board is requested to grant permission. The applicant is happy to accept conditions as the Board sees fit.

6.2. Planning Authority Response

6.2.1. None on file.

6.3. Observations

6.3.1. The Board received 26 no. observations on the proposed development. The issues raised can be summarised as follows:

Traffic

- Decision of the Planning Authority to refuse the access road was correct.
- Strongly object to the access road on grounds of traffic and parking on the adjoining residential area. it is not appropriate for a quiet housing estate. The appeal does not address the Planning Authority's core reason for refusal – the significant and unsustainable traffic on Inchvale Road and surrounding residential area.
- Increase in traffic will cause an increase in pollution – noise, odour, rat-running. The air quality in the area is already poor.
- The existing access points to the club should be used – two vehicular and one pedestrian. A fourth access point is unnecessary.

- The drop and go and set-down areas will become parking areas.
- The TTA was not of sufficient detail and did not assess cumulative impacts. It was carried out on a Saturday – no school and no GAA.
- The TTA was rejected by Cork City Council as it did not represent a GAA scenario.
- The proposed link road will jeopardise NTA's Bus Connects and the proposed Quiet Street treatment of Inchvale Road (sustainable transport corridor).
- The applicant shows more consideration for hypothetical housing developments than existing housing on Inchvale Road.
- No transport plan for emergency vehicles.

Biodiversity

- Inchvale Road is identified as an important biodiversity area in the Douglas Biodiversity action plan (appendix 1). The plan requires its preservation as a wildlife corridor.
- Existing trees act as a noise buffer from the link road. Their removal will be an enormous biodiversity loss and a loss to air quality.
- Green space is used by local residents, its loss will be detrimental. This green space acts as a soakage area for water that runs off the hill.
- An ecological survey of the development was not carried out, impacts on the existing flora and fauna, bats, was not considered. Scrub has already been removed from the site.
- The project splitting goes against the EIA directive.
- Imperative to prioritise sustainable development.
- Bats have been observed in the existing mature trees.

Maintenance

- The lane off Galway's lane can provide access for maintenance.
- Many sporting clubs do not have direct access to the playing surface.

- The recent erection of major floodlighting on pitch 2 was accomplished without any disruption to pitch 1 and minimum disruption to pitch 2.
- Inchvale Road is already congested and has speed ramps – it is unsuitable for ambulance access to pitch 3.
- Maintenance of pitch 3 would occur from the same route as pitches 1 and 2, not through the new access road.

Health & Safety

- The lane leading off Galway's Lane is currently designed as being for Ambulance Access and allows full access to pitches 1 and 2. Access to pitch 3 is possible via the sideline of pitch 2, without the need to encroach on any playing surface.
- Inchvale Road is not suitable for the transportation of an injured player due to speed bumps, traffic congestion, parking and busy junctions.
- Inchvale Road is not suitable for the 3500 truck movements suggested by the applicant.
- Safety concerns of adjoining schools / pedestrians / elderly residents were not considered.
- The Club has managed to maintain the pitches for years.
- The GAA Green Clubs Programme promotes cycling and walking to matches and training – active travel initiatives.
- There is an opportunity to connect to the pedestrian and cycle route between Grange, Frankfield, Douglas and the city centre.
- Light pollution was not considered.

Other

- The zoning of lands for residential development is not best practice and was not supported by the City Council. The use of the access road for this is 'new information'.
- There is no national, regional, local or other policy that supports the use of an application for permission for an unrelated activity on an neighbouring site.

- The development of adjacent lands is a separate matter to that under appeal.
- There is insufficient information on drainage, management of surface water, lighting design and traffic and transport.
- No community consultation occurred. There were a large number of objections to the proposed development and only two in support.
- The appeal does not address the Planning Authority's concerns.
- There is no public interest in the proposed access road. The Club should be concerned with pitch development only, not facilitating possible future residential development.
- An alternative access route through Galway's lane and down the side of pitch 2 would provide access to pitch 3.

6.4. Further Responses

6.4.1. None on file.

7.0 Assessment

7.1.1. Having examined the application details and all other documentation on file, including all of the submissions received in relation to the appeal, the reports of the local authority, and having inspected the site, and having regard to the relevant local policies and guidance, I consider that the substantive issues in this appeal to be considered are as follows:

- Principle of Development
- Proposed Access Road

7.2. Principal of Development

7.2.1. The Board will note that all parties to the appeal are satisfied with the decision of the Planning Authority to grant permission for the proposed pitch extension / creation of pitch 3 with floodlight, ball stop netting, fencing and supports. I have read all submissions on file, all internal reports on file and I concur with the assessment of the Planning Authority that the proposed pitch 3 is acceptable in principle and is in accordance with the proper planning and sustainable development of the area.

7.3. Proposed Access Road

- 7.3.1. The appellant makes the case for the access road on a number of grounds – maintenance, unlocking the potential of the adjoining site, health and safety and parking / drop off.
- 7.3.2. Regarding the need for the access road to allow emergency service vehicles to the subject pitch, I question how such services are provided to an ill / injured person on the western edge of pitch 2. The proposed pitch 3 overlaps with the boundary of pitch 2 by approx. 55m, so the means of providing emergency care to a person on pitch 2 would also apply to a person on pitch 3. Many of the observers noted that Galway's Lane, which runs the extent of pitch 2 is available for emergency services. It is not unusual for emergency services vehicles to travel across pitches during an emergency. Further, I note the vehicular access through the adjoining school, which has a pedestrian access to pitch 2. It appears that there are multiple options to provide access to proposed pitch 3. I find no evidence that an access road through Inchvale Road is required to provide emergency care to the subject site.
- 7.3.3. Regarding the submission that maintenance of the new pitch requires access through Inchvale Road, again, I question how maintenance of pitch 1 and 2 is carried out and how or why such a method could not be continued for pitch 3. It is reasonable to assume that maintenance vehicles travel from the existing car park to pitch 1 and 2. Maintenance vehicles / deliveries for pitch 2 would need only travel some metres to access the proposed pitch 3.
- 7.3.4. With regard to construction traffic getting access to proposed pitch 3, it is acknowledged that this would involve some level of disruption to pitches 1 and 2, however, access from Galway's lane as it runs down the western side of pitch 2, land which is shown to be in the ownership of the applicant could provide an alternative route. As above, I am not satisfied that it has been demonstrated that an access road from Inchvale Road is the only option available to the applicant.
- 7.3.5. The third reason for requiring an access route directly to pitch 3 is to unlock the development potential of adjoining residential lands. I note the considerable negative effects that would arise from creating a vehicular access through a dense, steep embankment from a housing estate to the proposed pitch. The drawing of traffic through a quiet residential estate and the resulting car parking that would arise would

have seriously negative impacts on the residential amenity of that estate. The loss of a green space that is used by residents, the loss of an ecological corridor and the opening up of the residential area to floodlighting and noise pollution from the loss of that tree cover would also seriously negatively affect the residential amenity of the residential area. I consider that these detrimental impacts would not be outweighed by any planning gain that might arise from possible future development potential of a small area of residential zoned land. The planning application before the Board is for amongst other elements, an access road and it is the merits of that appeal that must be the primary consideration.

7.3.6. Sufficient parking is available at the Clubhouse / car park to provide for the proposed pitch 3. I see no reason to create a drop-off / parking area at pitch 3.

7.3.7. I note the assessment of the Planning Authority that insufficient provision for active travel to the club has been proposed and I concur.

8.0 AA Screening

8.1.1. I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 as amended. The subject site is located approx. 1km from the Cork Harbour SPA (site code 004030). The proposed development comprises the construction of an additional sports pitch within an existing sports club and an access road. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any European Site. The reason for this conclusion stems from the limited scale and nature of the proposed development and the lack of connections to the nearest environmentally sensitive site.

8.2. I conclude that on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act 2000) is not required

9.0 Recommendation

9.1.1. I recommend a SPLIT DECISION as follows:

REFUSE permission for the proposed access road off Inchvale Road, turning area, drop off zone and set down parking area for the following reason:

- 1 The proposed access road from Inchvale Road to the proposed pitch 3, set down parking area and turning area, through lands zoned ZO1 Sustainable Residential Neighbourhoods which has the stated objective to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses, would seriously negatively impact the residential amenity of the Inchvale Road residential area by reason of traffic generation on a cul-de-sac road that is not designed to take such traffic, the car parking that would arise from that traffic, the loss of a green space that is used by residents and the loss of an ecological wildlife corridor. The proposed development is considered to contravene the central objective of the lands which the provision and protection of residential uses and residential amenity. The proposed development is therefore considered to be contrary to the proper planning and sustainable development of the area.

and

GRANT permission for the proposed pitch 3, floodlighting, ball stop netting, fencing and supports for the following reasons and considerations and subject to the following conditions

10.0 Reasons and Considerations

- 10.1.1. Having regard to the provisions of the Cork City Council Development Plan 2022-2028, within which the subject site is zoned ZO16 Sports Grounds and Facilities, ZO15 Public Open Space and ZO2 New Residential Neighbourhoods, to the design and scale of the proposed development, to the existing sports facility and the proximity to the adjoining residential area and to the village of Douglas, it is considered that the proposed development would not adversely affect the residential or visual amenities of the area nor would it give rise to the creation of a traffic hazard in the vicinity. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area

11.0 Conditions

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 plans and particulars received by the planning authority on the 8th day of December, 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.

Reason: In the interest of clarity.

- 2 Prior to the commencement of development, the applicant shall submit for the written approval of the Planning Authority plans and particulars showing the omission of the proposed access roadway, set down parking area and turning area off Inchvale Road.

Reason: In the interest of clarity.

- 3 Public lighting to include floodlighting shall be provided in accordance with a scheme which shall be submitted to, and agreed in writing with the planning authority prior to the commencement of development and shall provide for:

(a) The scheme shall include lighting along pedestrian routes.

(b) The floodlights shall be directed onto the playing surface of the pitch and away from adjacent housing. The floodlights shall be directed and cowed such as to reduce, as far as possible, the light scatter over adjacent houses and the woodland and scrub area between the Cork South Ring Road and Inchvale Road / Alden for nocturnal wildlife species especially bats.

(c) Lighting shall conform to luminare design set out by the Bat Conservation Trust (2018) guidance notes on lighting that is sensitive

to nocturnal wildlife such as Bats.

Reason: In the interest of public and wildlife safety

- 4 24 no. safe and secure bicycle parking spaces shall be provided within the site. Provision should be made for a mix of bicycle types including cargo bicycles and individual lockers. Details of the layout and marking demarcation of these spaces shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: To ensure that adequate bicycle parking provision is available to serve the proposed development, in the interest of sustainable transportation.

- 5 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.

Reason: In the interest of sustainable transport and safety

- 6 The construction of the development shall be managed in accordance with a Construction and Environmental 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:
- a) Location of the site and materials compounds including areas identified for the storage of construction refuse.
 - b) Location of areas for construction site offices and staff facilities.
 - c) Details of site security fencing and hoardings.
 - d) Details of on-site car parking facilities for site workers during construction.

- e) Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site.
- f) Measures to obviate queuing of construction traffic on the adjoining road network.
- g) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network.
- h) Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during the course of site development works.
- i) Details of appropriate mitigation measures for noise, dust and vibration, and the location and frequency of monitoring of such levels.
- j) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater.
- k) Means to ensure that surface water run-off is controlled such that no silt or other pollutants / contaminants enter local surface water sewers or drains.
- l) A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be kept for inspection by the planning authority.
- m) Measure to fully remediate the site in accordance with a Construction Stage Invasive Plant Species Management plan, in advance of the commencement of construction activities.

Reason: In the interest of amenities, public health and safety

- 7 Drainage arrangements including the attenuation and disposal of surface water, shall comply with the requirements of the Planning Authority for such works and services.

The developer shall coordinate with the Drainage Department of the Council during the detailed design and construction of the development.

The developer shall submit written evidence of permission from TII to connect to the existing pipe running under the N20.

In default of agreement on any of these requirements, the matter shall be referred to An Bord Pleanála for determination.

Reason: In the interest of public health and surface water management.

- 8 All trees 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.

(c) Tree felling shall take place outside the bird nesting season (1 March to 1 September)

Retained trees 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.

No trench, embankment or pipe run shall be located within three metres of any trees which are to be retained on the site.

Reason: To prevent damage to the root systems of trees and in the interest of visual amenity.

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.

Gillian Kane
Senior Planning Inspector

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference			
Proposed Development Summary	Construction of new pitch and access road. Set down parking, flood lights, ball stopping net, fencing and all associated works		
Development Address	Douglas Hurling and Football Club, Douglas, Co. Cork.		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)			Yes
2. Is the proposed development of a class specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) and does it equal or exceed any relevant quantity, area or limit where specified for that class?			
No			Proceed to Q.3
3. Is the proposed development of a class specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) but does not equal or exceed a relevant quantity, area or other limit specified [sub-threshold development]?			
	Threshold	Comment (if relevant)	Conclusion
No		10(b)(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	No EIAR or Preliminary Examination required
4. Has Schedule 7A information been submitted?			
No		Preliminary Examination required	

Inspector: _____ **Date:** _____

Appendix 2 Form 2

EIA Preliminary Examination

An Bord Pleanála Case Reference Number	ABP-319008-24
Proposed Development Summary	Construction of new pitch and access road. Set down parking, flood lights, ball stopping net, fencing and all associated works
Development Address	Douglas Hurling and Football Club, Douglas, Co. Cork.
<p>The Board carried out a preliminary examination [ref. Art. 109(2)(a), Planning and Development regulations 2001, as amended] of at least the nature, size or location of the proposed development, having regard to the criteria set out in Schedule 7 of the Regulations.</p> <p>This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.</p>	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The pitch extension to an existing Club has a modest footprint, comes forward as a standalone project, does not require demolition works, does not require the use of substantial natural resources, or give rise to significant risk of pollution or nuisance. The development, by virtue of its type, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. It presents no risks to human health.
Location of development (The environmental sensitivity of geographical areas likely to be affected by	<i>The development is a greenfield site situated in a suburban area.</i>

<p>the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).</p>		
<p>Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).</p>	<p><i>Having regard to the modest nature of the proposed development, its location removed from sensitive habitats/features, likely limited magnitude and spatial extent of effects, and absence of in combination effects, there is no potential for significant effects on the environmental factors listed in section 171A of the Act.</i></p>	
<p>Conclusion</p>		
<p>Likelihood of Significant Effects</p>		<p>No</p>
<p>There is no real likelihood of significant effects on the environment.</p>	<p>EIA is not required.</p>	

Inspector: _____ Date: _____

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)