

Validation Checklist

Lodgement Number : **LDG-079754-25**
Case Number: **ABP-322434-25**
Customer: **Dunkettle Residents Association**
Lodgement Date: **02/05/2025 10:22:00**
Validation Officer: **Dáire Littleton Caden**
PA Name: **Cork City Council**
PA Reg Ref: **2443414**
Case Type: **Appeal - LRD**
Lodgement Type: **Appeal**



Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Yes
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
3rd Party Acknowledgement	Yes
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes
Valid Lodgement Channel	Yes

LRD - Multiple

LRD01M

Run at: 02/05/2025 14:09

Run by: Dáire Littleton Caden

Lodgement Cover Sheet - LDG-079754-25

Details

Lodgement Date	02/05/2025
Customer	Deirdre Kehillier Dunkettle Residents Association
Lodgement Channel	Post
Lodgement by Agent	Yes
Agent Name	Brendan McGrath & Associates
Correspondence Primarily Sent to	Agent
Registered Post Reference	

Categorisation

Lodgement Type	Appeal
Section	Processing

Fee and Payments

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Paid	220.00
Refund Amount	

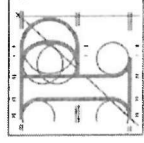
Appeal

09/04/25 410 06/05/25

accept acknowledgment as per
stelly 550

Run at: 02/05/2025 10:28

Run by: Shirley Connolly



An
Bord
Pleanála

Lodgement ID	LDG-079754-25
Map ID	
Created By	Shirley Connolly
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	

PA Name	Cork City Council
Case Type (3rd Level Category)	

Observation/Objection Allowed?	
Payment	PMT-062397-25
Related Payment Details Record	PD-062244-25

LRP6114

ABP 322434-25

PA Case Details Manual	
PA Case Number	
PA Decision	
PA Decision Date	
Lodgement Deadline	
Development Description	
Development Address	

Appeals Type	
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The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1 DO1 V902

AN BORD PLEANÁLA	
LDG-	079 754-25
ABP-	
02 MAY 2025	
Fee: €	220
Type:	Chg
Time:	9.07
By:	Post

BRENDAN MCGRATH
AND ASSOCIATES
PLANNING CONSULTANTS

1st May 2025

Reg. Ref. TP 24/43414 : Grant of Permission for a Large-scale Residential Development (LRD) of 550 dwellings at Dunkettle, Cork City

Dear Sir/Madam,

This is an appeal made on behalf of Dunkettle Residents Association, c/o Deirdre Kelliher, 29 The Beeches, Woodville, Glanmire, Cork, T45P704. I enclose a cheque for the appeal fee of €220 and an acknowledgement of receipt from Cork City Council for the original objection.

Please post correspondence about the appeal to the address below.

I am a chartered town planner with masters degrees in town planning (University of Wales Institute of Science and Technology) and environmental science (Trinity College Dublin). I have more than forty years of experience as a planning practitioner, working for governments and local government and as a planning consultant.

My clients are local residents who strongly object to the proposal under consideration. This letter of appeal sets out five grounds of appeal. These are:-

1. The application is premature until a South Glanmire Framework Plan is made and adopted by Cork City Council,
2. There is a serious disjunction between the strategic objectives of the '15 minute city' of the development plan and how the proposed scheme has been described and assessed,
3. The proposal does not incorporate an adequate pedestrian/ cycleway link between the proposal site and Glanmire Village,
4. The scale of the proposed development would result in a serious adverse impact on the local community, and
5. There is insufficient funding to facilitate the public transportation infrastructure required in Glanmire Town

Following brief descriptions of the application and the council decision, the remainder of this letter of appeal is an elaboration of the grounds of appeal followed by a conclusion.

Postal Address: Riverstown Cottage, Corrofin, County Clare
Telephone: 065 - 68 37 555
Website: www.bmcgrathplanning.ie
Email: office@bmcgrathplanning.ie

1. The application

The application is for an 8-year permission for an LRD development of 550 dwellings on a 26 hectare site at Dunkettle on the outskirts of Cork. The application includes an Environmental Impact Assessment Report (EIAR), a planning, design statement (PDS), a Traffic and Transport Assessment (TTA) and a Natura Impact Statement (NIS). The EIAR and TTA are for a 'masterplan' area covering the entirety of the undeveloped lands (c 64 ha.), which are owned by the applicant, O'Flynn Construction (See figs. 1,2 and 6).

2. The decision

Cork City Council granted permission subject to 63 conditions. The scheme granted by the council is substantially the scheme for which permission was sought. Conditions attached include condition 62, requiring the payment of €413,383 towards the Cork Suburban Rail Project.

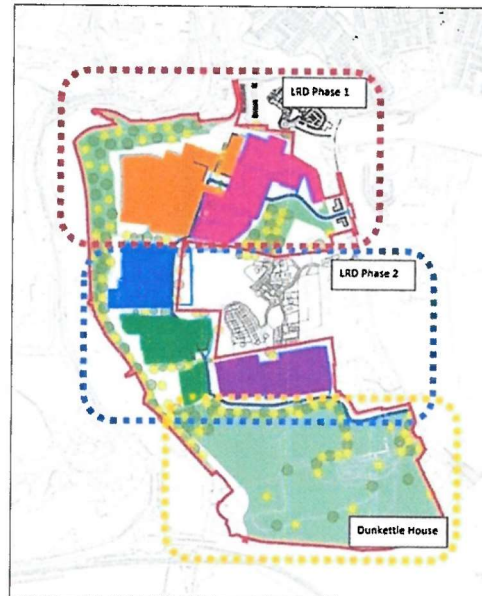


Figure 1 (left) The extent of the area covered by the EIAR and TTA, which corresponds to the extent of undeveloped lands owned by O'Flynn Construction at Dunkettle (source EIAR, v2)

Figure 2 The envisaged LRD application programme at Dunkettle by O'Flynn Construction (source EIAR, v2)

3. First ground of appeal: The application is premature until a South Glanmire Framework Plan is made and adopted by Cork City Council

The Cork City Development Plan (2022- 2028) contains the following objective:-

Objective 10.71

Cork City Council will work with relevant stakeholder to produce a Framework Plan to support the sustainable growth of Glanmire and provide a coherent and coordinated land use plan for south Glanmire and its immediate environs

The extent of South Glanmire is not precisely defined in the development plan, but, having regard to basic physical constraints, including the Glashaboy River and the M8, it can be assumed that the area approximates to the labelled area in fig. 3. The subject site is zoned for Landscape Preservation (ZO 17) and New Residential Neighborhoods, (ZO 02).

Should this application be granted, and, given the size of the site, the quantum of development involved and the pivotal position of the site in South Glanmire, that decision would dictate the future pattern of development in the area as a whole. As a result the proposed Framework Plan would be redundant.

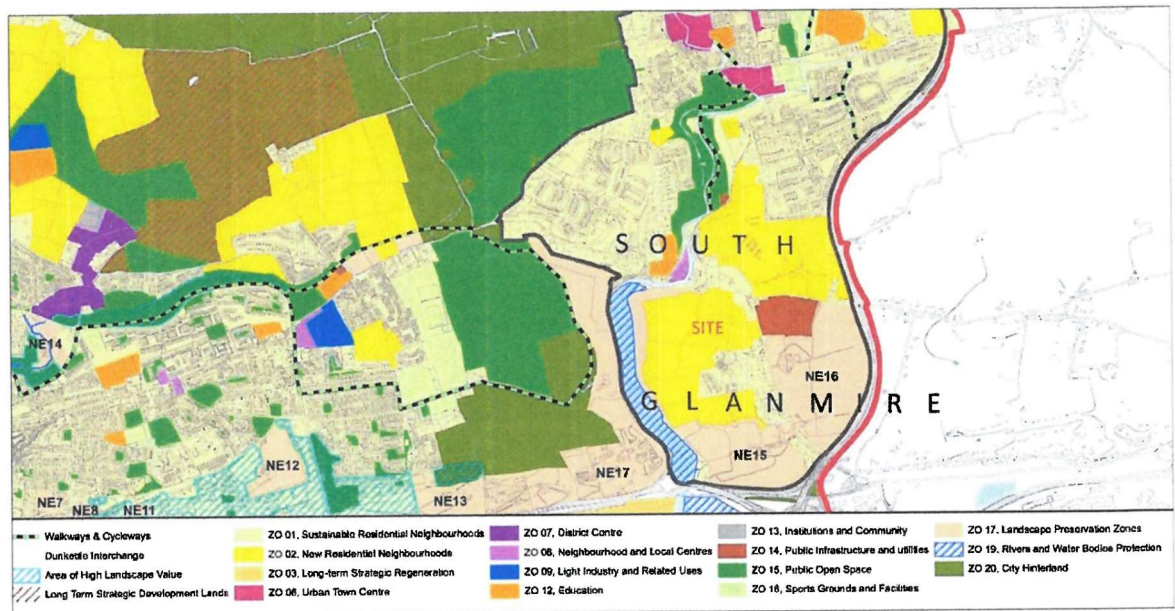


Figure 3. Extract from the zoning map of the Cork City Development Plan showing location of the application site and South Glanmire

The Planning and Design Statement (PDS) makes reference to one development plan objective for South Glanmire, Objective 10.69, but it fails to cite the linked objectives, 10.70 and 10.71, which set out how key aspects of Objective 10.69 are to be achieved. Objective 10.69 is:-

To support the compact growth and development of South Glanmire Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be

designed, planned and delivered in a coordinated and phased manner, using a layout and mix of uses that form part of an emerging neighborhood integrated with the wider area.

Objectives 10.70 and 10.71 are as follows:-

10.70 Glanmire Town Centre Framework Plan

During the lifetime of the Plan, Cork City Council in consultation with relevant stakeholders will prepare and implement a Framework Plan to identify short, medium and long term regeneration objectives to provide a distinctive town centre for Glanmire. These objectives will prioritise a vibrant, distinctive, welcoming and accessible town centre with a focus on sustainable and active travel, place making and nature based solutions. The framework will coordinate provision of services, infrastructure, land use, travel, urban design and development.

10.71 South Glanmire Framework Plan

Cork City Council will work with relevant stakeholder to produce a Framework Plan to support the sustainable growth of Glanmire and provide a coherent and coordinated land use plan for south Glanmire and its immediate environs

By omitting references to 10.70 and 10.71, the PDS (Section 3 'Planning Policy Context') has misrepresented the adopted planning approach in South Glanmire. A Framework Plan for a Glanmire Town Centre, the purpose of Objective 10.70 is an important issue for south Glanmire, while the land use plan to be prepared under Objective 10.71 is a critical requirement.

The applicant is attempting to 'bypass' the plan-making requirements of the adopted development plan. The LRD procedure is not intended as an alternative to the statutory plan-making function of the local authority. A city planning authority cannot tacitly cede its plan-making function to a private company which also happens to be the principal landowner in the area where a plan is required to be made. In this instance, given the size and location of the subject site and the scale of development proposed, that, were this application to be granted, a South Glanmire Framework Plan would be redundant.

4. Second ground of appeal: There is a disjunction between the '15 minute city' strategic objectives of the city development plan and how the subject scheme is described and assessed in the application.

The applicant sets out with approval and without reservation the '15-minute city' goal of the development plan (PDS, page 14). That goal is:-

'To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey.'

Figure 4 from the development plan is a visual representation of the 15-minute city at neighborhood level. The present-day situation in Glanmire is 'a far cry' from that '15-minute' city and the 'walkable neighbourhood'. Glanmire is described as follows in the development plan:-

'Glanmire has local road network challenges and this is exacerbated by high car dependency with 81% people choosing the private car to travel to work and education' (10.281). 'Glanmire will require significant infrastructure including a new road bridge over the Glashaboy River (forms part of the Cork Harbour Special Protected Area), additional school services, passive and active open space, local shops, community services and facilities, water and wastewater services, energy, telecommunications etc. (10.286 of the Written Statement).



Figure 4. The '15 minute' city neighbourhood described in the Cork City development Plan (figure 2.11 of Written Statement)

Only a small proportion of workers and students in Glanmire commute to work or school by green travel modes (walking, cycling, public transport) and there is a daily net migration of commuters (2,766) to other parts of the metropolitan area (Cork City Neighbourhood Profiles report in the Cork City Development Plan). Glanmire Town¹ is therefore an outer dormitory suburb of the city and the site is a peripheral part of that suburb. It is my opinion that much of the material in the assessments² that form part of the application, is misleading, irrelevant or wrong, given this existing context and the plan ambition of a 15-minute city.

4.1. Walking and cycling to local services and facilities

There are few existing services and facilities within 800 metres (a ten minute walk) of the proposed housing. While there is a bank, a pub, a natural area for recreation and a bus stop for the city centre, there is no shop, primary school, pharmacy, GP practice or community hall (See Table 1). I do not consider the proposed shop, crèche and primary care centre within the scheme to amount to an acceptable level of local provision. The assessments tabulate services and facilities within 2km and 4km walking distance of the site, distances which are far beyond walking distances for everyday journeys (See TTA, section 15.2). The EIAR (chapter 4) displays large catchment areas for services

¹ 'Glanmire Town' is the label attached in the city development plan to the linear suburban area that includes Glanmire and Riverstown

² Chapters 4 Population and Health and Chapter 6 Traffic and Transport of the EIAR, the Traffic and Transport Assessment (TTA) and the Technical Note by MHL submitted as further information.

and facilities which are only functional if one assumes high levels of car dependence. See for example the catchment area for community facilities in figure 5. The catchment area includes 6 post offices- at Little Island, Mayfield, St. Lukes Cross and McCurtin Street, all of which are several kilometres from the site. It should also be noted that none of the services and facilities granted permission in 2018, as part of the nearby Ballinglanna scheme, are yet operational (ABP 300543-17).

Table 1 Average³ walking/cycling distances from proposal to nearest local services (metres rounded)

Service/Facility	Detail	Level of accessibility measured in metres to walk or cycle		
		Accessible <500m	Intermediate 500-1000m	Not accessible >1000m
1	Primary school ⁴	Gaelscoil Uí Drisceoil		1,360
2	Convenience store	Mace Glanmire	820	
3	Pub	'Widows' Glanmire	580	
4	Bank ⁵	AIB Glanmire	430	
5	Pharmacy	Crestfield Centre		2,330
6	Natural space	Glanmire Wood	200	
7	GP	Riverstown Practice		1,630
8	Public playground	J O'Callaghan Park		1,800
9	Community hall	Riverstown		1,530
10	Post Office	Crestfield Centre		2,230
11	Bus stop to city centre	214 Glanmire village	640	
12	Train to city centre	Little Island station		3,100

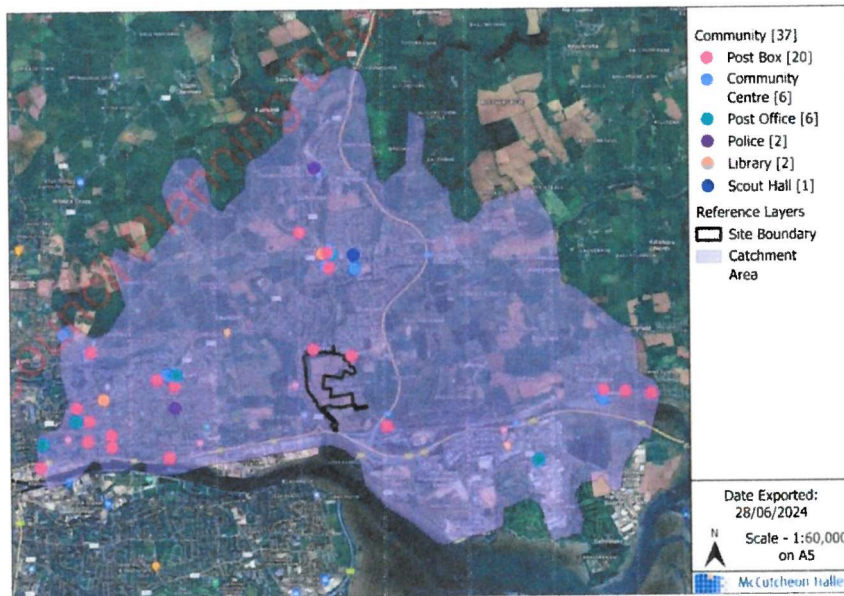


Figure 5
Example of an
inappropriately sized
catchment area
based on car travel

(source EIAR, ch. 4,
section 4.14
community facilities

³ Distances have been measured from a centrally located dwelling within the layout so that average distances are calculated with approximately 50% of dwellings are further from the service specified and 50% are closer. Measurements from edge of site or 'as the crow flies' are not appropriate measures.

⁴ Scoil na nÓg in the village is not a national school. Coláiste an Phiarsaigh in the village is a district level facility, not a local level one, and therefore not included in the table.

⁵ The building is currently for sale.

4.2. Public transport

Glanmire has a skeletal public transport network. The only highfrequency service (214 route through Glanmire village to city centre and Cork University Hospital) is amongst the most unreliable services in the city⁶ and there is a substandard physical connection between the route and the subject site (see fourth ground of appeal). Contrary to the assertion in the EIAR (Chapter 4, section 4.17) residents do not have a choice of train or bus. The subject site is not close to the suburban rail network (a 3km walk/cycle to Little Island train station). There is no high-frequency bus service proposed at this time using the L2998 road through Dunkettle. See further discussion in 7 below. It should also be noted that there is a current planning application with the city council from Apple Operations International (reg. ref 25/43738) for a 285-spaces car park extension at its plant in Hollyhill, Cork. The reason given for the application is delay since 2022 in delivering promised public transport improvements promised in the development plan⁷.

4.3. Car travel

The suburb is heavily car-dependent but we dispute the assessment and findings of the TTA that the locality enjoys free-flow road conditions and that this will continue to be the case throughout the design period. On the basis of everyday experience since completion of the Dunkettle Interchange upgrade, it is Dunkettle residents' experience that the L2998, the local distributor road at Dunkettle and the associated junctions, in particular the roundabout at the L2998/East Cork Parkway Slip-off, are frequently congested during AM and PM peaks. This has serious impacts on journeys to and from work and college in the rest of the metropolitan and journeys to primary school in Dunkettle. We query the findings of the 10-hour traffic survey that was undertaken on Thursday, May 2nd 2024 and reliance on that survey for modelling purposes.

4.4. Modal Share and Overall Conclusions re sustainable travel

The application assumes that the modal share of walkers, cyclists and bus users will increase from 7% or 9% to 30% in the design period, i.e. a three or four-fold increase in sustainable travel modes as a proportion of all traffic. In the absence of a committed public transport investment programme or substantial development of local services I believe that this assumption is unrealistic, a worthy aspiration in the long term, but not one that should be accepted as an achievable objective in the short term. On this basis I think that the conclusion of Chapter 4 of the EIAR (section 4.17) should be discounted i.e.

'A number of significant positive effects have been identified during the operational phase, most notably with respect to the provision of housing within an existing built-up area and a modal shift.

*The residual effect of the proposed development for population and human health is determined to be **significantly positive** having regard to the delivery of much needed new homes in a location that has the carrying capacity in terms of both services and amenities to*

⁶ NTA report based on monitoring period 2021-mid 2023. The bus runs late 40% of the time, reported in Irish Examiner 7/12/23

⁷ Report by HW Planning accompanying the planning application

*support the population generated by the scheme. The provision of the greenway and allowing people to live in close proximity to their daily living needs, with access to more than one mode of public transport (Train & Bus) is also a **significant positive** effect for population and human health and will result in a positive change to the current poor modal split.*

Contrary to this conclusion, new residents would not be living in close proximity to their daily living needs, would not have access to more than one mode of public transport and there will not therefore be a positive change to the current poor modal split. In my opinion, therefore, the impact of the proposal in both the construction phase and the operational phase would be significantly negative.

The Technical Note by MHL in response to the Council's further information request, elaborates the assumption of a 30% modal share and asserts that their forecast is a 'worst-case scenario' because they have not assumed this shift in modal share in background traffic. However, their assumption of a 30% modal share applying to the site is based on the provision of a 'Greenway' through the site and a new bus service through the site, linking the site to the train station at Little Island. There has been no planning application for this Greenway and the proposed bus service does not feature in any current plan.⁸

5. Third ground of appeal: The proposal does not incorporate an adequate pedestrian/ cycleway link between the proposal site and Glanmire Village

The third ground of appeal provides a detailed example of how, in my opinion, this proposal does not take sustainable accessibility seriously. Despite statements to the contrary, the proposal does not incorporate a workable pedestrian-cycleway connection to Glanmire village, a feature that I would consider to be essential. As far as I can ascertain Figures 7, 8 and 9 comprise the only information about the link, together with a short statement in the response to the Further Information request, point 3d, mainly concerning the existing pedestrian crossing on the L2998.

The proposed 300m link is in three parts:-

1. A gravelled track connecting the northern end of the scheme to the L2998,
2. The sides of the L2998 local road, and
3. Glanmire Bridge

All three sub-sections are problematical as shown in the photographs below (figs 10-15). As a result of its steep gradient and narrow width, sub-section 1 cannot accommodate either a shared footpath/cycle-way or a segregated link that would be both safe and convenient. The sides of the L2998 (sub-section 2) are currently used for car parking and do not have continuous footpaths. There is only a narrow footpath (1metre wide) on one side of Glanmire bridge (sub-section 3). The bridge is a protected structure which rules out a simple engineering solution.

The link is intended as the principal connection for walkers and cyclists between the scheme and Glanmire village and a high-frequency bus service. Considering there are 550 households in

⁸ MHL Technical Note dated 05/02/25

Phase 1 and a further 486 households in Phase 2, equivalent to an overall population of 2,700⁹, I believe that the proposed link is completely inadequate.

In view of the above, the council planner's appraisal in her January 2025 report is inexplicable :-
'It is noted and welcomed that a number of pedestrian linkages have now been provided between the subject site and the settlement of Glanmire to the north. This inclusion of the pedestrian and cycling linkage to the north of the central urban core area is appropriate and will allow connectivity between the proposed development and the settlement of Glanmire' (section 19.9, page 50).

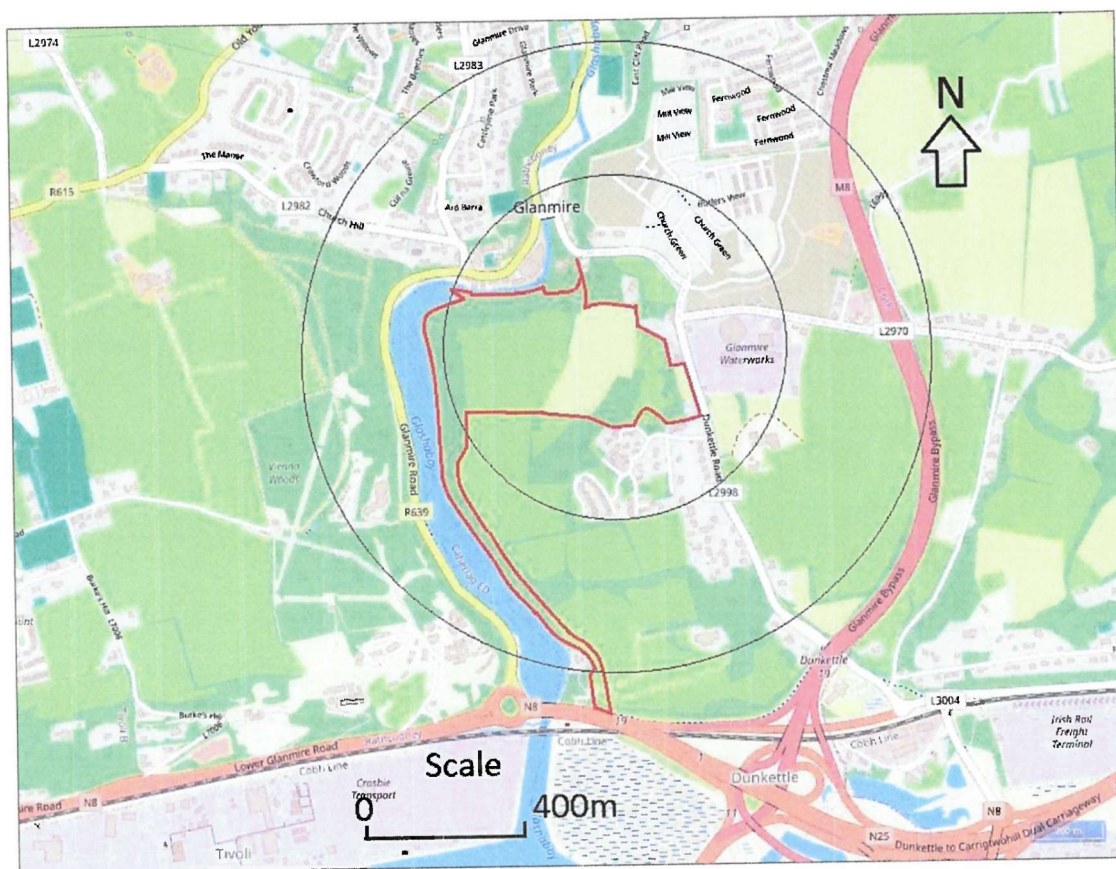


Fig 6 Site location map with 400m and 800m radii circles centred on the middle of the site (EPA map base)

⁹ Based on 2.7 persons per household



Fig. 7 Pedestrian and bicycle trail network shown on drawing entitled, Site Layout Provision for Play, drawing 4007, submitted as part of FI response. The proposed link is the narrow northern extension and road beyond



Fig 8 (left) The footpath cycleway link within the site to the L2998 (from drawing 'Site Layout and Landscape Layout combined, drawing no. 1004, rev 8, submitted as part of FI response)

Fig 9 (above) Part of the public road section from JODA drawing for FI, drawing no. 3442-JODA01-00-DR-C-140



Figs 10 -15. Photographs of the proposed route of the pedestrian/cycleway link between the site and Glanmire village. The photographs were taken in December 2024 on a weekday morning, augmented by Streetview images, captured in August 2021 and August 2022.

6. Fourth ground of appeal: The scale of the proposed development would result in a serious adverse impact on the local community

The proposal is part of an extensive development area on the south side of Glanmire village. The area is accessed via the L2998 and bounded by the M8 in the east, the Glashaboy river in the west and the Dunkettle Interchange in the south. This area is the location of three large residential projects, existing and proposed- Ballinglanna, Dunkettle Phase I and Dunkettle Phase II. Since 2018 O'Flynn Construction has received permission for 608 houses and apartments at Ballinglanna and part of that scheme has been built. This current proposal (Dunkettle- Phase1) is for a further 550 units, and Dunkettle – Phase 2 is at design stage (486 units). The combined quantum of potential new development amounts to 1,436 dwelling units, which is equivalent to 47% of the housing stock in the local area in 2022 (Table 2). That area is the village of Glanmire, nearby housing estates and Dunkettle, south of the village (see Fig 15). The area excludes Riverstown, Sallybrook and Brooklodge, which the development plan describes as separate communities (section 10.279 of the written statement). I consider it is appropriate, for the purpose of assessing community impact of the proposal, to identify the smaller area described in figure 15 as the area of community impact.

At an average annual construction rate of 3 % per annum, the three schemes would be built out by the end of 2035. 3% is a growth rate and scale of development well in excess of what can be satisfactorily accommodated by a small community with few facilities. At the present time there is no primary school or medical practice in the immediate locality and facilities are stretched in the wider suburban area (See table 1). Rates of growth should be managed to enable levels of service provision to keep pace with population growth.

Table 2 Estimate of quantum new housing planned in South Glanmire as a percentage of existing housing

	housing units	%
Private households in 2022 ¹⁰	1,621	53
Ballinglanna (under construction by O'Flynn) ¹¹	400	13
Dunkettle –phase 1, Current application by O'Flynn	550	18
Dunkettle- phase 2, design stage by O'Flynn	486	16
Sub-total of new O'Flynn housing	1,436	47
Overall total	3,057	100

¹⁰ Private households recorded are used as a surrogate for dwelling units

¹¹ There was planning permission for 608 dwellings in 2018. To prevent double counting it is assumed that 208 of those dwellings were built and occupied before the 2022 census.

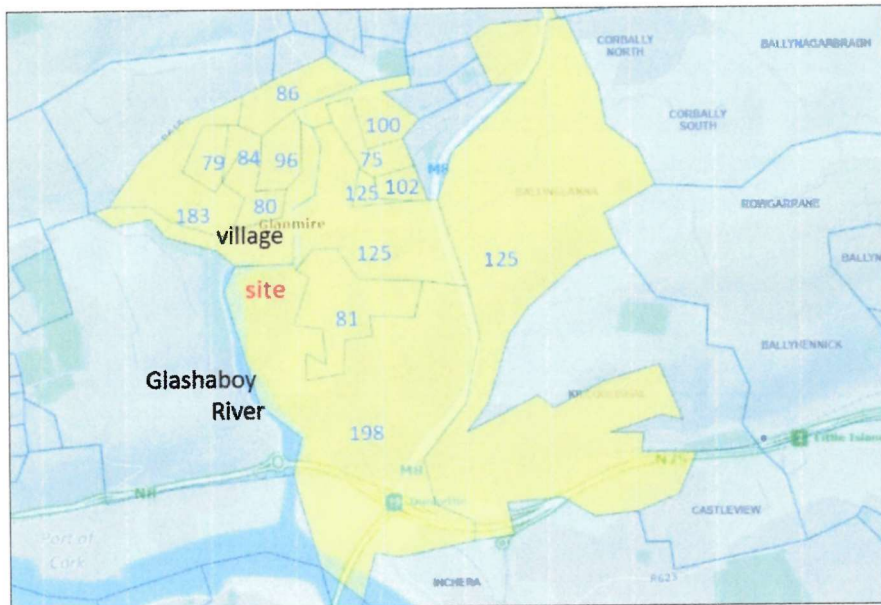


Figure 16
Numbers of private households in and near Glanmire village and south of the village in 2022

Source: Small Area stats from 2022 Census of Population

7. Fifth ground of appeal. There is insufficient funding to facilitate the public transportation infrastructure required in Glanmire Town

The city council has granted permission subject to payment of a general financial contribution (condition 61, €1,594,387) which includes a contribution for transportation infrastructure and a special contribution (condition 62, €413,383) towards funding the Cork Suburban Rail Project. Glanmire Town is not a significant beneficiary of this project, as most the area is not within easy reach of a railway station. The scheme under consideration is liable for a contribution because the site is within 1 km. of the railway line. Nevertheless, the residents of the proposed housing area would not significantly benefit from an enhanced rail service because of their distance from a railway station (Little Island station is a 3km walk/cycle from the housing area).

In my opinion Glanmire Town requires a public transport project of its own to facilitate the quality of public transport service envisaged by the Cork Suburban Rail Project. That Glanmire project would feed into the Glanmire Town Centre and South Glanmire Framework Plans referred to in section 1 above. It is my view, that without a special contribution scheme for public transport in Glanmire, there would be insufficient funding for public transportation infrastructure in Glanmire.

8. Conclusion

The first schedule of the council's decision to grant permission is a standard formula of wording to the effect that, having regard to a number of factors, including *'the policies and objectives of the Cork City Development Plan 2022-2028' 'the proposed development would not seriously injure the residential or visual amenities of the area, and is in accordance with the proper planning and sustainable development of the area'.*

In my opinion, with reference to the revised National Planning Framework (NPF)¹², this proposal does not constitute 'proper planning and sustainable development'. Two National Policy Objectives (NPOs) in the NPF are particularly relevant. These are:-

NPO 15 (part of) concerning Making Stronger Urban Places and NPO 37, concerning People, Homes and Communities

NPO 15 has the objective to:-

Address the legacy of rapid unplanned growth, facilitating amenities and services catch-up, jobs, and/or improved sustainable transport links to the cities together with a slower rate of population growth in recently expanded commuter settlements of all sizes.

NPO 37 seeks to:-

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritizing walking and cycling accessibility to both existing and proposed developments and integrating physical activity for all ages.

Cork City Council has materially contravened its own development plan by choosing not to make a South Glanmire Framework Plan 'to support the sustainable growth of Glanmire' (objective 10.71) and this application is premature in the absence of that framework plan. The Council has also not adhered to other strategic objectives that are set out in its own development plan.

Having regard to both the city development plan and to urban planning objectives of the NPF it is therefore my opinion that this proposal is not in accordance with the proper planning and development of Glanmire and I request the Board to refuse planning permission.

Yours faithfully,



Brendan McGrath MIPI MRTPI

¹² Government of Ireland (2025), Revised National Planning Framework



Comhairle Cathrach Chorcaí

Cork City Council

Halla na Cathrach, Corcaigh - City Hall, Cork - T12 T997

19/12/2024

Brendan McGrath
C/O Dunkettle Residents Association
Riverstoan Cottages
Corrofin
Co. Clare

Reg. No.: 24/43414

Applicant: O Flynn Construction Co. Unlimited Company
At: To the north of Dunkettle House
(Protected Structure - PS1190) and associated
structures (protected structures - PS1238, PS1239,
Dunkettle (townland) Glanmire Cork

A Chara,

I wish to acknowledge receipt of your submission, received on 19/12/2024 regarding an application for Permission for the following Large Scale Residential Development (LRD) comprising the demolition/removal of existing ruins/structures including a former dwelling on the northern part of the site) and the construction of 550 no. residential units to include 394 no. dwelling houses (comprising a mix of 2 3 and 4 bed semi-detached and townhouse/ terraced units) and 156 no. apartment/duplex units (comprising a mix of 1 and 2 bed units in 10 no. blocks ranging in height from 2 to 6 storeys) 1 no. creche 3 no. commercial units (comprising a shop café and medical/general practice facility) and all associated ancillary development works including a new vehicular access new pedestrian access a traffic signal controlled Toucan pedestrian crossing and upgrades to the road markings on the L2998 Road to the east a new greenway through the development connecting to the L2998 to the north and to the existing (Dunkettle to Carrigtwohill) Greenway to the south drainage (including attenuation pond) footpaths & cycle lanes landscaping amenity and open space areas boundary treatments bicycle and car parking bin storage 7 no. ESB substations the undergrounding of the existing overhead electricity lines currently transversing the site public lighting and all other ancillary development located to the north of Dunkettle House (protected structure - PS1190) and associated structures (protected structures - PS1238 PS1239 PS1240 PS1170) Dunkettle (townland) Glanmire Cork at To the north of Dunkettle House, (Protected Structure - PS1190) and associated, structures (protected structures - PS1238, PS1239,, Dunkettle (townland) Glanmire Cork

This submission received in accordance with the provisions of the Planning & Development Regulations 2001 (as amended) forms part of the file, which is available for inspections by the public at the Planning Department, City Hall, Cork. Opening hours are Monday-Friday from 10.00a.m. – 4.00p.m.

You will be notified when a decision is made on the application.



We are Cork.

This letter should be retained. If you wish to appeal such decision, a copy of the attached acknowledgement must accompany your appeal to An Bord Pleanála.

A copy of the Council's decision will issue to you in due course.

**Acknowledgement of Receipt of Submission or Observation on a
Planning Application**

THIS IS AN IMPORTANT DOCUMENT

Keep this document safely. You will be required to produce this acknowledgement to An Bord Pleanála if you wish to appeal the decision of the Planning Authority. It is the only form of evidence which will be accepted by An Bord Pleanála that a submission or observation has been made to the Planning Authority on the planning application.

Planning Authority Name: **Cork City Council**

Planning Application Ref. No.: **24/43414**

A submission/observation, in writing, has been received from:
**Brendan McGrath, C/O Dunkettle Residents Association, Riverstoan Cottages,
Corrofin, Co. Clare on 19/12/2024** in relation to the above planning application.

The appropriate fee of €20 has been paid. *(Fee not applicable to prescribed bodies).*

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 (as amended) and will be taken into account by the Planning Authority in its determination of the planning application.



**Community, Culture &
Placemaking Directorate**

Date: 21/01/2025

Am Bord Pleanála,
64 Marlborough St.,
Dublin 1
D01V902

AN BORD PLEANĂLA
LDG- 079754-25
ABP-
Fee: \$ 220 Type: Chg
Time: 9.07 By: Pest
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