



An
Coimisiún
Pleanála

Inspector's Report ACP-322979-25

Development	Development of existing secondary school and associated site works.
Location	Colaiste Choilm, Poulavone, Ballincollig, Cork
Planning Authority	Cork City Council
Planning Authority Reg. Ref.	2443185
Applicant(s)	Board of Management Colaiste Choilm.
Type of Application	Permission.
Planning Authority Decision	Grant
Type of Appeal	Third Party
Appellant(s)	John Sheehan.
Observer(s)	None.
Date of Site Inspection	23 rd September 2025
Inspector	Jennifer McQuaid

Contents

1.0 Site Location and Description	4
2.0 Proposed Development	4
3.0 Planning Authority Decision	5
3.1. Decision	5
3.2. Planning Authority Reports	5
3.3. Prescribed Bodies	8
3.4. Third Party Observations	8
4.0 Planning History	8
5.0 Policy Context	9
5.1. Development Plan	9
5.2. National and Regional Policy	10
5.3. Natural Heritage Designations	10
5.4. EIA Screening	10
6.0 The Appeal	11
6.1. Grounds of Appeal	11
6.2. Applicant Response	11
6.3. Planning Authority Response	12
6.4. Observations	12
6.5. Further Responses	12
7.0 Assessment	12
8.0 AA Screening	18
9.0 Water Framework Directive	18
10.0 Recommendation	19

11.0	Reasons and Considerations.....	19
12.0	Conditions	20
	Appendix A - Form 1 - EIA Pre-Screening	26
	Appendix A: Form 2 - EIA Preliminary Examination.....	28
	Appendix B: Water Framework Directive Screening	30

1.0 Site Location and Description

- 1.1. The subject site (3.13ha) is located at Colaiste Choilm, Poulavone, Ballincollig, Co. Cork. The site is accessed from the Carrigrohane Road (R608). There is a cycle lane across the full road frontage. There is a pedestrian gate from Leesdale Avenue. There is a low-level wall along the southern/road boundary of the site with trees and hedge along the frontage. There is a mix of fencing materials along south, east and western boundaries. The site drops from south to north by approximately 5.5m. There is car parking to the front of the school and along western side of the site, a sports hall and all-weather playing pitch is located in the northern half of the site. A temporary portacabin classroom is located between the sports pitch and car parking. There are numerous extensions within the site.

2.0 Proposed Development

- 2.1. The proposed development consists of:
- Removal of existing temporary accommodation
 - Partial demolition and alteration to the existing building
 - Extensions ranging from part four-storey, three-storey and single-storey at the front and sides of the existing building, which includes a new PE hall facility
 - Special education needs unit
 - General purpose hall
 - Specialist and general classrooms
 - Roof garden, and all ancillary teacher and pupil facilities
 - A single storey substation and switch room together with all associated site works
 - Reconfigured site entrances, access roads, parking, bike shelters, ballcourts, site lighting, boundary treatments, landscaping, and all ancillary development works.

3.0 Planning Authority Decision

3.1. Decision

Granted subjected to 27 conditions.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The proposed extensions are to provide two separate Irish and English speaking post primary schools with separate entrances and several shared facilities. Gaelcholaiste Choilm would be located in the front block with Colaiste Choilm in the setback block. Further information required in relation to school and staff numbers, whether school spaces/facilities will be used for community uses after hours. The principle of development is acceptable.
- Further information required in relation to the three shipping containers adjacent to the car park.
- A condition is required to finalise external finishes, signage and boundary treatments.
- Further information required in relation to daylight, sunlight and overshadowing. No concerns in relation to overlooking from the rooftop open space due to its central location within the proposed extensions. No concerns of overlooking and overshadowing along Leesdale Driver or Glendower Court.
- Further information requested in relation to SuDs and the incorporation of nature-based solutions. The current wastewater system is being partially replaced and partially upgraded with a section remaining as current. Submissions have highlighted historic problems with wastewater management with school system connected to adjoining residential properties. Further information requested for assessment from Irish Water.
- Further information requested in relation to waste management, both hazardous and non-hazardous, for both demolition and construction phases.

- Further information requested in relation to the proposed BusConnect Cork, road safety, car parking, cycle parking, construction traffic management and Quality Audit, EV parking
- Further information required to ensure there is adequate open space provision proportionate to the needs of both schools, and landscaping masterplan.

Further Information Report

- The further information has been received, and the items have been adequately addressed.

Senior Executive Planner (SEP) Report

- The SEP agrees with the Planners report and recommends some minor modifications to the wording of certain conditions to standardise same, the omission of a duplicate condition relating to DMURS and the inclusion of the Parks/Landscaping condition as recommended by that section.

3.2.2. Other Technical Reports

- Drainage: Further Information requested in relation to SuDs and attenuation tanks. Further information received and no objection subject to conditions.
- Environment: Further Information requested in relation to management of waste. Further information received and no objection subject to conditions.
- Parks Department: Further Information requested in relation to sufficiency of open space requirements and an appropriate landscape masterplan. Further received and no objection subject to conditions.
- Urban Roads and Street Design: Further Information requested in relation to Quality Audit. Further information received and no objection subject to conditions.
- Traffic Regulation and Road Safety (TR+RS): Further Information requested in relation to proposed traffic numbers and management during operation and construction phases, road safety issues whereby children are dropped off in live traffic, safer pedestrian access from Leesdale Avenue, car parking levels reduced in line with the CDP, staff cycle facilities should be provided, outline

Construction Traffic Management Plan & public lighting. Further information received and no objection subject to conditions.

- Lighting Team (TR+RS Report): Lighting to be conditioned.
- Infrastructure: Further Information Requested in relation to BusConnect Cork, further information received and no objection subject to a condition providing a setback distance to accommodate future Cork Bus Connects project (with temporary wider cycle lane provided).
- Contribution: Conditions to be applied.

3.2.3. Conditions

- Condition 16: Revised drawings of the proposed universal access points of the development shall be submitted to and agreed in writing with the Planning Authority. The cost of such modification to be borne by the developer.

Reason: In the interest of pedestrian movement and safety access and egressing the site.

- Condition 17: A set back of the existing boundary and widened cycle lane as shown in drawing no. CCB-1-02-ED-XXX-DR-RAU-AR-1030 shall be provided by the developer at his/her expense as an interim measure in advance of the delivery of Bus Connects Cork. Full details of same shall be submitted to and agreed in writing with the Planning Authority prior to commencement of development.

Reason: To allow for the provision of sustainable transport infrastructure.

- Condition 20: Prior to commencement of development, full details of the extent of all road markings and signage requirements on the R608 road shall be submitted to and agreed in writing with the Planning Authority. All costs associated with this condition to be borne by the developer.

Reason: In the interest of traffic safety.

- Condition 25: A school zone shall be provided on the R608 to the front of the school incorporating appropriate road markings and signage. Details of the school zone road markings and signage shall be submitted to and agreed in writing with the Planning Authority prior to commencement of the

development. All costs associated with this condition shall be borne by the developer.

Reason: In the interests of pedestrian safety.

3.3. **Prescribed Bodies**

- None

3.4. **Third Party Observations**

A number of third-party observations were received. The concerns raised are:

- Overlooking, overshadowing & Loss of privacy
- Noise and air pollution
- Existing school traffic is chronic at opening and closing times, random car parking, traffic warden(s) required.
- Adverse impact on business
- Out of scale & Overdevelopment
- Construction issues
- Wastewater
- Devaluation of property
- Access restrictions for emergency vehicles

4.0 **Planning History**

PA Reg: 116654: permission granted for single storey room extension and all associated site works.

PA Reg: 116366: Permission granted for construction of a single storey extension and all associated site works.

PA Reg: 105402: Permission granted for single storey extension and all associated site works.

PA Reg: 089287: Permission retention granted for car parking area.

PA Reg: 086922: Permission refused for new vehicular entrance to northwestern boundary of school and associated site works.

PA Reg: 031945: Permission granted single storey basketball court building.

Adjacent to site:

PA Reg: 2241311: Permission granted for alterations and extension to Rowen House.

PA Reg: 164853: Permission retention granted for a pitched roof construction to single storey dwelling.

Opposite the site:

PA Reg: 115244: Retention of conservatory to the rear and single storey extension to the side of dwelling.

5.0 Policy Context

5.1. Development Plan

Cork City Development Plan 2022-2028 (CDP)

The site is zoned as Zoning Objective 1 Sustainable Residential Neighbourhoods. The objective is to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses. Sections ZO 1.1-1.7.

Section 3.70 – 3.77 refers to Schools

Objective 3.24 refers to School Facilities

Section 4.44 refers to Safer Routes to School

Objective 4.4 refers to Active Travel

Objective 5.13 refers to Waste Management – Construction and Operation of Development.

Objective 6.9 refers to Landscape

Objective 6.11 refers to Landscape and Development

Objective 9.2 refers to Wastewater

Objective 9.4 refers to Sustainable Urban Drainage Systems (SuDs)

Objective 9.6 refers to Storm Water

Section 11.257 refers to Surface Water

Section 11.258 refers to Sustainable Urban Drainage Systems (SuDs)

Section 11.5 refers to Overarching Development Principles

Section 11.169 refers to Community Facilities

Section 11.169-11.170 refers to Schools and Colleges

Section 11.231-11.233 refers to Travel Plans.

5.2. National and Regional Policy

- The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, 2008.
- Southern Regional Spatial and Economic Strategy Incl. Cork Metropolitan Area Strategic Plan
- Cork Metropolitan Area Transport Strategy.

5.3. Natural Heritage Designations

The site is not located within a protected area. The nearest protected areas of interest are:

- Lee Valley pNHA (site code: 000094) is located approximately 560 metres north of the subject site.
- Cork Harbour SPA (site code: 004030) is located approximately 10km east of the subject site.

5.4. EIA Screening

- 5.5. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered

that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

6.0 The Appeal

6.1. Grounds of Appeal

The grounds of appeal have been received from a local resident opposite the proposed development. The concerns raised are:

- Overlooking: the proposed structure will be four storeys high with roof garden and excessive glazing.
- Sunlight report ignored the closest dwellings
- Overdevelopment of a site in a residential area.
- Traffic issues will be created.
- Further information was not readvertised or published and do not give objectors the time to consult or lodge an objection.

6.2. Applicant Response

The applicant has responded with the following comments:

- The appellant's property is located to the south of the proposed development. Daylight and Sunlight analysis showed no material impact to the light quality of neighbouring properties. The appellant's property was not reviewed due to its location south of the proposed development and therefore there is no impact on the third-party property in terms of daylight/sunlight analysis. The appellant's property is c. 42metres from the proposed development and the closest boundary is c.23.49 metres, the proposal is three storey and faces onto Carrigrohane road. Therefore, the proposed building height and configuration do not result in adverse privacy or overlooking impacts.
- The roof garden has been omitted, and the four-storey section is along the eastern side of the development, tucked into the steeply raising site.

- In regard to overdevelopment, the current school does not meet the space requirements as set by the Department of Education (DoE) and the aim is to bring the school space up to standards. In addition, the school has confirmed that the student enrolment will not increase, the current enrolment is 1363, this will decrease to 1300.
- The site is located within an urban setting and fronts onto Carrigrohane Road, which is the main street of Ballincollig. The road has a range of buildings and services such as pharmacies, convenience stores, large grocery stores, car dealerships and petrol stations.
- Traffic: the proposed development is setback beyond its existing boundary to coordinate with Cork City Council's bus-corridor needs (Bus Connects). The design encourages walking and cycling. As part of the further information request, the following documents were submitted Mobility Management Plan, Temporary Traffic Management Plan and Quality Audit Report. Any residual traffic issues will be managed through a Construction Traffic Management Plan (CTMP).

6.3. **Planning Authority Response**

- None

6.4. **Observations**

- None

6.5. **Further Responses**

- None

7.0 **Assessment**

- 7.1. 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/regional/national policies and guidance, I consider that the substantive issues in this appeal to be considered as follows:

- Overlooking and overshadowing
- Overdevelopment
- Traffic
- Procedural issues
- Appropriate Assessment
- Water Framework Directive

7.2. Overlooking and Overshadowing

- 7.3. The subject site is zoned as ZO 01, Sustainable Residential Neighbourhood, where the objective is to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses. The proposal relates to extending an existing school campus to include two schools Colaiste Choilm & Gaelcholaiste Choilm. The subject site is located within a residential area and is surrounded by two storey and single storey dwellings. The proposed southern elevation is three storeys with an overall height of 14.38metres with the four-storey section located along the eastern boundary.
- 7.4. The grounds of appeal state the proposed structure of four storey high with roof garden and excessive glazing will overlook the dwelling opposite the subject site. The appellant also raised concerns in relation to overshadowing and state the sunlight report ignored the closest dwellings.
- 7.5. I have assessed the location of the appellant's dwelling, and I note it is located over 40 metres to the south of the proposed development. There is a single storey dwelling on site with a single storey building structure to the front of the site boundary.
- 7.6. The applicant has stated the appellant's property is located to the south of the proposed development. Daylight and Sunlight analysis showed no material impact to the light quality of neighbouring properties. The appellant's property was not reviewed due to its location south of the proposed development and distance of c. 42

metres from the proposed development. Therefore, the proposed building height and configuration do not result in adverse privacy or overlooking impacts. The roof garden has been omitted, and the four-storey section is along the eastern side of the development, tucked into the steeply raising site.

- 7.7. I have reviewed the Daylight & Sunlight Impact Report which assessed 35 neighbouring properties to the east, southeast and west of the subject site, each dwelling achieved the required standards as per BRE 209 (2022). 23 number gardens were assessed for amenity sunlight and none experienced outcomes that meet the definition of being deemed noticeable under criteria in BRE 209 (2022). Dwellings to the south were not assessed due to their location and orientation south of the proposed development, no overshadowing will occur, overshadowing only occurs to the east, west and north of a proposed development.
- 7.8. I note the appellant's property was not assessed due to the separation distance of over 40 metres south of the proposed development. There is no possibility of overshadowing due to the location & orientation of the proposed development north of the appellant's property and the separation distance of over 40 metres. Therefore, in my opinion, the appellants property did not require an assessment due to the separation distance and the orientation of the property to the south of the proposed development.
- 7.9. In relation to overlooking, the proposed development will be located over 40 metres from the appellant's single storey property, and I note during my site visit that there is a single storey building located to the front boundary of the appellant's property, therefore blocking any ground floor direct views between the appellant's property and the proposed development. I note the proposed southern elevation is three storeys with an overall height of 14.38metres and glazing is proposed along the southern elevation. I appreciate there will be some degree of overlooking from the proposed development onto the Carrigrohane Road and the properties to the south, however, I do not consider that any overlooking will be significant, in particular due to the distance to the appellant's property at a separation of over 40 metres and the location of a single storey building to the front boundary of the appellant's property.
- 7.10. I acknowledge that the applicant has offered to remove the roof garden in order to reduce any potential overlooking, however, I consider given the location of the roof

garden to the rear of the front three storey building section and located on the second floor, I do not consider that the proposed roof garden will overlook the appellant's property.

7.11. Having regard to the location of the appellant's property due south at over 40 metres from the proposed development, I do not consider that the resident's amenity will be negatively impacted in terms of overshadowing and overlooking.

7.12. Traffic

7.13. The subject site is located along the Carrigrohane Road R608, approximately 800metres from the centre of Ballincollig. Three number public buses pass the subject site. There is a cycle lane located to the front of the subject site.

7.14. The grounds of appeal state traffic issues will be created.

7.15. The applicant states the proposed development is setback beyond its existing boundary to coordinate with Cork City Council's bus-corridor needs (Bus Connects). The design encourages walking and cycling. As part of the further information request, the following documents were submitted Mobility Management Plan, Temporary Traffic Management Plan and Quality Audit Report. Any residual traffic issues will be managed through a Construction Traffic Management Plan (CTMP).

7.16. I note the number of student enrolment will decrease from 1363 to 1300, and the staff enrolment will remain as 164. I have reviewed the engineers reports from Traffic: Regulation & Safety Report and Urban Roads & Street Design reports and I note concerns were initially raised in relation to the traffic experienced during peak school times. At further information stage, the applicant submitted various documents including a Quality Traffic Audit & Mobility Management Plan. The Quality Traffic Audit recommended a number of changes required to improve traffic at the school, these included increasing the width of footpaths and enhanced the connectivity between the footpaths and consideration of Road Safety. Additionally, universal access has been provided from Leesdale Avenue. In addition, the site is well connected in terms of future proposals for public transport infrastructure (Bus Connect) and active travel infrastructure directly outside the school. In my opinion, this will potentially increase cycling and walking to school and therefore, reduce the dependence on private vehicles.

- 7.17. A set down area along the Main Street was originally proposed for the scheme, however, the Council and National Transport Authority (NTA) raised concerns about potential congestion and delays which could be caused by this along Main Street. This was removed and a 45m set down area within the site has been provided for buses with a roundabout to eliminate reverse manoeuvres.
- 7.18. I have reviewed the Mobility Management Plan which has outlined a number of soft measures to manage traffic and potential disruptions on the R608 to the south of the school during peak hours. These include drop-off/pick-up restriction, signage and road markings, parent and engagement & school wardens. I further note that objections were raised by Traffic: Regulation & Safety Report and Urban Roads & Street Design of CCC following the further information response. It is my opinion, the proposed changes and mitigation measures proposed will improve the traffic situation at peak times during school drop off and pick up's and therefore, will improve traffic safety in the area.
- 7.19. Having regard to the proposed changes for drop off and pick up including the changes proposed to encourage active travel to the school, in addition with the reduced student numbers, the current traffic issues shall be reduced with the Mobility Management mitigation measures proposed. The future proposals for increased bus routes, light rail services and improve cycleways will all reduce the current traffic issues at the school. Therefore, it is in my opinion that the proposed changes as a result of the proposed development will improve the current traffic issues at the school and will not lead to traffic safety hazards.
- 7.20. **Overdevelopment**
- 7.21. The proposed development is located on the grounds of an existing school; the proposal consists of demolition of parts of the existing school and building a three to four storey structure on the existing school grounds incorporating the existing building where possible.
- 7.22. The grounds of appeal state the proposal is overdevelopment of a site in a residential area.
- 7.23. I note the subject site is that of an existing operating school. The proposal will consist of new builds and extensions to the existing school in order to bring it up to modern standards and provide two separate schools.

- 7.24. The applicant states the current school does not meet the space requirements as set by the Department of Education (DoE) and the aim is to bring the school space up to standards. In addition, the school has confirmed that the student enrolment will not increase, the current enrolment is 1363, this will decrease to 1300. The site is located within an urban setting and fronts onto Carrigrohane Road, which is the main street of Ballincollig. The road has a range of buildings and services such as pharmacies, convenience stores, large grocery stores, car dealerships and petrol stations.
- 7.25. I note the location of the subject site is zoned as ZO 01, Sustainable Residential Neighbourhood, where the objective is to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses. I have reviewed the documentation submitted with the planning application and as noted from my assessment in the above sections, the proposed development will not negatively impact the residential amenity of the adjacent properties and there are no negative impacts in terms of traffic. Therefore, it is in my opinion, that the proposed development is not an overdevelopment of the subject site as it has been shown that the proposed will not have a negative impact on the surrounding environment.
- 7.26. Having regard to the location of the proposed development within an existing school environment, given the proposed design and layout, I do not consider that the proposed development is overdevelopment of the subject site as there will be no negative impact to the residential amenity of the adjacent properties and there will be no negative impact to traffic safety.
- 7.27. **Procedural Issues**
- 7.28. The appellant states that the further information response was not readvertised or published and did not give objectors the time to consult or lodge an objection.
- 7.29. The Planners did not deem the further information received to be significant; therefore, the applicant was not required to readvertise the proposed development. I am satisfied that this did not prevent the concerned party from making representations. The above assessment represents my de novo consideration of all planning issues material to the proposed development.

8.0 AA Screening

- 8.1. I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 as amended.

The proposed site is not located within a designated site, Cork Harbour SPA (site code: 004030) is located approximately 10km east of the subject site.

The proposed development consists of new buildings and extensions to an existing school within zoned lands in the town of Ballincollig. No environmental concerns were raised in the appeal.

Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European Site.

The reason for this conclusion is as follows:

- Scale and size of the proposed development to an existing secondary school.
- Distance to the nearest European site Cork Harbour SPA (site code: 004030) at approximately 10km east of the subject site.
- The lack of connections to the SPA.
- Connection to public sewer, public drainage and public water mains.

I conclude, 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 (under Section 177V of the Planning and Development Act 2000) is not required.

9.0 Water Framework Directive

- 9.1. The subject site is located in the urban area of Ballincollig, approximately 800 metres east of Ballincollig town centre, Co. Cork. The nearest waterway is River Lee located approximately 260 metres north of the subject site. The proposed development consists of new buildings and extensions to an existing secondary school. No water deterioration concerns were raised in the appeal.

I have assessed the proposed development and have considered the objectives as set out in Article 4 of the Water Framework Directive which seeks to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. 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 surface and/or groundwater water bodies either qualitatively or quantitatively. The reason for this conclusion is as follows.

- Scale and size of the proposed development to an existing secondary school.
- Distance to the nearest European site Cork Harbour SPA (site code: 004030) at approximately 10km east of the subject site.
- The lack of connections to the SPA.
- Connection to public sewer, public drainage and public water mains.

I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

10.0 Recommendation

10.1. I recommend that planning permission should be granted, subject to conditions as set out below.

11.0 Reasons and Considerations

11.1. Having regard to the nature, scale and location of the proposed development within an existing school setting and context of the subject site and the surrounding area, the policies and objectives of the Cork City Development Plan 2022-2028, 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 cause a negative traffic hazard, and is in accordance with the proper planning and sustainable development of the area.

12.0 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 14th day of August 2024, 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. Details of the materials, colours and textures of all the external finishes to the proposed buildings shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity and to ensure an appropriate high standard of development.

3. Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001, or any statutory provision amending or replacing them, any change to the display panel, including any increase in the number of posters to be displayed, the scrolling mechanism or the internal/external illumination, shall not be the carried out without a prior grant of planning permission.

Reason: To enable the planning authority to assess the impacts of any such changes on the amenities and traffic safety of the area.

4. (a) The proposed laurel hedging be replaced with a mix of native species – details of which shall be submitted to the Planning Authority prior to development commencing in the form of an updated Landscape Masterplan.

(b) The site shall be landscaped, and earthworks carried out in accordance with the agreed Landscape Masterplan, unless otherwise agreed in writing with the Planning Authority prior to commencement of the development.

Reason: In the interest of visual and residential amenity and biodiversity.

5. Prior to the commencement of development, the developer shall enter into a Connection Agreement (s) with Uisce Éireann (Irish Water) to provide for a service connection(s) to the public water supply and/or wastewater collection network.

Reason: In the interest of public health and to ensure adequate water/wastewater facilities.

6. Prior to commencement of works, the developer shall submit to, and agree in writing with the planning authority, a Construction Management Plan, which shall be adhered to during construction. This plan shall provide details of intended construction practice for the development, including hours of working, noise and dust management measures and off-site disposal of construction/demolition waste.

Reason: In the interest of public safety and amenity.

7. Prior to commencement of development, a Resource Waste Management Plan (RWMP) as set out in the EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021) shall be prepared and submitted to the planning authority for written agreement. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

Reason: In the interest of reducing waste and encouraging recycling.

8. Site development and building works shall be carried out between the hours of 0700 to 1800 Mondays to Fridays inclusive, between 0800 to 1400 on Saturdays and not at all on Sundays and public holidays. Deviation from these times shall only be allowed in exceptional circumstances where prior written agreement has been received from the planning authority.

Reason: To safeguard the amenity of property in the vicinity.

9. The disposal of surface water shall comply with the requirements of the planning authority for such works and services. Prior to the commencement of development, the developer shall submit details for the disposal of surface water from the site for the written agreement of the planning authority.

Reason: In the interest of public health.

10. The development including its vehicular and pedestrian access points shall be designed and implemented in accordance with the Design Manual for Urban Roads and Streets (DMURS). Full details to show this shall be submitted to and agreed in writing with the Planning Authority prior to commencement of development.

Reason: In the interest of traffic safety.

11. Details of road signage, warning the public of the entrance and of proposals for traffic management at the site entrance, shall be submitted to and agreed in writing with the planning authority prior to commencement of development.

Reason: In the interest of traffic safety.

12. Revised drawings of the proposed universal access points of the development shall be submitted to and agreed in writing with the Planning Authority. The cost of such modification to be borne by the developer.

Reason: In the interest of pedestrian movement and safety access and egressing the site.

13. A set back of the existing boundary and widened cycle lane as shown in drawing no. CCB-1-02-ED-XXX-DR-RAU-AR-1030 shall be provided by the developer at his/her expense as an interim measure in advance of the delivery of Bus Connects Cork. Full details of same shall be submitted to and agreed in writing with the Planning Authority prior to commencement of development.

Reason: To allow for the provision of sustainable transport infrastructure.

14. Prior to commencement of development a Stage 1/2 Road Safety Audit shall be submitted to and agreed in writing with the Planning Authority. All findings of the Road Safety Audit shall be closed out, signed off and incorporated into the development. A Stage 3/4 Road Safety Audit shall also be undertaken, closed out, signed off and acted upon. All costs associated with this condition shall be borne by the developer.

Reason: In the interest of traffic safety.

15. Prior to commencement of development, full details of the extent of all road markings and signage requirements on the R608 road shall be submitted to and agreed in writing with the Planning Authority. All costs associated with this condition to be borne by the developer.

Reason: In the interest of traffic safety.

16. Public lighting 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. The scheme shall include lighting along pedestrian routes through open spaces and shall take account of trees within

the subject site. Such lighting shall be provided prior to the making available for occupation of any residential unit.

Reason: In the interest of amenity and public safety.

17. Prior to the commencement of development, a temporary public lighting design calculation shall be submitted to and agreed in writing with the planning authority which ensures sufficient public lighting around the exterior of their site during the construction stage as well as require temporary lighting for the duration of the site works or until the new final public lighting scheme is installed and operational.

Reason: In the interest of public safety.

18. A school zone shall be provided on the R608 to the front of the school incorporating appropriate road markings and signage. Details of the school zone road markings and signage shall be submitted to and agreed in writing with the Planning Authority prior to commencement of the development. All costs associated with this condition shall be borne by the developer.

Reason: In the interest of pedestrian safety.

19. The development shall be carried out and operated in accordance with the provisions of the Mobility Management Plan (MMP) submitted to the planning authority on 14th August 2024. The specific measures detailed in Section 8 of the MMP to achieve the objectives and modal split targets for the development shall be implemented in full upon completion of the schools. The developer shall undertake an annual monitoring exercise to the satisfaction of the planning authority for the first two years following completions of the schools and shall submit the results to the planning authority for consideration and placement on the public file.

Reason: To achieve a reasonable modal split in transport and travel patterns in the interest of sustainable development.

20. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or such other security as may be acceptable to the planning authority, to secure the reinstatement of public roads which may be damaged by the transport of materials to the site, coupled with an agreement empowering the planning authority to apply such security or part thereof to the satisfactory reinstatement of the public road. 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 that the public road is satisfactorily reinstated, if necessary.

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.

Jennifer McQuaid
Planning Inspector

30th September 2025

Appendix A - Form 1 - EIA Pre-Screening

Case Reference	ABP-322979-24
Proposed Development Summary	Construction of an extension to an existing school and all associated site works.
Development Address	Colaiste Choilm, Poulavone, Ballincollig, Co. Cork
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2. <input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
<input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
<input type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road	

development under Article 8 of the Roads Regulations, 1994. No Screening required.	
<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<input checked="" type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	Class 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. The site area is 3.13ha within a built-up urban area.

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes <input type="checkbox"/>	Screening Determination required (Complete Form 3)
No <input checked="" type="checkbox"/>	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____ **Date:** _____

Appendix A: Form 2 - EIA Preliminary Examination

Case Reference	ABP-322979-24
Proposed Development Summary	Construction of an extension to an existing school and all associated site works.
Development Address	Colaiste Choilm, Poulavone, Ballincollig, Co. Cork
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
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 proposed development consists of an extension to an existing school. The development consisted of typical construction and related activities and site works. The works proposed do not result in the production of significant waste, emissions or pollutants. Surface water will be discharged to a public water. Wastewater will be discharged to public sewer.
Location of development (The environmental sensitivity of geographical areas likely to be affected by 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).	The proposed site is located within an urban area; there are no significant sensitivities in the immediate area. The subject site is not located within a designated site, the nearest are as follows: <ul style="list-style-type: none"> • Cork Harbour SPA (site code: 004030) is located approximately 10km east of the subject site. My appropriate assessment screening concludes that the proposed development would not likely have a significant effect on any European Site. The subject site is not located within a flood risk area.
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).	The site size measures 3.13ha. The size of the development is not exceptional in the context of an urban environment. There are existing dwellings adjacent to the proposed site. Observations were raised in relation to overlooking and overshadowing, however, given the separation distance, no issues arise. The proposed development is a relatively small development in the urban context. There is no real likelihood of significant cumulative effects within the existing and permitted projects in the area.
Conclusion	

Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment.	EIA is not required.

Inspector: _____ Date: _____

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)

Appendix B: Water Framework Directive Screening

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Bord Pleanála ref. no.	ABP-322979-25	Townland, address	Colaiste Choilm, Poulavone, Ballincollig, Co. Cork.
Description of project		Construction of an extension to an existing school and all associated site works.	
Brief site description, relevant to WFD Screening,		<p>The site is located within the urban area of Ballincollig town; there is an existing school on the grounds, and the site is surrounded by residential developments. The proposed development will be connected to public water, public wastewater and public surface water.</p> <p>There are no water features on site or adjacent the subject site.</p> <p>There is no flood risk in the area.</p>	
Proposed surface water details		Surface water will be disposed via public surface water.	

Proposed water supply source & available capacity	Public mains are available.					
Proposed wastewater treatment system & available capacity, other issues	Public wastewater connection is available.					
Others?						
Step 2: Identification of relevant water bodies and Step 3: S-P-R connection						
Identified water body	Distance to (m)	Water body name(s) (code)	WFD Status	Risk of not achieving WFD Objective e.g.at risk, review, not at risk	Identified pressures on that water body.	Pathway linkage to water feature (e.g., surface run-off, drainage, groundwater)
Groundwater	The site is on the	Ballincollig groundwater	Groundwater status is described as	Groundwater is described as Not at Risk.	None identified.	Potential surface water run-off.

River	groundwater.	IE_SW_G_002	Good (period for GW 2016-2021)				
	The river is located 260m north of the subject site.	Lee (Cork)_090 Code IE_SW_19L0 30800	River status is described as Good (period for GW 2016-2021)	River is described as Not At risk.	None recorded.	Potential surface water run-off.	
Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage.							
CONSTRUCTION PHASE							
No.	Component	Water body receptor	Pathway (existing and new)	Potential for impact/ what is the possible impact	Screening Stage Mitigation Measure*	Residual Risk (yes/no) Detail	Determination** to proceed to Stage 2. Is there a risk to the water environment? (if

		(EPA Code)					'screened' in or 'uncertain' proceed to Stage 2.
1.	Surface	Lee (Cork)_090 Code IE_SW_19 L030800	The river is located 260m north of the subject site. No noted drainage ditches to river.	Spillages	Standard Construct ion practice.	No due to separation distance	Screened Out
2.	Ground	Ballincollig groundwat er IE_SW_G_ 002	Pathways exist through drainage underground	Spillages	Standard Construct ion practice	No	Screened Out
OPERATIONAL PHASE							

3.	Surface	Lee (Cork)_090 Code IE_SW_19 L030800	No pathways exist.	Spillages	SuDs features	No	Screened Out
4.	Ground	Ballincollig groundwat er IE_SW_G_ 002	Pathways exist through drainage underground & seepage.	Spillages/seep age	SuDs Features and connectio n to public water and wastewat er	No	Screened Out
DECOMMISSIONING PHASE							
5.	N/A						