

The Secretary,  
An Bord Pleanála,  
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D01 V902

AN COIMISIÚN PLEANÁLA	
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20<sup>th</sup> June 2025

**Re: Cork County Council Ref 25/4551**

**Third Party Appeal against Cork County Council decision to grant permission for a Large-Scale Residential Development (LRD) comprising 362 residential units, creche with community room and café and associated ancillary development works at Mountain Road, Kilmoney, Carrigaline, Co Cork.**

### **Introduction**

Bridgewater Homes Ltd has applied for permission to construct 362 dwelling units on a parcel of land which is zoned for housing in the South West corner of Carrigaline Town.

This appeal does not relate to the principle of the development of the lands for residential purposes, which is accepted. Instead, it relates mainly to the absence of a second access to the development from the R611. This is considered to be a Material Contravention of the Development Plan objective for the site, which will cause serious injury to the residential amenity of the area and disruption to public transport services.

The appeal also relates to the applicant's proposals for the construction of the development, in particular where it relates to the Mountain Road. There are also errors and omissions in the information submitted with the application which have not been taken into account by the Planning Authority in its assessment.

This appeal has been prepared primarily by Simon Brewitt who is a chartered civil engineer with 40 years' experience of public infrastructure projects including road, water and drainage schemes as well as the preparation of planning applications for large industrial, commercial and residential developments.

The appeal is submitted on behalf of the following local residents who have submitted objections and comments to the Planning Authority as part of the planning process.

Simon Brewitt, Mountain Road

Ciaran Luttrell, Kilmoney Woods

Richard McCarthy, Mountain Road

Kieran Allen, Wheatfields

Josh Ryan, The Meadows

Tim O'Donovan, The Monks

Dominic & Geraldine O'Leary, Mountain Road

(Signatures and full addresses of the appellants, together with the letters of acknowledgement of submissions are to the back of the document)

## **Summary of the Grounds of Appeal**

The application constitutes a material contravention of zoning objective CL-R-10, of the Cork County Development Plan 2022-2028, specifically to omit access to the development site from the R611, which in turn leads to further contraventions of the Development Plan.

The application proposes a single point of access into the development which is not good practice, represents poor urban design, provides poor connectivity and permeability and constitutes a public safety risk, with only a single route for emergency vehicles.

The Traffic and Transportation Assessment (TTA) is based on an erroneous analysis and therefore the conclusions of the TTA are invalid, particularly insofar as they affect public transport

The Mountain Road upgrade proposal is not in accordance with national design standards (DMURS), in terms of road width. Furthermore, footpath provision and traffic calming proposals are out of line with the Quality Audit required by DMURS, with implications for residential amenity and safety.

The viability of the proposed construction plan has not been demonstrated, and landowners' consent is not provided for sufficient land to facilitate its construction. As a result, the proposal will have significant negative impacts on residential amenities in the area, which have not been acknowledged or considered in the application or assessment.

The Environmental Impact Assessment Report (EIAR) does not address the Mountain Road upgrade proposals both in terms of loss of biodiversity and in terms of the serious injury to the residential and recreational amenity of existing residents.

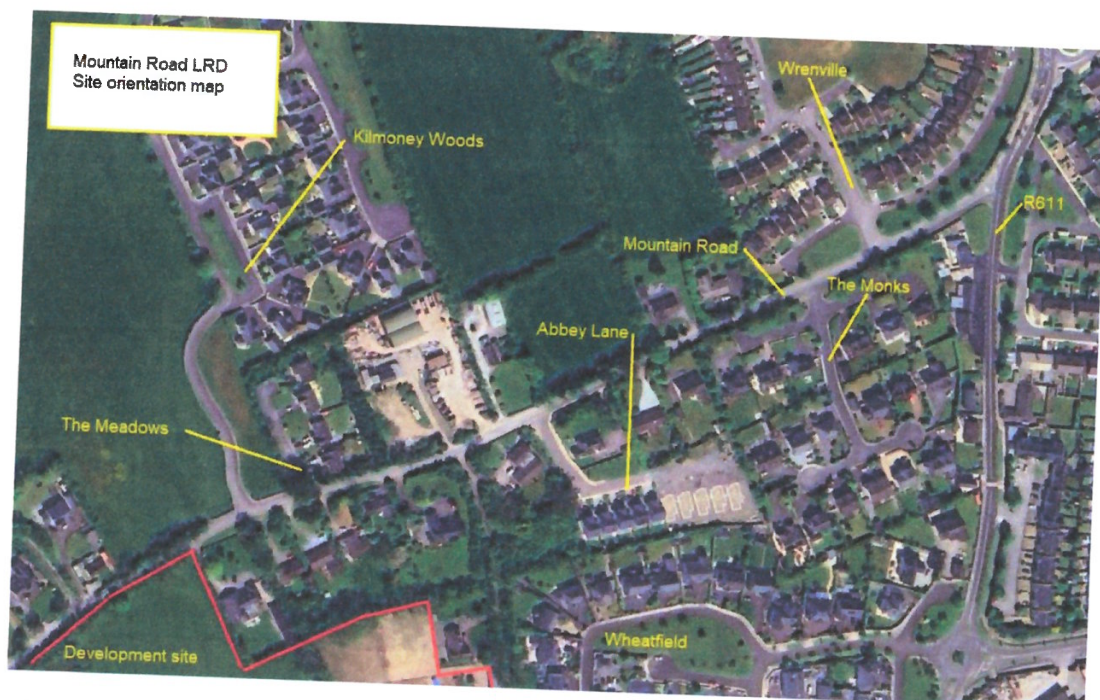


Figure 1.1 Aerial view of the Mountain Road and adjoining housing estates

### 1.0 Material Contravention of objective CL-R-10

Objective CL-R-10 which applies to the proposed development site is quite specific in that it states that *“Medium B density residential development to include a mix of house types accompanied with appropriate landscaping. Access to the site will be from the R611 and the Mountain Road. Specific arrangements will be made for the provision and construction of the link road (CL-U-07) the southern relief road, amenity walk (CL-U-08)”*

For clarity, there is no objection to the development of the site for housing in accordance with the Development Plan and relevant National Guidelines.

The objective to have access to the site from the R611 and the Mountain Road is not only included in the current County Development Plan but was also included with the same wording in the previous Local Area Plan for Carrigaline, (Objective CL-R-10 of the Ballincollig Carrigaline Municipal District Local Area Plan 2017). In successive legal cases since *XJS Investments Ltd V Dun Laoghaire Corporation* (1986), affirmed in *Tennyson V Dun Laoghaire Corporation* in 1991, the Courts have held that development plans should be interpreted by asking what a reasonably intelligent person with no relevant legal or town planning expertise would understand by the provisions in question.

In this context the clear and unambiguous understanding that the local residents have had over many years, based on the stated objective, is that the site is required to have

two vehicular access points, one from the R611 and one from the Mountain Road. Local Councillors have confirmed to us that this was the intention and we are aware that the previous developer who investigated development of the site had the same understanding. It is the 'common sense' interpretation of the objective, that a reasonably intelligent person would hold.

In *McGarry V Sligo County Council* (1989) McCarthy J. described the Development Plan as an environmental contract between the planning authority, the Council and the community 'embodying a promise by the Council that it will regulate development in a manner consistent with the objectives stated in the plan.' In this planning application, regrettably, there appears to be an attempt to reinterpret and twist the meaning of the objective by the developer, which seems to be accepted in the Planning Authority Planner's report, in a way that was clearly not intended in the Development Plan objective.

The developer has proposed that access to the site will be solely from the L-6495, Mountain Road and with no access to the regional road R611. We consider that this constitutes a material contravention of the Development Plan Objective, which has serious consequences for sustainable transport provision and the amenities of the area.

I note that the application documents go further and actively discourage a link to the R611 (p. 24 Architectural Design Statement) stating that in the event of access to the R611 becoming possible through an adjacent parcel of development land *"through traffic from the CL-R-10 site will not be encouraged through the CL -R07 site"*.

The developer's proposal to omit the planned access from the R611 has the following impact s:

- Traffic from the development will be concentrated at a single point on the regional road R611 which is also a public transport route rather than distributing it over two locations. This will increase the risk of disruption to the bus services.
- The volume of traffic passing through a critical junction on the public transport routes will be higher than anticipated by the Development Plan. The impact of this has not been correctly assessed by the applicant due to an error in the traffic modelling and is likely to cause serious disruption to service. The details of the error and its implications are set out in a later section of this appeal.
- The Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) which is embodied in the Development Plan includes a recommendation that the Mountain Road should be part of the Primary Pedestrian and Cycle Network for the town. The Senior Planner's report says these Development Plan objectives are relevant to this site (CL-GO -05) which states *"Support and implement the provisions of the Carrigaline Transportation and Public Realm*

*Enhancement Plan.” and CL-GO-08 which states “Further expand the network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.).”* The current proposal to direct all the vehicular traffic from the development to the Mountain Road instead of sharing it between two access points will result in traffic volumes on the Mountain Road that are incompatible with these Development Plan objectives.

- It creates an unsafe situation where nearly 500 houses will be dependent on a single (narrow) access point for emergency services. The existing limitations of a single access point which affects just 84 houses on the Mountain Road are already of concern to the Planning Authority as evidenced in both the Area Engineer’s report and the developer’s Response to Opinion document (8.c)
- The lack of a through route would prevent the possible future extension of the existing public transport loop into the new residential area.
- The application proposes to upgrade the Mountain Road to cater for the development. Carrying out this work in the absence of a second access point will result in a very significant impact on the existing residential amenities of the area. The EIAR submitted largely ignores this impact. Similarly, the short section in the Outline Construction and Environmental Management Plan which address the upgrade of the Mountain Road does not address issues of residential amenity, or indeed public health and safety issues. The consequences of this are set out in more detail later in this appeal.

#### **1.1 Applicant’s justification for a single access point to the development**

The applicant states in Section 02 of the Architectural Design Statement that “*Objective CL-R-10 states that “Access to the site will be from the R611 and the Mountain Road” - the objective does not state that there has to be a direct access point on to each road. CL-R-10 also has no frontage or direct connection on to the R611; therefore, access has to be from Mountain Road via the R611. This is reinforced by objective CL-U-07, which requires a link road between the southern and western relief roads, and runs along the R611 and Mountain Road and dos not traverse the CL-R-10 and CL-R-07 sites.”*

In response to this assertion, I would make the following points:

- This interpretation of the objective is clearly disingenuous and is an attempt to twist the common sense understanding of the wording of the Development Plan objective and is clearly at variance with the wording and the intent of Objective CL-R-10 and could not be construed as a reasonable interpretation by anyone.
- The developers are trying to use the link road to reinforce that they are complying with the objective, however the 5.5m road they are proposing, with single



footpath and cycle lane, with the multiple existing residential access points, does not and could not constitute a link that forms part of a western relief road (typically requiring 6.5m carriageway, with footpaths and cycle lanes on each side and no direct access as in Forest Hill and Castle Heights nearby).

- In any case, the Development Plan is quite specific that the preferred route for the western outer relief road is that identified in the Carrigaline Transport and Public Realm Enhancement Plan (TPREP) as shown in Figure 4.1.3 of the Development Plan (see Fig. 1.2 below) and referenced in Sections 1.4.11 to 1.4.19 of the Plan and in CL-GO-09 and not the route referenced in Objectives CL-U-04/CL-U-07. The CL-U-04/CL-U-07 route was examined in TPREP and found to be unsatisfactory, due its cost and environmental and other impacts. The objective for the link road CL-U-07, while still included in the Development Plan, is therefore *de facto* superseded.

Although submissions were made to the Planning Authority raising the material contravention issue, the Senior Planner's report does not specifically refer to it or address it. The report side-steps the issue stating:

*"This creation of both a sustainable and vehicular link to the R611 is consistent with the policy objective of this subject site. As stated earlier, provision is made for a future pedestrian/cycling access to the CL-R-07 lands which will be an additional linkage to the R611."*

As previously stated, this interpretation of the objective contradicts the obvious and reasonable understanding of the wording as set out in the Development Plan and previous Local Area Plan, and as understood by the general public for many years. If there was to be just one access via the Mountain Road there would be no need to also refer to the R611, as the Mountain Road is already connected to the R611. Therefore, it is obvious that the objective intended to refer to a requirement for two separate access points.

I note also that the objective refers separately to the requirement to make provision for the amenity route CL-U-08, clearly implying that the additional reference to the access from the R611 was as to be an access which would function as a general/vehicular access.

The drawings and documents show a shared surface pedestrian and cycle link on the eastern boundary of the development site corresponding to the CL-U-08 objective. The land owners of the northern section of this proposed link, along part of the existing laneway where it adjoins Mountain Road (of which I am one) have not been consulted or given permission for either a planning application to be made or for construction of the public walkway/cycle link. This can therefore not be delivered by the applicant and therefore should be omitted.

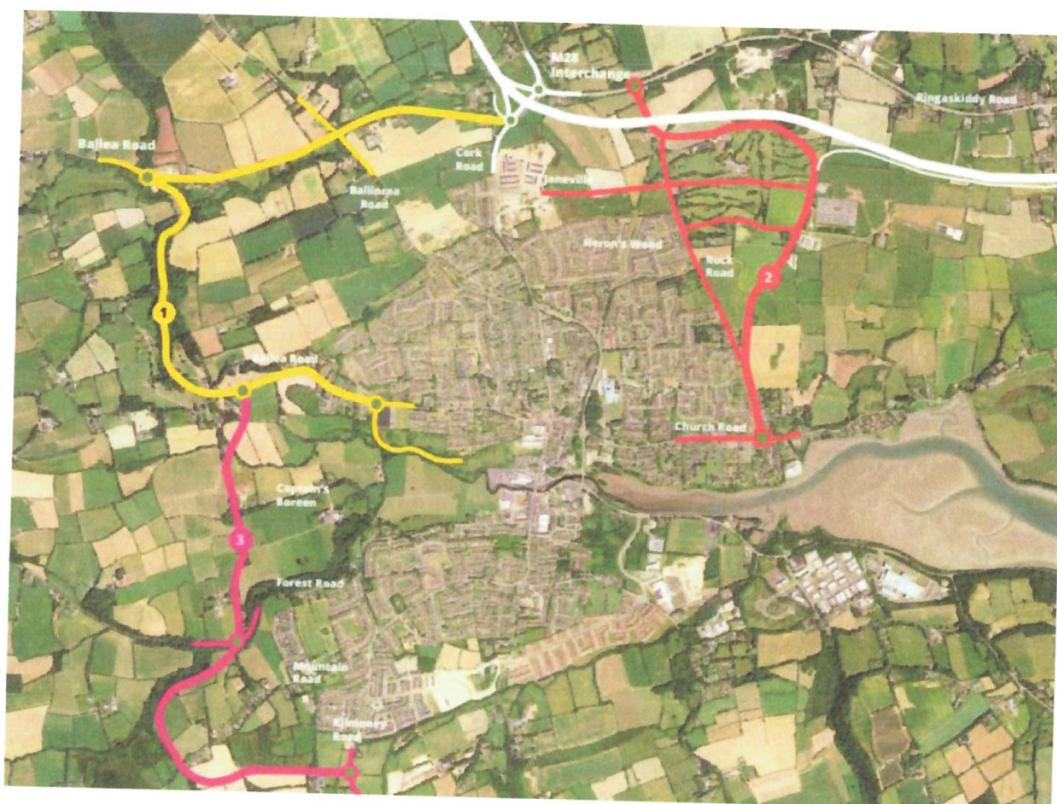


Figure 4.1.3 Transport Network of Carrigaline taken from Carrigaline TPREP

Figure 1.2 Extract from County Development Plan

## 1.2 Non-compliance with Urban Design best practice: DMURS and Sustainable Residential Development and Compact Settlement: Guidelines for Planning Authorities, 2024

Good urban design practice is to seek to create highly permeable and connected neighbourhoods and to move away from the practice of creating of housing developments which have one point to access and are effectively cul-de-sacs. Both DMURs and the Sustainable Residential Guidelines strongly support creation of a network of streets and connections with and between established communities and neighbouring developments. This approach facilitates sustainable modes of transport - walking cycling and public transport and fosters connected communities.

Most of the housing developments in Carrigaline built over the last 15 years have been designed to facilitate a high level of connectivity and through routing for sustainable modes of transport. The current proposal has a single main access and while it does allow for and a possible future pedestrian/cycling it is far from the highly permeable and connected concept envisaged in urban design best practice and in the absence of a

second access from the R611 misses the opportunity to enable future public transport routing through the development.

## 2.0 Traffic and Transportation Assessment (TTA)

The Area Engineer's report notes the contents of the TTA and apart from a comment that modal shift might influence the outcome makes no observation on its adequacy or otherwise.

There are however serious flaws in the traffic assessment submitted with the application in relation to the junction between the Mountain Road and the R611.



The junction between the Mountain Road and the R611 is one arm of a larger more complex junction which includes the junction between the Upper Kilmoney Road and the R611 and an uncontrolled pedestrian crossing with a central island, located on the R611 mid-way between the other two roads.

The R611/Upper Kilmoney Road is part of the bus route for this side of Carrigaline with Northbound buses making a right turn from Upper Kilmoney Road onto the R611.

This junction appears to have been modelled incorrectly.

The existing layout of the junction between the Mountain Road and the R611, and the nearby junction with the Upper Kilmoney Road is shown in

Figure 2.1 Aerial view of Mountain Road/R611 junction

Figure 2.1

Firstly, the Upper Kilmoney Road has been omitted entirely from the model. Of particular significance is that northbound buses wishing to make a right turn from Upper Kilmoney Road onto the R611 and are impeded by any congestion within the junction.



The school busses have a drop off point at the nearby bus stop on the upper Kilmoney Road, and in addition, the planned expansion of the bus routes will bring the new buses through this junction as well.

Secondly, the only right turn lane in the junction is a short (three car length) lane for northbound traffic to turn from the R611 onto Upper Kilmoney Road. Since the Upper Kilmoney Road has been omitted from the model, so has this lane.

Thirdly, the model appears to include a non-existent right turn lane for southbound traffic to turn right from the R611 onto the Mountain Road. (See Figure 2.2)

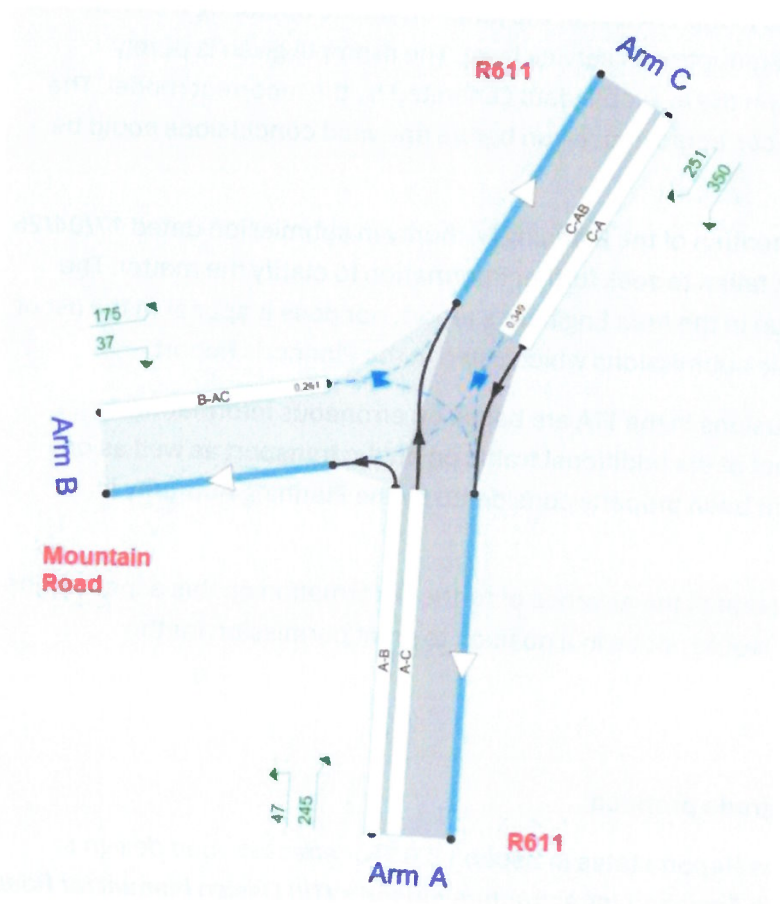


Figure 2.2

Image from Traffic and Transportation Assessment Report (TTA)

Appendix – Junction 2 Analysis page 2

(Road names added for clarity)

The numbered arrows represent the predicted number of vehicles per hour making each manoeuvre during the evening peak period at completion of the development.

To illustrate the potential impact of the errors by an example; the TTA (table 7.1.2) suggests that a southbound car wishing to turn right, which represents about half the total number at that time, arriving at the junction during the evening peak will be waiting for about ten seconds before it is able to turn right onto Mountain Road. At the same time, the total south bound traffic on the road is equivalent to one car arriving every six seconds.

The traffic model appears to assume that the rest of the southbound traffic is not affected by the cars waiting to turn right. In actual fact, since there is only a single lane at that point on the road, the cars waiting to turn right will block all other southbound traffic until they have cleared the junction. Thus, we have many more cars arriving into the junction (one every six seconds) than are able to leave it (one every ten seconds). The result is an ever-expanding queue.

This queue will block the pedestrian crossing and the Upper Kilmoney Road and prevent buses, for example, from using the road in either direction, i.e. gridlock.

The conclusion presented in the TTA is that the junction will be operating within its capacity, although with a reduction in service level. The example given is purely illustrative, and is based on the available data generated by the incorrect model. The model would need to be corrected and re-run before any valid conclusions could be drawn from it.

This was drawn to the attention of the Planning Authority in submission dated 17/04/25 however they, unusually, failed to seek further information to clarify the matter. The issue receives no mention in the Area Engineer's report, nor does it appear in the list of concerns raised by public submissions which listed in the Planner's Report.

It is clear that the conclusions in the TTA are based on erroneous information. Consequently, the impact of the additional traffic on public transport as well as on pedestrian safety has not been properly considered by the Planning Authority in reaching a decision.

We respectfully suggest that in the absence of further information on this aspect of the development the Board would not be in a position to grant permission for the development.

### **3.0 Mounta in Road upgrade proposal**

The Engineering Services Report states in Section 3.0 *"For effective road design in Ireland, compliance with Transport Infrastructure Ireland's (TII) Design Manual for Roads and Bridges (DMRB) and the Design Manual for Urban Roads and Streets (DMURS) is critical, alongside adherence to legislative requirements such as the Roads Act and Planning and Development Act. Incorporating road safety, sustainability, and environmental considerations ensures designs meet modern standards."*

However, the grounds for appeal below demonstrate that the above objectives have not been applied to the proposed road upgrade:

- If the upgraded road is constructed as set out in the planning application it will result in a substandard road, not compliant with DMURS, which will be

unsuitable to receive the additional traffic from the proposed housing development as well as the existing traffic. This is not a sustainable approach as the road is likely to fail/fall apart due to inadequate width, within the proposed construction period. (See fig. 3.1)

- The proposals set out in the application for the construction methodology are very superficial and lacking in detail and do not demonstrate how essential services will be maintained, how access to existing properties will be managed, how the safety of pedestrians will be protected, or how unacceptable impact on residential amenities is to be avoided.
- There is also considerable doubt as to whether the work can be constructed within the boundary of the development site. Evidence is provided below to elaborate on this issue. The construction methodology provided with the application does not demonstrate that the approach is viable without lengthy closures of the road, which all agree would be unacceptable from a public safety and residential amenity perspective.
- The environmental impact of the road construction on Mountain Road has largely been ignored in the application and EIAR.



Figure 3.1 Photograph near The Meadows – typical failure of road due to existing traffic where the road is too narrow to accommodate large vehicles.

### **3.1 Justification for proposed upgrade**

The existing road is in need of upgrading. The road structure is failing under existing traffic loads, there is a need for improved road drainage, there are only a couple of short

disconnected sections of footpath and there is very little public lighting, apart from lighting at the entrance to the existing housing estates. However, upgrading the road to serve the existing traffic, such as widening and footpath provision, would be a lot simpler to construct and cause much less disruption and loss of residential amenity than the upgrade proposed in the application.

A lot of the difficulties which we have identified with the feasibility of constructing the road upgrade as proposed in the application, arise from the need to lay additional sewers, watermains and other services under the existing road, which are required solely to serve the new housing development.

The proposed upgrading works are effectively a complete rebuild and as can be seen from the road cross sections below will involve the excavation of service trenches over more than 50% of the road width.

The proposed housing development requires a road with a capacity for more than twice the existing traffic volume (according to the traffic assessment), as well as sustained levels of two-way HGV traffic during its construction and provision for pedestrians/cyclists.

In order for the housing development to proceed the road must be upgraded prior to commencement of housing construction in the interest of pedestrian safety, environmental protection and to avoid total failure of the existing road structure.

Since the Mountain Road is effectively a cul-de-sac, (see Area Engineer's Report) with 84 houses dependent on access via the section to be upgraded, and consequently cannot be closed for construction work, an alternative route is required during the construction of the upgrade.

The Development Plan objective for this site requires dual access to the site which would provide the opportunity for a temporary relief road to be constructed through the development site. This would allow the reconstruction of the Mountain Road while minimising the disruption to the residents fronting onto the construction zone. It would also mean that most of the traffic generated by the 84 houses and the agricultural vehicles using the road could be diverted away from the construction zone.

Since the applicant is proposing to contravene the Development Plan by not providing dual access, he has proposed to construct a temporary road parallel to the existing road and route all traffic along this during construction. The implications of this are set out in a later section below.



### **3.2 Basis for proposed road design**

Existing traffic on the Mountain Road consists predominantly of private cars with the usual delivery vehicles, refuse trucks etc. The road also serves a substantial agricultural area which generates a different mix of vehicles, many with trailers, and at certain peak times, some larger items of agricultural machinery. There is also a sand and gravel depot with associated traffic movements consisting of large trucks and occasional low loaders with construction equipment. (See fig. 3.2)

There is a significant amount of pedestrian traffic both using the road as an amenity walk and to access the town and public transport. This particularly applies to school going children.

There is a lack of coherence in the design approach for the Mountain Road, as set out in the application.

For example, the applicant's Planning Report states in Section 3.4.2 and the EIAR states, in Section 6.4, that the Design Manual for Urban Roads and Streets (DMURS) has been used to inform the design of the scheme. In contrast with this, the Engineering Services Report states in Section 3.1 that the documents on which the design of the Mountain Road upgrading is based are those listed in Section 2 of the Engineering Services Report, a list which does not include DMURS. It refers to a Quality Report required by DMURS but not to the Design Manual itself. This list makes no reference to TPREP either even though the upgraded road ties in to the TPREP Phase 1B design at the R611/Kilmoney Road junction.

Notwithstanding this lack of coherence, and the absence of a commitment to design the road in accordance with DMURS, the proposed width of the upgraded road is not sufficient to accommodate the existing traffic or that which will arise as a result of the development.

A road of 5.5m width would have difficulty in allowing two large vehicles to pass without one riding up on the kerb. At present, Mountain Road is used by large agricultural vehicles (see below) as well as the usual PSV's and HGVs, and during the construction of the proposed development the frequency of larger vehicles using the road on a two-way basis will rise.



Figure 3.2 Photograph (between The Meadows and the lane on the eastern boundary of the development site) of typical large agricultural machinery which regularly uses the Mountain Road.

Fig. 4.55 in DMURS recommends a road width for roads of this type of 5.5-6.5m, or preferably 6.5-7m if two-way traffic with HGV's is taken into account. The recent upgrade of Ferney Road in Carrigaline, carried out by Cork County Council in 2020 is 6.0m wide with traffic calming and can be used as a precedent for this case. The Ferney Road upgrade is a similar case to the Mountain Road in that the Ferney Road has a long-established residential component and the upgrade coincided with and facilitated a housing development under construction at that time.

It contrasts with the Mountain Road, however, in that there is access to both ends of the Ferney Road so that traffic management is less complex.

A road width of 6.0m would therefore be required on the Mountain Road to accommodate the proposed development, as recommended by DMURS and as adopted by Cork County Council elsewhere in similar situations. A road of 5.5m width as proposed by the applicant is simply too narrow to accommodate larger vehicles and particularly the additional HGV traffic during construction. Examination of fig. 3.3 (Ferney Road) will show that even with the 6.0m road width large vehicles have to cross the centreline of the road.



Figure 3.3 Ferney Road. This road has been recently upgraded by Cork Co. Council to 6.0m width; note that the construction vehicle coming from the adjacent housing construction site is crossing the centreline of the road.

### 3.3 Pedestrian facilities

The road layout drawings which form part of the planning application show that the proposed 3m footpath/cycleway will be on the north side of the road. There is no proposal to extend the short length of existing footpath on the south side despite recommendations 6.1.2 and 6.1.4 in the Quality Audit Report to this effect. (See the reference to Section 3.0 in the Engineering Services Report mentioned earlier). The EIAR section 6.4 makes specific reference to the design supporting the active travel proposals of TPREP which require precisely this sort of intervention. Both the Senior Planner's Report and the Area Engineer's report are silent on this matter, despite it being raised in a submission to the Planning Authority.

There are raised table pedestrian crossings proposed at either end of the upgraded road and one approximately mid-way. The spacing of these is more than twice that proposed for similar features on the roads within the proposed housing development or on the existing Ferney Road upgrade referred to above. As a result, they will have little impact on regulating traffic speed.

At least two more traffic calming ramps are therefore required.

No details are provided for the treatment of the southern side of the road. The existing road edge conditions include grass verges, open drainage ditches and multiple entrances some of which are below the proposed road level.

Neither I nor my immediate neighbours on the southern side of the road have been consulted with respect to any necessary accommodation works; this must be rectified prior to commencement of any construction.

All of the above issues were brought to the attention of the Planning Authority in the submission dated 17/04/25 who failed to seek further information to clarify the discrepancies. The Area Engineer's Report notes the width of the proposed road and footpath but makes no comment on their adequacy or otherwise and does not refer to any design standard for the road.

In conclusion, the proposals are for a substandard road upgrade and therefore should be refused permission.

### **3.4 Construction difficulties/ access and services**

The Planning Authority requested the applicant to provide details as to how the proposed upgrade would be constructed while maintaining existing services and ensuring access to properties on the Mountain Road. (Ref. Opinion Response 8(c)). However, the application documents contain an Outline Construction and Environmental Management Plan (OCEMP) which provides a basic strategy for construction but which has largely omitted proposals for maintaining services and access.

The Senior Planner's Report states *"The Area Engineers report states that although a preliminary construction plan has been submitted, careful consideration will have to be given as to how construction activities can be undertaken whilst maintaining access for existing residents living on the roadway."*

While this is a valid point, it also acknowledges that the applicant has not provided the information that was requested at pre-planning stage. This becomes all the more evident if the limited details that are actually provided are examined in detail.

The Senior Planner's Report goes on to say *"Submissions from the public raise the issue regarding disruption on Mountain Rd during the construction period. The Area Engineer report does not raise any issues with proposals from the applicant to manage and mitigate against any such disruption, but the Area Engineer proposes a condition which stipulates that a method statement for the management of the construction phase shall be submitted to and agreed in writing to the Planning Authority."*



The applicant has set out proposals for the management of the construction of the Mountain Road upgrade in Section 4.1 of the OCEMP which says *inter alia*, that access will be maintained by implementing traffic management. *Viz.* "Traffic Management to be in place for all elements of the works to ensure that safe access for to and from the existing properties of Mountain Road."

In order to describe the traffic management proposed, Section 4.1 of the OCEMP goes on to say "Existing boundaries on the northern side of Mountain Road that are proposed to be removed to facilitate the upgrade will be removed at an early stage to facilitate safe works space and to allow a temporary a road surface to maintain vehicular access during the works. This temporary surface will be will controlled by traffic management and will therefore maintain access to the individual properties during the laying of the services."

*Once the temporary roadway is in place then a safe works area will be secured on the south edge of Mountain Road to allow the new services to be laid. This will be co-ordinated with Cork County Council to ensure that all permits and licences are in place before the commencement of the works."*

There is no reference to existing services and the need to maintain them in use. When the proposals are looked at more closely it can be seen for example that these proposals for access via a temporary road during construction require the removal of the existing hedgerow boundaries on the northern side of the road, including the existing telecom services which are on poles embedded within the hedgerow. As can be seen in the extract quoted above, these boundaries are to be removed as the first step towards maintaining access to properties. The overhead telecom cables must be re-located and new telecom connections made to the houses and other properties before the temporary road can be built.

This work will have to be carried out from the existing road. It is most unlikely that the removal of the existing poles and the felling of the large trees can be done without road closures. The clearance of the hedgerows can only be done from September to February and the time of year will exacerbate the problems of road cleanliness.

Replacing telecom cables and possibly power will involve disruption to service. The Senior Planner's Report includes this as a concern in the list of submissions but is silent on its impact on the self-employed people working from home and on the sheltered housing unit located adjoining Abbey Lane, for example.

It is noted that the Area Engineer's report is silent on the issue of the maintenance of services and access. It is also noted however that the Area Engineer's report is silent on other issues raised by the public submissions, for example the defective Traffic Assessment. This suggests that the Senior Planner's report should not draw any particular conclusion from the absence of comment.

The condition (no. 26) proposed by the Area Engineer to address the inadequacy of information is largely a repetition of the mitigation measures proposed by the developer in Section 4.2 of the OCEMP which relate primarily to the development as a whole, and does not specifically require the developer to provide details relating to the mitigation of disruption to access and services for existing residents.

There is a lack of detail in the developer's proposals which suggest that "careful consideration" as looked for in the Area Engineer's Report, has not been given to their preparation. There is nothing to instil confidence that a proposal submitted in response to condition 26 will be satisfactory in addressing these matters.

Under these circumstances, for the Planning Authority to make a decision to grant permission for the development in the absence of such details, and without seeking further information, does not appear to be exercising the duty of the Planning Authority to control development and its impact on the residential amenity of existing residents.

These difficulties with the construction methodology and their impact were set out in detail in the submission to the Planning Authority dated 17/04/25. The Planning Authority has failed to seek further information to clarify the issue and has not applied a condition which is likely to resolve this.

### **3.5 Developer's proposals and lack of space to construct the works**

The information on the Mountain Road upgrading proposals provided in the Planning Application is generally limited to layout plans of the road and new services only. The relationship between the new road/services and the existing varies along the length of the upgrade.

In essence, the developer proposes to construct new surface water and foul sewers and a new water main under the existing surface of the Mountain Road, with new telecom and street lighting ducts beneath the new footpath on the northern side of the new road.

Since no cross section drawing of the Mountain Road are included in the drawings provided with the application, two typical cross sections have been prepared using the information on the layout plans, to illustrate the proposed arrangement of the developer's proposals. (See Fig. 3.4 and Fig. 3.5)

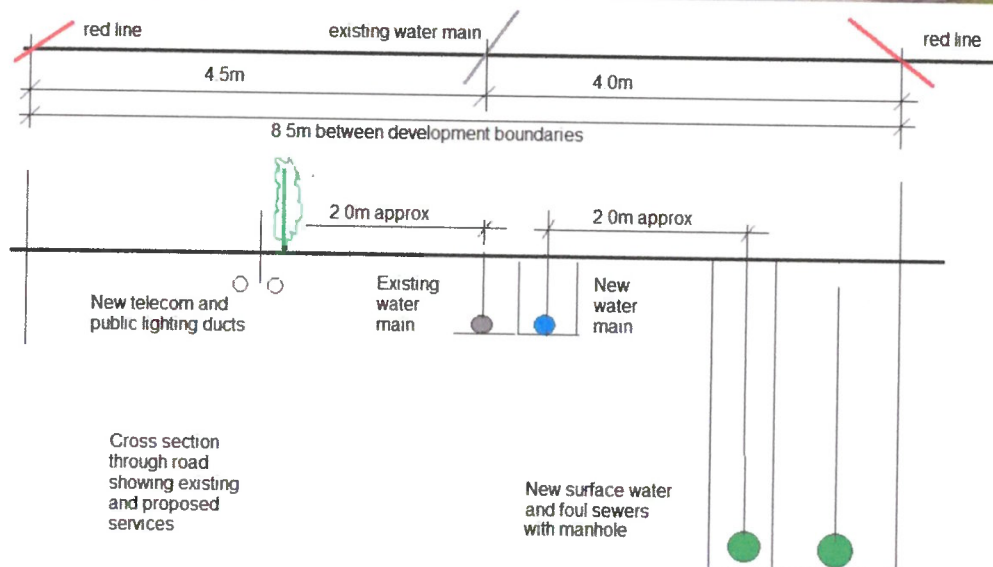


Figure 3.4 Photograph and cross section of road at The Meadows showing existing and proposed services. Note the overhead power and telecom lines. The large cypress trees are scheduled for removal.

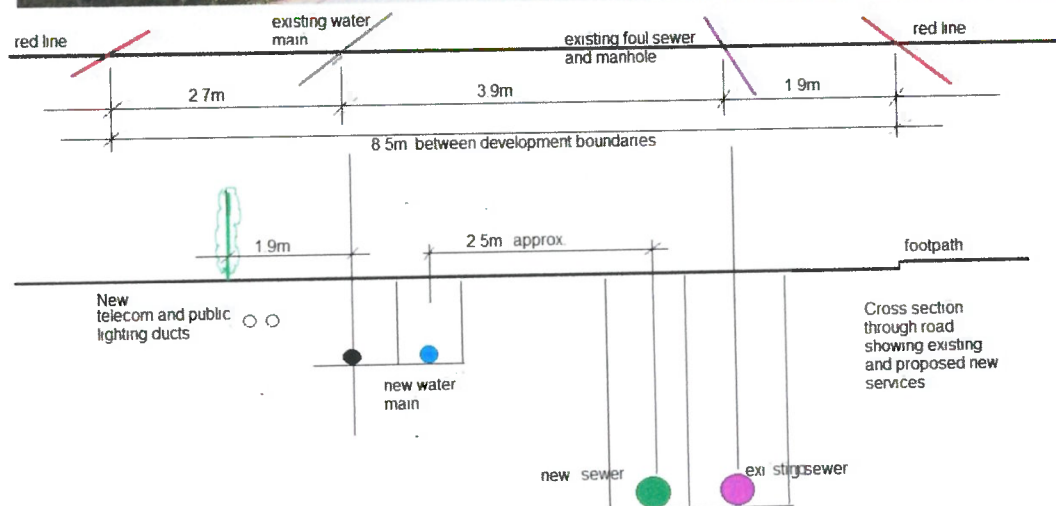


Figure 3.5 Photograph and cross section of road at entrance to Abbey Lane showing existing and proposed services. Note the overhead telecom lines. The existing water main and the new ducts will be under the proposed footpath/cycle way at this location.

The developer states in OCEMP Section 4.1 "The developer has obtained permission from all the affected parties on the northern side of Mountain Road to facilitate the upgrade."

The dimensions on the road layout drawings show the red lines of the development to be 8.5m apart. While this reflects the intention to construct a road of 5.5m width and a footpath/cycleway of 3.0m width, it does not take into account the construction proposals discussed above.



In the absence of any detail for the “temporary road” and since the OCEMP provides no mention of pedestrian facilities I am assuming the following will be necessary to provide safe access through the construction site of the road upgrading works:

- Road to satisfy the Fire Service (min. width 3.7m)
- A safe pedestrian route to satisfy the HSA (min. 1.2m with lighting)
- Separation barriers between pedestrians and traffic (typically water filled lane separation barriers 0.3-0.4m each)

The minimum overall width of this will be 5.6m (allowing for two barriers) excluding any allowance for working space, temporary lighting etc.

As can be seen from the cross sections, the existing water main runs along the northern side of the road, close to the edge of the existing tarmac surface. The proposed new water main is shown on the drawings to be on the southern side of this. To facilitate transfer of existing connection from the existing water main to the new, it is assumed that the existing water main will be within the “safe works area” described in the developer’s proposals.

This provides a basis for defining the location of the temporary road, i.e. the southern edge of the temporary road will be close to the line of the existing watermain.

The red-lined development boundary as shown on the drawings appears to follow the southern edge of the existing tarmac surface generally. From a sample of measurements taken on the existing road, the water main is located at a distance of 4m to 5.8m from the southern side of the road/development boundary.

These dimensions are shown below on the cross-section drawings with each of the relevant photographs. The proposed services shown in the cross sections are taken from the services layout drawings in the planning application (sheets no. 5 and 6 in most cases).

Consequently, the balance of the space within the development boundary to the north of the existing water main varies from 4.5m where the existing road is narrow, to 2.7m where the existing road is wide.

Where only 2.7m is available within the development boundary this is quite clearly insufficient to contain a temporary road. The additional land required outside the development boundary for the temporary road and footpath will vary from 1m to 3m typically, along the length of the proposed upgraded road, depending on the existing road width, and probably more in some areas to allow for safe clearance to work areas.

Where 4.5m is available within the development boundary this might provide space for a temporary road, but this space must also include a temporary footpath, separation

barriers and working space. On the basis of the dimensions previously stated, i.e. 5.6m it cannot do this.

I have examined the widest part of the road and the narrowest part of the road, taking into account the location of existing services within the road in a variety of locations, and the space needed for new services and I conclude that the 5.6m needed for the temporary road is not available anywhere.

The Consent Map 24001/P/001C included in the planning application clearly shows that the consent claimed by the applicant only refers to the land within the development boundary.

The developer has not provided any information to confirm that the landowners have consented to make more land available than is shown on the Consent Drawing, in fact one of the affected landowners, (No 1 The Meadows) who is a party to this appeal, has stated in his submission to the Planning Authority (See list of submissions received by Cork Co. Council ref "objection letter 2.docx" dated 02/05/25) that permission for extra land to provide a temporary road has not been requested and will not be given. Examination of Fig. 3.6 below illustrates that the development boundary (red line) is only a few metres from the wall of his house.

This figure also illustrates why the absence of any concern by the Planning Authority about the impact of the developer's proposals on the residential amenity on the existing residents is so alarming.

In this case it is clear that to propose that the construction site will extend to within a few metres of a house and garden without any indication of measures to protect the privacy and safety of the occupants who include young children is irresponsible. This also completely undermines the assertion that "traffic management" is sufficient to mitigate the impact of construction on the residents.



**Figure 3.6 No. 1 The Meadows showing development boundary line. There are no proposals in the developer's construction management plan (OCMP) to address this type of situation. There is clearly no additional space, beyond the development boundary line, available for the temporary road or any other construction related purpose.**

**This issue of insufficient space was brought to the attention of the Planning Authority in the submission dated 17/04/25 and they have failed to seek further information to clarify the position. It is noted that the Senior Planner's Report is silent on this matter.**

**Since there is no evidence that the developer has permission to access sufficient land to construct the works in the manner proposed and no viable alternative has been investigated by the Planning Authority, the application is fatally flawed. The development cannot proceed without the road upgrade and consequently the decision to grant permission is inappropriate and should be reversed.**

#### 4.0 Environmental Impact Assessment Report (EIAR)

The EIAR addresses the complete, post-construction impacts of the proposed development and the construction stage of the residential component but makes little or no reference to the impact of the construction of the Mountain Road upgrade.

Consequently, the proposed mitigation measures that are described in the EIAR are largely ineffective with respect to the significant issues that have been described elsewhere in this appeal and the impact of living in the middle of an active construction site.

For example, the references to the Mountain Road upgrade that appear in the non-technical summary (NTS) of the EIAR section 6.4 include a description of the proposed work and statements such as:

*"Traffic impacts during the construction stage will be mitigated through the implementation of a Construction Traffic Management Plan (CTMP), which will be agreed with the local authority (CCC)."*

*"This shared space will promote active travel by providing safe, dedicated infrastructure for both pedestrians and cyclists. Traffic calming measures will be incorporated to enhance road safety, including raised junction tables and speed ramps strategically placed along the upgraded section to reduce vehicle speeds and improve safety for all road users. These improvements will ensure a more accessible, safe, and sustainable transport environment for the area."*

The NTS refers to more specific and detailed assessments which are described in the main report of the EIAR. This is where observations like the following can be found:

EIAR Paragraph 4.9.1.5 - *"The construction phase is not anticipated to impact on the local amenity of the area. The development site is not located in direct proximity to local amenity facilities in Carrigaline, such as parks, playgrounds or clubs. Therefore, the construction stage of the project is unlikely to result in any negative impact to local amenity."*

It is obvious that the construction stage is likely to cause significant impact on local residential amenity. Furthermore, the Mountain Road is at present a valued and popular amenity walk for all residents in the south west quarter of Carrigaline. The developer has no concept of the existing amenity value of the road in its current form and takes no cognisance of it. (See Fig.4.1)

The biodiversity assessment does not appear to have considered the Mountain Road at all. The proposed development results in the removal of every tree, shrub and other form of vegetation from the northern side of the Mountain Road, with resultant significant impact on visual amenity and biodiversity. No effort has been made to replace this loss by new planting of native tree species along the new northern



boundary of the road. In fact, one section of natural hedgerow is proposed to be replaced by a palisade fence. This is totally unacceptable and needs to be corrected.

If the development were to proceed is to proceed the impacts of the construction stage need to be reassessed and realistic mitigation measures proposed.



Figure 4.1 Mountain Road near entrance to proposed development. The Planning Application proposes the removal of all the trees and hedgerows in this photograph with no proposal to replace them with new planting. This is the existing amenity walk for residents of this part of the town.

## 5.0 Conclusion

In a development proposal such as this, there needs to be balance between the objective of providing much needed housing and the need to consider and protect the amenities of existing residents. The lack of consideration and mitigation of the potential impacts on existing residential amenity in the application is alarming and is causing a considerable amount of concern and anxiety to existing residents.

The absence of a second access will result in a large increase in traffic on the Mountain Road, which will have impacts on amenity of local residents, as well as causing congestion in surrounding areas which will impede public transport.

There are errors and omissions in the analysis of the additional traffic which prevent a valid assessment of its impact on the road network and in particular on public transport.

Additionally, based on the documentation provided there are very real concerns that the proposed road upgrade cannot be constructed without long periods of closure of the road to vehicles and pedestrians. Even the Planning Authority agrees that this would not be acceptable. This cannot be addressed by a generalised condition requiring a construction plan.

There needs to be enough information provided with the application to establish that it is feasible to upgrade the road without severe disruption and undue impact on the everyday life of people living in the area. In the absence of this, the application in its current form should be refused.

Notwithstanding the urgent need for housing construction, this application

- Contains a material contravention of the Development plan
- Proposes a single point of access which limits connectivity and permeability and represents poor urban design and impacts on public safety
- Contains inaccurate information on the impact of the traffic the proposed development will generate
- Fails to provide evidence that the road upgrade can be constructed without unacceptable disruption to the residential amenity of existing residents
- Fails to consider the environmental impact of the development on Mountain Road adequately

We therefore request An Bord Pleanála to refuse permission for this development.

### **Addendum**

It is noted that the applicant has lodged an appeal on 10/06/25, details of which were published on the Cork County Council website on 16/06/25. The appeal relates to Condition no. 4 which requires that the Mountain Road Improvement works be completed prior to commencement of any works within the housing development site.

In view of the short time available, we are unable to provide a considered response with this document but wish to reserve our right to make a formal observation in due course.

However, we believe that to remove this condition has the potential to radically undermine any form of mitigation measures, proposed or implicit, intended to reduce the impact of the construction work associated with upgrading the Mountain Road.

Section 3 of this appeal document addresses the proposed construction work for the Mountain Road upgrade as set out in the application, and the logic for a condition to **prevent** an overlap of this work with construction work on the housing development site in particular construction traffic, should be self-evident.

The major challenge with rebuilding the Mountain Road is to provide a way of getting existing traffic along the road while constructing the new road. To suggest that the developer should be allowed to direct all the site clearance and other construction traffic onto the Mountain Road at the same time as constructing the new road, is clearly illogical and un-workable.

(Signatures and full addresses of the appellants, together with the letters of acknowledgement of submissions, are attached to the back of this document, following Appendix 1 below)

## **Appendix 1 Conditions**

In the event that the Board decides to grant permission, we respectfully request that the following issues be addressed by means of condition.

### **Condition no. 1 – development in accordance with plans lodged**

There are a significant number of discrepancies between the various drawings and documents submitted as well as gaps in the information provided. For example, the EIAR (sect. 6.4) states that the Mountain Road upgrade will comply with DMURS. In contrast with this, the Engineering Services Report states in Section 3.1 that the list of documents on which the design is based does not include DMURS.

It would be preferable to generalise condition 6(g) to remove such ambiguities throughout the application.

### **Condition no. 1 – mitigation in accordance with EIAR**

The EIAR does not address the construction of the upgraded Mountain Road as described above.

Furthermore, the biodiversity considerations in the EIAR do not extend to the Mountain Road upgrade, nor does the social/amenity impact assessment.

An **additional** condition is therefore required which addresses appropriate mitigation measures covering the Mountain Road upgrading works.

### **Condition no. 26 – construction management**

We have grave reservations about the constructability of the Mountain Road upgrade as proposed. If permission is to be granted this general condition would need to be significantly expanded to cover the management of the Mountain Road upgrade and specifically the maintenance of existing services and access to existing properties.

### **Condition no. 68 – hedgerow retention**

The condition relating to hedgerow retention needs to be extended to the Mountain Road and to address for example the replacement of the existing trees as far as possible.

It also needs to address the developer's proposal to replace a section of the existing hedgerow on the Mountain Road with an industrial palisade fence. This is clearly inappropriate and out of character with the surrounding environment.



**Additional conditions**

A condition is required to ensure consultation and agreement with landowners on the northern and southern sides of the Mountain Road with respect to the interface between the proposed construction work and their properties.

A condition is needed to require that permission is obtained from the owners of the laneway on the eastern boundary of the development site prior to any construction work being carried out on the laneway. Similar permission must be obtained if the laneway is to be used as any form of construction access to the development site.

A condition is required to ensure that the Mountain Road upgrade is designed and constructed in accordance with national standards, including specifically DMURS. This condition should specify that the road width should be 6.0m to accommodate the existing type of traffic as well as that from the proposed development. Traffic calming measures should be similar to those described in the application for the residential part of the development since the Mountain Road is also a residential area.


A condition is required to ensure that footpaths are provided on the southern side of the Mountain Road, where recommended in the Quality Audit Report.

This appeal is submitted by:

Simon Brewitt BA, BAI, C.Eng, FIEI Tiaracht, Mountain Road, Carrigaline, Co. Cork

Signed.....

Richard McCarthy, Belvedere, Mountain Road, Carrigaline, Co. Cork

Signed.....

Kieran Allen, 26 Wheatfields, Kilmoney, Carrigaline, Co. Cork

Signed.....

Ciaran Luttrell,

Signed..... 28 Kilmoney Woods, Carrigaline, Co. Cork

Josh Ryan, 1 The Meadows, Mountain Road, Carrigaline, Co. Cork

Signed.....

Tim O'Donovan, 3 The Monks, Pipers Cross, Kilmoney, Carrigaline, Co. Cork

Signed..... Dip Arch.

Dominic O'Leary, Geraldine O'Leary, Ellenfield, Mountain Road, Carrigaline, Co. Cork

Signed.....

Signed.....

**Letters of acknowledgement of receipt of submission or  
observation on a planning application**

**for**

Simon Brewitt,

Richard McCarthy,

Kieran Allen,

Ciaran Luttrell,

Josh Ryan,

Tim O'Donovan,

Dominic & Geraldine O'Leary,

# Comhairle Chontae Chorcaí Cork County Council

Head Office County Hall, Cork



Simon Brewitt  
Tiaracht  
Mountain Road  
Carrigaline  
Co. Cork

17/04/2025

**APPLICANT:** Bridgewater Homes  
Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

**AT:** Mountain Road Kilmoney Carrigaline Co Cork  
**FOR:** LRD Permission

**PLANNING REGISTRATION NO:** 25/4551

A Chara,

I wish to acknowledge receipt of your online submission/observation on 17/04/2025 concerning this application. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be



# Comhairle Chontae Chorcaí Cork County Council

Head Office: County Hall, Cork



requested.

Your submission will form part of the documentation available for inspection by the public.  
You will be notified when a decision is made on the application.

**This document should be retained. If you wish to appeal such decision a copy of this acknowledgement together with the attached official document must accompany your appeal to An Bord Pleanála.**

CORK COUNTY COUNCIL  
PLANNING DEPARTMENT  
County Hall, Carrigrohane Road,  
Cork.



Form no. 3

Articles 28 and 35

**ACKNOWLEDGEMENT OF RECEIPT OF SUBMISSION OR OBSERVATION ON  
A PLANNING APPLICATION**

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**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO.**

**25/4551**

**A submission/observation, in writing, has been received via our online system, from:**

Simon Brewitt  
Tiaracht  
Mountain Road  
Carrigaline  
Co. Cork

**ON 17/04/2025 in relation to the above planning application.**

**The appropriate fee of €20.00 has been paid.**

**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.**

County Hall, Carrigrohane Road,  
Cork.

**Date: 17/04/2025**

**CORK COUNTY COUNCIL**  
**PLANNING DEPARTMENT**  
**ONLINE SUBMISSIONS SYSTEM**

# Comhairle Contae Chorcaí Cork County Council

Richard McCarthy  
Belvedere  
Mountain Road  
Carrigaline  
Co. Cork

Pleanáil agus Forbairt,  
Halla an Chontae,  
Bóthar Charraig Ruacháin,  
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Planning & Development,

County Hall,

Carrigrohane Road, Cork T12 R2NC.

Tel (021) 4276891

Email: [planninginfo@corkcoco.ie](mailto:planninginfo@corkcoco.ie)

Web: [www.corkcoco.ie](http://www.corkcoco.ie)



25/04/2025

**APPLICANT:** Bridgewater Homes Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie).

**AT:** Mountain Road, Kilmoney, Carrigaline, Co. Cork

**FOR:** LRD Permission

**PLANNING REGISTRATION NO: 25/04551**

A Chara,

I wish to acknowledge receipt of your submission/observation on 23/04/2025 concerning this application. I enclose herewith receipt no. PLG0048164 in respect of correct fee paid. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be requested.



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Your letter will form part of the documentation available for inspection by the public.  
You will be notified when a decision is made on the application.

**This letter should be retained. If you wish to appeal such decision a copy of this acknowledgement together with the attached official document must accompany your appeal to An Bord Pleanála.**

Yours faithfully,



---

Guy Clarke Hurley  
Clerical Officer



# Comhairle Contae Chorcaí Cork County Council

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**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO. 25/04551**

**A submission/observation, in writing, has been received from:**

Richard McCarthy  
Belvedere  
Mountain Road  
Carrigaline  
Co. Cork

**ON 23/04/2025 in relation to the above planning application.**

**The appropriate fee of €20 has been paid.**

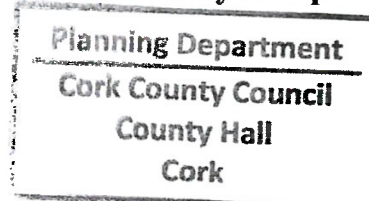
**The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 and will be taken into account by the Planning Authority in its determination of the planning application.**

*Guy Clarke Hurley*

Guy Clarke Hurley  
Clerical Officer

**Date: 25/04/2025**

**Local Authority Stamp**



# Comhairle Contae Chorcaí Cork County Council

Kieran Allen & Patricia Horgan  
26 Wheatfields  
Kilmoney  
Carrigaline  
Co. Cork  
P43 TW61

Pleanáil agus Forbairt,  
Halla an Chontae,  
Bóthar Charraig Ruacháin,  
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Web: [www.corkcoco.ie](http://www.corkcoco.ie)



06/05/2025

**APPLICANT:** Bridgewater Homes Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

**AT:** Mountain Road Kilmoney Carrigaline Co Cork

**FOR:** LRD Permission

**PLANNING REGISTRATION NO: 25/04551**

A Chara,

I wish to acknowledge receipt of your submission/observation on 02/05/2025 concerning this application. Receipt no. 016109 was issued in respect of correct fee paid. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be requested.



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

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Yours faithfully,



---

Guy Clarke Hurley  
Clerical Officer

**Comhairle Contae Chorcaí**  
**Cork County Council**

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OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE  
PLANNING APPLICATION.

**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO. 25/04551**

**A submission/observation, in writing, has been received from:**

Kieran Allen & Patricia Horgan  
26 Wheatfields  
Kilmoney  
Carrigaline  
Co. Cork  
P43 TW61

**ON 02/05/2025 in relation to the above planning application.**

**The appropriate fee of €20 has been paid.**

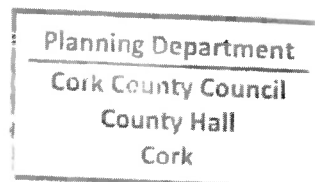
**The submission/observation is in accordance with the appropriate provisions of  
the Planning and Development Regulations, 2001 and will be taken into account  
by the Planning Authority in its determination of the planning application.**

*Guy Clarke Hurley*

Guy Clarke Hurley  
Clerical Officer

**Date: 06/05/2025**

**Local Authority Stamp**



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# Comhairle Chontae Chorcaí Cork County Council

Head Office County Hall, Cork



Ciaran Luttrell  
28 Kilmoney Woods  
Carrigaline  
Co. Cork

02/05/2025

**APPLICANT:** Bridgewater Homes  
Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

**AT:** Mountain Road Kilmoney Carrigaline Co Cork

**FOR:** LRD Permission

**PLANNING REGISTRATION NO:** 25/4551

A Chara,

I wish to acknowledge receipt of your online submission/observation on 02/05/2025 concerning this application. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be

# Comhairle Chontae Chorcaí Cork County Council

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Head Office County Hall, Cork.



requested.

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CORK COUNTY COUNCIL

PLANNING DEPARTMENT

County Hall, Carrigrohane Road,  
Cork.



Form no. 3

Articles 28 and 35

**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 PLEANALA IF YOU WISH TO  
APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY  
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PLANNING AUTHORITY ON THE PLANNING APPLICATION.

**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO.**

**25/4551**

**A submission/observation, in writing, has been received via our online system, from:**

Ciaran Luttrell  
28 Kilmoney Woods  
Carrigaline  
Co. Cork

**ON 02/05/2025 in relation to the above planning application.**

**The appropriate fee of €20.00 has been paid.**

**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.**

County Hall, Carrigrohane Road,  
Cork.

**CORK COUNTY COUNCIL**  
**PLANNING DEPARTMENT**  
**ONLINE SUBMISSIONS SYSTEM**

**Date: 02/05/2025**

# Comhairle Chontae Chorcaí Cork County Council

Head Office: County Hall, Cork



Josh Ryan  
1 The Meadows  
Mountain Road  
Carrigaline  
Co. Cork

02/05/2025

**APPLICANT:** Bridgewater Homes  
Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

**AT:** Mountain Road Kilmoney Carrigaline Co Cork

**FOR:** LRD Permission

**PLANNING REGISTRATION NO:** 25/4551

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# Comhairle Chontae Chorcaí Cork County Council

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**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO.**

**25/4551**

**A submission/observation, in writing, has been received via our online system, from:**

Josh Ryan  
1 The Meadows  
Mountain Road  
Carrigaline  
Co. Cork

**ON 02/05/2025 in relation to the above planning application.**

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County Hall, Carrigrohane Road,  
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**CORK COUNTY COUNCIL**  
**PLANNING DEPARTMENT**  
**ONLINE SUBMISSIONS SYSTEM**

**Date: 02/05/2025**

# Comhairle Chontae Chorcaí Cork County Council

Head Office: County Hall, Cork



Tim O Donovan  
3 The Monks  
Pipers Cross  
Kilmoney  
Carrigaline

02/05/2025

**APPLICANT:** Bridgewater Homes  
Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

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Head Office, County Hall, Cork



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PLANNING DEPARTMENT  
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**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO.**

**25/4551**

**A submission/observation, in writing, has been received via our online system, from:**

Tim O Donovan  
3 The Monks  
Pipers Cross  
Kilmoney  
Carrigaline

**ON 02/05/2025 in relation to the above planning application.**

**The appropriate fee of €20.00 has been paid.**

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County Hall, Carrigrohane Road,  
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**CORK COUNTY COUNCIL**  
**PLANNING DEPARTMENT**  
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**Date: 02/05/2025**

# Comhairle Chontae Chorcaí Cork County Council

Head Office: County Hall, Cork



Dominic & Geraldine O'Leary  
Ellenfield  
Mountain Road  
Carrigaline  
Co. Cork

27/04/2025

**APPLICANT:** Bridgewater Homes  
Ltd

**DEVELOPMENT:** Permission for Large Scale Residential Development (LRD) comprising the demolition of 3 no. existing agricultural farm sheds on site and the construction of 362 no. residential units to include 318 no. dwelling houses (comprising a mix of 2, 3 and 4 bed semi-detached and townhouse/terraced units) and 44 no. 2 bed apartment/duplex units, 1 no. creche with a community room and café and all associated ancillary development works including vehicular and pedestrian access, a 3m shared surface pedestrian and cycle link on the existing laneway to the east, upgrades to the L-6495-9 and L-6495-0 Mountain Road to the north and east of the site to include pedestrian crossings, traffic calming/raised tables and a 3m shared cycle/footpath facility connecting on to the R611/Kilmoney Road, drainage (including a pumping station), landscaping, amenity and open space/play areas, footpaths and cycle lanes, boundary treatments, bicycle and car parking, bin and bike storage, plant, public lighting and all other ancillary development. An Environmental Impact Assessment Report (EIAR) has been submitted to the Planning Authority with the application. The application may be inspected online at the following website set up by the applicant: [www.mountainroadlrd.ie](http://www.mountainroadlrd.ie)

**AT:** Mountain Road Kilmoney Carrigaline Co Cork

**FOR:** LRD Permission

**PLANNING REGISTRATION NO:** 25/4551

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I wish to acknowledge receipt of your online submission/observation on 27/04/2025 concerning this application. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

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**PLANNING AUTHORITY NAME**

**Cork County Council**

**PLANNING APPLICATION REFERENCE NO.**

**25/4551**

**A submission/observation, in writing, has been received via our online system, from:**

Dominic & Geraldine O'Leary  
Ellenfield  
Mountain Road  
Carrigaline  
Co. Cork

**ON 27/04/2025 in relation to the above planning application.**

**The appropriate fee of €20.00 has been paid.**

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County Hall, Carrigrohane Road,  
Cork.

**CORK COUNTY COUNCIL**  
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**Date: 27/04/2025**