



An
Coimisiún
Pleanála

Inspector's Report PL-501358-CK-26

Development	Construct of a house and all associated site works
Location	Coolnanave, Mitchelstown, Co. Cork
Planning Authority	Cork County Council
Planning Authority Reg. Ref.	256680
Applicant(s)	Billy Finn
Type of Application	Permission
Planning Authority Decision	Grant Permission + Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Transport Infrastructure Ireland (TII)
Observer(s)	None
Date of Site Inspection	16 th July 2026
Inspector	Irené McCormack

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1.0 Site Location and Description

- 1.1. The subject 0.303ha site is located to the east of Mitchelstown in the townland of Coolnanave. The site is accessed from the N73 national primary road where the general speed limit applies.
- 1.2. The surrounding lands are predominantly in agricultural use with one-off dwellings scattered throughout the immediate surrounding area. There is a mix of house types/styles within the surrounding area. The applicant's family home adjoins the western site boundary and the farmyard is located west of same.
- 1.3. The appeal site is rising gently away from the public road and currently forms part of a larger undulating agricultural field within the family landholding. There is limited natural screening and appears open and prominent when viewed from the public road.
- 1.4. The subject site lies within an area designated as high landscape value and the adjoining N73 is a designated scenic route in the current Cork County Development Plan 2022-2028.

2.0 Proposed Development

- 2.1. The application comprises permission to construct a new dwelling house.
- 2.2. Further information was sought on 5th February 2026 with respect to clarification as regards the existing dwelling on the landholding to the west of the farm complex, revisions to the roof and window profiles and 220m sightlines in both directions. A response was received on 23rd March 2026.
- 2.3. The proposed dwelling as revised in response to RFI is a two-storey mock Georgian type design with a floor area of the proposed dwelling is 214.76sqm.

3.0 Planning Authority Decision

3.1. Decision

By Order dated 20th April 2026, Cork County Council issued notification of a decision to GRANT permission for the proposed development subject to 15 no. conditions.

3.1.1. The following conditions are noted:

Condition no. 3 – occupancy.

Condition no. 4 – landscaping.

Condition no. 5 - Full visibility shall be made available for [220] metres on either side of the entrance from a point [3.5] metres back in from the edge of the road carriageway over a height of [1.0] metres above road level. No structure, boundary or vegetation exceeding 0.9m in height shall be located within the sight distance triangle. Reason: In the interest of traffic safety.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The initial planner's report recommends RFI as set out in section 2.2 above.
- The PA were satisfied the applicant is the son of the landowner born and reared in the adjoining family home. The applicant has proven housing eligibility in accordance with Plan Objective RP 5:4 in the County Development Plan 2022.
- Subsequent to RFI response received on 23rd March 2026 the house design, and sightlines were deemed acceptable subject to conditions. No wastewater or water issues were noted and subject to landscaping the development was considered acceptable
- Recommendation to grant planning permission.

3.2.2. Other Technical Reports

Area Engineer (3rd February 2026 and 17th April 2026) – Initial report notes that applicant currently shows an available sightline of 120m in both directions from the centre of the existing entrance. The required sightline for a National route is 220m in both directions. The applicant is required to show the absolute maximum sightlines available in both directions from the centre of the existing entrance at a point 3m from the road edge. No surface water, water or wastewater issues were noted.

Subsequent to RFI response no objection was raised to a grant of planning permission.

3.3. Prescribed Bodies

TII (6th January 2026) – concerns in relation to proposed entrance / intensification of use of entrance onto National road and highlights national policy in this regard.

3.4. Third Party Observations

None

4.0 Planning History

Site – None

5.0 Policy Context

5.1 Development Plan

Cork County Development Plan 2022-2028

In terms of rural settlement policy, the site is located within Rural Area under Strong Urban Influence in the Cork County Development Plan 2022-2028, which is described as one which is within easy commuting distance of Cork City. It is stated (Section 5.4.4) that these areas exhibit characteristics such as rapidly rising population, evidence of considerable pressure from the development of (urban generated) housing in the open countryside due to proximity to such urban areas / major transport corridors, pressures on infrastructure such as the local road network and higher levels of environmental and landscape sensitivity.

RP 5-1: Urban Generated Housing Discourage urban-generated housing in rural areas, which should normally take place in the larger urban centres or the towns, villages and other settlements identified in the Settlement Network. Encourage the provision of a mix of house types in towns and villages to provide an alternative to individual housing in the open countryside.

Objective RP 5-2: Rural Generated Housing Sustain and renew established rural communities, by facilitating those with a rural generated housing need to live within their rural community. Encourage the provision of a mix of house types in towns and villages to provide an alternative to individual rural housing in the countryside.

Objective RP 5-4: Rural Area under Strong Urban Influence and Town Greenbelts (GB 1-1): The rural areas of the Greater Cork Area (outside Metropolitan Cork) and the Town Greenbelt areas are under significant urban pressure for rural housing. Therefore, applicants must satisfy the Planning Authority that their proposal constitutes a genuine rural generated housing need based on their social and / or

economic links to a particular local rural area, and in this regard, must demonstrate that they comply with one of the following categories of housing need:

(a) Farmers, their sons and daughters who wish to build a first home for their permanent occupation on the family farm.

(b) Persons taking over the ownership and running of a farm on a full-time basis (or part – time basis where it can be demonstrated that it is the predominant occupation), who wish to build a first home on the farm for their permanent occupation, where no existing dwelling is available for their own use. The proposed dwelling must be associated with the working and active management of the farm.

(c) Other persons working full-time in farming (or part – time basis where it can be demonstrated that it is the predominant occupation), forestry, inland waterway or marine related occupations, for a period of over seven years, in the local rural area where they work and in which they propose to build a first home for their permanent occupation.

(d) Persons who have spent a substantial period of their lives (i.e. over seven years), living in the local rural area in which they propose to build a first home for their permanent occupation.

(e) Returning emigrants who spent a substantial period of their lives (i.e. over seven years), living in the local rural area in which they propose to build a first home for their permanent occupation, who now wish to return to reside near other immediate family members (mother, father, brother, sister, son, daughter or guardian), to care for elderly immediate family members, to work locally, or to retire. It is not necessary for the applicant to show that they have already returned to Cork, provided they can show that they genuinely intend taking up permanent residence.

- Section 5.6.3 states that the planning and sustainable development criteria, against which an application is assessed, would include:

- Whether the siting, design and scale of the proposal is appropriate to the surroundings;
- Whether the siting, design and scale of the proposal is appropriate to the surroundings (See Chapters 14, 15 and 16);
- Whether the proposal involves excessive site excavation or mounding;
- Whether the site is in an exposed or visually sensitive location

- Whether any proposed vehicular entrance would endanger public safety or give rise to a traffic hazard;
 - Whether an excessive length of roadside hedgerow or trees need to be removed to provide an entrance.
 - Whether there are any sewage disposal, drainage, water supply or other environmental concerns;
 - Whether the proposal would unduly affect other properties in the area;
- Section 5.6.5 sets out that those intending to build houses in rural areas are advised to consult the Cork Rural Design Guide for advice on site choice, design, and landscaping at an early stage in their preparations.

Objective RP 5-22: Design and Landscaping of New Dwelling Houses and Replacement Dwellings in Rural Areas

- a. Encourage new dwelling house design that respects the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.
- b. Promote sustainable approaches to dwelling design by encouraging proposals to be energy efficient in their design, layout and siting, finishes, heating, cooling, and energy systems having regard to the need to reduce reliance on fossil fuels and reduce carbon emissions.
- c. Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.
- d. Require the appropriate landscaping and screen planting of proposed developments by retention of existing on-site trees hedgerows, historic boundaries, and natural features.

Landscape Classification

- The site is located in a High Value Landscape where policy objective GI 14-9 is relevant:

GI 14-9: Landscape

- a) Protect the visual and scenic amenities of County Cork's built and natural

environment.

b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while protecting the environment and heritage generally in line with the principle of sustainability.

c) Ensure that new development meets high standards of siting and design.

d) Protect skylines and ridgelines from development.

e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.

Scenic Route

The N73 fronting the site is a designated Scenic Route S1 – Mitchelstown -Kilbeheny of High Landscape Value.

Description - *‘N8, National Primary Route between Mitchelstown and Kilbeheny to County Boundary Views of the Galtee Mountains and pastoral landscape - the gateway to the Golden Vale.’*

Objective GI 14-13: Scenic Routes - Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this Plan. The scenic routes identified in this Plan are shown on the scenic amenity maps in the CDP Map Browser and are listed in Volume 2 Heritage and Amenity Chapter 5 Scenic Routes of this Plan.

Objective GI 14-14: Development on Scenic Routes -

a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.

b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).

Other Relevant Objectives:

Objective TM 12-1: Integration of Land Use and Transport.

Objective TM 12-8: Traffic/Mobility Management and Road Safety.

Objective TM 12-13: National, Regional and Local Road Network includes:

b) Support the maintenance of the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements.

j) Restrict individual access onto national roads in order to protect the substantial investment in the national road network, to improve carrying capacity, efficiency and safety and to prevent the premature obsolescence of the network.

m) Avoid the creation of additional access points from new developments or the generation of increased traffic from existing accesses onto national roads to which speed limits of greater than 50kph apply.

n) Prevent the undermining of the strategic transport function of national roads and protect the capacity of interchanges from locally generated traffic.

o) Ensure that in the design of new development adjoining or near National, Regional or Local Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design life of the development.

p) Control the proliferation of non- road traffic signage on and adjacent to national roads having regard to TII's 'Spatial Planning and National Roads Guidelines'.

5.1.1. National Planning Framework National (2025)

National Policy Objective 24 -Support the sustainable development of rural areas by encouraging growth and arresting decline in areas that have experienced low population growth or decline in recent decades and by managing the growth of areas that are under strong urban influence to avoid over-development, while sustaining vibrant rural communities.

National Policy Objective 28 seeks to 'Ensure, in providing for the development of rural housing, that a distinction is made between areas under urban influence, i.e. within the commuter catchment of cities and large towns and centres of employment and elsewhere makes a distinction between areas under urban influence and elsewhere:

- In rural areas under urban influence, facilitate the provision of single housing in

the countryside based on the core consideration of demonstrable economic or social need to live in a rural area and siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements;

- In rural areas elsewhere, facilitate the provision of single housing in the countryside based on siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements.'
- National Strategic Outcome 2 - Enhanced Regional Accessibility includes:
 - Inter-Urban Roads Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements.

5.1.2. Sustainable Rural Housing Guidelines for Planning Authorities

These guidelines differentiate between urban generated housing and rural generated housing and directs urban generated housing to town and cities and lands zoned for such development. Urban generated housing has been identified as development which is haphazard and piecemeal land gives rise to much greater public infrastructure costs. **Rural generated housing includes sons and daughters of families living in rural areas and having grown up in the area and are perhaps seeking to build their first home near their family place of residence.** Appendix 4 sets out that these Guidelines recommend against the creation of ribbon development for a variety of reasons relating to road safety, future demands for the provision of public infrastructure as well as visual impacts.

5.1.3. Spatial Planning and National Roads, Guidelines for Planning Authorities, January 2012.

- Section 2.5 Required Development Plan Policy on Access to National Roads
- With regard to access to national roads, all development plans and any relevant local area plans must implement the policy approaches outlined below.

Lands adjoining National Roads to which speed limits greater than 60 kmh apply:

The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from

existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.

5.1.4. Climate Action Plan (2024 & 2025) and National Biodiversity Action Plan (NBAP) 2023-2030 – Outcome 2A protection of existing designated areas and protected species.

5.1.5. Our Rural Future Rural Development Policy 2021-2025.

5.4 Natural Heritage Designations

The proposed development is not located within or immediately adjacent to any European Site. The site is located c. 6.7km southeast of the Galtee Mountains SAC (000646), c. 8km to the northwest of the River Blackwater Special Area of Conservation (SAC) (002170) and 8.2km northwest of Lower River Suir SAC (002137).

6.0 EIA Screening

The proposed development has been subject to preliminary examination for environmental impact assessment, please refer to Appendix 1: Form 1 and Form 2 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

7.0 The Appeal

7.1. Grounds of Appeal

TII have appealed the grant of planning permission on the following grounds:

- The intensification of a direct private access to a national road at a location where 100kph speed limit applies is at variance with the provisions of the official national and county planning policy and has the potential to adversely compromise the safety and efficiency of the N73 national road network and users.
- In addition to the intensification reference is made to the profile of the N73 at this location where there is (a) a double continuous white line, and (b) a climbing lane

merging at the location of the entrance. The climbing lane entails lane changes as vehicles in the overtaking lane merge back into the continuing lane. Any access at this location leads to an increased risk of vehicle collision caused by conflicts between turning movements and merging manoeuvres.

- It is set out that the legacy access to contrary to TII DN-GEO-03031 (Rural Road Link Design) and TII DN-GEO-03060 (Geometric Design of Junctions) and TII expect Cork County Council as road and planning authority to ensure compliance with TII requirements.
- It is set out the National Strategic Outcome 2 (NSO 2) of the National Planning Framework (NPF) includes objective *“Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancement.”*
- it is set out that the above is supported by Section 28 guidelines with sets out ‘the policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kmh apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.’
- Cork County Council Development Plan 2022-2028 gives effect to this national safety policies under objectives TM 12-1, TM 12-2 and TM 12-13.
- The appeal notes that the PA did not have regard to their own policies in this regard nor did they address TII’s submission but relied on the report from the Area Engineer.
- In the absence of any exceptional reason justifying departure from national and county policy planning policy and the recognised road safety considerations, the proposed development , by itself and by the precedent that a grant of permission would create , would endanger public safety by reason of traffic hazard due to the turning movements that would be generated onto the N73, national route, at a point where a maximum speed limit of 100km/h and specific road characteristics related to climbing lane merge applies.

7.2. Applicant Response

In response to the appeal from TII the applicant sets out the following:

- It is set out that the existing entrance which serves the family home and the farm has appropriate sightlines for road safety in both directions.
- It is set out that the applicant was advised to review lands to the east of the family home at preplanning planning stage in order to consolidate development.
- It is noted that the Area Engineer recognised that policy does not support new entrances onto a national route but in this case the applicant is taking over the family farm and does not appear to have any alternative access points and that the speed limit is due to be reduced to 80kph in the next round of national speed limit reviews.
- The applicant currently resides in the family home and is a secondary school teacher commuting from home daily. As such it is set out that a refusal of permission would not eliminate traffic movements.
- It is set out that the farm is currently leased for a period of five years (commencing in January 2024). However, it remains his mother's intention to transfer the farm holding to the applicant following the lease period.

7.3. Planning Authority Response

In response to the appeal the Roads and Transportation Section of CCC set out the following:

- The development is acceptable from a traffic and road perspective. The sightlines provides at the location appeal adequate for this 100km/h N73 road classification.
- Recommendation to include a financial contribution towards road lining works to includes the burning off and adjustment of existing road markings to facilitate any potential shortening of the climbing lane, thereby ensuring the continued safe operation of the road networks in the vicinity.
- It is noted that the entrance is long established and of substantial width. The proposed development is intended to accommodate a family member and as such is not anticipated to generated significant increase in traffic volumes and unlikely to materially impacts existing traffic movements.

*(The PA correspondence of 3rd July 2026 relates to a copy of preplanning notes issued to the applicant in December 2024 relating to policy).

7.4. Observations

None

8.0 Assessment

8.1. 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 and national policies and guidance, I consider that the substantive issues in this case to be considered are as follows:

- Principle of Development
- Traffic Safety

8.2. Principle of Development

Proposed Development

8.2.1. Permission is sought for the construction of a mock Georgian two-storey dwelling house with a stated floor area of 214.76sqm and a ridge height of 8.196m with on-site sewage system.

8.2.2. Vehicular access is proposed via the existing entrance serving the adjacent family home and farmyard complex which access directly onto the N73. A new internal access road will be provided by traversing the front of the family home. I will address the matter of traffic safety in section 8.3 below.

Housing Need

8.2.3. Objective RP 5-2 relates to 'Rural Generated Housing' and sets out the need to sustain and renew established rural communities, by facilitating those with a rural generated housing need to live within their rural community and encourage the provision of a mix of house types in towns and villages to provide an alternative to individual rural housing in the countryside. The appeal site is located within a 'Rural Area under Strong Urban Influence' in the CCDP 2022-2028. Objective RP 5-4: Rural Area under Strong Urban Influence and Town Greenbelts (GB 1-1) therefore applies. Objective RP 5-4 sets out that *'the rural areas of the Greater Cork Area (outside Metropolitan Cork) and the Town Greenbelt areas are under significant urban pressure for rural housing. Therefore, applicants must satisfy the Planning Authority that their proposal constitutes a genuine*

rural generated housing need based on their social and / or economic links to a particular local rural area, and in this regard, must demonstrate that they comply with one of the following categories of housing need...’ included in the categories is ‘(d) Persons who have spent a substantial period of their lives (i.e. over seven years), living in the local rural area in which they propose to build a first home for their permanent occupation.’

- 8.2.4. The documentation on file establishes that the applicant is the son of the landowner seeking to build his first home adjacent to the family home where he currently resides. On the basis of the above, I am satisfied that the applicant meets the criteria (d) as set out under Objective RP 5-4. While the applicant has indicated future intentions to run the family farm this is currently not the case as the farm is leased.
- 8.2.5. The proposed development is consistent with the Sustainable Rural Housing Guidelines for Planning Authorities which establish that ‘rural generated housing includes sons and daughters of families living in rural areas and having grown up in the area and are perhaps seeking to build their first home near their family place of residence.’.
- 8.2.6. Housing need is therefore in accordance with Plan Objective RP 5:4 in the County Development Plan 2022 and the Sustainable Rural Housing Guidelines for Planning Authorities. The PA raised no concerns in this regard.
- 8.2.7. The Commission will note that it is proposed to connect to the existing water supply serving the farm. Wastewater will be disposed of via an on-site wastewater treatment system in accordance with EPA standards. The PA raised no concerns in this regard.
- 8.2.8. I further note that the N73 fronting the site is a designated Scenic Route S1 – Mitchelstown -Kilbeheny of High Landscape Value. Objective GI 14-13: Scenic Routes seeks ‘to protect the character of those views and prospects obtainable from scenic routes’ and Objective GI 14-14: Development on Scenic Routes ‘a) require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation.’.

- 8.2.9. The appeal site forms part of a larger agricultural field and is visually prominent when viewed from the N73. A landscaping plan has been submitted incorporating a landscape berm around all the new site boundaries and pockets of tree planting. However, no additional screening has been proposed along the roadside boundary. Having regard to the visually exposed nature of the site when viewed directly from the N73, I consider additional roadside screening is necessary to reduce the visual impact of the dwelling. I am satisfied that this can be addressed by way of condition should the Commission be minded to grant planning permission. All landscaping should take place prior to the occupation of the dwelling.

Conclusion

- 8.2.10. I am satisfied that the principle of development is acceptable subject to detailed consideration of traffic safety impacts below. In addition, I am satisfied that this approach is consistent with National Policy Objective 28 to 'facilitate the provision of single housing in the countryside based on the core consideration of demonstrable economic or social need to live in a rural area and siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements'.

8.3. Traffic Safety

- 8.3.1. As set out above, the site will be accessed via an existing entrance directly off national primary road the N73. I have appealed the decision by CCC to grant planning permission on the grounds that the intensification of direct private access onto a national road at a location where 100kph speed limit applies is at variance with the provisions of the official national and county planning policy and has the potential to adversely compromise the safety and efficiency of the N73 national road network and users. In addition, the profile of the N73 at this location where there is (a) a double continuous white line, and (b) a climbing lane merging at the location of the entrance. It is argued that the climbing lane entails lane changes as vehicles in the overtaking lane merge back into the continuing lane and any access at this location leads to an increased risk of vehicle collision caused by conflicts between turning movements and merging manoeuvres.
- 8.3.2. The applicant argues that the development will not intensify the use of the entrance at this location as he currently resides in the family home and utilises the entrance. This

argument is supported by the Roads and Transportation Section of CCC who have raised no objection to the proposed development. The Commission will note in response to the RFI requested by CCC the applicant has demonstrated sightlines of 220m at the entrance onto the N73.

8.3.3. I draw the Commissions attention to Objective TM 12-13: National, Regional and Local Road Network which includes:

b) Support the maintenance of the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements.

j) Restrict individual access onto national roads in order to protect the substantial investment in the national road network, to improve carrying capacity, efficiency and safety and to prevent the premature obsolescence of the network.

m) Avoid the creation of additional access points from new developments or the generation of increased traffic from existing accesses onto national roads to which speed limits of greater than 50kph apply.

n) Prevent the undermining of the strategic transport function of national roads and protect the capacity of interchanges from locally generated traffic.

8.3.4. The appeal notes that the PA did not have regard to their own policies nor did they address TII's submission but relied on the report from the Area Engineer. TII argue that the legacy access which the proposed development proposes to utilise is contrary to TII DN-GEO-03031 (Rural Road Link Design) and TII DN-GEO-03060 (Geometric Design of Junctions) and TII expect Cork County Council as road and planning authority to ensure compliance with TII requirements.

8.3.5. It is further argued that National Strategic Outcome 2 (NSO 2) of the National Planning Framework (NPF) includes objective "Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancement." and that the above is supported by the Spatial Planning and National Roads, Guidelines for Planning Authorities January 2012 which sets out 'the policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kmh apply. This provision applies to all

categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.'

- 8.3.6. While I note the point raised by TII as regards the legacy access, the fact remains that the family home and farm complex are currently served by this access/egress and have been for a substantial period of time (google street view establishes the existing entrance as active in 2009 and therefore the entrance supersedes the 2012 guidelines) and in this regard I agree with the PA and the applicant that the development will not create a new entrance onto the national road.
- 8.3.7. Therefore, as regards Objective TM 12-13 the proposed development does not provide for a new entrance onto the national primary road and as such the primary concern would relate to whether the development would result in an intensification of use at this location resulting in the creation of a traffic hazard. In this regard the application relates to the provision of a single dwelling house for the son of the landowner who currently resides in the family home and currently utilises the existing entrance daily. As such the development would not result in an intensification of vehicular movement at the entrance on the N73. While I note the concerns raised as regard the climbing lane and merging traffic and the conflict with turning movements associated with the entrance, the fact remains that the entrance currently operates in this scenario and this cannot be ignored. It is in this context that I do not consider the traffic generated by a single house would result in the creation of a traffic hazard nor would it represent an unacceptable precedent given the context in this instance. As regards construction traffic, I accept this will generate additional traffic but this is for a limited time period and can be controlled by the submission of a Traffic Management Plan to be submitted and agreed with the PA prior to the commencement of development. This can be addressed by way of condition should the Commission be minded to grant planning permission.
- 8.3.8. Furthmore, I note Objective TM 12-13 does not require the applicant to demonstrate any exceptional housing need as regards access on a national road over and above compliance with the settlement strategy as addressed in section 8.2 above.
- 8.3.9. With regard to the recommendation of the Roads and Transportation Section of CCC to include a financial contribution towards road lining works on the N72. The works as highlighted are suggestions only and therefore there is no concrete basis for the

imposition of a condition requiring a contribution in this respect. This imposition of this condition has not been justified in my opinion,

Conclusion

- 8.3.10. Having regard to the natural and scale of the proposed development including the proposal to access the proposed development via the existing entrance onto the N73 and consolidate this access/egress point where adequate sightlines have been demonstrated, it is not anticipated that the proposed development would generate significant increase in traffic volumes and unlikely to materially impacts existing traffic movements and is therefore acceptable in terms of traffic safety.

9.0 AA Screening

- 9.1.1. I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 as amended.
- 9.1.2. The site is located c. 6.7km southeast of the Galtee Mountains SAC (000646), c. 8km to the northwest of the River Blackwater Special Area of Conservation (SAC) (002170) and 8.2km northwest of Lower River Suir SAC (002137). The proposed development comprises the development of a single dwelling.
- 9.1.3. No nature conservation concerns were raised in the planning application/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.
- 9.1.4. The reason for this conclusion is as follows insert as relevant:
- Nature of works e.g. small scale and residential nature of the development.
 - Location-distance from nearest European site and lack of connections.
 - Taking into account screening determination by the PA .

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.

10.0 Water Framework Directive

- 10.1.1. The subject site is located c177m north of the GRADOGE_010 river waterbody (IE_SW_18G130200) (moderate water body status), and the groundwater body is IE_SW_G_082 Mitchelstown Groundwater body (good water body status).
- 10.1.2. The proposed development comprises construction of a dwelling house. Wastewater will be disposed via an on-site wwts in accordance with EPA regulations.
- 10.1.3. I have assessed the proposed dwelling and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek 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 including the implementation of SUDs measures on site, 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:
- Nature of works e.g. small scale and nature of the development.
 - Location-distance from nearest water bodies and lack of direct hydrological connections.
- 10.1.4. 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.

11.0 Recommendation

I recommend a GRANT of permission subject to the following conditions.

12.0 Reasons and Considerations

Having regard to Objective RP 5-4: *Rural Area under Strong Urban Influence and Town Greenbelts* (GB 1-1) and development standards of the Cork County Development Plan 2022-2028, specifically to Objective TM 12-13 and Objective RP 5-22 and Section 5.6.5 as they relate to the nature, scale and design of the proposed

development, it is considered that subject to compliance with the conditions set out below, the proposed development is an acceptable form of development at this location, would not seriously injure the amenities of adjoining properties, would be acceptable in terms of traffic safety, and would therefore, be in accordance with the proper planning and sustainable development of the area.

13.0 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 information received by the planning authority on the 23rd March 2026, 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	The site shall be landscaped in accordance with a comprehensive scheme of landscaping, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This scheme shall include the following: (a) A plan to scale of not less than [1:500] showing – (i) In addition to the landscaping plan submitted with the planning application on 5th December 2025 the roadside boundary shall be supplemented with the introduction of native hedgerow and tree planting along the roadside boundary of the site. The existing roadside verge shall remain unobstructed by vegetation. (ii) The species, variety, number, size and locations of all proposed trees and shrubs [which shall comprise predominantly native species such as

	mountain ash, birch, willow, sycamore, pine, oak, hawthorn, holly, hazel, beech or alder] [which shall not include prunus species] (b) All planting shall take place prior to the occupation of the dwelling house and photographic evidence submitted for the written agreement of the Planning Authority. All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of [five] years from the completion of the development [or until the development is taken in charge by the local authority, whichever is the sooner], shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority. Reason: In the interest of residential and visual amenity.
3	(a) The wastewater treatment system units hereby permitted shall be installed in accordance with the recommendations included within the site characterisation report submitted with this application on [date] and shall be in accordance with the standards set out in the document entitled “Code of Practice - Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) ” – Environmental Protection Agency, 2021. (b) Treated effluent from the wastewater treatment systems shall be discharged to a percolation area/ polishing filter which shall be provided in accordance with the standards set out in the document entitled “Code of Practice - Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10)” – Environmental Protection Agency, 2021. (c) Within three months of the first occupation of the dwelling, the developer shall submit a report to the planning authority from a suitably qualified person (with professional indemnity insurance) certifying that the wastewater treatment systems and associated works are constructed and operating in accordance with the standards set out in the Environmental Protection Agency document referred to above.

	Reason: In the interest of public health and to prevent water pollution.
4	(a) All surface water generated within the site boundaries shall be collected and disposed of within the curtilage of the site. No surface water from roofs, paved areas or otherwise shall discharge onto the public road or adjoining properties. (b) The access driveway to the proposed development shall be provided with adequately sized pipes or ducts to ensure that no interference will be caused to existing roadside drainage. (c) The positioning of all soakaways shall comply with the 2021 EPA Code of Practice entitled. All soakaways shall be designed in accordance with BRE DG 365:2016. All hard stand areas contiguous with the dwelling shall have separate drainage pathways. Full design details, including drainage along the public road shall be submitted for the written agreement of the Planning Authority prior to the commencement of any development on site. Reason: In the interest of traffic safety and to prevent flooding or pollution.
5	Water supply shall comply with the requirements of the planning authority for such works and services. Reason: in the interest of public health
7	Details of the materials, colours and textures of all the external finishes, including a sample, if required, of the proposed timber cladding, to the proposed development shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Reason: In the interest of visual amenity
8	All public services to the permitted development, including electrical, telephone cables and associated equipment shall be located underground throughout the entire site. Reason: In the interest of amenity

9	Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority. Reason: To safeguard the amenity of property in the vicinity
10	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, as applicable. Reason: In the interest of sustainable transport and safety.
11	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 Coimisiún Pleanála to determine the proper application of the terms of the Scheme. Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under Section 48 of the Act be applied to the permission.

12	(a) The proposed dwelling, when completed, shall be first occupied as a place of permanent residence by the applicant, members of the applicant's immediate family or their heirs, and shall remain so occupied for a period of at least seven years thereafter [unless consent is granted by the planning authority for its occupation by other persons who belong to the same category of housing need as the applicant]. Prior to commencement of development, the applicant shall enter into a written agreement with the planning authority under section 47 of the Planning and Development Act, 2000 to this effect. (b) Within two months of the occupation of the proposed dwelling, the applicant shall submit to the planning authority a written statement of confirmation of the first occupation of the dwelling in accordance with paragraph (a) and the date of such occupation. This condition shall not affect the sale of the dwelling by a mortgagee in possession or the occupation of the dwelling by any person deriving title from such a sale. Reason: To ensure that the proposed house is used to meet the applicant's stated housing needs and that development in this rural area is appropriately restricted [to meeting essential local need] in the interest of the proper planning and sustainable development of the area
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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.

Irené McCormack
Senior Planning Inspector
4th August 2026

Appendix 1: Form 1 EIA Pre-Screening

Case Reference	PL-501358-CK-26
Proposed Development Summary	Construct of a house and all associated site works
Development Address	Coolnanave, Mitchelstown, 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)	☒ Yes, it is a 'Project'. Proceed to Q2. ☐ 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)?	
☐ Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
☐ 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?	
☐ 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.	
☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
☒ 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) (i) >500 dwellings

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 ☐	
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Form 2 - EIA Preliminary Examination

Case Reference	PL-501358-CK-26
Proposed Development Summary	Construct of a house and all associated site works
Development Address	Coolnanave, Mitchelstown, 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 nature and size of the development (1 residential unit) is not exceptional in the context of the existing residential cluster environment. The proposed development will not result in the productions of any significant waste, emissions or pollutants. Localised construction impacts will be temporary. The development, by virtue of its type(residential), does not pose a risk of major accident and/or disaster. The increased height and scale are not considered to result in significant environmental effects. No existing or permitted developments have been identified in the immediate vicinity that would give rise to significant cumulative environmental effects with the subject project.
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 site is located in a High Value Landscape. The development would form part of a cluster of three dwellings and farmyard complex. There would be no significant impact on any protected areas, protected views, built or natural heritage or European Sites.
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).	There is no real likelihood of significant effects on the environment arising from the proposed development. There is no real likelihood of significant cumulative effects having regard to existing or permitted projects
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of	EIA is not required.

significant effects on the environment.	
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