

Validation Checklist

Lodgement Number : **LDG-081563-25**
Case Number: **ACP-323082-25**
Customer: **Dr Jurek Kirakowski**
Lodgement Date: **21/07/2025 14:26:00**
Validation Officer: **Karen Byrne**
PA Name: **Cork City Council**
PA Reg Ref: **2543847**
Case Type: **Appeal - LRD**
Lodgement Type: **Appeal - LRD**



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)	Not Applicable
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 appeal

3rd V Grant

To: AA

Please issue the following letter:

LRD01M to appellant and enclose a copy of the receipt and other relevant appeals.

Please keep a copy of letter for file.

Update case narrative.

Lodgement Cover Sheet - LDG-081563-25

multiple
LRD

Details ACR-323082-25.

Lodgement Date	21/07/2025
Customer	Dr Jurek Kirakowski
Lodgement Channel	In Person
Lodgement by Agent	No
Agent Name	
Correspondence Primarily Sent to	
Registered Post Reference	

Categorisation

Lodgement Type	Appeal
Section	Processing

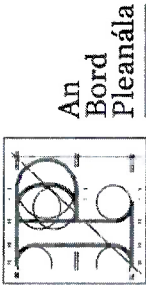
Fee and Payments

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

Appeal

Decision date: 23/06/25.

Last day for appeal: 21/07/25.



An Bord Pleanála

3rd V Grant

Lodgement ID	LDG-081563-25
Map ID	
Created By	Shirley Connolly
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	254 3847

25 43847

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

Observation/Objection Allowed?	
Payment	PMT-064033-25
Related Payment Details Record	PD-063872-25

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

Appeals Type	
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Dr Jurek Kirakowski
4, Buxton Terrace,
Sunday's Well Road
Cork

20th July 2025

An Coimisiún Pleanála ,
64 Marlborough Street,
Dublin 1, D01 V902.

A Chara

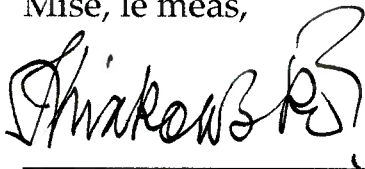
Please find enclosed three documents relating to an appeal I am making against a planning decision by Cork City Council regarding the development at Convent Avenue and Buckston Hill Sundays Well Cork, planning authority register reference number 24/43847.

They are:

1. Planning Appeal form
2. Supporting materials
3. Receipt from Cork City Council of submission received 28/05/2025

The appropriate fee is conjoined with these documents.

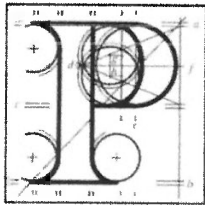
Mise, le meas,



Dr Jurek Kirakowski

AN COIMISIÚN PLEANÁLA	
LDG-	081.563-25
ACP-	
21 JUL 2025	
Fee: €	220
Type:	CASH
Time:	14:20
By:	HAND





An
Bord
Pleanála

Planning Appeal Form

Your details

1. Appellant's details (person making the appeal)

Your full details:

(a) Name

Jurek Kirakowski

(b) Address

4, Buxton Terrace, Sundays Well Road, Cork

Agent's details

2. Agent's details (if applicable)

If an agent is acting for you, please **also** provide their details below. If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Not applicable

(b) Agent's address

Click or tap here to enter text.

Postal address for letters

3. During the appeal we will post information and items to you or to your agent. For this appeal, who should we write to? (Please tick ✓ one box only.)

You (the appellant) at the address in Part 1

☒

The agent at the address in Part 2

☐

Details about the proposed development

4. Please provide details about the planning authority decision you wish to appeal. If you want, you can include a copy of the planning authority's decision as the appeal details.

(a) Planning authority

(for example: Ballytown City Council)

Cork City Council

(b) Planning authority register reference number

(for example: 18/0123)

25/43847

(c) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Ballytown)

Convent Avenue and Buckston Hill Sundays Well Cork



Appeal details

5. Please describe the grounds of your appeal (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

There are eight (8) sections in my appeal. They are detailed in the supporting materials. The headers of the sections are:

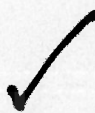
1. Traffic data
2. Increase in population
3. Evident geographical deficit
4. Personal transportation
5. Pedestrian access
6. Population issues
7. Geological issues
8. Unmarked graves

Please refer to the appended document.

Supporting material

6. If you wish you can include supporting materials with your appeal.

Supporting materials include:

- photographs,
 - plans,
 - surveys,
 - drawings,
 - digital videos or DVDs,
 - technical guidance, or
 - other supporting materials.
- 

Acknowledgement from planning authority (third party appeals)

7. If you are making a third party appeal, you **must** include the acknowledgment document that the planning authority gave to you to confirm you made a submission to it.

Fee

8. You **must** make sure that the correct fee is included with your appeal. You can find out the correct fee to include in our Fees and Charges Guide on our website.



Oral hearing request

9. If you wish to request the Board to hold an oral hearing on your appeal, please tick the "yes, I wish to request an oral hearing" box below.

Please note you will have to pay an **additional non-refundable fee** of €50. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

Yes, I wish to request an oral hearing ;

☐

No, I do not wish to request an oral hearing

☒

NALA has awarded this document its Plain English Mark

Last updated: April 2019.



Supporting Materials to the Planning Appeal by Dr Jurek Kirakowski against the Cork City Council's decision regarding the development at Convent Avenue and Buckston Hill Sundays Well Cork.

Planning authority register reference number 24/43847

There are numerous errors and non-sequiturs in the documentation for the original proposal by Bellmount Good Shepherd Ltd (hereinafter "Bellmount"), suggesting that a lot of it was compiled by a Large Language Model (LLM) without being human-checked before submission. This is disconcerting in itself but it looks as if Planners' Reports 2 and 3 from An Coimisiún Pleanála (hereinafter "ACP") also suffer from the same defect, and do not correct any of the inaccuracies in the original proposal.

There are eight major issues in the proposal by Bellmount, in the conditions spelt out by Cork City Council in their "Schedule of Conditions" (hereinafter "Conditions"), and in the Planners' Reports by ACP to which insufficient attention has been paid.

They are described in the eight sections below.

1. Traffic data

The "Traffic and Transportation Assessment" by Bellmount on pp. 12 - 15 contains numerous analyses of traffic, claimed to have been taken from a single day's survey on Tuesday 21st May, 2024 at four junction points.

The actual observed data are not presented in the Assessment, as Section 13 "Traffic Count Data" says "Available on request." A request for this data was not answered by Bellmount. However, the data for an earlier survey done by Moneda in 2017 does show data which can be used to derive a good approximation to the statistics and graphs shown on pp 12 - 15 of the Assessment.

That these data are taken from one day only means that probabilities, error rate, and maxima and minima cannot be computed as $n = 1$ in all cases. They are therefore worthless as an estimating data set. One would have expected the ACP Planners' Reports to have

made note of this fact. Furthermore, observations made by residents in this area are not in accordance with the statistical summaries presented. **As any data analyst learns from day 1 of their training, if observed data is not in the same ballpark as automatically computed data, the automatically computed data must be investigated further.**

2. Increase in population

The proposed development will increase the population in the area around the development area (the two central Sunday's Well census districts) by over 200%. From 552 to 1,552. Or if we take the wider four areas (including the above two) from North Gate Bridge to the end of Sunday's Well at Wellington Bridge it is closer to 100%, from 998 to 1,998. In any case, as other Planners' Reports agree, a very large potentially unsustainable increase in population density for the area.

The use of population figures cited by Martina Foley in Planners' Reports 2 and 3 gives rise to a **false and misleading** conclusion about the effect of the proposed development. Whatever the size of the "study area" allowed for by these reports, the cited 4.5% increase in population size only makes sense if that population is distributed fairly evenly over the broad "study area". In this case, it is not. It is concentrated within a very restricted space in the Sundays Well A Electoral Division area (you could reduce the increase in population size to near zero if you included the whole of Cork city and county, which is patently absurd.)

Such a large concentration would not matter so much if the population stayed static stacked like corpses within the confines of the development area, made no impact on the environment, and did not venture outside this area. But as the planner must surely understand the nature of the entire development development proposal is predicated on the assumption that **the population will be going to and fro the area at all times of the day and night** in order to attend college and access the city centre. Services (including emergency services) **will also need to access this small development area at all unpredictable times.** As many objections have stated, it is the impact of this traffic on the local road infrastructure that raises concern, not the static build up of population within the development area itself, although **the amount of noise and disturbance to the existing local population and health and safety issues** are also of concern

What is more, the increased population will of course avail of the services and the supporting social infrastructure within the "surrounding built up area" (ie, not the city) as the planner so precisely points out. The problem here is that **the services and supporting infrastructure of the surrounding built up area** cannot remotely handle a 200% or 100% increase in demand.

I therefore regard **the planner's statistics in Planners' Reports 2 and 3 as thoroughly misleading** and Christine EbschnerHyland (Planner 1) echoes our point regarding population density, which is also made in many well-reasoned objections.

3. Evident geographical deficit

It is sometimes mooted that the north side of the Lee is seriously deficient on student accommodation and that the current proposal by Bellmount will serve to address this imbalance. In the general review of the Application we find "for the provision of much needed student accommodation with suitable ancillary services on the northside of the city where there is an evident geographical deficit of same."

However, this does not line up with the actual distribution of the location of third level institutions in the city.

Cork is home to four colleges offering third-level education. These are:

University College Cork

This is located mostly on the south side, with a few departments on the in the North Mall campus at the Distillery fields, and the Music department by St Vincent's Church; but even these teach mainly on the main campus on the south side. Students from these departments will mostly go to the main campus.

Munster Technological University

This is located in Bishopstown, several kilometres away from the proposed development, on the south side. There is one bus service linking it with the site of the proposed development. It runs two trips a day and takes 30 minutes for the trip.

Griffith College Cork

This is a small campus located at St Luke's, north of the Lee. It takes about 1,000 students per year.

Cork College of Further Education and Training

This is housed in campuses located at Morrison's Island, Tranmore Road, and Bishopstown, all on the south side.

The "evident geographical deficit" **serves well the distribution** of third-level institutions on the south side of the city. It would be perverse to change this. Many towns and university cities all over the world have such separate areas between "town and gown."

4. Personal transportation

In a straw poll conducted among first year undergraduates at UCC, some 70% claimed to have a car available for their daily use. The car parks at UCC and MTU are extensive but notoriously full early in the day. None the less, we would expect that MTU students in particular would use cars to get to their campus from town, and the UCC students would avail of numerous creative solutions with regard to car parking - as they are known to do (many residents in the UCC main campus area will attest to constant illegal and nuisance parking.)

It should be noted that the bus route from the proposed area to MTU travels only twice a day and takes 40 minutes.

The Cork Cycle Network Plan in Chapter 07 Cork City North refers to the "difficulties in this area" being "the challenging topography which results on a number of very steep routes to and from this part of the city."

The narrow streets and roadways on the North side and the narrow or non-existent footpaths make the provision of dedicated cycle lanes impossible and public transport a challenge. The South side of the city on the other hand is located on an alluvial plain with flat roads (up to and including the "Bishops Marsh", or "Bishopstown" as it is now called and where MTU is situated) and was built up in the early 20th century with broad thoroughfares. **The South side is well served by public transport and has numerous usable cycle paths.**

Despite Cork City Council's strenuous efforts to pedestrianise large areas of the inner city and increase the amount of cycle lanes we have to face the fact that a large proportion of current students do have access to cars (especially those who can afford the high rentals of provided accommodation, see section 6 below), and will use them to make their commuting lives easier.

5. Pedestrian access

In the following account DMURS stands for the "Design manual for Urban Roads and Streets" from the Department of Transport, 2013, updated 2021.

In the Cork City Planning Approval, condition 59 stated that "The developer must lodge €375,000 with the council for improvements to the pedestrian environment along Sunday's Well Road between Convent Avenue and Daly's Bridge (i.e. wider footpaths, enhanced pedestrian crossings, traffic calming, etc.)"

The most needed improvement will be on the south side of Sunday's Well Road going west after the junction with Convent Avenue (Segment 1, below) in order to facilitate and make safe pedestrian traffic, especially if HGVs, coaches, and delivery vehicles are allowed to make the right turn into Sunday's Well Road from Convent Avenue and the pedestrian traffic will increase due to the additional population of residents using this route to the 3rd level institutions over the river.

Apart from the width of Convent Avenue itself (width is 4.7m which makes it ineligible *physically* for HGV and construction traffic following DMURS), there are three road segments which are critical to pedestrian and cycling traffic coming from the proposed development and which are, and will remain to be, dangerous because of their physical dimensions. Condition 56 insists that the DMURS construction standards will be applied. Yet a physical examination of the three road segments shows that **DMURS compliance** with regard to private, let alone HGV traffic is **actually physically impossible**.

The road segment (1) on Sunday's Well Road to the West of the Convent Avenue junction with Sunday's Well Road till Daly's Bridge is usually single direction traffic at all times - spontaneous "traffic calming" and turn taking is routinely observed by all vehicular traffic on this segment of its own accord. The pavements for pedestrian use are so narrow as to be dangerous and on most of this segment cannot accommodate wheelchair use. HGVs routinely mount the pavements. The maximum road width is 3.68m. DMURS states that 5m is minimum width for private traffic and 6m for HGV and commercial traffic. Even if some mandatory traffic calming measures are introduced (whatever this might be - it is impossible to widen the road at this segment) this still leaves **pedestrian and cycling traffic at a dangerous disadvantage as the footpaths are not fit for purpose, cannot be widened except at the expense of vehicular traffic access and cycle lanes cannot be installed. And yet this is the route that the proposal assures us will be taken by the students.**

Residents in the Sunday's Well area know that in the morning and evening rush hours, traffic to and from the city can be piled up as far back as Buxton Hill and Daly's bridge. And this is without "traffic calming measures." The addition of massive pedestrian and cycling traffic along this segment will severely disrupt communication along this important city artery. The traffic count made by the proposers (see section 1 of this objection) **is severely deficient and does not correspond with observed reality.** As every data analyst is taught from day 1, **if the observed data do not fit with reality, the observed data must be suspect to artefacts and should be investigated for same.**

The road segment (2) on Strawberry Hill to the North of the junction with Shanakiel Road till the junction with Convent Avenue is rightly one-way as the road is

extremely narrow (3.5m), there are no footpaths along it making it dangerous for pedestrian traffic and it is a steep gradient going North for cyclists. **There is no opportunity for footpaths or cycle lanes to be installed in this segment. Traffic calming measures will have little or no effect on the massive pedestrian and cycling traffic on this segment, and it is closed to HGV and construction traffic if DMURS is in force.**

The road segment (3) of Buxton Hill from Upper Janemount to the Sunday's Well Road is so narrow (3.46m) that traffic must currently proceed in single-direction mode, and there are no footpaths, making it dangerous for pedestrian traffic at current levels and extremely dangerous if pedestrian and cycling traffic uses this other, poorly mentioned means of access to the fully populated proposed site. **It should be noted that this segment is not open to widening and so the DMURS compliance cannot be effected and the construction of pedestrian walkways and cycling lanes is impossible without closing off this entire segment to the residential areas on Upper Janemount.**

Road segments (1), (2) and (3) are the only means that people from the proposed development site can reach the South side through the Daly Bridge, the Thomas Davis Bridge or St Vincent's Bridge. These road segments are narrow, congested, and cannot be widened or otherwise ameliorated because of the buildings on either side of them.

In this context the quotation from the "Student Needs and Demand Assessment" section of the planning files is not convincing and may be the result of a LLM output not being checked by a human. It says "Numerous bus routes and stops, cycle lanes and footpaths close to the proposed development provide ample alternatives to private car travel."

It is a matter of concern that no realistic assessment or definite proposals for the development of these three critical road segments are addressed in the proposal or the evaluations of the proposal. The Road Safety Audits (RSA) alluded to in condition 54 should be carried out before permission to proceed is granted. **It will be seen that any realistic RSA will surely fail and the proposal simply cannot go ahead.**

6. Population issues

It is envisaged that the bulk of the population within the development area will be third level students, except in the (three) summer months and academic holiday periods when the development may house tourists and visitors (Condition 5 of the Cork City Council's Conditions.) An informal survey of purpose-built student accommodation in Cork suggests that occupancy rates of 80% may be a maximum, that 20% of spaces available are not currently utilised by students. The reason for this is not difficult to see. Rental for an

academic year in one of these residences is, on a cross-sectional average, computed at €10,710.

A straw poll of students at MTU shows that many students can't afford such rates, and that bank loans to finance their periods of study are difficult to obtain. A figure of close to €50,000 for accommodation and subsistence alone is a crippling debt to carry even if parents are guarantors and some money is earned in the summer months.

Condition 5 acknowledges that this under-utilisation may pose a problem for the developer because it says the development "shall not be used for the purposes of permanent [sic] residential accommodation, as a hotel, hostel, apart-hotel or similar use **without a prior grant of permission.**" How a hotel or hostel can provide *permanent* accommodation is unclear, perhaps the phrase is an unedited output from a LLM.

Thus, in addition to tourist and visitor traffic in the summer months (with their coaches and requirement for personal vehicles) we have the very present possibility, already clearly stated, that permission for other kinds of residency on a *permanent* basis may be allowed. Perhaps this precludes the possibility that surplus space may be used for *temporary* ("emergency") accommodation without permission having to be sought.

This makes the whole dynamic of a "student accommodation" rhetoric questionable. The area will become a hodge-podge of transient people with no affinity to our beautiful area nor even to our wonderful Cork city itself.

7. Geological issues

Two houses, one in Hollymount, Buxton Hill, the other along Sunday's Well Road, which lie at levels much lower than site level at southern boundary wall of the Good Shepherd Convent (GSC), have been very badly damaged in recent years with water flooding which emanates from the GSC area through the bedrock aquifers. This damage has run each house into large 6 figure sums to repair. Residents on the south side of Sunday's Well note that their cellars are frequently inundated with flood water in the winter. This means the aquifers run under the road.

The difference in height referred to above is at least 15 feet and up to 20 feet in some places. The four houses in Lee View which lie at lower levels to the GSC have the boundary wall weeping and oftentimes gushing with fresh water from bedrock at least 2 metres under the ground level of the GSC site above them.

Historically, houses in this area have been plagued with damp. The increased below surface run-off caused by such a large scale development and the disruption of natural

springs will significantly increase the flow of stormwater through these aquifers resulting in flooding and undermining of the foundations of the properties to the south of the development (Buxton Terrace, Sundays Well Road etc.) and even more importantly to the inhabitants of Cork city: to the stretch of road below these properties.

This stretch of road is one of the critical routes to and from the city. If it were to subside and close, resulting from aquifer damage, the cost to the city both in terms of financial reparation and loss of traffic would be very high. Legal arguments would of necessity delay any repair work by up to a year if not longer. Cork city cannot afford such disruption.

It is of concern that the entire section dealing with the geology of the site is heavily based on the Environmental Impact Study (EIS) done by ARUP for Frinilla back in 2005. Even here, the Frinilla report states that the report "did not describe the bedrock geology in any detail."

EIS information from the Geological Survey of Ireland (GSI) Groundwater Protection scheme indicates that the site of the proposed development is located in an area which has an aquifer classification of "L1" indicating that the site is underlain by a "locally important" bedrock aquifer, which is "moderately productive." The Groundwater Protection Zone within which the sites falls, is classed as "E" indicating that the aquifer is of extreme vulnerability.

Given the above facts the developers must undertake to complete a Geological Survey of the whole site to ascertain if the site can withstand anticipated building disturbance.

It is alarming to see the **absence of any risk management strategy regarding geological issues** in any of the current documentation. At present, according to condition 58, "any damage to the existing road(s) footpaths and services resulting from the development shall be repaired by the developer at his own expense." What this means is, do it first, and repair any damage afterwards. Yet the **risks of damage are already well documented** but the developer and Cork City Council blindly accept that no risk assessment or risk avoidance strategy need be formulated. **This surely falls under the category of "reckless endangerment"**.

8. Unmarked graves

Conditions 7 - 9 of the CCC Conditions refer to the possibility of discovering human remains in the course of construction. Condition 8 refers to requirements from the City Archaeologist and condition 9 says that "no construction or site preparation work may be carried out... until all archaeological requirements of the City Archaeologist are complied

with.” Condition 9 refers to **advice** from a “suitable qualified archaeologist” whence the requirements will presumably originate.

This involves a high degree of risk for which there is no management strategy. And yet there is a clear argument on the basis of census data to indicate that there are very likely a lot of unmarked burial sites in the convent grounds. **These computations are completely ignored in the proposal and the evaluations thereof.** No advice from an archeologist is needed any more: the statistical data simply needed an archivist and is presented here.

The 1911 census gives a figure of 170 children in the workhouse school below the age of 18. Scholars of Irish census history estimate a mortality rate of 2.5% to 3% per year. In some institutional settings, especially for marginalized girls in industrial or religious homes, mortality rates could be significantly higher due to:

- Poor sanitation and ventilation
- Inadequate nutrition
- Infectious diseases (e.g. TB, typhus, diphtheria)
- Neglect or overwork

The various census data of following years show that the number of children in the workhouse industrial school remained fairly static around the 170 mark.

Applying a 2.5% - 3% mortality rate to the 170 child residents at the convent, between 5 and 7 child deaths per year would have occurred on this site during the early 20th century. In the 1940s, mortality rates for children dropped significantly to approx 1%, so we would expect from this period till the 1960s, a rate of 1 - 2 deaths per year.

This is in stark contrast to modern mortality, where we’d expect 1 child death every 25–30 years in a comparable population.

All together we would expect to find between 220 and 300 graves of young children on the Convent grounds. Where are they?

A proposal to construct high-density student accommodation for over 1,000 people on a site marked by such a troubled institutional legacy must be approached with care, respect, and humility. The scale of human suffering that occurred here, including the annual deaths of children in state-sanctioned confinement, **demands a restrained, commemorative, and contextually respectful planning response.**

The only way to determine if unmarked graves are indeed present at any part of the site is **to undertake a systematic whole site survey** and not a series of test trenchings alluded to

on p. 213 of the Bellmount Environmental Impact Survey which may (or may not) detect unmarked graves.

The geo-physical survey will yield scientific evidence for the presence or absence of unmarked graves for the whole site and would rule out any element of luck in choice of ground for test trenching. The survey will inform the archaeologists with regard to a reasonable choice of locations for test trenching and it is a scientific methodology, **not a despicable game of chance.**

A full forensic geo-physical examination of the entire site, including the graves of the nun's graveyard and Little Nellie's grave, should be undertaken before any detailed plans of where units are to be sited are made. Otherwise a horrifying game of "do it and see" will be played out. A reputable Forensic Archaeological Company with the services of experts such as Osteo-Archaeologists should be employed. Several techniques are available. Ground penetrating radar (GPR), terrain conductivity (TC), thermal infrared imagery (IR), as well as magnetometers and metal detectors.

All these methods are non-invasive and non-destructive. None of this is mentioned in the Conditions.

Depending on the results, expertly supervised archaeological digs may be necessary to confirm the presence (or absence) of human remains. An Gardai, the State Pathologist etc. may then be summoned to examine any human remains, ascertain cause of death if possible, and decide if the graves or burial grounds be treated as crime scenes requiring further examination.

Only when these measures have been carried out, and we are certain that all human remains have been accounted for and appropriately memorialised can the work of detailed planning begin.

If the project proceeds without this prior investigation then Condition (7) of the CCC Conditions will have to be invoked. Apart from the **sheer disrespect and ignorance of history** this shows it is a clear and present danger and will result in a halting of operations on a partly completed building site for an unknown period of time. **This would pose an even greater danger to the surrounding community than the present half-decaying buildings on the site pose.**



Comhairle Cathrach Chorcaí Cork City Council

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

Jurek Kirakowski
4 Buxton Terrace
Sunday's Well Road
Cork

28/05/2025

Reg. No.: 25/43847

Applicant: Bellmount Good Shepherd Ltd.
At: The Former Good Shepherd Convent
Convent Avenue and
Buckston Hill
Sundays Well Cork

A Chara,

I wish to acknowledge receipt of your submission, received on 28/05/2025 regarding an application for A 10-year planning permission for the following Large Scale Residential Development (LRD) comprising 274 no. student accommodation apartments and a total of 957 no. bed spaces. The proposed LRD includes the following works: i) the partial demolition, conservation, redevelopment and extension of the existing former Good Shepherd Convent buildings for student accommodation use; ii) modifications (including the removal of a glasshouse extension) to the former Bake House/Coach House building to provide a community / amenity space; iii) the conservation, redevelopment and extension of the existing Gate Lodge to provide a café, co-working space and security/administrative office use; iv) the demolition of the former hostel building (known as Well House) and demolition of sheds, glasshouses and other ancillary structures on site; v) the construction of 8 no. new student accommodation apartment blocks ranging in height from 3 to 5 storeys; vi) the construction of a 3 storey mixed-use building with commercial/retail use at groundfloor level and student accommodation on the upper floors; and vii) all associated ancillary development works including vehicular/pedestrian access and pedestrian crossing on to Convent Avenue, new footpaths and raised table at the junction of Convent Avenue and Sunday's Well Road, landscaping, amenity and open space areas, boundary treatments, bicycle and car parking, bin storage, 2 no. ESB substations, public lighting and all other ancillary development at the Former Good Shepherd Convent, Convent Avenue and Buckston Hill, Sunday's Well, Cork. The proposed development consists of works to and within the curtilage of the former Good Shepherd Convent, which is a protected structure (Ref. No. PS721). The proposed development also consists of works to the exterior of structures which are located within the Sunday's Well Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority. The application may be



We are Cork.

inspected online at the following website set up by the applicant:
www.goodshepherdlrd.ie
at The Former Good Shepherd Convent, Convent Avenue and, Buckston Hill,
Sundays Well 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.

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.

Mise, le meas,

Aisling Ring

Aisling Ring
Assistant Staff Officer
Planning & Integrated Development

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.: **25/43847**

A submission/observation, in writing, has been received from:
Jurek Kirakowski, 4 Buxton Terrace, Sunday's Well Road , Cork ,
on **28/05/2025** 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.

Aisling Ring

**Community, Culture &
Placemaking Directorate**

Date: 28/05/2025