COAKLEY O'NEILL
town planning

Environmental Impact Assessment Report (EIAR)

Large-scale Residential Development at

Cloheen, Clonakilty, Co. Cork

Volume II – Main Chapters

Prepared in May 2025 on behalf of

HB Cloheen Developments Ltd.

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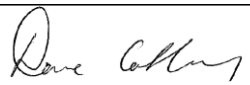
2	**Final**	**3rd June 2025**	**RH, DC**	**DC**	

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CLOHEEN LRD EIAR - VOLUME II

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1.0 INTRODUCTION

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1.1 Introduction

HB Cloheen Developments Ltd. seeks permission for a Large-scale Housing Development (LRD) on lands at Cloheen, Clonakilty, County Cork. The site's location is generally shown in Figure 1.1 below.

The proposed LRD (hereafter referred to as "the proposed development") compromises 245no. residential dwellings, a crèche facility and all associated development works.

The site is located on the southwest edge of Clonakilty, approximately 1.2 kms from the town centre. The development site is approximately 9.49ha (red line boundary site, 8.09ha - net developable area) in size and is currently a greenfield site in agricultural use. To the south and southwest of the site there are other undeveloped greenfield sites also in agricultural use.

The site comprises of 3 no. agricultural fields and is adjacent to a number of established developments. To the east, the site abuts the Clonakilty Park Hotel, with the Cloheen Industrial Estate and the Clonakilty Agricultural Grounds to the north. To the west and northwest and also to the east of the site there are existing residential dwellings, which include the Cloheen Meadows and Lady's Cross housing estates.

Figure 1.1: Location of the proposed development (site generally outlined in red)

1.2 Overview of the Proposed Development

HB Cloheen Developments Ltd., intend to apply for Permission for a Large-Scale Residential Development (LRD) at this site in the townland of Cloheen, Clonakilty, Co. Cork. The development will consist of the follow:

- The construction of 246no. residential dwellings comprising of: 177no. houses consisting of 3no. 5-bed dwellings, 41no. 4-bed dwellings, 90no 3-bed dwellings, 31no. 2-bed dwellings and 12no. 1-bed sheltered housing units; 6no. 2-storey 4-unit apartment blocks consisting of 24no. 2-bed units and 3no. 3-storey 15-unit apartment blocks consisting of 36no. 2-bed units and 9no. 1-bed units;
- The proposed development also includes a crèche (473.77sqm) with capacity to accommodate 65no. children;
- The proposed development will also include the provision of:
    - private, communal, and public open spaces;
    - internal roads and pathways with potential for future links to adjacent lands;
    - pedestrian and cyclist routes;
    - hard and soft landscaping and boundary treatments;
    - waste storage;
    - plant;
    - signage;
    - modifications to car parking at the Clonakilty Park Hotel and the provision of a roundabout;
    - public lighting;
    - new substation;
    - road improvement works and pedestrian facilities at the N71 and Clonakilty Park Hotel junction;
    - all associated site development works; and
    - all drainage and foul sewer infrastructure and network works including connections to the existing networks on the N71 national road and the L-4007-52 local road, and nature-based SuDS measures.

A detailed description of the proposed development is provided in **Chapter 4 – Proposed Development.**

1.3 Overview of the Planning Process

Under the provisions of the Planning and Development (Large Scale Residential Developments) Act 2021, and the Planning and Development (Large-scale Residential Development) Regulations 2021, planning applications for housing developments of more than 100no. residential units or 200no. student bed spaces may constitute a Large-scale Residential Development (LRD).

This type of application was introduced in December 2021 in accordance with Action 12.3 of the Department of Housing, Local Government and Heritage's Housing for All – a New Housing Plan for Ireland

(September 2021), which directed that a new planning process for large-scale housing developments in the form of LRDs would replace the Strategic Housing Development (SHD) [1]planning process.

The LRD planning process saw the reintroduction of the two-stage planning process for such large scale housing proposals. The aim of this reform is to make decision-making on such developments efficient whilst returning primary decision-making to the local level. Under the LRD planning process, applications are made to and determined by local planning authorities, with the possibility of their decision being appealed to An Bord Pleanála by either first or third parties, as is the case with other planning applications.

As the proposed development comprises 246no. residential units, a planning application will be made Cork County Council under the provisions of the Planning and Development (Large Scale Residential Developments) Act 2021, and the Planning and Development (Large-scale Residential Development) Regulations, 2021.

The proposed development site was subject to a LRD Section 247 pre-application consultation meeting with Cork County Council which was held on the 26th October 2023 under the reference PPW23/881.

This LRD proposal was subject to a Section 32C LRD Opinion meeting, Ref: LRD 007-23, held via Microsoft Teams on 12th November 2024.

A LRD Opinion then issued from the County Council on the 10th December 2024. An LRD planning application is now being made within the statutory 6 month timeframe from the date of issue of the LRD Opinion.

1.4 Requirement for and Approach to Environmental Impact Assessment (EIA)

For the purposes of assessing the likelihood for development projects to have an impact on the environment, and the potential nature of those impacts, the *European Union EIA Directive 85/337/EC*, as amended by directives *97/11/EC, 2003/4/EC, 2011/92/EU and 2014/52/EU*, has been transposed into Irish legislation in the form of Part X of the *Planning and Development Act 2000*, as amended (hereafter "the Act"), and Part 10 of the *Planning and Development Regulations 2001*, as amended (hereafter "the Regulations".

1.4.1 Requirement for EIA

Section 172(1) of the Act sets out the requirement for EIA as follows:

> *An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either—*
>
> *(a) the proposed development would be of a class specified in—*

[1] The SHD planning process had previously been introduced in 2017 with a view to speeding up the delivery of housing by bypassing the regular planning process for largescale housing proposals by allowing applicants to apply straight to An Bord Pleanála for planning consent. However, the SHD process did not result in an increase in the rate of housing delivery. Furthermore, multiple judicial reviews were taken and were successful in subsequently quashing SHD planning permissions on the grounds that proper process was not followed.

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—

(I) such development would equal or exceed, as the case may be any relevant quantity, area or other limit specified in that Part, or

(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either—

(I)such development would equal or exceed, as the case may be any relevant quantity, area or other limit specified in that Part, or

(II)no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(b)(i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined or decided, as the case may be,—

(I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),

(II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,

(III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,

(IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,

(V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or

(VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,

that the proposed development is likely to have a significant effect on the environment.

Schedule 5 of the Regulations specifies the type and size of developments that require an Environmental Impact Assessment Report (EIAR) to be submitted as part of a planning application to the competent authority (Cork County Council).

The proposed development at Cloheen, Clonakilty is considered vis-à-vis the classes of development listed in Schedule 5 and those relevant to the nature of the proposed development. Class 10, Part 2 of Schedule 5 of the Regulations lists the thresholds for infrastructure projects. Under Class 10 (b), applications for infrastructure projects require an EIAR to be submitted in the following instances:

10(b)(i) Construction of more than 500 dwelling units.

…

10(b)(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The proposed development in and of itself does not come within the scope of the definition of infrastructure projects under Class 10(b)(i) or Class 10(b)(iv) of Part 2, Schedule 5 of the Regulations.

However, as indicated the red line of the proposed development is 9.49ha. While below the 10 hectare threshold, Cork County Council by way of the Section 32C LRD Opinion meeting, on 12th November 2024 and LRD Opinion then issued on the 10th December 2024 requested the completion of an EIAR owing to a number of recently permitted residential schemes and the potential for in combination effects to arise as a result of the proposed development.

As such, while the proposed development alone does not come within the scope of a project which is subject to EIA requirements, as set out in the relevant legislation and as understood by the EIA Directive, its intrinsic relationship with other permitted development means it should not be assessed in isolation in terms of the potential for environmental impact.

For that reason, it is considered that the most appropriate course of action is to assess the proposed development for the potential for environmental impact along with the potential for cumulative impacts arising.

The LRD Opinion issued by Cork County Council on 10th December 2024 advises that an EIAR incorporating any change made to the proposal in response to the LRD Opinion should be submitted with the LRD planning application.

1.4.2 Definition of EIA

Section 171(A) of Part X of the Act defines EIA as being a process:

(a) consisting of—

(i) the preparation of an environmental impact assessment report by the applicant in accordance with this Act and regulations made thereunder,

(ii) the carrying out of consultations in accordance with this Act and regulations made thereunder,

(iii) the examination by the planning authority or the Board, as the case may be, of—

(I) the information contained in the environmental impact assessment report,

(II) any supplementary information provided, where necessary, by the applicant in accordance with section 172(1D) and (1E), and

(III) any relevant information received through the consultations carried out pursuant to subparagraph (ii),

(iv) the reasoned conclusion by the planning authority or the Board, as the case may be, on the significant effects on the environment of the proposed development, taking into account the results of the examination carried out

pursuant to subparagraph (iii) and, where appropriate, its own supplementary examination, and

(v) the integration of the reasoned conclusion of the planning authority or the Board, as the case may be, into the decision on the proposed development, and

(b) which includes—

(i) an examination, analysis and evaluation, carried out by the planning authority or the Board, as the case may be, in accordance with this Part and regulations made thereunder, that identifies, describes and assesses, in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of the proposed development on the following:

(I) population and human health;

(II) biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive;

(III) land, soil, water, air and climate;

(IV) material assets, cultural heritage and the landscape;

(V) the interaction between the factors mentioned in clauses (I) to (IV),

and

(ii) as regards the factors mentioned in subparagraph (i)(I) to (V), such examination, analysis and evaluation of the expected direct and indirect significant effects on the environment derived from the vulnerability of the proposed development to risks of major accidents or disasters, or both major accidents and disasters, that are relevant to that development;

EIA supports the decision-making process as it is integrated into consenting processes for new development projects. This helps to ensure that consent decisions are made in the knowledge of the environmental consequences of the project.

Article 1(2)(g) of the 2014 EIA Directive (2014/52/EU) states that:

"environmental impact assessment" means a process consisting of:

(i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);

(ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;

(iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;

(iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and

(v) the integration of the competent authority's reasoned conclusion into any of the decisions referred to in Article 8a."

For the purposes of this EIAR, HB Cloheen Developments Ltd. is the "developer" of the proposed development and Cork County Council is the "competent authority" responsible for undertaking the EIA and integrating its reasoned conclusion into the assessment of the proposed development.

1.4.3 Legislative Context

Statutory Requirement for EIA

A European Directive for EIA has been in place since 1985 and the adoption of Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment. The EIA Directive of 1985 has been amended three times by Council Directives 97/11/EC, 2003/35/EC and 2009/31/EC. It was ultimately codified and repealed by Council Directive 2011/92/EU on 13th December 2011. This Directive was further amended in 2014 by Council Directive 2014/52/EU which sets out the current requirements for member states on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive requires the competent authority to consider and take account of the EIAR for certain public and private projects that are likely to have significant effects on the environment as part of the consent decision making process. In Ireland, the requirements for EIA in relation to planning consents are specified in Part X of the Planning and Development Act, 2000, as amended and in Part 10 of the Planning and Development Regulations, 2001, as amended.

As outlined above in Section 1.4.1, the proposed development and potential cumulative effects from proposed future development of adjacent lands merits an EIA under the provisions of the Planning and Development Act, 2000, as amended, and this EIA will be undertaken by the competent authority for the planning consent i.e., Cork County Council.

This EIAR has adhered to the requirements of the EIA Directive and transposing European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018) which came into force on 1st September 2018, as well as associated guidance as described below in Section 1.4.4.

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 transpose into planning law the requirements of Directive 2014/52/EU, amending previous Directive 2011/92/EU, on the assessment of the effects of certain public and private projects on the environment (the EIA Directive) with effect from 1st September 2018. Where reference is made to the EIA Directive throughout this EIAR, it should be understood that the transposing European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 also apply.

Regard has also been had to the provisions of the Planning and Development Act 2000 (as amended), and the Planning and Development Regulations 2001 (as amended) as they apply now.

Other Relevant Legislation - Habitats and Birds Directives

EU member states are required to establish a network of Natura 2000 sites under the obligations of Council Directive 92/43/EEC (Habitats Directive) and Council Directive 79/409/EEC (Birds Directive), as amended and codified in Council Directive 2009/147/EC. The Natura 2000 network comprises designated sites selected to protect important biodiversity including rare and threatened habitats and species including:

- Special Areas of Conservation (SACs, including candidate SACs) protected under the provisions of the Habitats Directive; and

- Special Protection Areas (SPAs, including proposed SPAs) protected under the provisions of the Birds Directive.

The Habitats and Birds Directives require that the likely significant effects of any plan or project, alone, or in combination with, other plans or projects, on the Natura 2000 site network (i.e. European designated sites), should be assessed before any decision is made to allow that plan or project to proceed.

This process is known as Appropriate Assessment, which starts with Stage 1 AA Screening and, if likely significant effects cannot be ruled out, must progress to Stage 2 AA (i.e., preparation of a Natura Impact Statement). There are a number of steps and tests in place that should be undertaken sequentially and documented by competent authorities in order to make decisions on the approval or refusal of a plan or project that may impact on European designated sites.

Part XAB of the Planning & Development Act, 2000, as amended, which transposes the Birds and Habitats Directive requires the following to be undertaken:

- Stage 1 – Screening for Appropriate Assessment: To assess, in view of best scientific knowledge, if a development, individually or in combination with another plan or project is likely to have a significant effect on any European designated site.
- Stage 2 – Appropriate Assessment: This is required if it cannot be excluded, on the basis of objective information, that the development, individually or in combination with other plans or projects, is likely to have a significant effect on a European designated site. The appropriate assessment must include a final determination by the competent authority as to whether or not a proposed development would adversely affect the integrity of a European designated site. In order to reach a final determination, the consenting authority must undertake examination, analysis and evaluation, followed by findings, conclusions and a final determination. The appropriate assessment must contain complete, precise and definitive findings and conclusions, and may not have lacunae or gaps.
- Stage 3 – Assessment of alternative solutions: The process which examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the European designated sites.
- Stage 4 – An assessment where no alternative solutions exist and where adverse impacts remain: an assessment of compensatory measures where, in light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed.

A Stage 1 Appropriate Assessment (AA) Screening Report has been carried out by Doherty Environmental in addition to a Natura Impact Assessment. The NIS Report has been submitted as part of the planning application for the proposed development and concludes that the proposed development will not give rise to any undue negative impact. Cork County Council, as the competent authority, will make the final determination in this regard.

1.4.4 Guidance

In addition to the relevant legislation and regulations cited above in this report, in preparing this EIAR the following guidelines have also been considered:

- Environmental Protection Agency (2022). *Guidelines on the information to be contained in Environmental Impact Assessment Reports*.
- Department of Housing, Planning and Local Government (2018). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*.
- European Commission (2017). *Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report*.
- European Commission (2013). *Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment*.

In addition, specialist disciplines have had regard to other relevant guidelines, and where relevant these are noted in individual chapters of the EIAR.

1.4.5 Structure of the EIAR

This EIAR is presented as follows:

- Volume 1 is a Non-Technical Summary,
- Volume 2 is the main EIAR report including introductory chapters in addition to 'assessment' chapters for each environmental aspect in accordance with Article IV of the EIA Directive. The front-end chapters (Chapters 1-6) provide the relevant project context whilst the assessment chapters (Chapters 7-19) provide a description of the relevant environmental aspects and likely significant effects with summary chapters provided thereafter (Chapter 20 and 21).
- Volume 3 contains the Appendices to the EIAR – these appendices provide the technical information which supports and is cross-referenced with the main EIAR. They include other relevant drawings, modelling outputs, background reports and/or supporting documents.

As is required by Annex IV of the 2014 EIA Directive, this EIAR addresses matters including proposed demolition works, risks to human health, major accidents/disasters, biodiversity, climate change and cumulative effects with other existing and/or approved projects.

Each chapter of this EIAR assesses the direct, indirect, cumulative and residual impact of the proposed development for both the construction and operational stage of the proposed development. The identified quality, significance and duration of effects for each aspect is, unless otherwise indicated, largely based on the terminology set out in EPA's *Guidelines on the information to be contained in Environmental Impact Assessment Reports* (2022) as summarised in the table below.

Impact Rating	
Quality of Effects It is important to inform the non-specialist reader whether an effect is positive, negative or neutral	**Positive Effects** A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities). **Neutral Effects** No effects or effects that are imperceptible, with normal bounds of variation or within the margin of forecasting error. **Negative/Adverse Effects** A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem, or damaging health or property or by causing nuisance).
Describing the Significance of Effects 'Significance' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see Determining Significance).	**Imperceptible** An effect capable of measurement but without significant consequences. **Not Significant** An effect which causes notable changes in the character of the environment but without significant consequences. **Slight Effects** An effect which causes noticeable changes in the character of the environment without effecting its sensitivities. **Moderate Effects** An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends. **Significant Effects** An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment. **Very Significant** An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment. **Profound Effects** An effect which obliterates sensitive effects.
Describing the Extent and Context of Effects Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	**Extent** Describe the size of the area, the number of sites, and the proportion of the population affected by an effect. **Context** Describe whether the extent, duration or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?).

Describing the Probability of Effects Descriptions of effects should establish how likely it is that the predicted effects will occur so that the CA can take a view of the balance of risk over advantage when making a decision.	**Likely Effects** The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented. **Unlikely Effects** The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of Effects 'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	**Momentary Effects** Effects lasting from seconds to minutes. **Brief Effects** Effects lasting less than a day. **Temporary Effects** Effects lasting less than a year. **Short-term Effects** Effects lasting one to seven years. **Medium-term Effects** Effects lasting seven to fifteen years. **Long-term Effects** Effects lasting fifteen to sixty years. **Permanent Effects** Effects lasting over sixty years. **Reversible Effects** Effects that can be undone, for example, through remediation or restoration **Frequency of Effects** Describe how often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually).
Describing the types of Effects	**Indirect Effects (a.k.a. Secondary or Off-site Effects)** Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway. **Cumulative Effects** The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects. **"Do Nothing" Effects** The environment as it would be in the future should the subject project not be carried out. **"Worst Case" Effects**

	The effects arising from a project in the case where mitigation measures substantially fail. **Indeterminable Effects** When the full consequences of a change in the environment cannot be described. **Irreversible Effects** When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost. **Residual Effects** The degree of environmental change that will occur after the proposed mitigation measures have taken effect. **Synergistic Effects** Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SOx and NOx to produce smog).

Table 1.1 Description of Effects (Source: EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022)).

1.5 Design Team

The design has been developed on behalf of HB Cloheen Developments Ltd., by a multi-disciplinary design team including:

Discipline	Company
Architecture	Daly Bary & Associates Architects
Landscape Design	Forestbird Design
Civil Engineering	DOSA Consulting Engineers
Traffic and Transportation	HEGSON Design Consultancy
Planning	Coakley O'Neill Town Planning
Ecology	Doherty Environmental

Table 1.2: Design Team.

1.6 EIAR Team

It is a requirement that the EIAR must be prepared by competent experts. For the preparation of this EIAR, HB Cloheen Developments Ltd. engaged Coakley O'Neill Town Planning Ltd. to direct and coordinate the preparation of the EIAR and a team of qualified specialists were engaged to prepare individual chapters, as set out in the table below. The following table clearly sets out a list of the experts who have contributed to this EIAR, showing which parts of the EIAR they have worked on, their qualifications, experience and any other relevant credentials.

Name	Company	Area of Expertise	Relevant Chapter/ Inputs to	Relevant Qualifications/ Professional Accreditation	Relevant Experience
Dave Coakley	Coakley O'Neill Town Planning	Planning	EIAR Co-ordinator Non-technical Summary Chapter 1 – Introduction Chapter 2 – Background and Need for Scheme Chapter 3 – Alternatives Considered Chapter 6 – Planning and Policy Chapter 17 – Population and Human Health Chapter 18 – Major Accidents and Disasters Chapter 19 – Cumulative and Interactive Effects Chapter 20 –Summary of Mitigation, Monitoring and Residual Effects	Corporate Member of the Irish Planning Institute (MIPI) BA (Hons.) University College Cork, 1997 MPhil Masters Degree University College Cork, 2000 Masters Degree in Town and Country Planning, University of the West of England, 2005.	24 years
Rory Hanrahan	Coakley O'Neill Town Planning	Planning	Non-technical Summary Chapter 1 – Introduction Chapter 2 – Background and Need for Scheme Chapter 3 – Alternatives Considered Chapter 6 – Planning and Policy Chapter 17 – Population and Human Health Chapter 18 – Major Accidents and Disasters Chapter 19 – Cumulative and Interactive Effects Chapter 20 –Summary of Mitigation, Monitoring and Residual Effects	BA (Hons) Joint Honours Geography and English (2021) University of Limerick; Masters in Planning and Sustainable Development (2023) University College Cork (MPlan) Graduate Member of the Irish Planning Institute	2 years
Joe Collins	Daly, Barry & Associates	Architecture and Design	Chapter 3 – Alternatives Considered Chapter 4 – The Proposed Development	Diploma in Architectural Technology, DIT, Diploma in Architecture, Oxford Brooks University, Professional Diploma in	25 years

				Architecture – UCD, RIAI, RIAI Accreditation in Architectural Conservation Grade 3.	
Brian O' Sullivan	DOSA Consulting Engineers	Civil Engineering	Chapter 5 – Construction Strategy Chapter 15 – Resource and Waste Management Chapter 16 – Material Assets	Member of the Institute of Engineers of Ireland Bachelor of Engineering (Hons) in Structural Engineering Cork Institute of Technology 2007 Post Graduate Diploma in Applied Building Repair & Conservation Trinity College Dublin 2010 Diploma in Thermal Bridging Assessment Technical University Dublin 2019	18 years
Ken Hegarty	HEGSON Engineers	Traffic Engineering and Management	Chapter 7 – Traffic and Transportation	BE (Hons.) Civil & Environmental University College Cork, 1996 MEngSc (Transport Engineering) University College Cork, 1997 C Eng MIEI, (Chartered Engineer)	

				Institution of Engineers Ireland, 2003 CIHT, Member of Chartered Institute of Highways and Transport 2002	
Joanne Murray	Axis Environmental Services	Air Quality Climate Change	Chapter 8 – Air Quality & Climate	Bachelor of Science (Hons) University College Cork (2016)	5 years
Brian Johnson	CLV Consulting Engineers	Noise Impact	Chapter 9– Noise and Vibration	Corporate Member of the Institute of Acoustics (IOA) BSci (Acoustical Engineering), Purdue University (USA), 1994	30 years
Pat Doherty	Doherty Environmental	Ecology	Chapter 10 – Biodiversity	BSc., MSc, MCIEEM	23 years
Avril Purcell	Purcell Lane	Archaeological, architectural and cultural heritage	Chapter 11 – Archaeology and Cultural Heritage	MA Archaeology, NUI Cork, 1994 BA Archaeology and History, NUI Cork, 1992 Licence Eligible by National Monuments Service since 1997	30 years
Musetta O'Leary	Purcell Lane	Archaeological, architectural and cultural heritage	Chapter 11 – Archaeology and Cultural Heritage	MA Archaeology, NUI Cork, 2000 BA Archaeology and Geography, NUI Cork, 1998	20 years
Mike Waldvogel	Forestbird Design	Landscape Architecture/ Landscape & Visual Assessment	Chapter 13 – Landscape and Visual Assessment (with reference to photomontages prepared by G-Net)	Corporate Member of the Irish Landscape Institute (MILI), since 2009 BSLA in Landscape Architecture, California	27 years

				Polytechnic, San Luis Obispo, USA, 1991 Graduate Design Degree, Royal Academy of Architecture, Copenhagen, Denmark, 1995	
Conor O'Neill	JBA Consulting Engineers and Scientists Ltd	Geology and Hydrogeology, Hydrology	Chapter 13 – Land, Soils, Geology and Hydrogeology Chapter 14 - Water	BA (Mod) Geography (2018) Trinity College Dublin; MSc Environmental Science (2019) Trinity College Dublin Advanced Diploma Planning and Environmental Law (2022) King's Inn	5 years
David Casey	JBA Consulting Engineers and Scientists Ltd	Geology and Hydrogeology, Hydrology	Chapter 13 – Land, Soils, Geology and Hydrogeology Chapter 14 - Water	MSc Water Resource and Catchment Management (2011) Heriot Watt University PG Cert Water and Environmental Management (2011) Staffordshire University Member CIWEM	14 years

Table 1.3. EIAR Team

1.7 Consultation Undertaken

1.7.1 Overview

Project-wide consultation has been undertaken with a range of stakeholders during the development of the EIAR and the LRD application.

Prescribed bodies as per Article 28 of the Planning and Development Regulations, 2001, as amended, were contacted to seek initial comments to inform the preparation of the EIAR.

Outline details of the proposed development were issued by email on 6th February 2025 to:

- An Taisce;
- Failte Ireland;
- Geological Survey of Ireland;
- Inland Fisheries Ireland;
- Irish Aviation Authority;
- Irish Wildlife Trust;
- National Parks and Wildlife Service;
- National Transport Authority;
- Southern Regional Assembly;
- The Arts Council;
- The Health and Safety Authority;
- The Heritage Council;
- The HSE, Environmental Health;
- The Minister for Agriculture, Food and the Marine;
- The Minister for Environment, Climate and Communications, and the Minister for Transport (one person is Minister for both);
- The Minister for Housing, Local Government and Heritage (the Minister also oversees the National Parks and Wildlife Service);
- The Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media;
- Transport Infrastructure Ireland;
- Uisce Éireann.

Eleven of the above consultees acknowledged receipt of the email correspondence of 6th February 2025. Formal responses were received from six of the consultees as set out in the following table. Copies of formal responses are attached at Appendix 1 of Volume III of this EIAR.

Prescribed Body	Response Type	Content
Geological Survey Ireland	Written correspondence sent by email Geological Survey Ireland (a division	Geological Survey Ireland is the national earth science agency and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.

	of the Department of Environment, Climate and Communications) 17th February 2025	With reference to your email received on the 06 February 2025, concerning the EIA Consultation Large Scale Residential Development (LRD), Clonakilty, Co Cork, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution). For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic. Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie.
Inland Fisheries Ireland	Email correspondence (Michael Mc Partland Senior Fisheries Environmental Officer), 7th February 2025	Thank you for your recent email regarding the above-mentioned. It appears it may be proposed to dispose of septic effluent from the development to the public sewer. IFI would ask that Irish Water signifies there is sufficient capacity in existence so that it does not overload either hydraulically or organically existing treatment facilities or result in polluting matter entering waters. Should this not be the case then please forward proposals for alternative treatment and disposal options. IFI would ask that there be no interference with, bridging, draining, or culverting of any watercourse its banks or bankside vegetation to facilitate this development, without the prior approval of IFI and that full cognisance is given to IFI "Guidelines on protection of fisheries during construction works in and adjacent to waters" https://www.fisheriesireland.ie/media/guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters Furthermore, there should be no loss of flood plain as a result of the proposed development.
The HSE, Environmental Health	Written correspondence sent by email (Tom Sugrue Senior Environmental	**Introduction** The National Environmental Health Service submission report is based on an assessment of documentation submitted to this office on 6 February 2025. All commitments to future actions including mitigation and further testing have been taken as read and all data results have been accepted as accurate. • No additional investigations/measurements were undertaken.

	Health Officer), 7th March 2025	• This report refers only to those sections of the application documents that are relevant to the HSE which have an Environmental Health Impact. **Description of the Project** The applicant intends to apply for planning permission for a large scale residential development consisting of 245 no. units, 160 no. houses and 85 no. apartments of varying sizes and an early childcare facility to cater for 65 no. children at Cloheen, Clonakilty, Co Cork. The preliminary project development includes the following: car parking; EV charging points; bicycle parking; private, communal and public open spaces; internal roads; pathways; pedestrian and cycle routes; hard and soft landscaping; waste storage; access to the local hotel road incorporating a bridge over a stream; public lighting and all associated site works. **General Scoping** The following documents should be taken into consideration when preparing the Environmental Impact Assessment Report: • Guidelines on the information to be contained in EIS (2002), • Advice Notes on Current Practice in the preparation of EIS (2003), • Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment https://www.housing.gov.ie/sites/default/files/publications/files/guidelines_for_plan ning_authorities_and_an_bord_pleanála_on_carrying_out_eia_-_august_2018.pdf EU publication: Environmental Impact Assessment of Projects - Guidance on the preparation of the Environmental Impact Assessment Report, EU, 2017 http://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf Adoption of the Directive (2014/52/EU) in April 2014 initiated a review of the above guidelines. The draft new guidelines can be seen at: http://www.epa.ie/pubs/consultation/reviewofdrafteisguidelinesadvicenotes Generally the Environmental Impact Assessment should examine all likely significant impacts and provide the following information for each: a) Description of the receiving environment b) The nature and scale of the impact c) An assessment of the significance of the impact d) Proposed mitigation measures e) Residual impacts Directive 2014/52/EU has an enhanced requirement to assess likely significant impacts on Population and Human Health. The impacts on human health must be fully assessed in the EIAR, it is recommended that the wider determinants of health and wellbeing are considered. Guidance on wider determinants of health can be found at www.publichealth.ie

		In addition to any likely significant negative impacts from the proposed development, any positive likely significant impacts should also be assessed. The National Environmental Health Service (NEHS) recommends that the following matters are included and assessed in the EIAR: • Public Consultation • Population and Human Health • Water (Hydrology and Hydrogeology) • Land and Soils • Air, Dust and Odour • Climate Change and Opportunity for Health Gain • Noise and Vibration • Waste Management • Ancillary Facilities • Cumulative Impacts **Public Consultation** Public consultation, where the local community is fully informed of the proposed development must be undertaken. Members of the public should be given sufficient opportunities to express their views on the proposed development. Early and meaningful public consultation with the local community should be carried out to ensure all potentially significant impacts have been adequately addressed. All parties affected by the proposed development must be fully informed of what the proposal entails especially with regard to potential impacts on surrounding areas. The Environmental Impact Assessment Report (EIAR) should clearly demonstrate the link between public consultations and how those consultations have influenced the decision-making process in the EIAR. To assist with the consultation and planning process it is recommended that the applicant develops a dedicated website for the proposed development. All correspondence, maps, project updates and documentation including the EIAR should be uploaded to the website. A good relationship between the contractor and local residents who may be impacted by the construction of the proposed development is crucial. The NEHS recommends that a community liaison officer is appointed by the contractor, their details should be provided to local residents. Assessment of Consideration of Alternatives The EIAR should include a consideration of alternatives as part of the EIAR. **Assessment of Consideration of Alternatives** The EIAR should include a consideration of alternatives as part of the EIAR. **Noise and Vibration** The potential impacts for noise and vibration during the construction phase of the proposed development on all noise sensitive locations must be considered in the EIAR. The EIAR should outline all proposed mitigation measures to minimise noise and vibration during the construction phase of the development.

		The NEHS recommends that operating times during the construction phase are limited close to residential areas as follows in order to minimise the impact of noise on residents. Monday to Friday 08:00 – 18:00 Saturday 09:00 – 13:00 Sundays and Public Holidays - No noisy operations on site. Noise can give rise to a nuisance for residents and may impact negatively on public health. The applicant should consider Good Acoustic Design measures in the design of the buildings to protect the residential amenity of future residents. The consideration of acoustic design at this stage should be beneficial to the health and wellbeing of future residents. **Air Quality** Due to the nature of the proposed construction works, generation of airborne dust has the potential to have significant impacts on sensitive receptors. A Construction Environmental Management Plan (CEMP) should be included in the EIAR which details dust control and mitigation measures. Measures should include: • Sweeping of hard road surfaces • Provision of a water bowser on site, regular spraying of haul roads • Wheel washing facilities at site exit • Restrict speed on site • Provide covers to all delivery trucks to minimise dust generation • Inspect and clean public roads in the vicinity if necessary • Material stockpiling provided with adequate protection from the wind • Dust monitoring at the site boundary • Truck inspection and maintenance plan • Details of a road maintenance agreement between the operator and the Local Roads Authority to clarify responsibility for the upkeep and repair of access roads during the construction phase of the project **Surface and Ground Water Quality** The applicant should consider the impact of the proposed development on surrounding surface water and hydrogeological environments including flood risk and surface water drainage. The design of the surface water management system for the development should consider the changing precipitation patterns as a result of climate change. Public and Group Water Scheme sources and supplies should be identified in addition to any private wells supplying potable water to houses in the vicinity of the proposed development. Measures to ensure that all sources and supplies are protected should be described in the EIAR. **Climate Change** In light of the current climate emergency declared by the Government it is essential that all buildings implement energy efficient and green technologies

		in order to reduce the carbon footprint of the development and to minimise greenhouse gas emissions. The applicant should outline specific details of climate initiatives and fuel and energy conservation measures which are to be implemented with regard to the design, procurement, construction and operation of the houses and apartments in the proposed development site. **Proposed Childcare Facility** The applicant must take full cognisance of the requirements of the Child Care Act 1991 (Early Years Services) (Amendment) Regulations 2016 to ensure that adequate facilities are provided for pre-school children in the proposed creche. **Open Space and Recreation – Healthy Ireland Framework** The proposed housing development should be explored for any opportunity to promote physical activity and any potential for health gain should be exploited. Recreational green spaces are fundamental to high density development as they will promote health and well being of residents who will occupy the accommodation. It is well established that there is a need to reconnect urban society with nature in order to promote health. Adequately sized public and private open space must be provided within the development. Playgrounds are proposed for younger children, the applicant should consider providing recreational facilities to cater for adolescents e.g. playing courts, graffiti walls, meeting areas etc. All recreational areas should be designed to be age friendly with adequate street lighting and footpaths, public seating etc. The pedestrian and cycle ways associated with the proposed development should contribute towards meeting the objectives of the Healthy Ireland Framework 2013 - 2025 as they provide an opportunity for health gain. These pathways should connect to the local road network and nearby town. The NEHS recommends that pedestrian areas are accessible to wheelchairs, pushchairs and mobility vehicles in order that all ages and all levels of mobility can access recreational amenities The applicant should ensure that all internal roads within the housing development are designed in accordance with Design Manual for Urban Roads and Streets (DMURS) Manual. **Universal Design** The applicant should incorporate the principles of universal design when designing the buildings in the proposed development to ensure housing can meet the needs of the occupants regardless of their age, size, ability or disability. This will also ensure that housing will meet their changing needs over time so that people can continue living in their own homes and communities as they get older or become disabled. **Sustainable Development** The significance of the impact the proposed LRD will have on the existing facilities should be examined and assessed in the EIAR. It is imperative that the

		key infrastructure facilities and amenities currently within the catchment areas are examined to ensure that it can sustainably accommodate the proposed increase in residential development. The cumulative impacts of any other proposed housing developments in the vicinity should also be assessed. **Waste Management** The NEHS recommends that the EIAR include a Waste Management Plan for both construction and operational phases with a view to minimising the generation of waste and delivering a Circular Economy in accordance with the Circular Economy and Miscellaneous Provisions Act 2022. **Ancillary Facilities** The EIAR should include details of the location of all site office, construction compound, fuel storage depot, sanitary accommodation and canteen, First Aid facilities, disposal of wastewater and the provision of a potable water supply to the site canteen. **Pest Control** The disturbance of ground during construction may give rise to increased rodent activity. The NEHS recommend that the applicant implements appropriate pest control measures during the construction phase in order to prevent a nuisance and protect public health.
Transport Infrastructure Ireland (TII) Food and the Marine	Email correspondence (Environmental Co-ordination Unit), 15th November 2023	The Department welcomes the opportunity to provide input to this application. It seems this activity does not fall within the remit of the EIA (Agriculture) Regulations under DAFM and therefore, once relevant environmental and planning regulations are met, DAFM has no comment at this stage of the consultation process.
Minister for Transport	Written correspondence sent by email (Suzanne Cahill, Regulatory and Administration Executive) 12th February 2025	Thank you for your correspondence of 6 February 2025 regarding the above. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows. TII wishes to advise that it is not in a position to engage directly with planning applicants with respect to proposed developments. TII will endeavour to consider and respond to planning applications referred to it, given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines, as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) and TII publications. Regard should also be had to other relevant guidance available at www.TII.ie. The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals, following the examination of any valid planning application referred. For clarity TII advises, it will entertain no future claims in respect of impacts (e.g., noise, air, dust, drainage, light, visual etc.) from the proposed development or future occupants, if approved, due to the presence of the

		existing national road. TII advises that regard needs to be had to the provisions of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities in the preparation of a future planning application. With respect to EIAR Scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network. No part of this submission shall be construed as TII giving consent to access or alter any national road infrastructure assets including drainage regimes, structures, safety, etc. In the event that any damage is caused by any development works to the national road or associated assets, overground or underground, costs arising to fully remediate all impacted infrastructure assets to TII Publications standards and requirements will be pursued. The project promoter should have regard, inter alia, to the following: Having regard to the EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports, 2022 it is recommended as appropriate that the national road and light rail networks are recognised as strategic transport assets under "material assets". EIAR assessment and mitigation should have regard to the following: • **National Roads**: Official policy for development at or near national roads is set out in in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) available at https://www.gov.ie/en/collection/85b83-planning-guidelines-standards/ • **TII Publications**: In addition, as part of TII's responsibilities for managing and improving the Country's national road and light rail networks, TII sets development guidance and standards for traffic and road assessments and construction, which may be necessary by reason of proposed development location, scale or typology, to be prepared to accompany applications for developments or works. Technical guidance and standards are contained in TII Publications, available at https://www.tiipublications.ie/. In addition, the EIAR should have regard to, *inter alia*, to the following: **National Road Network:** • TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads), in the proximity of the proposed development. • Consultations should be had with the relevant Local Authority/National Roads Design Office, with regard to the locations of existing and future national road schemes. • The EIAR should have regard to any prior Environmental Impact Statement or Assessment Report and all conditions and/or

		modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should, in particular, have regard to any potential cumulative impacts. • The EIAR should have regard to the provisions of Chapter 3 of the DoECLG 's 'Spatial Planning and National Roads Guidelines for Planning Authorities', in the assessment, in particular, the EIAR and associated design. With respect to the extent of the lands, it should be noted that national road surface water drainage regimes are constructed with the objective of disposing of national road surface water only. It is important that capacity in the national roads surface water drainage regime is retained to address this essential function. TII advises it would not support any private development application accessing the national road drainage regime and the Council should ensure that this does not occur. TII expects that this will be demonstrated by the future applicant. **TII Publications:** • It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site, with reference to impacts on the national road network and junctions of lower category roads with national roads. In relation to national roads, TII's 'Traffic and Transport Assessment Guidelines' (2014) should be referred to in relation to proposed development, with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of TII's TTA Guidelines, which addresses requirements for sub-threshold TTA. • The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required. **TII environmental assessment guidance:** • The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (National Road Authority (NRA), 2014). • The EIAR should consider the European Communities '(Environmental Noise) Regulations 2018' (S.I. No. 549 of 2018)) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014)). Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice.

Uisce Eireann	Written correspondence sent by email (Barry Kelly Development Planning Regional Technical Lead) 4th March 2025.	Uisce Éireann has received your Environmental Impact Assessment (EIA) scoping request relating to a proposed Large Scale Residential Development consisting of c.245 no. residential units at Cloheen, Clonakilty, Co. Cork. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and that no development that will impact Drinking Water Source. Uisce Éireann must be satisfied that the proposed development has no impact on drinking water quality and that water sources are adequately protected. It is a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected so as to avoid deterioration in quality. The following aspects of Water Services should also be considered in the scope of an EIA where relevant; a) Where the development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction and operational phases of the development. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of the report. b) Where the development proposes the backfilling of materials, the applicant is required to include a waste sampling strategy to ensure the material is inert c) Mitigations should be proposed for any potential negative impacts on any water source(s) which may be in proximity and included in the environmental management plan and incident response d) Any and all potential impacts on the nearby public water supply water source(s) are assessed, including any impact on hydrogeology and any groundwater/ surface water interactions. e) Impacts of the development on the capacity of water services (i.e. do existing water services have the capacity to cater for the new development). This is confirmed by Uisce Éireann in the form of a Confirmation of Feasibility (COF). If a development requires a connection to either a public water supply or sewage collection system, the developer is advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network. f) The applicant shall identify any upgrading of water services infrastructure that would be required to accommodate the proposed development. g) In relation to a development that would discharge trade effluent – any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network. h) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to minimise and or / stop surface waters from combined sewers.

		i) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets. j) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie k) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site. l) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report. m) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (and resultant potential impact on the capacity of the source) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report. n) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report. o) Uisce Éireann does not permit building over of its assets. As an applicant you are required to; - Survey the site to determine the exact location of the assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. - Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details. p) Where a diversion of Public Infrastructure may be required subject to layout proposal of the development and separation distances, the applicant is required to submit a Diversions Enquiry to diversions@water.ie q) Mitigation measures in relation to any of the above ensuring a zero risk to any Uisce Éireann drinking water sources (Surface and Ground water). This is not an exhaustive list.

		Please note; • Where connection(s) to the public network is required as part of the development proposal, applicants are advised to complete the Pre-Connection Enquiry process and have received a Confirmation of Feasibility letter from Uisce Éireann ahead of any planning application. • Uisce Éireann will not accept new surface water discharges to combined sewer networks
Department of Transport	Written correspondence sent by email (Sarah Purcell, Central Policy, coordination and Reform Division) 5th March 2025.	The Department of Transport makes the following comments on consultation request relating to the Scoping Report for the proposed LRD Clonakilty, Co. Cork There are several key policies and requirements relevant to accessible, integrated, and sustainable public transport which the Department of Transport (DoT) considers should be reflected in the proposals. • the "whole of Government" **National Disability Inclusion Strategy (NDIS) 2017-2022** included specific actions assigned to local authorities. For example, action 108 related to the 'dishing' of footpaths and action 109 related to accessible infrastructure, including bus stops. Lack of dishing is often cited as a major concern for wheelchair users. The Department of Children, Equality, Disability, Integration and Youth are currently finalising the new National Disability Strategy. • the **United Nations Convention on the Rights of Persons with Disabilities (UNCRPD**) puts obligations on State Parties to ensure access for persons with disabilities to, for example, the physical environment and transportation in both urban and rural areas. • making transport fully accessible for all requires a **'whole journey approach**'. This refers to all elements that constitute a journey from the starting point to destination. Developers are a key stakeholder by ensuring a universal design approach to the built environment'. This including footpaths, tactile paving, cycle paths, roads, pedestrian crossing points. • the **Sustainable Mobility Policy** contains a number of specific actions and commitments underpinning this approach. It sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car. • the Design Manual for Urban Roads and Streets **(DMURS) Interim Advice Note – Covid-19 Pandemic Response** includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures.

Table 1.4 Consultation responses from Prescribed Bodies

In addition, and in order to establish the local need for a new crèche as part of the proposed development, contact was made with the Cork County Childcare Committee. The Social and Community Infrastructure Audit included with the planning application that this EIAR accompanies has been prepared on foot of this consultation.

A dedicated website for the proposed development has been established and the EIAR is available at: www.cloheenlrd.ie

Prior to lodging this application, the required information has been issued for the Department of Housing, Local Government and Heritage's EIA Portal. The purpose of this tool is to inform the public, in a timely manner, of applications that are accompanied by an EIAR. The portal will provide a URL link.

Where appropriate, Chapters 7 – 20 identify specific consultations that have been undertaken to support individual assessments and assessment chapters.

1.7.2 Consultation Feedback

The proposed development was subject to a LRD Section 247 pre-application consultation meeting with Cork County Council which was held on the 26th October 2023 under the reference PPW23/881. Copies of the minutes are attached at Appendix 1 of Volume III of this EIAR.

The key outcomes of the first S.247 meeting, which have guided the preparation of this LRD application submission to Cork County Council, are as follows:

Planning:

1. *Noted that the site is designated for Medium A density within the Development Plan, requiring a minimum net density of 30 units per hectare.*
2. *Advised that density standards are established at both national and local policy levels and the site must be developed in line with the compact growth policies to facilitate the planned population growth of Clonakilty.*

Estates:

1. *Applicant shall provide phasing details for the development to ensure the orderly development, occupation and taking in charge of the development. Phasing plan should have regard to the Ministerial Guidelines on Childcare Facilities.*
2. *Vehicular access may be available via Clogheen Industrial Estate and consideration should be given to this.*
3. *Further details required in advance of Section 32B submission in relation to road widths; traffic calming measures; car and bicycle parking; and pedestrian links.*
4. *Road layout should avoid the creation of a shortcut from western end of town to the Hotel.*
5. *Traffic Impact Assessment, Mobility Management Plan and Quality Audit required for submission.*
6. *The applicant shall submit Drainage Impact assessment which demonstrates the development will not increase flood risk off site.*
7. *All finished floor levels should be situated at least 300mm above the level of the adjoining estate road to mitigate against the risk of pluvial flooding.*

Environment:

1. *SUDS scheme should incorporate Nature Based Solutions. The SUDS-NBS solution should be incorporated into the landscape plan, to achieve a net biodiversity gain. A Drainage Impact Assessment should consolidate same.*
2. *A noise survey should be undertaken to establish any existing noise climate and potential risk of inward noise impact arising from the existing industrial and hotel use adjacent.*
3. *A Draft CEMP should demonstrate water, noise and dust sensitive receptors have been identified at project design stage, and also as phases are delivered as new sensitive receptors emerge (particularly the creche).*
4. *A surface water management plan should demonstrate appropriate sediment controls and construction waste management during construction.*
5. *Clear span crossing of stream required with method statement for delivery.*

Architecture:

1. *The current housing demand has to reflect the current change in housing needs around smaller family sizes, ageing population, remote working, adult children living at home, the need for downsizing as well as a different mix of house types and facilities to meet with the statutory requirements for higher densities – the proposed development would not be compliant with density targets.*
2. *There is no evidence of any compact nature of dwellings where units can be arranged in duplex or apartment type arrangements where units can be located in compact settings, with smaller floor areas and arranged around a series of informal courtyards where high quality soft / hard landscaping can be used in a positive way for placemaking and character building within the overall development.*
3. *The design as proposed is essentially a large 3 & 4 bed simi-detached arrangement based around a series of internal estate roadways where vehicular parking is presented in a dominant fashion in front of every dwelling.*
4. *The allocation of the open space is tokenistic with no central or sizeable open green space for proper recreation and amenity.*
5. *The proposed creche building is somewhat isolated and could be more integrated where a community facility room could be part of the more centralised creche building. Design of Creche building should be inspirational and not look and feel like an over-sized dwelling house.*
6. *There is an absence of opportunity for inclusion of character areas which being a sense of identity and placemaking within such a large proposed residential estate.*
7. *There is no inclusion of any home-zones for children to play in a safe manner where there is clear distinction and separation from vehicular movements and the dominance of car parking.*
8. *Whilst there is no design drawings submitted, by virtue of the house plot types indicated, it is likely that the overall scheme looks like it will lack variety in design and will end up being monotonous and repetitive in its overall appearance.*
9. *Requested that a revised design approach is considered that would offer a higher density and a broader range of typologies including duplex and apartment styled units that would have an appeal and provide for down-sizing, aged community / disabled / UD designed lifetime housing and a general alternative to the more standard semi-detached or terraced typologies*

Archaeology:

1. *Archaeological Assessment required owing to the sites size, to assess the potential impact, if any, on archaeological remains (including sub-surface remains) in the area where development is proposed to take place.*

Ecology:

1. *The primary concern is to consider potential for significant impacts to the Clonakilty Bay Special Area of Conservation (Site Code: 000091) and the Clonakilty Bay Special Protection Area (Site Code: 004081) which both appear to be hydrologically connected to the development site. Possible risks to these sites which could be linked to this project that should be addressed as part of the Appropriate Assessment element of the documentation includes inter alia the following: surface water; hydraulic processes; wastewater; disturbance; and cumulative impacts.*
2. *Per the documentation received in respect of the development, the Planning Authority welcomes that a fundamental design principle of the development will be to protect and enhance existing habitats.*
3. *It will be important that existing hedgerow and treelines are retained and incorporated into the design of the scheme. It is noted from the documentation that a watercourse runs along the eastern boundary of the site, again it will be important that this watercourse is protected from potential impact from the proposed development and appropriate set backs are afforded in respect of this feature.*
4. *Given the scale of the development, sensitive treeline habitat and watercourses bounding the site, consideration shall be given to the preparation of an Ecological Impact Assessment Report.*
5. *Applicants are requested to submit a Landscape Plan which includes a Green Infrastructure Strategy for the site (in accordance with CDP Objective GI 14 – 3) detailing how the proposed development contributes to the protection, management and enhancement of green and blue infrastructure within the wider area.*
6. *As per Section 11.10 of the County Development Plan, a range of solutions should be considered in a SuDS scheme which are designed to manage, treat and make best use of surface water, prioritizing nature-based solutions and embracing opportunities to enhance Blue Green Infrastructure and create attractive, nature rich open space.*
7. *Consideration should also be given to the presence of invasive species on site and associated management measures if required.*

This LRD proposal was subject to a Section 32C LRD Opinion meeting, Ref: LRD 007-23, held via Microsoft Teams on 12th November 2024.

A LRD Opinion then issued from the County Council on the 10th December 2024, a copy of which is attached at Appendix 1 of Volume III of this EIAR, which has determined that the materials submitted did not constitute a reasonable basis on which to make an application for permission for the proposed LRD. The Opinion advises that, pursuant to section 32D(2), the following areas and issues require further consideration:

Traffic and Transport

1. *The proposed two vehicular access points, linking onto the N71 at Ladys Cross junction (via the existing access road at Ladys Cross) and at the Park Hotel and Leisure Centre private road, are a particular concern for the Planning Authority. The submitted Traffic & Transport Assessment concludes that traffic generated by the proposed development would have a minimum impact on the operating capacity of*

the N71 in the vicinity. Notwithstanding this, there are current issues with cars stacking at both the N71/Ladys Cross and N71/Park Hotel junctions and on the N71 itself as traffic passes through the town. Given the scale of development proposed, it is likely that there would be further impacts arising from the proposal. The Planning Authority is, therefore, not convinced that the interventions proposed as part of the current proposal would enhance and improve traffic on the N71. Further information and details on the interventions proposed is, therefore, required, particularly in regard to the assessment of projected traffic volumes. Further meetings with the Planning Authority, to advance this matter with the applicants and associated planning and traffic consultants, is required.

2. *There are concerns regarding the operation of the N71 /Park Road junction and the N71/Ladys Cross junction which currently experiences car stacking. Notwithstanding the submitted Traffic & Transport Assessment, there are concerns with how the junctions would operate given the existing capacity issues at the junctions. There is no clear provision for lane separation for traffic exiting the Park Hotel Road joining the N71. There is also no lane separation for traffic on the N71 coming from the west and turning in to the road leading to the Park Hotel (this is further impacted by proximity of the signalised pedestrian crossing to the east of the junction and the entrance to the Park View development). This junction is required to be assessed to improve traffic movements and that options to include right turning lanes should be considered. Further meetings with the Planning Authority, to advance this matter with the applicants and associated planning and traffic consultants, is required.*

3. *Surface Water: Confirm that any attenuation tank structures proposed would be designed in accordance with the relevant sections of current Structural Eurocodes and would signed off by a certified structural engineer. A copy of a Design Certificate along with the Chartered Structural Engineer's qualifications and professional indemnity insurance will be required to be submitted at planning compliance stage. The capacity of the existing system between the connection point at Ladys Cross Estate and the outfall would need to be confirmed.*

Sustainable Transport

The following amendments should be made to the layout to encourage/promote safe alternative modes of transport:

1. *In compliance with the zoning objective for the site, pedestrian and cycle connectivity should be available throughout the development. The dedicated 3m-wide cycle lane within the proposed development should, therefore, be extended out along the north-eastern access via the Clonakilty Park Hotel as far as the N-71 to provide segregated and safe access for cyclists.*

2. *Include site-specific proposals to improve pedestrian safety at the existing N-71/ Clonakilty Park Hotel Junction i.e. tighten junction radii, reduce crossing distance, provide dropped kerbs and tactile paving, road markings & signage etc.*

3. *The Site Layout Plan should include site-specific details in relation to the layouts, road markings, signage and surface treatments utilised for the priority junctions and individual entrances within the proposed development to ensure higher pedestrian & cyclist priority. Design factors to be considered are as follows:*
    a. *Using continuous footpath and cycle track designs;*
    b. *Footpaths and Cycle lanes to remain level passing entrances with sharp rises for vehicles.*

c. Omitting corner radii and continuing road kerbs straight through the junction;
d. Providing clear visual contrast between the carriageway and footpath/cycle track surfaces;
e. Ensuring slow vehicle speeds through the junction; and
f. Ensuring good visibility for all users.

4. *The layout of the estate should be amended to reduce connectivity for vehicles and to encourage a more even 'split' for traffic using the eastern and western access roads. In this regard, the T-junction at House No.135 should be closed off to encourage vehicular traffic from the south-western end of the development out towards the 'Lady's Cross' access road.*

5. *In relation to the Traffic and Transport Assessment (TTA), the 'opening year assessment' used in the TTA for considering/assessing the impact of the proposed development on the existing junctions in the vicinity completed and occupied. The TTA should also include a swept-path analysis to ensure that the larger vehicles (refuse trucks and fire tenders) can negotiate the road network serving the development. The TTA should be amended accordingly and submitted with the application for the LRD proposal.*

6. *The recommendations of the Road Safety Audit (RSA) should be incorporated into the Site Layout Plan as follows:*
   a. Site Layout Plan should include specific proposals for public lighting scheme to serve the proposed development.
   b. The layout should include an appropriate number of visitor car parking spaces and disabled parking spaces (Ref. Tables 12.6 of the Cork County Development Plan, 2022).
   c. The layout should include an appropriate number of visitor bicycle parking spaces (Ref. Tables 12.8 of the Cork County Development Plan, 2022).
   d. The Site Layout Plan should clearly illustrate the location of all dropped kerbing, crossing points and tactile paving arrangements within

Estates

1. *Submit a Drainage Impact Assessment report in accordance with the Cork County Development Plan, 2022.*

2. *Confirm that the existing storm water network at Ladies Cross has the capacity to convey the storm water from the proposed development to the outfall location. The applicant should also confirm the suitability of the existing outfall location.*

3. *Extend the home zone in front of House No. 135 and form a cul-de-sac at this location. This measure would assist in prioritising the movement of traffic to the west through Ladies Cross when exiting the estate.*

4. *Reinforce the landscaping to the buffer zone at the northern boundary of the site.*

5. *Consider softening the external boundary to the perimeter of the site to the west, south & east by way of landscaping to the rear of the proposed wall.*

6. *Carry out a full swept path analysis of the estate roads and submit details of this. Confirm that refuse trucks can adequately and safely turn within the estate roads.*

7. *Submit details to ensure that adequate bins storage facilities are provided for all apartments with suitable storage provided for waste, recycling & composting.*

8. *The applicant should ensure that all landscaping proposals for the development should refer to the public lighting scheme for the estate to ensure no trees are planted within 5m of a public light. In addition, all pedestrian walkways and play areas within the overall amenity area should be adequately illuminated with public lighting.*

Public Lighting

1. *At both entrances, one existing light should be installed to ensure that there is no dark area between the proposed and existing lighting. For the West entrance, there appears to be considerable distance between proposed and existing light(s) which the applicant should review.*

2. *The applicant should ensure that public lighting columns are located in areas where they do not interfere with traffic, especially adjacent to driveways (Column 15A, 21A should be re-examined).*

3. *External lighting within this development should be directed and cowled as necessary so as not to interfere with passing traffic or so as not to cause any glare or additional light spill to adjoining residential properties. The lighting should comply with the requirements of ILP Guidance Note 01/21 'The Reduction of Obtrusive Light'.*

4. *Column numbers 74A, 75A, 77A, 78A86A, 88A, 89A should comply with GN01/20.*

5. *The height of the lighting columns should be reduced from 8m to 6m within the estate.*

6. *The lighting class for the spine road should be revised to be a P3, which is satisfactory for a housing development.*

Site Layout and Design

The assessment of the proposed design is based on national guidance and development plan objectives as well as best practice precedence which relates to achieving the objective of providing quality people centred, mixed tenure, multi-generational, safe, defensible housing with proper provision for residential amenity, privacy, sustainability and longevity in order to provide for a successful residential community. There is concern that a number of the objectives as outlined above have not been translated into the overall design of the proposal.

Further consideration is, therefore, required in order to provide for a revised and improved quality housing development.

1. *The planning authority notes that the proposal is achieving the minimum density set out in the zoning objective 'CK-R-07'. There are, however, concerns that the proposed density, at 30 p/ha, is low and an*

opportunity to increase the density should be considered through a more compact layout where the use of some terrace type housing in cluster type layouts should be explored and included in the layout.

2. *The proposed site layout is predominately road and car dominated. Consideration should be given to removing parking from the front of a number of the dwelling blocks and the relationship between some of the dwelling blocks and the parking areas should be more varied. The presence of a through road access to the layout could result in a 'rat run'. Consideration should be given to a revised road layout which should be broken down with two separate access points to lessen vehicular movements and car dominance within the design and to create more safety for pedestrian mobility.*

3. *Consideration should be given to relocating the proposed creche to a more central location within the proposed development in order to promote more pedestrian footfall into the centre of the scheme and to achieve a better sense of community to the overall scheme.*

4. *The design and appearance of the creche building should be revised to provide for a higher quality appearance and better visual integration into the overall scheme. The area around the creche building should be revised to have a higher standard of placemaking. As the creche could also function as a community neighbourhood area, consideration should be given to providing a small community meeting room within the creche building for resident meetings and social purposes. In addition, the western facing creche play area is overlooked from the adjoining 2-storey duplex blocks (Blocks E3 & E4)) and the use of the creche space located on the eastern side of the building is unclear. The creche design should be revised to take these points into consideration.*

5. *There is concern that the home zones, as proposed, would not function as proper home zones in terms of their location, layout and appearance. There is a need for the scheme to be revised to provide smaller and more distinctive areas within the overall scheme where the opportunity for a better sense of community-based living can be achieved through the provision of more integrated home zones where vehicular dominance and parking is reduced or removed to allow for safe and more defensible play areas for children with provision made for elements of social infrastructure (seating, play equipment, raised plaster beds, etc).*

6. *There is a need to provide for high quality and varied dwelling design throughout the scheme in order to provide diversity, encourage placemaking and develop/ strengthen character areas within the proposed development. Varying the shape, size and façade design of the buildings is required to create identity to character areas. In this regard, the dwelling design should be revised to provide for the above and to avoid repetitive design. Consideration should also be given to creating additional cul-de sacs in addition to home-zone areas where the road can become a more active and a multi-use street where children can play safely.*

7. *There is a need to provide for a high quality design response for the apartment building design. A higher quality of external modelling and detailing with more robust materials is required. The long term maintenance and circular economy of materials should be considered when re-designing. Blank gables facing onto public areas should be avoided. The scheme should be revised accordingly.*

8. *Consideration should be given to relocating some apartment units close to the northeastern side of the scheme. Using an apartment typology as a signature building at this location within the scheme would serve as an introduction to a modern looking scheme, using a better elevational design and modern facing materials to support a higher standard of placemaking. The re-location may also provide for a reduction of car journeys into the proposed scheme.*

9. *A number of first floor rear apartments and their balconies would overlook the private rear gardens of adjacent properties (including Blocks A, B, C, D, J, K, H). Consideration should be given to revising the design of the rear apartments to ensure that overlooking is avoided. Front elevation balconies on Blocks A, B, C, D, K & J should be replaced with 'juliet' type recessed balconies.*

10. *Provision of step down housing is welcomed but the site strategy is problematic (garden sizes/ scheme turning it's back on inner estate roadway) and should be revised to ensure garden sizes are appropriate for maintenance and the step down housing interacts with adjacent spaces and roads.*

11. *The ground floor units in the apartments (suitable for aged community / step down living) would benefit from own externally located door access with provision of small buffer areas of private space adjacent to front door location which would also contribute to placemaking, privacy and amenity.*

12. *The location of parking and bin stores areas should not interfere with residential amenity and these areas should have a higher quality of natural surveillance.*

13. *The car parking area provided between Blocks M and N, which includes a large bin and bike store, is not acceptable and should be revised. The bin storage area to the front of Block L is also not acceptable and should be relocated to a more appropriate location. It is also noted that no screening is proposed at these locations and opportunities for anti-social behaviour could arise which would need to be addressed.*

14. *Pedestrian mobility/ active travel is required to be fully integrated into the revised design with provision of universally designed seating in locations with pleasant views to be provided for.*

15. *The design of the 3 storey apartment blocks and their proximity to the site boundaries is problematic and needs to be reconsidered. Their location so close to the southwest boundary could compromise the development potential of adjoining lands, should these be zoned in the future. In addition, the rear amenity space for Blocks M & L is insufficient. In this regard, the scheme should be revised to provide an increase in the set back of these buildings from the south/ south west boundary and more meaningful rear open space.*

16. *The site layout should be revised so that the road to the east of House 135 is extended fully to the boundary to ensure connectivity to adjoining lands, should these lands be zoned in the future.*

17. *A clear phasing plan is required to accompany the proposal.*

18. *The parking proposed for the creche would appear to be below the standards set out in the Cork County Development Plan, 2022 which requires one space per staff member and there is uncertainty regarding*

how the creche internal arrangements would work based on the submitted layout. This needs to be clarified. In addition, clarity is required in regard to the creche outdoor spaces as the exact use has not been detailed for all of these spaces on the creche site layout plan.

19. *All parking spaces should be individually numbered on the site layout plan.*

20. *Public Open Space: there is concern that the southeast area of public open space (No.4) is surrounded on all sides by roads which would prevent children to safely access this space. One of the roads adjacent to Open Space No.4 should, therefore, be revised to a cul-de-sac to allow for safe pedestrian connectivity to this space.*

21. *Landscaping - more native trees need to be incorporated into the areas of public open space and each tree should be individually numbered and identified by species type for identification purposes.*

22. *The proposal should demonstrate compliance with the Recreational and Amenity policy as set out in the Cork County Development Plan, 2022.*

Ecology

1. *Bridge: Detailed construction methodology and construction drawings should be prepared in relation to same and consultation should take place with Inland Fisheries Ireland in advance of submission of the application so that any recommendations/ mitigations associated with these works form part of the planning application.*

2. *Green Infrastructure / Landscaping: The site would benefit from further habitat enhancement. Additional planting of native treelines should, therefore, be provided along the western and southern boundaries of the site, set back from proposed property boundaries. The northern treelines should also be bolstered, particularly within areas bounding the industrial lands to the northwest.*

3. *The non native species detailed on the submitted landscaping plan and drawings should be removed and replaced with native species. These include species such as maple/ sycamore, beech and non-native Elm. In this regard, you attention is drawn to the list of native tree and shrub species which is available from Cork County Council, Ecology Section.*

4. *Invasives: The submitted documentation states that there are no invasive species; however, mitigation measures are included within the documentation which state that all Buddleja davidii would be removed from site prior to the commencement of the construction phase. Further consideration in relation to the presence and management of invasive species needs to be considered as a result.*

5. *AA Screening: It is noted that two separate Appropriate Assessment Screening reports have been submitted in addition to a Natura Impact Statement. A single Appropriate Assessment Screening should be submitted to avoid confusion.*

6. *The Construction Environmental Management Plan (CEMP) should include all mitigation measures specified in the Ecological Impact Assessment Report and Natura Impact Statement. The CEMP should identify the location of the proposed contractor's compound/ materials storage, silt fencing and any*

surface water management ponds or control measures. A construction management drawing should be prepared to identify these features.

Environment

1. *The SUDS scheme should incorporate Nature Based Solutions (NBS). The SUDS-NBS solution should be incorporated into the landscape plan to achieve a net biodiversity gain.*

2. *A Drainage Impact Assessment is required to be submitted and it should consolidate the SUDS-NBS solution outlined above. Details are required on individual elements of the SUDS-NBS scheme, catchments served by any NBS, the type and specification of any NBS proposed, with maintenance requirements. There is an opportunity to leverage existing Blue infrastructure (stream/riparian enhancements) and areas of the development at risk of flooding (if any) into the NBS/SUDS infrastructure, to bring the sites water linkages into the scheme and to integrate attractive NBS into the landscape design, rather than hard engineering solutions. Greater emphasis should be on recharge rather than attenuated flow. The proposal should have regard to:*
    - *Creating Water Sensitive Places (CIRA),*
    - *DMURS Advice Note 5,*
    - *NBS for Management of Rainwater and Surface Water Runoff in Urban Areas (DHLGH),*
    - *Blue-Green Infrastructure and NBS Framework (Southern Regional Assembly),*
    - *Cork County Council CDP Advice Note 1.*

3. *A pre-development noise survey is required to be submitted to establish existing noise climate and identify risk of potential inward noise on the completed development from the commercial/industrial units and hotel. Where risk exists, appropriate mitigation measures should be incorporated into house design, including the use of landscape features which can provide mitigation. Consideration of integrating landscape features and soil arisings on the site may provide opportunities to mitigate with potential cost savings.*

4. *The Construction Environmental Management Plan (CEMP) should demonstrate that water, noise and dust sensitive receptors have been identified at project design stage, and also as phases are delivered as new sensitive receptors emerge (particularly the creche). Appropriate mitigation measures can be developed at detail design stage. A control efficacy monitoring and reporting programme can be agreed in advance of development commencing and as contractors appointed.*

5. *The CEMP should have regard to water services network extensions in the public domain and risks arising.*

6. *Details of designation of responsibility for environmental control management, and a point of contact for public complaints, will be required. These details can be agreed in advance of development commencing and as contractors are appointed.*

7. *A surface water management plan is required to be submitted which should demonstrate appropriate sediment controls and construction waste management during construction. Connection of the construction site storm water to any existing storm water network will not be permitted until the risk of sediment transport is reduced to satisfactory levels. The CEMP should allow for same.*

8. *Preconnection Enquiry/Uisce Éireann correspondence should reflect current water services' constraints/capacity in water services infrastructure. Confirmation of permission and capacity in any third party private infrastructure is required.*
9. *A Water Framework Compliance Assessment Report (UK Planning Inspectorate Guidance Note 18) is required to be submitted to satisfy the Planning authority of risk to the Water Framework Directive objectives arising from construction phase hazards and operational phase loading on Clonakilty wastewater infrastructure, including network and treatment plant.*

10. *A clear span crossing of the stream is required to be submitted with a method statement for delivery.*

11. *A Resource and Waste Management Plan (RWMP) is required to be submitted, as set out in the EPA 'Best Practice Guidelines' (2021).*

Archaeology

1. *Provide an updated Archaeological Report compiling all past results and investigations pertaining to the LRD boundary.*

Part V Compliance

1. *Clarify the discrepancy in the submission which confirms a 20% requirement applies to the proposal whereas the planning statement refers to 10% of the total numbers.*
2. *Based on a 20% requirement, the required quantum of units to satisfy Part V is 49 units comprising of 1 beds, 2 beds and 3 bed units with one or two 4 bed units. Please detail compliance with this requirement.*

Environmental Impact Statement

1. *Submit an Environmental Impact Statement Report for the proposed development. The site area, at approx. 9.5 hectares, is very close to the mandatory threshold of 10 hectares set out in Schedule 5, Part 2, Class 10 'Infrastructure Projects'. A significant amount of housing development has been permitted and has taken place in this section of Clonakilty Town in recent years, including Cloncastle Houses, An Sruthan Beag and Cork County Councils' own social and affordable units. As the site area is close to the mandatory threshold and having regard to the cumulative development in the vicinity, the applicants are advised to include an EIAR with the proposal.*

Childcare

1. *Confirm that the proposed creche would be built and provided once the seventh fifth house is constructed.*

Uisce Eireann

1. *Pre-Connection Enquiry: Uisce Éireann has confirmed that the applicants have submitted a Pre-Connection Enquiry in relation to the proposed development and that a Confirmation of Feasibility (COF) was issued on the 5th June, 2024, advising that there is capacity for both water and wastewater connections for the proposed development, subject to upgrades.*

2. *The applicant/ developer is required to enter into a connection agreement(s) with Uisce Éireann prior to the commencement of development.*

3. *Water: Feasible subject to upgrades.*

   Western Connection: In order to facilitate the proposed connection, the Uisce Éireann watermain network would need to be extended by approximately 90 metres. In addition to this extension, approximately 225 metres of watermain network upgrades would be required to provide the necessary additional network capacity. Uisce Éireann currently does not have any plans to extend its network in this area. The applicant will, therefore, be required to fund these local network upgrades. These works will be carried out by Uisce Éireann and the costs for this will be included in the applicant's connection fee.

   Eastern Connection: In order to accommodate the proposed connection, approximately 450 metres of watermain network upgrades would be required to provide the necessary additional network capacity. Uisce Éireann does not currently have any plans to undertake these works, therefore the applicant will be required to fund these local network upgrades. The fee for these works will be calculated at a connection application stage.

4. *Wastewater: Feasible subject to upgrades.*

   Western Connection: In order to facilitate the proposed connection, the Irish Water sewer network would need to be extended by approximately 105 metres. Uisce Éireann currently does not have any plans to extend its network in this area. The applicant will, therefore, be required to fund these local network upgrades. These works will be carried out by Uisce Éireann and the costs for this will be included in the applicant's connection fee.

   Eastern Connection: The proposed eastern sewer connection point, prior to discharging to the Uisce Éireann network, is owned by a 3rd party and has not been taken in charge by Uisce Éireann. In order to connect to this infrastructure, it will be necessary to get permission from the owner for Uisce Éireann to take in charge the arterial route from the proposed development to the Uisce Éireann infrastructure on the N71. The infrastructure taken in charge will have to be inspected by Uisce Éireann's field engineers to ensure that it has capacity and is in a good condition. Any upgrade requirements identified at this stage will have to be funded by the developer.

In addition to the upgrade requirements stated specifically for the potential western and eastern connections, a further 330 metres of gravity sewer network upgrades and Wastewater Pumping Station upgrades are required in the downstream network to provide additional network capacity. The applicant will, therefore, be required to fund these local network upgrades. These works will be carried out by Uisce Éireann and the costs for this will be included in the applicant's connection fee. and the costs for this will be included in the connection fee.

It is noted that a Developer led project is currently ongoing to provide a gravity network diversion for the surrounding infrastructure along the N71. This project is expected to begin construction by Q4 2024/Q1 2025 (may be subject to change) and connection of this development loading would be contingent on the completion of the necessary diversion works.

Please be advised that the usual period for any given COF letter being valid for is c. 12 months from the date of issuance. If the formal planning application is not lodged within that 12-month period, the applicant is advised to submit a new updated Pre-Connection Enquiry (PCE) application and the outcomes of which, should be obtained and submitted as part of the formal planning application.

Statement of Design Acceptance (SODA). Please note, it is recommended that a SODA be in place and submitted at full formal planning application stage.

The applicant's response to all matters outlined in Cork County Council's Opinion of 10th December 2025 is included with the planning application.

1.8 Difficulties Encountered during the Assessment

There were no significant difficulties encountered in the preparation of this EIAR.

1.9 References

Council Directive 79/409/EEC (Birds Directive)

Council Directive 92/43/EEC (Habitats Directive)

Department of Housing, Planning and Local Government (2018). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*.

EIA Directive (2014/52/EU)

European Commission (2017) *Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report*.

European Commission (2013) *Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment.*

Environmental Protection Agency (2022). *Guidelines on the information to be contained in Environmental Impact Assessment Reports.*

Planning and Development Act, 2000, as amended.

Planning and Development Regulations, 2001, as amended.

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2.0 BACKGROUND & NEED FOR THE PROPOSED DEVELOPMENT

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Figures, Plates and Tables

Table 2.1 Location of the proposed development

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2.1 Introduction

This chapter identifies the applicants and addresses the need for the proposed development.

2.2 The Applicant and Development Vision

The applicant is HB Cloheen Developments Ltd., the landowners of the subject site.

For Cork County to credibly progress as a counterbalance to Dublin, the need for ambitious and quality residential developments such as the proposed is now more significant than ever. In order to support the growth of the Southern Region, the continued growth of Key Towns such as Clonakilty is essential. In this regard, the applicant's vision for the proposed development site can be summarised as follows:

- To create a high quality residential development, with a range of housing options, that supports the development of Clonakilty in a sustainable location within the settlement boundary of the Town, close to the town centre.
- To utilise an adequately residential zoned site to provide much needed housing units in Clonakilty.
- To contribute towards the provision of critical housing stock needed to support the planned population growth of Clonakilty as well as the wider Southern Region.

2.3 Proposed Development Site

The site is located on the southwest edge of Clonakilty, approximately 1.2 kms from the town centre. The development site is approximately 9.49ha (red line boundary site, 8.09ha - net developable area) in size and is currently a greenfield site in agricultural use. To the south and southwest of the site there are other undeveloped greenfield sites also in agricultural use.

Figure 2.1: Location of the proposed development (site generally outlined in red)

The site comprises of 3 no. of fields and is adjacent to a number of established developments. To the east, the site abuts the Clonakilty Park Hotel, with the Cloheen Industrial Estate and the Clonakilty Agricultural Grounds to the north. To the west and northwest and also to the east of the site there is existing residential dwellings, which include the Cloheen Meadows and Lady's Cross housing developments.

2.4 Need for the Proposed Development

This section sets out the strategic context within which the proposed development is framed, having regard to national policy drivers, recent statistical information published by the Central Statistics Office (CSO), and recent commentary on housing supply and demand in Cork.

The planning rationale for the proposed development is set out in Chapter 6 of this EIAR.

2.4.1 Policy Drivers

National Planning Framework - First Revision 2025

- The National Planning Framework seeks to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role.

- Targeting a level of growth in the country's Northern and Western and Southern Regions combined, to at least match that projected in the Eastern and Midlands Region.

- The Framework aims to accommodate around 950,000 additional people in Ireland between 2022 and 2040, seeking to development a targeted pattern of development which will provide for a long-term, proportional growth of regions.

- National Policy Objective 3 seeks to provide for a population growth in the Southern Region of approximately 330,000 additional people over 2022 levels (c. 450,000 additional people over 2016-2040) i.e. a population of just over 2 million.

- In order to support this population growth, the Framework identifies that a concerted effort is required to focus on building internationally, nationally, and regionally strong cities and towns which could deliver positive impacts which could enhance national growth so that:

    - future population and employment growth would be geographically more aligned;

    - future enterprise and employment growth would be geographically more distributed, but focused to a greater extent on a limited number of larger and regionally distributed centres, to include the North and West and Midlands;

    - the significant growth potential of Cork, Limerick, Galway and Waterford separate from Dublin would be realised, while at the same time enhancing and enabling Dublin's unique role as an international city of scale;

  - Ireland's regions, and in particular the north and west and midlands, would be turned around to better achieve their potential for focused investment.

- **National Policy Objective 12** seeks to *ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.*

- **National Policy Objective 13** seeks to *develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.*

- **National Policy Objective 15** seeks to *apply a tailored approach to urban development, linked to the Rural and Urban Regeneration and Development Funds, with a particular focus on: In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.*

- **National Policy Objective 42** seeks *to target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.*

- **National Policy Objective 43** seeks to *prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.*

Given the above, the promotion and support of housing development within Cork County, and at the subject site, can be understood as being of paramount importance not just for the development of Cork, but for the balanced development of the country as a whole.

Housing Policy

The Government's current housing plan, *Housing for All*, was published in September 2021. It addresses the time period up to 2030 and identifies the need for an average of 33,000 new homes per year to 2030. The Plan notes:

Right now, Ireland's housing system is not meeting the needs of enough of our people.

- *There are not enough houses to buy or rent in the private sector.*
- *There are not enough houses being built by the State for those who need social housing.*
- *Housing has become increasingly unaffordable for the 'squeezed middle' who would once have expected to be able to purchase their own home.*
- *Too many people are experiencing homelessness or are unable to access appropriate housing.*
- *The cost of building housing is too high.*
- *Too much vacant housing stock remains unused.*
- *Our housing stock needs to be more environmentally friendly.*

To address this, the Plan sets out a vision to achieve a steady supply of housing in the right locations. It estimates that the country will need an average of 33,000 new homes each year between 2021 and 2030. The policy has four pathways to achieve this:

- supporting home ownership and increasing affordability

- eradicating homelessness, increasing social housing delivery, and supporting social inclusion
- increasing new housing supply
- addressing vacancy and efficient use of existing stock

In relation to pathway 3, the Plan states:

> *The State must act decisively to increase supply of both private and public housing. An average of 33,000 homes must be provided every year between now and 2030. Increased housing output is needed in all sectors - private, affordable, and social – to meet the needs of people in a wide variety of circumstances.*

Despite growth in housing supply in recent years, the need for new housing in our cities and towns remains critically urgent and is becoming even more pressing. The most recent *Housing For All Quarterly Report* for Q2 2024 was published in July 2024. The Report identified:

- Building commenced on over 32,000 homes in the first five months of 2024;
- C. 38,000 homes were granted planning permission in the year to March 2024;
- C. 32,000 homes were completed in the year to March 2024.

Data provided by the Housing Agency, the Government agency with responsibility for supporting Local Authorities; the Department of Housing; and Approved Housing Bodies with a focus on housing research and analysis, has published the following data on housing delivery in 2024:

- 69,060 dwellings were commenced in 2024:
- 4,630 dwellings were commenced in Cork County in 2024;
- 30,348 dwellings were completed in 2024.

In their *Quarterly Economic Commentary Spring 2025* the ESRI conclude that the 2024 housing delivery was overall disappointing '*with completions coming in at 30,330 units, heightening fears that housing costs will continue to escalate in the domestic economy*'. Their Quarterly Economic Statement also states the following:

> *This generalised weakness in housing output can be clearly seen in the reduction in housing completions to just over 30,000 in 2024 from 32,500 in 2023. These delivery levels lie well below estimates of structural household formation, which have been documented […] to be in the range of 50,000 to 60,000 units annually (including pent up demand).*

The Quarterly Economic Statement further qualifies the increased housing commencements seen in 2024 as '*likely to be artificially high as producers commenced activities to avail of policy supports (such as the development levy waiver). This therefore does not necessarily suggest a major uptick in completions in 2025, as would have been historically implied by the relationship between commencements and completions*'.

The Housing Commission Report published in 2024 estimates a deficit of between 212,500 and 256,000 homes in Ireland as of the 2022 Census and implies that a median of 55,000 to 60,000 homes per year will be required to be built.

The National Planning Framework – First Revision published in 2025, picks up on this and other reports and now has the stated objective to target the delivery of 50,000 additional homes per annum to 2040 (National Policy Objective 42).

2.4.2 Population Growth and Targets

In the context of the policy provisions set out above, the need for additional housing in Clonakilty, County Cork is illustrated by reference to published data from the CSO.

Key National Statistics

- The Census of Population 2022 - Summary Results published on 30th May, 2023 show a population of 5,149,139 on Census night, 3rd April, 2022. This is an increase of 8% since 2016. It is also the highest population recorded in a census since 1841.

- The Summary Results also show that the total housing stock on 3rd April 2022 was 2,112,121, an increase of over 5% on the 2016 figure. There were almost 20,000 fewer vacant dwellings (-11%) in 2022 compared to 2016. This does not include holiday homes, of which there were 66,956, compared with 62,148 in 2016.

- The CSO's most recent population and labour force projections for Ireland, published in June 2018 advise that Ireland's population is projected to reach 6.69 million in 2051, a rise of just under two million persons if there is high net inward migration and high fertility. Even with low net inward migration and declining fertility, Ireland's population is still expected to reach 5.58 million in 2051.

- The CSO publication reveals that there will be between 1.5 and 1.6 million persons aged 65 years and over by 2051, compared with 629,800 in 2016. Therefore, while around 13.3% of the population was aged 65 years and older in 2016, this will rise to up to 27.4% in 2051.

- Given this trend, it is clear that Ireland is now dependent on net inward migration to sustain population and employment growth.

Clonakilty

- The Census of Population 2022 shows a population of 5,112 on Census night, 3rd April, 2022. This is an increase of 11.3% since 2016, where a population of 4,592 was recorded.

- It is of note that the population growth in Cork (County and City) from 2016 to 2022 was 7.6%, with the population increasing by 41,288. This indicates that Clonakilty has experienced, relative to Cork County, an increased level of population growth.

- The average household size in Cork was 2.72, with the national average size being 2.74 people. The average household size in Cork in 2016 and 2011 was 2.73, the 2022 Census indicates a decline in the average household size. Cork County Council have published data indicating the average household size in the Cork County administrative area is 2.79.

- There was a total of 1,860 permanent households in Clonakilty in 2022, 52% of these households are owner occupied while the remaining 48% are rented.

- A well-documented and unintended consequence of the lack of housing supply is increasing house and rental prices. The national Residential Property Price Index (compiled by the CSO) indicates that in 12 months to March 2025, house prices nationally rose by 7.8% while apartment prices increased by 5.6%. The national index has now reached the value of 191.9, which is 17.3% above its highest level at the peak of the property boom in April 2007. Households paid a median price of €362,500 for a dwelling on the residential property market in the 12 months to March 2025. The Median price paid for a dwelling in Cork was €359,999. However, the median dwelling price in Clonakilty was €364,9990. Whilst year on year unit completions is increasing, albeit off a low base, it is widely acknowledged that the lack of supply is continuing to create a dysfunctional residential market in the county.

- The situation is made all the starker in the context of the target of the housing and population targets identified in the First Revision of the National Planning Framework to 2040. This will require a significant increase in the number of dwellings across all house types.

- In addition to the demand for housing generated by the significant population growth targets for Cork City and its wider Metropolitan Area, as with the rest of the country, the population of Cork continues to experience a homelessness crisis. Latest official figures from Government reveal that as of March 2025, there were 15,418 homeless Adults and Children in the State, (641 in Cork City and County).

2.5 Conclusion

In conclusion, the need for the proposed development is premised on:

- National policy drivers which underline the requirement for a significant uplift in population in Ireland's urban centres and towns, including Clonakilty.
- The critical need for new housing supply within existing settlements such as Clonakilty, to address the national housing crisis.
- The national strategic aim of achieving regional parity across the country by emphasising growth of the regions other than the Eastern and Midland Region.

The need for new residential development in Clonakilty and the wider Cork Area is self-evident, as is the obligation to make the most efficient use of zoned land in the existing built-up area of Clonakilty. The proposed development will also contribute towards the achievement of the target of an average of 33,000 homes per year set out in the Government's Housing for All plan.

2.6 References

Cork County Development Plan 2022-2028

CSO Census 2011

CSO Census 2016

CSO Census 2022

CSO, (2025). "New Dwelling Completions Q4 2024", online, available at: https://www.cso.ie/en/releasesandpublications/ep/p-ndc/newdwellingcompletionsq42023/ [accessed May 2025].

CSO, (2025). "House Prices" [by Eircode], online, available at: https://visual.cso.ie/?body=entity/rppi# [accessed May 2025].

CSO, (2025). "Residential Property Price Index March 2025", online, available at: https://www.cso.ie/en/statistics/prices/residentialpropertypriceindex/ [accessed May 2025]

Department of Housing, Local Government and Heritage: Monthly Homelessness Report, March 2025

ESRI Quarterly Economic Commentary Spring 2025

First Revision of the National Planning Framework (2025)

Housing for All 2021

Housing for All Action Plan Update and Q2 Progress Report (2024)

Regional Spatial and Economic Strategy for the Southern Region (RSES) 2020

The Housing Agency, Data Hub online, available at: https://www.housingagency.ie/data-hub/welcome-housing-agencys-data-hub [accessed May 2025]

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3.0 ALTERNATIVES CONSIDERED

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3.1 Introduction

This chapter has been prepared by Daly Barry and Associates on behalf of HB Cloheen Developments Ltd. and aims to outline the design approach in respect of a proposed Large Scale Residential Development at Cloheen, Clonakilty, Co. Cork.

The subject site of this proposed development is located to the south-west of Clonakilty Town Centre, south of the N71 Bandon-Clonakilty-Skibbereen Road and to the west of the Clonakilty Park Hotel. The site is bound to the north by the N71, The Lady's Cross residential development to the east and the Cloheen Industrial Estate to the north and to the east by the Clonakilty Park Hotel and Cloheen Meadows residential area.

HB Cloheen Developments Ltd. intend to seek permission for the development of a new residential neighbourhood on these lands at Cloheen. The proposal takes the form of a Large Scale Residential Development (LRD) comprising of 246no. dwellings and a childcare facility.

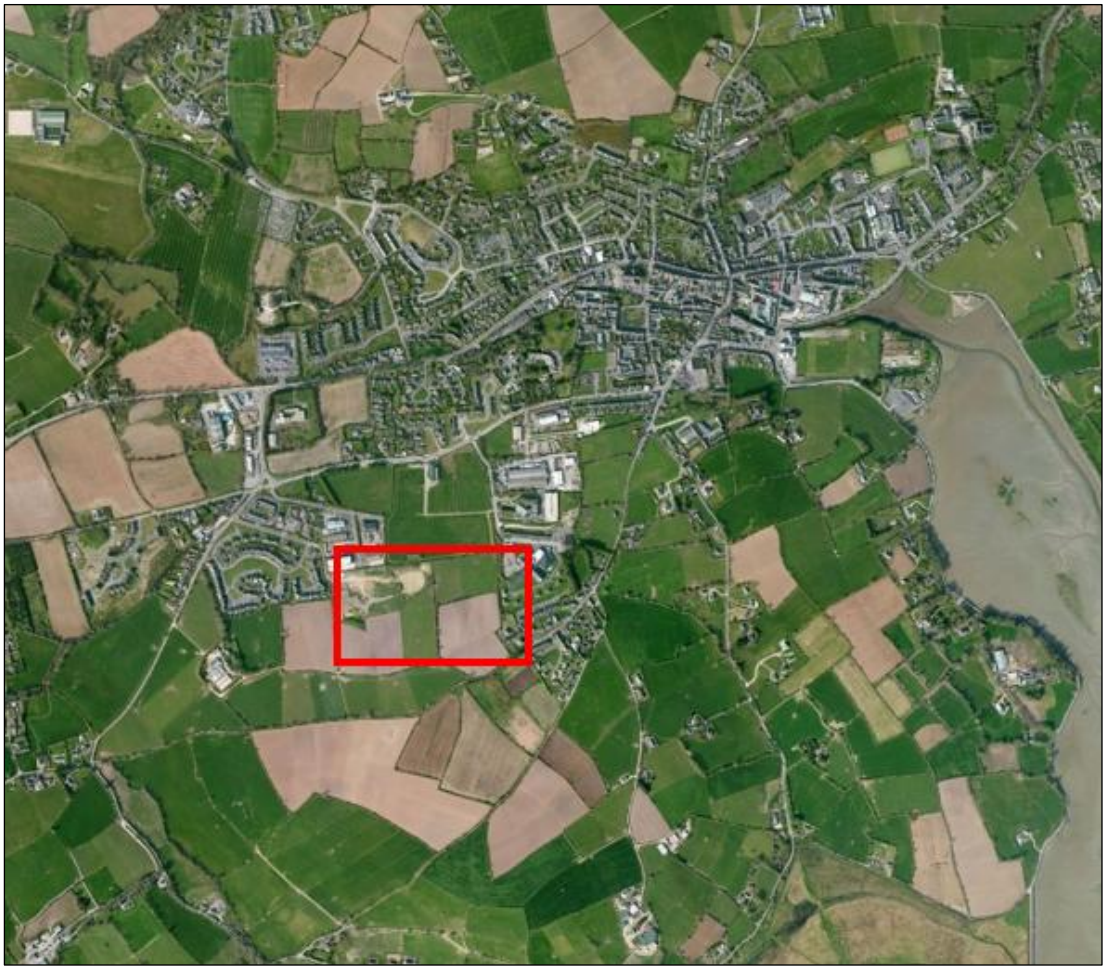

Figure 3.1: Overall aerial view of Clonakilty with location of subject lands within red boxed area.

3.2 Legislative Context

Article 5 (1) of the 2014 Directive requires the consideration of reasonable alternatives which are relevant to the project and take into account the effects of the project on the environment. It states under Article 5 (1) that:

> *"Where an environmental impact assessment is required, the developer shall prepare and submit an environmental impact assessment report. The information to be provided by the developer shall include at least…"*
>
> *"…a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment."*

Schedule 6 of the Planning and Development Regulations, 2001 (as amended) sets out the information which is to be contained in an EIAR and Part 1 (d) of Schedule 6 states that the following shall be included:

> *"A description of the reasonable alternatives studied by the person or persons who prepared the EIAR, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed development on the environment."*

In accordance with EPA Guidelines different types of alternatives may be considered at several key stages during the process. As environmental issues emerge during the preparation of the EIAR, alternative designs may need to be considered early in the process or alternative mitigation options may need to be considered towards the end of the process.

The EPA Guidelines States:

> *"The objective is for the developer to present a representative range of the practicable alternatives considered. The alternatives should be described with 'an indication of the main reasons for selecting the chosen option".*

It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option. A detailed assessment (or 'mini-EIA') of each alternative is not required." The consideration and examination of alternatives is set out below.

3.3 'Do-Nothing' Scenario

The consideration of an alternative location would equate to a 'do-nothing' alternative for the subject site. This would mean that these residential zoned lands would not be developed in accordance with the objectives of the Cork County Development Plan 2022-28 and would be contrary to the Council's objectives to promote residential land use at this site, as set under objective **CK R-07.**

It would also be contrary to the following Development Plan objectives:

> ***CK-GO-01****: To plan for development to enable Clonakilty to achieve its target population of 6,162.*
>
> ***ZU 18-11:*** *Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area.*

This in turn would have the knock-on impact of creating pressure to develop unzoned, unserviced or remote sites. This is not in line with National, Regional or Local plan policies which require the efficient use of zoned land and would contravene the National Planning Framework in which government policy states that local authorities:

> *'support increased density in locations with good public transport, accessibility, particularly town / city cores' (SPPR1-Urban Development and Building Height Guidelines, 2018)*

Furthermore, these lands are considered suitable for future development due to their proximity to existing and future proposed public transport facilities, services, and community facilities. A 'do nothing' approach would likely result in a neutral impact on the environment in respect of material assets, land, water, air, climate, cultural heritage, biodiversity, and landscape.

3.4 Alternative Locations

The Cork County Development Plan 2022-28, Volume 5 West Cork, zones the lands for residential development, with the objective to provide for 'Medum A Density Residential Development'.

This zoning covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in these zones, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities, and sustainable, liveable communities.

The development of the site is consistent with the core strategy of the Development Plan. At this location, the proposed scheme will deliver significant additional public and private housing in a range of house types in a consolidated and accessible urban neighbourhood which will be supported by ancillary community facilities and public open spaces. The site is well connected to Clonakilty town centre, which will also ensure that future residents will benefit from the range of existing services and other facilities available.

Therefore, it is considered that the site is entirely suitable for a development of this nature and it was therefore not considered necessary to consider alternative sites.

3.5 Alternatives Considered

This section provides an overview as to how the proposed development has evolved to date by way of consideration of alternative designs and the nature of the proposal now before Cork County Council. Various options were considered as the scheme progressed and key considerations were incorporated into the evolving project design, having regard to the key environmental issues pertaining to the lands.

The initial approach to development of the subject lands occurred prior to the issue of the current Cork County Development Plan 2022.

At this time, the subject lands and extensive areas of the surrounding lands were at that time identified for potential residential development in accordance with Cork County Council Development Plan 2014 and associated Local Area Plan and Town Development Plan. The current Development Plan has reduced lands zoned for this use and this consequently is reflected in the final proposal.

The subject lands were in initial development feasibility studies, considered as part of a large masterplan development and this is reflected in initial development layouts indicated here.

The evolution development layouts as chronicled here demonstrate the positive development of design strategies to achieve an appropriate response to ecological and archaeological considerations while being mindful of Development Plan objectives for the subject lands in terms of density and the delivery of quality residential communities.

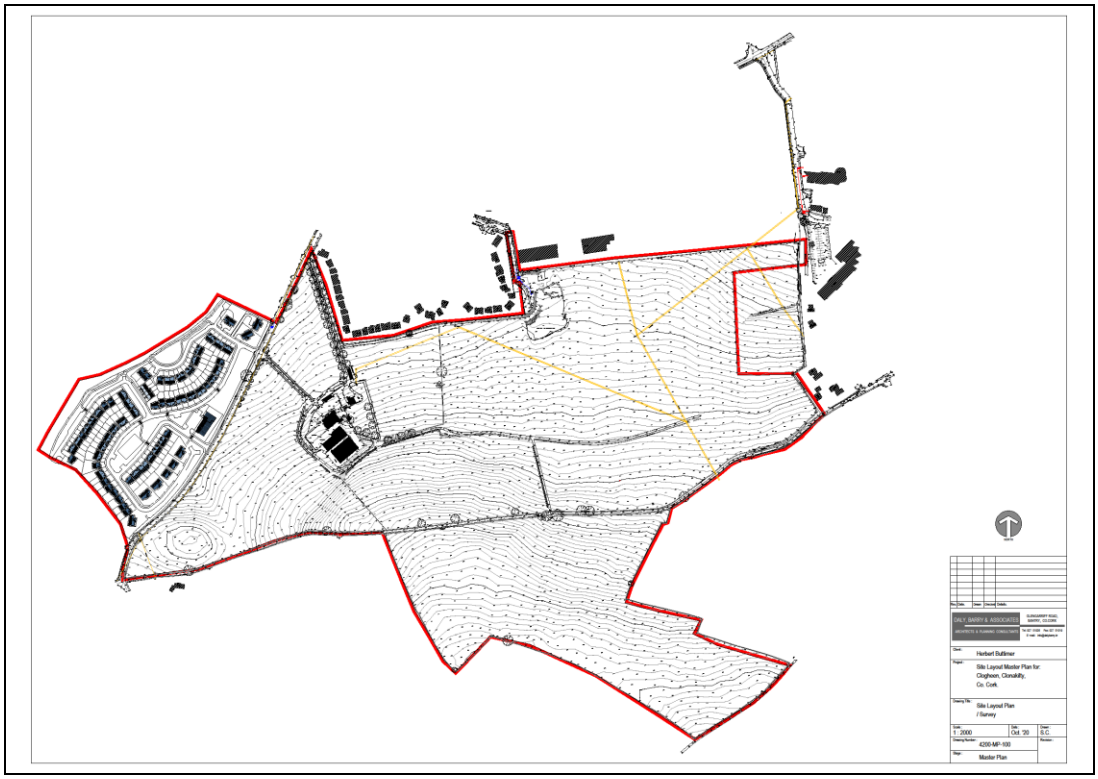

Figure 3.2 Topographical / Feature Survey of Lands to Cloheen

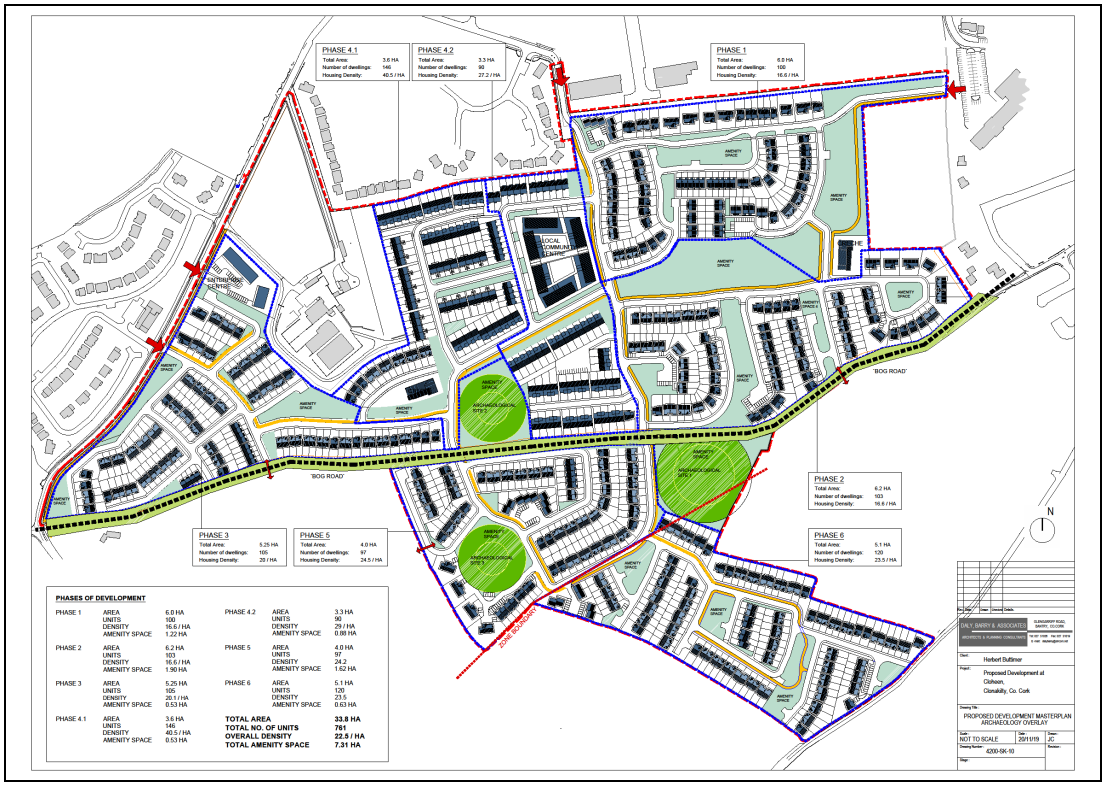

Figure 3.3 Initially Proposed Masterplan - February 2021

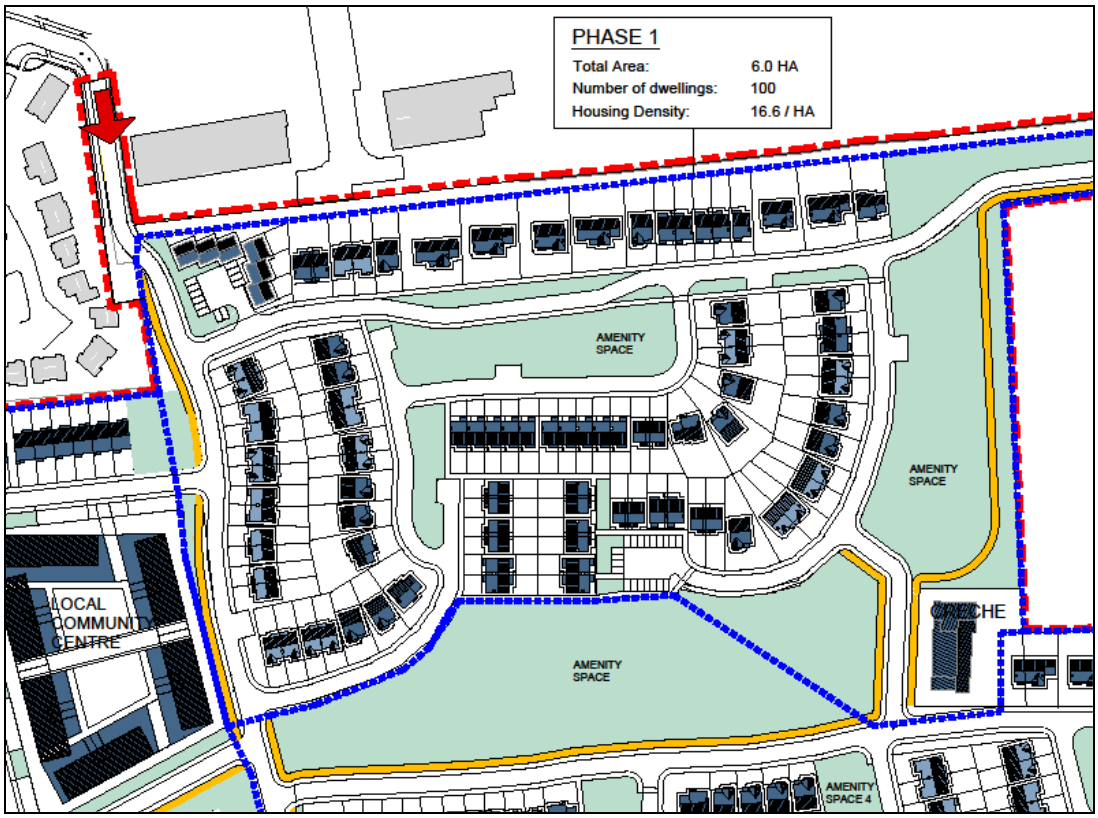

Figure 3.4 Proposed Site Layout for Subject Site – February 2021

The adoption of the 2022 Cork County Development Plan saw the dezoning of lands to the south and west of the subject site and its designated for residential development at a density of Medium A, which would be in the range of 30-50 residential units per hectare.

Figure 3.5 Post Introduction of 2022 Development Plan

Figure 3.6 Proposed Site Layout – August 2023 (24units/Ha)

Following section 247 pre-planning consultation meetings with Cork County Council revisions were made, largely focused on increasing the residential density of the development.

In October 2023 a pre planning submission was made for a proposal comprising the following:

- the construction of 197no. Residential units comprising 17no. Type m 1-bed units, 54no. Type e 3-bed units, 56no. Type j 3-bed units, 59no. Type f 4-bed units and 11no. Type c 4bed units,
- the construction a creche facility,
- car parking and secure bicycle parking
- new vehicular accesses from both Lady's Cross and Bother Na Páirc,
- site drainage and attenuation works incorporating suds measures,
- amenity areas and landscaping, and
- all other ancillary and associated site development, road tie and boundary treatment works

Figure 3.7 Proposed Site Layout – August 2023 (30/Ha)

The Planning Authority advised that any application on the subject land needs to address the required minimum density and put forward an appropriate housing mix.

The also advised the following:

- More detail on the Hotel access and parking as well as the necessary consents
- Masterplan required to address and detail drainage proposals and applicant needs to bring water environment into the site.
- Need to ensure a nature-based approach with natural drainage systems re. surface water and pollution controls.

- Open space needed to be looked at with a central or sizeable open green space for proper recreation and amenity.
- The siting of the creche could be more integrated and needs an inspirational design.
- The inclusion of home-zones for children to play in a safe manner should be considered.
- A revised design approach should be considered that would offer a higher density and a broader range of typologies and designs.
- Vehicular access is available to the site via the existing public road serving the 'Lady's Cross' housing estate immediately to the west of the site under consideration here.
- Landscape buffer at northern side is important
- There may be a potential vehicular and pedestrian access available from the private road serving the Clogheen Industrial estate, however any such proposal would be premature until such time as this road is taken in charge by the Roads Authority.
- Pedestrian/cycle linkages to adjoining estates should be provided with footpaths required to be of adequate width to ensure assess to Lady's Cross, Clonakilty Park Hotel and possibly to the Cloheen Industrial Estate.

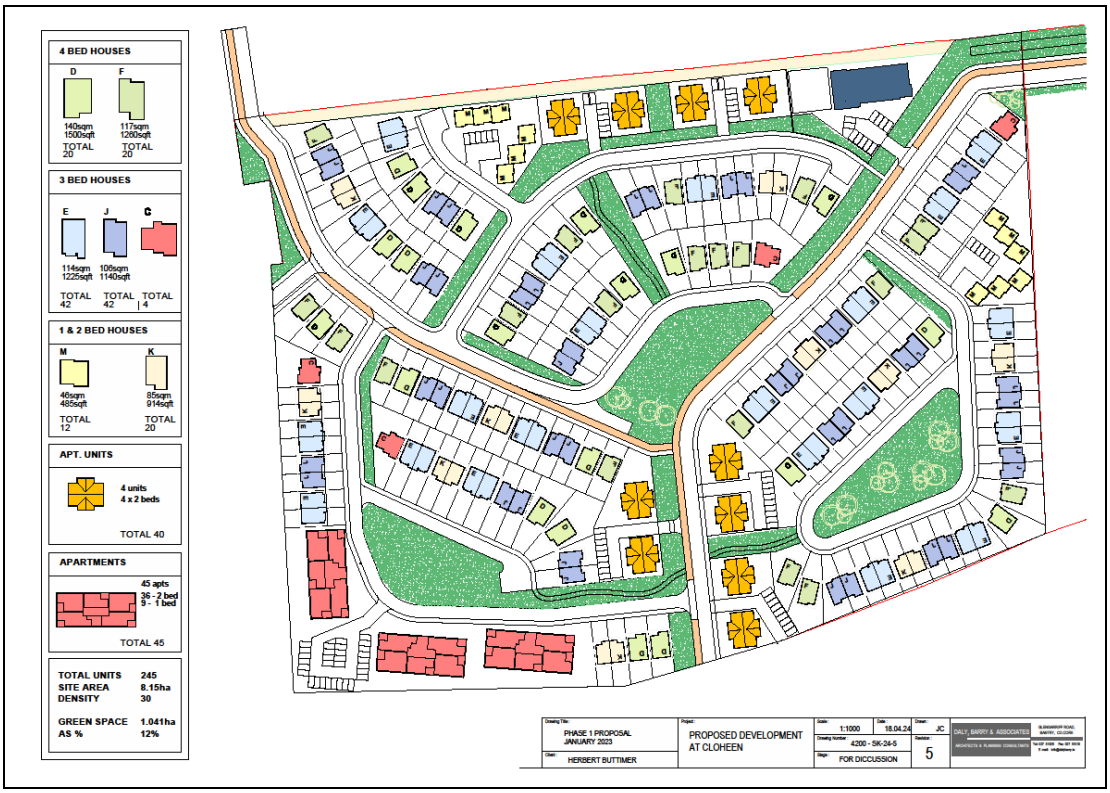

Figure 3.8 Proposed Site Layout – April 2024 (30units/Ha)

The proposal was revised and redesigned to address this feedback from the Planning Authority. Revised layouts incorporating apartment units with a higher residential density, home zones, SUDs features and landscape buffer zones.

The proposal as presented at the subsequent s32C LRD meeting comprised the following.

- The construction of 245no. residential dwellings as follows: 160no. houses consisting of 40no. 4-bed dwellings, 88no 3-bed dwellings, 20no. 2-bed dwellings and 12no. 1 bed sheltered housing units; 10no. 2-storey 4-unit apartment blocks consisting of 40no. 2-bed units and 3no. 3-storey 15-unit apartment blocks consisting of 36no. 2-bed units and 9no. 1-bed units
- The construction of a crèche (467sqm) with capacity to accommodate 65no. children;
- The provision for car parking, including EV charging points, bicycle parking;
- The provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands;
- Pedestrian and cyclist routes;
- Hard and soft landscaping and boundary treatments;
- Waste storage;
- Plant;
- Signage;
- A new access onto the local hotel road to the east, incorporating bridging of the existing stream with associated works to same, and a new access connecting to the L-9931-0 local road to the west;
- Modifications to car parking at the Clonakilty Park Hotel and the provision of a roundabout;
- Public lighting;
- New substation;
- All associated site development works;
- And all drainage and foul sewer infrastructure and network works including connections to the existing networks on the N71 national road and the L-4007-52 local road, and nature-based SuDS measures.

Figure 3.9 Proposed Site Layout – October 2024 (30/Ha)

The Planning Authority LRD Opinion issued in December 2024. It raised items in relation to traffic, sustainable transport, engineering and ecology, which generally do not impact upon the layout and design of the scheme. In relation to layout the use of terraced housing was suggested, as was the relocation of car parking. The layout and design of the proposed home zones was also highlighted. The design and layout of the proposed apartment blocks was also identified for revision.

The final proposal has responded to this feedback and now consists of a largescale residential development (LRD), comprising of 246no. residential dwellings as follows: 177no. houses consisting of 3no. 5-bed dwellings, 41no. 4-bed dwellings, 90no 3-bed dwellings, 31no. 2-bed dwellings and 12no. 1-bed sheltered housing units; 6no. 2-storey 4-unit apartment blocks consisting of 24no. 2-bed units and 3no. 3-storey 15-unit apartment blocks consisting of 36no. 2-bed units and 9no. 1-bed units.

The proposed development also includes a crèche (473.77sqm) with capacity to accommodate 65no. children.

The proposed development will include provision for car parking, including EV charging points and bicycle parking. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new access onto the local hotel road to the east, incorporating bridging of the existing stream with associated works to same, and a new access connecting to the L-9931-0 local road to the west; modifications to car parking at the Clonakilty Park Hotel and the provision of a roundabout; public lighting; new substation; road improvement works and pedestrian facilities at the N71 and Clonakilty Park Hotel junction; all associated site development works; and all drainage and foul sewer infrastructure and network works including connections to the existing networks on the N71 national road and the L-4007-52 local road, and nature-based SuDS measures.

Figure 3.10 Proposed Site Layout – April 2025 (30/Ha)

3.6 Summary of Environmental Reasons for Selection alternative

The proposed development has responded to several environmental constraints emerging from detailed assessments undertaken to inform the design, including traffic impact, utilities, visual impact, and development of landscaping proposals. This proposal responds positively to the setting and respects the positive principles established in the previous schemes. However, this design goes further to address the issues and unique context of this site creating a vibrant long term residential community. The careful arrangement of the blocks, their form, mass, and materiality all respond to the conditions found on site.

3.7 Alternative Processes

The relevance of alternative processes and technologies is limited in the case of this EIAR having regard to the nature of the proposed development, which is a residential development.

3.8 Cumulative Impact

As noted, the proposed scheme does not give rise to any significant adverse environmental impacts. It is considered that the proposed scheme in general achieves a better result in terms of impact on the environment that the other design options previously considered. This is due to its improvement to roads and traffic arrangements, landscape, visual Impact, the population and human health. For example, enhancing the existing hedgerows and landscape buffers to the site boundaries would have a positive impact on biodiversity and human health. Reduced carparking numbers, improved pedestrian and cycle routes would lead to less car dependence and would have a positive impact on human health.

The chosen scheme provides for a higher density of residential development meeting both density and zoning objectives of the site reflective of the site's location.

The proposed development balances cognisance of the sensitivities of the site, with recognition of the sustainability and accessibility of the location, which links to Clonakilty town centre and is within walking and cycling distance of various services and amenities. The landscape, visual and amenity strategy has evolved throughout the scheme design, to provide for a level of development which reflects the sensitivities of the site.

Potential cumulative impacts primarily relate to traffic, dust, noise, and other nuisances from the construction of the development, with other planned or existing projects. These include a nearby housing development at The Miles. Please refer to each of the following EIAR chapters which have regard to these in the assessment and mitigation measures proposed.

3.9 Mitigation Measures

These are provided throughout the various chapters in the EIAR, and no alternative mitigation measures were considered in the preparation of this chapter.

3.10 References

The Cork County Development Plan 2022-2028

Section 28 Guidelines for Planning Authorities - Design Standards for New Apartments (July 2023)

Section 28 Guidelines for Planning Authorities - Sustainable Residential Development and Compact Settlement Guidelines, 2024

4.0 THE PROPOSED DEVELOPMENT

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4.1 Introduction

This document has been prepared by Daly Barry and Associates on behalf of HB Cloheen Developments Ltd. and aims to outline the design approach in respect of a proposed Large Scale Residential Development at Cloheen, Clonakilty, Co. Cork.

The subject site of this proposed development is located to the south-west of Clonakilty Town Centre, south of the N71 Bandon-Clonakilty-Skibbereen Road and to the west of the Clonakilty Park Hotel. The site is bound to the north by the N71, The Lady's Cross residential development to the east and the Cloheen Industrial Estate to the north and to the east by the Clonakilty Park Hotel and Cloheen Meadows residential area.

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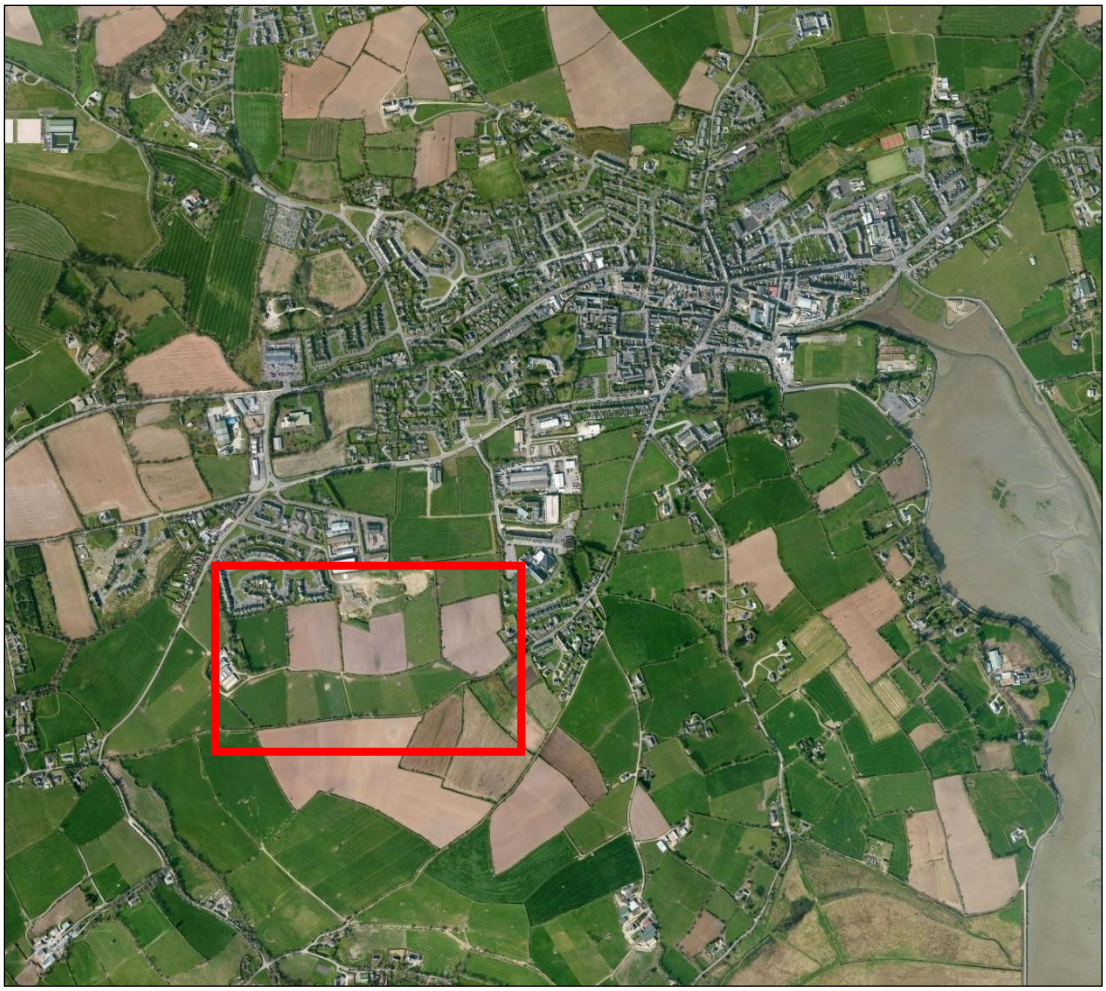

Figure 4.1: Overall aerial view of Clonakilty with location of subject lands within red boxed area.

The challenge for the development of the subject lands is to achieve the coherent and balanced social, economic and physical development of the locality while capturing the vision of an attractive and

sustainable future urban environment. In this regard, the key components of the development seek to achieve the provision of:

- A mix of housing types and tenures.
- Connectivity and accessibility by sustainable modes of travel,
- Access to amenities.
- Distinctive and functional urban areas;
- Best practice in design and layout.
- The protection and enrichment of biodiversity and ecology;
- Ensuring the protection of built heritage and archaeology.

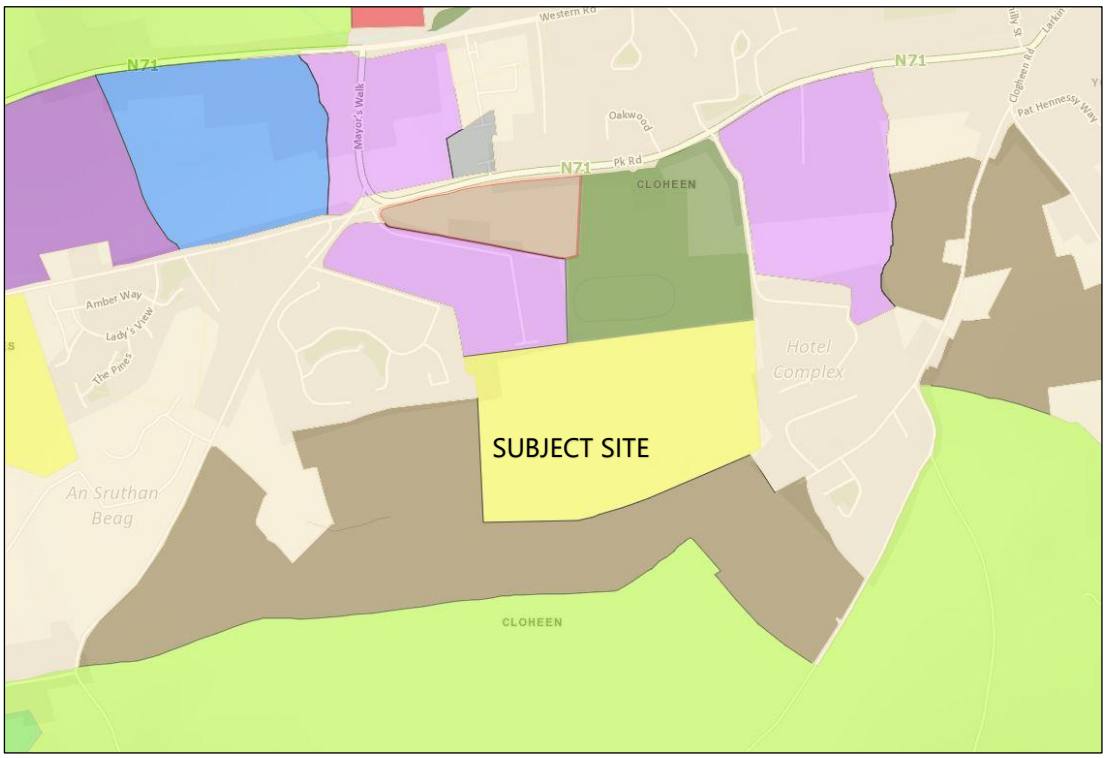

Figure 4.2 Cork County Council Development Plan indicating residential usage of subject lands.

In ensuring due diligence in both the investigation and preparation of this large scale development proposal, a full team of professional consultants were appointed to undertake all necessary investigations and to inform the preparation of this proposal.

In addition to Planning and Architectural appointments, the services of professional were utilised in the fields of Ecology, Archaeology, Landscaping, Civil Engineering, Traffic and mobility. Contribution from consultants in these fields has been instrumental in developing a coherent and holistic design proposal for the development of these lands.

The holistic approach adopted by the design team ensure the proposal succeeds in achieving a coherent socially and economically balanced, high quality development which responds to the local receiving environment and provides for an attractive, sustainable urban development which will provide for the amenity of future residents.

4.2 Context

The development of these lands offers a unique opportunity to take an integrated approach to the expansion of Clonakilty from a rural West Cork town to a Key Development Hub for the region.

In approaching the task of developing the subject lands, it was considered necessary to firstly undertake a thorough evaluation and analysis of the lands to ascertain what existing features of interest are present, which of these features are of importance requiring preservation and enhancement. In addition, a study of the development sites' proximity to the Clonakilty was required to gain an understanding of existing infrastructural, connectivity and potential development pattern of the surrounding environs.

Detailed analysis was undertaken in relation to the following areas of relevance:

- Existing archaeological features of interest and how they should be approached in relation to any proposed development.
- Existing ecology and habitats on the development lands and a means of preserving and enhancing these habitats and the future biodiversity in the area.
- Analysis of existing traffic movement and connectivity around the site and a strategy in approaching any development of the site.
- Analysis of the public services and infrastructure in the area
- A full topographic and physical survey of the lands identifying all existing features.

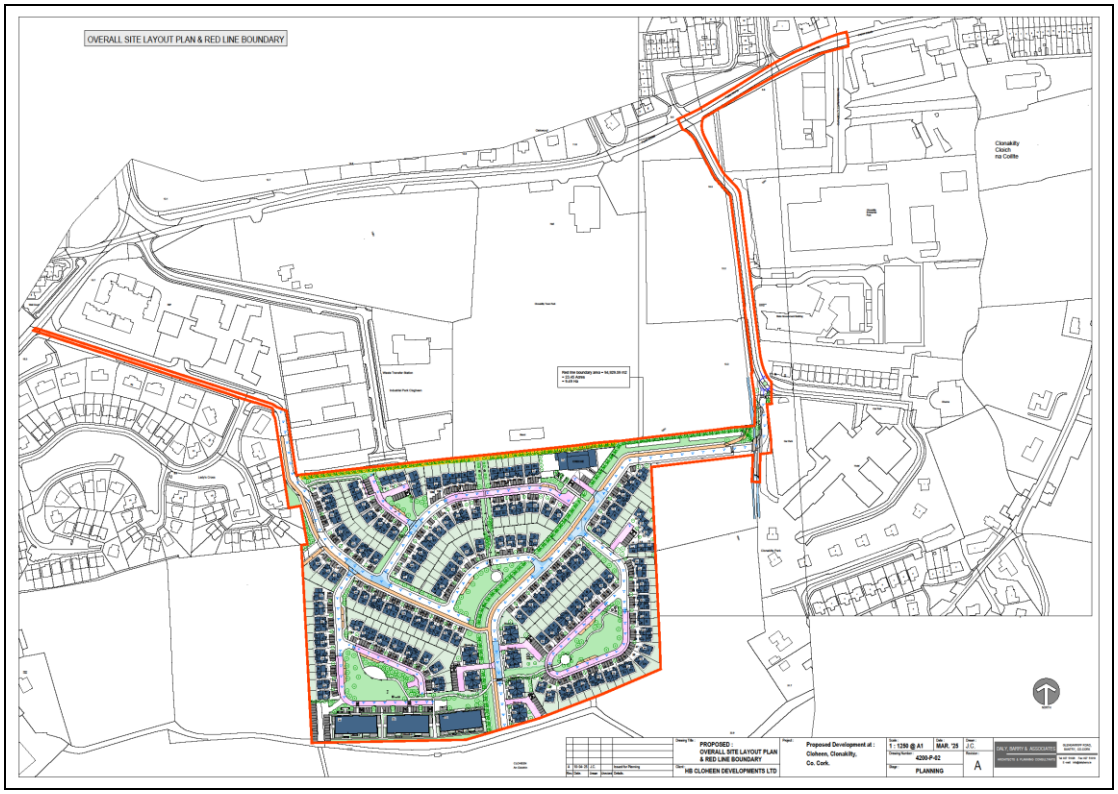

Figure 4.3 Site location for the proposed development indicating Red Line boundary

Consideration was given to the relationship of the development with adjacent residential developments and commercial developments, ensuring a proposal sympathetic to existing residential areas and

commercial uses. In addition, adequate consideration was also given to providing possible links to adjoining lands, should this be necessary at some time in the future. With this in mind consideration is given to allowing adequate separation of any structures from adjoining boundaries ensuring they do not unintentionally impede possible future developments.

Having carried out this analysis in respect of the above fields of study, a full understanding of the existing conditions, features and context of the development lands allows an appropriate response in approaching the development of a proposal for the subject lands. A site specific response to maintaining and enhancing ecology on, around and through the development site is central to the design objectives for the development of a proposal.

The preservation of identified features of importance results in a site-specific response and lends a specific identity and character to the proposed development and the communities it creates.

An application of current statutory regulation and objectives such as the National Spatial Framework and the Cork County Development Plan are essential to ensure an appropriate proposal. In addition, adherence to best practice guidance on the development of sustainable communities and urban housing ensures the establishment of fit for purpose communities within the development. All of these findings have subsequently shaped the vision, principles and implementation strategy for this proposed development.

4.3 Design Approach

As outlined above, a detailed analysis of the receiving environment was carried out prior to commencement of developing design solutions to ensure that all necessary factors and considerations were influential in developing a design solution for the project. Outlined below are the design objectives and principles for the development. These combined with investigations above were instrumental in arriving at an appropriate and considerate design proposal.

Design Objectives

- To provide quality housing with an appropriate mix of dwelling typologies.
- To achieve distinctive and pleasant urban areas and amenities with the development.
- To activate and enhance new social connections and interactions between any new development and the existing developed town of Clonakilty.
- To achieve high quality amenity and green spaces for both new residents and the greater Clonakilty town and region.
- To realise the 15 minute town concept and thus promote a sustainable living environment with provision of ample pedestrian and cycle way throughout the development.

Design Principles

- To protect and enhance existing habitats with use of appropriate buffer zones and considered placement of new green amenity spaces.
- To manage housing typologies and design features to achieve a distinctive and identifiable character areas throughout the development.

- To design all parts of the development at appropriate scale and in harmony with the existing site topography.
- To coordinate connectivity to existing access routes and develop a network of pedestrian and cycleway routes to promote sustain means of transport over vehicle use.
- To develop green connection routes throughout the development and provide direct access to green amenity to all dwellings.
- To ensure that all parts of the development are designed and planned in accordance with statutory policy on sustainable housing and residential communities, achieving an appropriate mix of dwelling type and sizes.

Development Proposal Features

A summary of main relevant features and considerations in developing the proposal are as follows:

Access to the site - existing public access routes are possible in 2 locations and these are to be utilised in a sustainable manner by observing existing usage and developing the appropriate phasing and layout accordingly.

Greenspaces – ensure a quality urban environment for all by use of a green belt linking constituent parts of the development and the creation of 3 distinct ' home zones ' facing onto their own respective green amenity spaces.

Circulation and Movement – The aim of creating and promoting sustainable movement within and through the development requires the adequate provision of pedestrian paths and cycleways linking all areas.

Housing Mix - a suitable mix of housing types and sizes to ensure the creation of sustainable communities to accommodate a variety of residents and family types. This includes a mix of both detached and semi-detached 3 and 4 bedroom dwellings, as well as the provision of 1-bed dwellings to accommodate smaller household types and demographics.

Childcare facility- to be provided at the entrance to the development.

4.4 Main Features of the Proposed Development

Proposed Development

The proposed development will consist of a largescale residential development (LRD), comprising of 246no. residential dwellings as follows: 177no. houses consisting of 3no. 5-bed dwellings, 41no. 4-bed dwellings, 90no 3 bed dwellings, 31no. 2-bed dwellings and 12no. 1-bed sheltered housing units; 6no. 2-storey 4-unit apartment blocks consisting of 24no. 2-bed units and 3no. 3-storey 15-unit apartment blocks consisting of 36no. 2-bed units and 9no. 1-bed units.

The proposed development also includes a crèche (473.77sqm) with capacity to accommodate 65no. children.

The proposed development will include provision for car parking, including EV charging points and bicycle parking. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; bin storage; plant; signage; a new access onto the local hotel road to the east, incorporating bridging of the existing stream with associated works to same, and a new access connecting to the L-9931-0 local road to the west; modifications to car parking and the provision of a roundabout at the Clonakilty Park Hotel; public lighting; new substation; road improvement works and pedestrian facilities at the N71 and Clonakilty Park Hotel junction; all associated site development works; and all drainage and foul sewer infrastructure and network works including connections to the existing networks on the N71 national road and the L-4007-52 local road, and nature-based SuDS measures.

Proposed Construction

It is proposed that the development take place over 3 distinct phases, and a dedicated phasing plan has been included in this submission.

Phase 1 is proposed to the east and south of the development site, which permit the establishment of usable access adjacent to the Hotel. The phase will allow the provision of 64 housing units (houses 1-64) and 4 no. 4 unit apartments (Apts A,B,C,D) giving 16 units. This results in the provision of a total of 80 units in Phase 1.

Breakdown of Units – Phase 1	
5 bed dwellings	1 unit
4 bed dwellings	10 units
3 bed dwelling	40 units
2 bed dwellings	7 units
1 bed dwelling	6 units
2 bed apartments	16 units

Table 4.1. Breakdown of Units Phase 1

Phase 2 is proposed to the north-west and north central of the development site which permits the activation of the second access point to the north-west of the site. This phase will allow for the provision of 87 units (houses 65-151) and the Creche facility. This results in a total of 87 units and a creche in Phase 2.

Breakdown of Units – Phase 2	
4 bed dwellings	27 units
3 bed dwelling	36 units
2 bed dwellings	18 units
1 bed dwelling	6 units

Table 4.2. Breakdown of Units Phase 2

Phase 3 is proposed to the south-west of the development site, which allows for the provision of 25 housing units (houses 152-171), 2 no. 4 unit apartment (Apts E & F) giving 8 units, and 3 no. 15 unit

apartment buildings (Apts G,H,I) giving 45 housing units. This results in the provision of a total of 79 units in Phase 3.

Breakdown of Units – Phase 3	
5 bed dwellings	2 units
4 bed dwellings	4 units
3 bed dwelling	14 units
2 bed dwellings	6 units
1 bed dwelling	0 units
2 bed apartments	44 units
1 bed apartments	9 units

Table 4.3. Breakdown of Units – Phase 3

Key Development Statistics

Gross Site Area	8.260 Ha
Net Area of Site	8.073 Ha
No. of Units	246
Site Density	30.47 / Ha
Total open amenity space	1.273 Ha
Percentage of Open Amenity Space	15.73%

Table 4.4. Key Development Statistics

Breakdown of Typologies

Unit Type	Description	No of Bedrooms	No of Units
Type A	Terrace	1	8
Type A1	Terrace	1	4
Type B	Semi Detached & Terraced	2	31
Type C	Detached	5	2
Type C1	Detached	5	1
Type D	Detached	4	12
Type D1	Detached	4	9
Type E	Semi Detached & Terraced	3	22
Type E1	Semi Detached & Terraced	3	22
Type F	Detached	4	10
Type F1	Detached	4	10
Type G	Semi Detached	3	20
Type G1	Semi Detached	3	26
Type 1	Apart	2	6
Type 2	Apart	2	6
Type 3	Apart	2	6
Type 4	Apart	2	6
Type 5	Apart	2	3
Type 6	Apart	2	3
Type 7	Apart	2	3
Type 8	Apart	2	3
Type 9	Apart	1	3
Type 5A	Apart	2	6

Type 6A	Apart	2	6
Type 7A	Apart	2	6
Type 8A	Apart	2	6
Type 9A	Apart	1	6

Table 4.5. Breakdown of Typologies

Part V

Requirements -25% of 246units	49.2 units
Apartment Block G	15 No. Units
Apartment Blocks A & C	8 no. Units
Terraced Houses (Type B)	15 No. Units
Semi-detached Houses (Type E&E1)	6 No. Units
Semi-detached Houses (TYPE G & G1)	6 No. Units
Total	**50 No. units**

Table 4.6. Part V Units

4.5 Design Proposal

The site layout design is characterised by the two primary access routes intersecting in the middle of the development site at a central green amenity space. The eastern access road is flanked by a continuous green strip which serves to provide:

- an amenity space for the full length of this access road,
- facilitate ecology objectives by linking north and south sides of the development site while introducing natural swails to support development and linkage of natural habitats,
- to accommodate a natural and well-integrated landscaping as a characteristic feature of the development,
- the layout is such that it allows for future developments to the east and south should this be necessary at some future time.

The layout is also characterised by the identification of 3 distinct home zones, with all housing being afforded frontage onto the amenity green spaces provided. The continuation of green belts with paved circulation links each of these home zones, creating both pedestrian circulations, as well as facilitating linkage from a habitat perspective.

The 15-unit apartment buildings to the south-east have been set back from the southern boundary allow communal circulation. It also permits the relocation of bin stores out of public view.

Four of the five ground floor apartments have own door access and private garden/ patio areas.

A creche facility is provided to the north-east corner of the site and provides space for 65 children with necessary private play areas and parking spaces.

The choice for the location of the creche is to facilitates not only drop off and pick up from those living within the proposed development but also provide efficient proximity of the creche facility for the wider community in Clonakilty.

Figure 4.4 Proposed Site Layout

4.6 Density and Variety

The development site is identified in the current Cork County Development Plan 2022-2028 under objective CK-R-07. The objective for this residential zoning on this site is to achieve a Medium A density on the site of 30-50 units per hectare. The net development area of the subject site is 8.073 hectares.

The proposal for the development of the site delivers a total of 246 units which succeeds in achieving the target density of 30.47 units / hectare under the Development Plan.

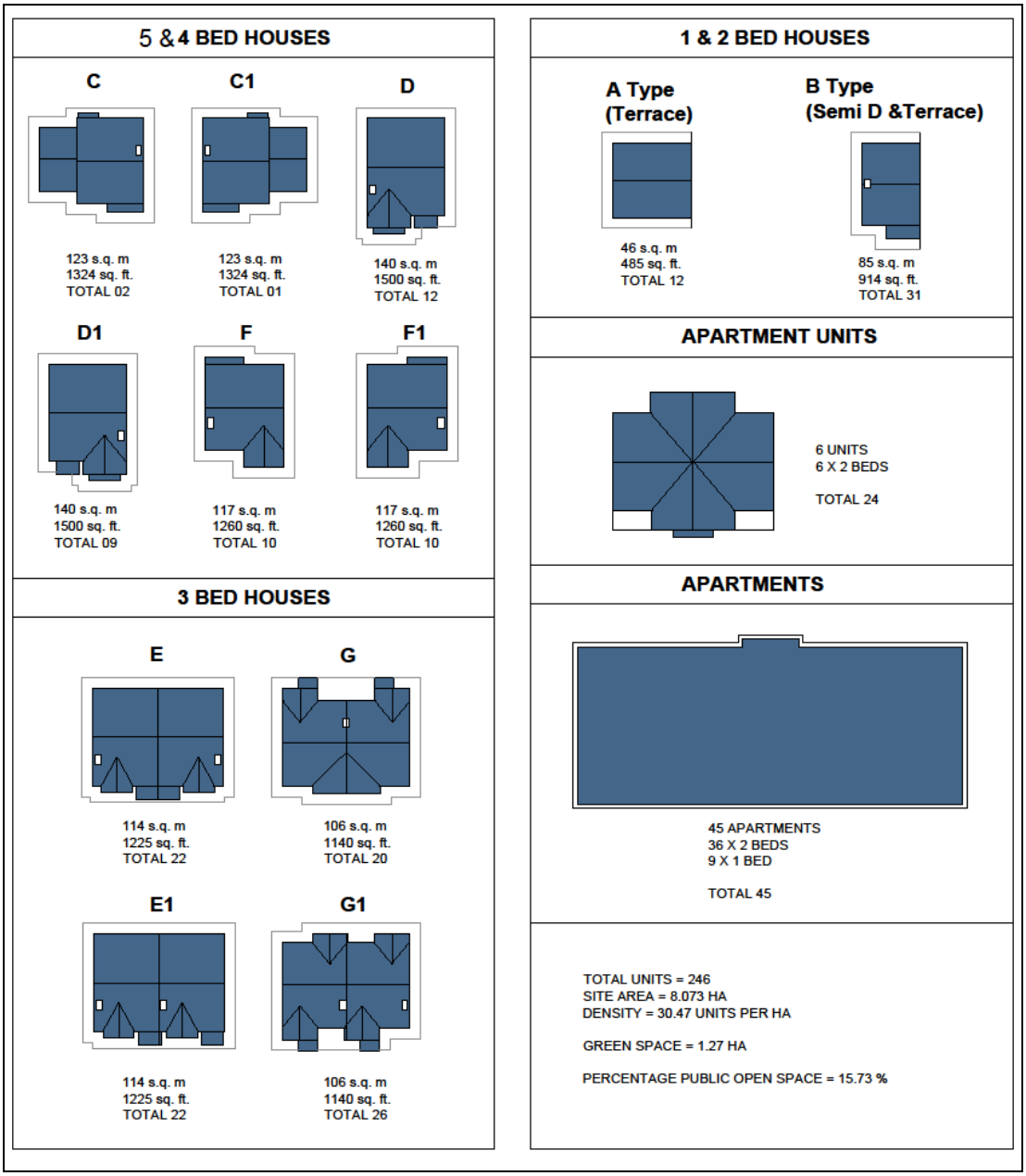

Figure 4.5 Overview of dwelling types and respective areas

A range of house, terrace and apartment types are used to ensure a mix of typologies to achieve the site target densities and so doing creating a balanced community. Housing types include a mix of 2-bed, 3-bed and 4 bed houses as well as smaller 1 bed units conceived as collective sheltered housing zones. A number of terraced houses are also included in the proposal.

The apartment buildings are provided as 4-unit blocks which are distributed along the green amenity strip running north-south through the developments. In addition, 15 unit apartment buildings are provided to the south-east, an area identified as an opportunity area which can provide for increased height and densities without impacting on amenities of existing residential developments, and reducing any visual impacts.

The distribution of the unit types evenly over the development site ensure that all sections of the community and living needs are accommodated throughout the development.

4.7 Housing and Apartment Types

The unit types designed for this proposal consist of the following:

- Type A - single storey 1-bedroom houses (sheltered community dwelling)
- Type B - two storey 2-bedroom houses, semi-detached
- Type C/C1 - two storey 5-bedroom houses, detached
- Type D - two storey 4-bedroom houses, detached
- Type E/E1 - two storey 3-bedroom houses, semi-detached
- Type F/F1 - two storey 4-bedroom houses, detached
- Type G/G1 - two storey 3-bedroom houses, semi-detached
- 4 unit apartments buildings (over two storeys) 2 -bedroom apartments
- 15 unit apartments buildings (over three storeys) 2- and 1-bedroom apartments

4.8 Open Space and Landscaping

Open Space

Central to the design approach for ensuring the delivery of a pleasant environment for all residents is the approach to distribution and use of open green amenity space in the development. A total of 1.27 hectares of open space is provided which equates to 15.73% of the development site. This open space is distributed in a number of ways over the site, whether that be dedicated larger green spaces with designated social functions, the continuous green belt containing natural swails which links north and south of the site and provides valuable ecological connectivity or interstitial smaller green strips linking all green areas in a homogenous way. In ensuring the success of the open space strategy a comprehensive Landscape Master Plan has been prepared and is key in informing the design solution for this development.

Landscape Design

Landscape Strategy Development of lands at Cloheen provides an excellent opportunity to consolidate growth near the town centre while showcasing a high-quality landscape that emphasises healthy lifestyles and a respect for nature. The aim is to create continuous external spaces that encourage people to walk and ride bicycles, rather than drive to amenity destinations.

The core landscaping principle which has informed the development of the proposal, is ensuring that high quality landscaping reaches and is accessible to all in the development, whether this be within one of the designated home zone areas with a more private amenity space, or whether along the green landscape corridor linking the north and south of the lands.

This strategy ensures that whether it is a resident looking from inside their own dwelling or those moving from one area to another, a natural landscaped area in always in view and accessible. The green corridor (A) allows the natural landscape to flow through the entire site and successfully links the more southern sections of the development to the designated park area to the north. Its inclusion encourages more

passive means of travelling whether this be on foot or by bicycle and ensures these are pleasant experiences. This includes connectivity to the showgrounds to the north of the subject site.

The amenity spaces with in the 3 home zone areas (1,2,3) provide the opportunity to deliver distinct landscaping character to each of these areas with the likes of young playground facilities, sensory relaxation gardens or informal kickabout areas. This ensures placemaking and a sequence of spaces where all people feel comfortable and not as though they are intruding on the activity of a particular user group.

The experience of families, solitary residents, ageing in place, pet owners and limited mobility users (amongst others) would be considered in the landscape design. From a biodiversity standpoint, these nodes are always linked back to tree lines or other green veins and do not occur in isolated pockets.

4.9 Servicing

In relation to services, the following is proposed:

- Foul Water Services: A Pre Connection Enquiry was submitted to Uisce Éireann. The reference number for this enquiry is CDS24003943, the response to which confirmed that the proposed development is feasible subject to network upgrades A copy of the confirmation is included in an Appendix to the accompanying Engineering Report prepared by DOSA Consulting Engineers.

- Uisce Éireann have advised that in order to facilitate the proposed connection that the sewer network will have to be extended by approximately 105m to the western side. The proposed eastern sewer connection point, prior to discharging to the Uisce Éireann network, is owned by a 3rd party and has not been taken in charge by Uisce Éireann. The network is undersized and the decision has been made to extend the network along Bothar Na Páirc to the Uisce Éireann infrastructure on the N71.

- In addition to the upgrade requirements stated above, a further 330m of gravity sewer network upgrade and WWPS upgrade are required in the downstream network to provide additional network capacity.

- All of the above network upgrades will form part of the developers connection agreement with Uisce Éireann.

- The network has been designed to achieve self-cleansing velocities at 1/3 flow whilst maintaining minimum gradients.

- Water Services: A Pre Connection Enquiry was submitted to Uisce Éireann. The reference number for this enquiry is CDS24003943. The response to this Enquiry confirmed that the proposed development can be serviced by the existing water infrastructure network in the area. A copy of the confirmation is included in an Appendix to the accompanying Engineering Report prepared by DOSA Consulting Engineers.

- Uisce Éireann have advised that in order to facilitate the proposed connection at the Development, the Uisce Éireann watermain network to thew western side will have to be extended by approximately 90m. In addition to this extension, approximately 225m of watermain network upgrades will be required to provide the necessary additional network capacity. To the eastern side approximately 450m of watermain network upgrades will be required to provide the necessary additional network capacity.

- All of the above network upgrades will form part of the developers connection agreement with Uisce Éireann.

- It is proposed to provide a new 150mm (internal diameter) HDPE connection to the public watermain on the N71 national road and the L-4007-52 local road with associated valves and metering requirements. Internally within the development it is proposed to have a series of 100mm Ø branches and loops with associated hydrants, valves and metering requirements.

- Water distribution supply to each building will be sized to cater for the requirements of those particular uses. Metered connections will be made to the main in accordance with Irish Water specifications and details.

- Surface water discharge rates from the proposed surface water drainage network will be controlled by SUDs features, a vortex flow control devices (Hydrobrakes or equivalent) and associated attenuation tanks. A series of above ground infiltration/detention systems shall also be provided. Surface water discharge will also pass via a full retention fuel / oil separators (sized in accordance with permitted discharge from the site).

- The proposed surface water drainage network will collect surface water runoff from the site via a piped network prior to discharging off site via the attenuation tanks, infiltration/detention systems, flow control devices and separator arrangement as noted above. Surface water runoff from the site's road network will be directed to the proposed pipe network and infiltration/detentions systems via conventional road gullies with additional surface water runoff from driveways and roofs also routed to the proposed surface water network.

4.10 References

Cork County Development Plan 2022-2028

Sustainable and Compact Settlement Guidelines for Planning Authorities (2024)

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5.0 CONSTRUCTION STRATEGY

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5.1 Existing Environment

The proposed development site is currently a greenfield parcel located southwest of Clonakilty town centre, directly adjacent to the Clonakilty Park Hotel. The lands are bound by agricultural fields to the south and west, a commercial park and showgrounds to the north, and the Lady's Cross residential estate to the northwest, which provides an alternative means of access. The site is in agricultural use and is currently undeveloped. The eastern boundary of the site directly adjoins the Clonakilty Park Hotel.

Figure 0.1 Site Location Map (Google Maps)

5.2 Description of the Proposed Development

The proposed development will consist of a largescale residential development (LRD), comprising of 246no. residential dwellings as follows: 177no. houses consisting of 3no. 5-bed dwellings, 41no. 4-bed dwellings, 90no 3-bed dwellings, 31no. 2-bed dwellings and 12no. 1-bed sheltered housing units; 6no. 2-storey 4-unit apartment blocks consisting of 24no. 2-bed units and 3no. 3-storey 15-unit apartment blocks consisting of 36no. 2-bed units and 9no. 1-bed units.

The proposed development also includes a crèche (473.77sqm) with capacity to accommodate 65no. children.

The proposed development will include provision for car parking, including EV charging points and bicycle parking. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new access onto the local hotel road to the east, incorporating bridging of the existing stream with associated works to same, and a new access connecting to the L-9931-0 local road to the west; modifications to car parking at the Clonakilty Park Hotel and the provision of a roundabout; public lighting; new substation; road improvement works and pedestrian facilities at the N71 and Clonakilty Park Hotel junction; all associated site development works; and all drainage and foul sewer infrastructure and network works including connections to the existing networks on the N71 national road and the L-4007-52 local road, and nature-based SuDS measures.

Figure 0.2 Site Layout Plan (Daly Barry & Associates)

5.3 Construction Strategy

5.3.1 General Construction Activities

The construction phase will involve significant on-site activity including:

- Site clearance and topsoil stripping
- Excavation for foundations, services, and utilities
- Construction of internal access roads and pathways
- Building of residential units and ancillary infrastructure
- Installation of site services and landscaping

Dust generation, noise emissions, and construction traffic are anticipated during this phase. Rock excavation is expected to be minimal, and most excavated materials will be reused on-site for grading and backfilling, thereby reducing off-site earthworks vehicle movements.

5.3.2 Construction Impacts

Impacts may include:

- Temporary increases in dust and noise, particularly adjacent to Lady's Cross and Clonakilty Park Hotel
- Increased vehicular movements from construction equipment and workforce traffic
- Risk of surface run-off, especially during groundworks
- Disruption to public roads due to access works

Mitigation measures (outlined in chapters 8 and 9 of the EIAR) will address noise, vibration, dust, and construction traffic. Limitations on working hours and dust suppression techniques (e.g., water spraying) will be employed. Haul routes will be managed to reduce impact on local roads and residents. A summary of all mitigation measures proposed will be included in Chapter 20 of the EIAR.

5.3.3 Developer Liaison

A site information notice board will be installed at the entrance, clearly listing the contractor's contact details. A designated liaison officer will manage communications with local residents to promptly address queries or concerns related to construction activities.

5.4 Construction Works & Sequencing

Construction activities will inevitably result in temporary impacts on the surrounding environment. This section outlines the nature and timing of construction works, key site infrastructure, and the environmental management measures to be implemented to mitigate adverse effects during the construction phase.

5.4.1 Construction Phasing

Construction works will proceed in a phased manner, as illustrated in Figure 5.3. Each phase will be executed in accordance with the approved construction programme and the corresponding Construction & Environmental Management Plan (CEMP), which shall be updated for each phase.

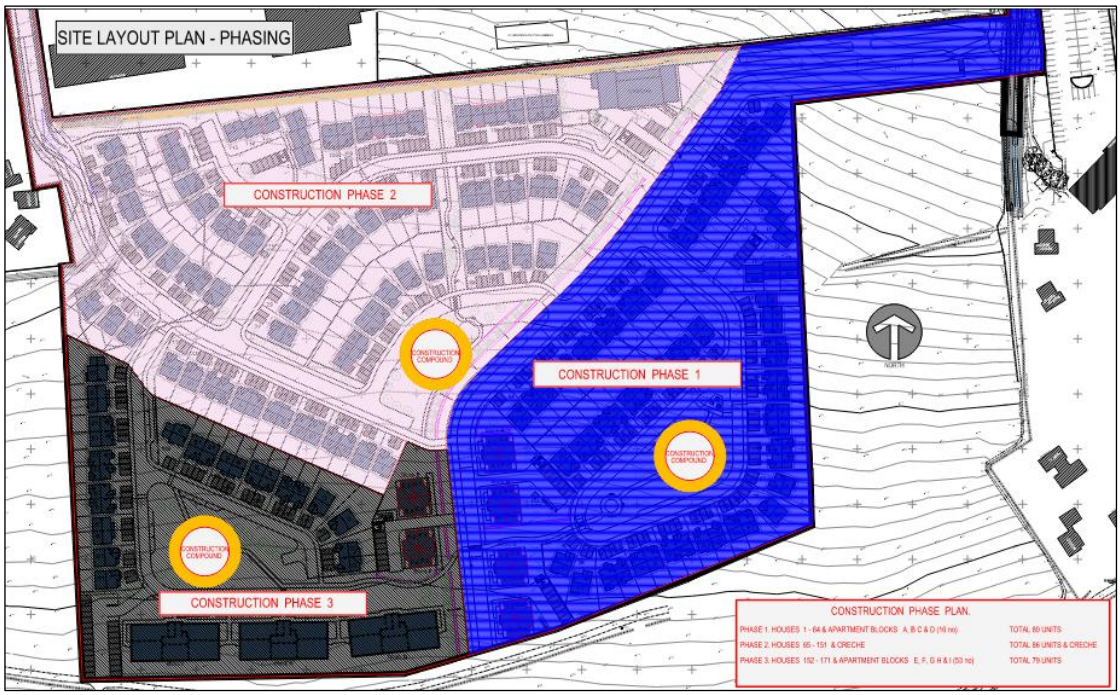

Figure 0.3 Construction Phase (Daly Barry & Associates)

5.4.2 Construction Working Hours

Standard working hours will be:

- Monday to Friday: 08:00 to 18:00
- Saturday: 08:00 to 14:00

No works shall take place on Sundays or Public Holidays without the prior written agreement of Cork County Council. Final working hours will be subject to confirmation by Cork County Council.

5.4.3 Pre-Construction Surveys

Topographical and utility surveys have been completed and will be made available to the appointed contractor. The contractor shall conduct a pre-condition photographic survey covering perimeter boundaries, adjacent footpaths, and existing roadway infrastructure. Any damage to features intended to be retained shall be repaired in accordance with relevant standards at the contractor's expense.

5.4.4 Site Access and Traffic Management

A site compound will be established at the outset of the project, with its location adjusted as construction phases progress. The compound will be set back at least 75m from existing drainage channels along the eastern boundary. Construction traffic routes, on-site turning areas, and worker parking provisions will be outlined in the phase-specific CEMP. Appropriate signage will be installed on public roads and at the site entrance to manage safety and reduce confusion. On-site space will allow for safe turning and access of HGVs, avoiding obstruction of public roads.

5.4.5 Construction Compound and Storage Areas

The compound will be located within designated green space and will include:

- Site office and welfare facilities
- Initial Portaloo's followed by permanent toilet block
- Electrical and potable water supply sourced from the adjoining farmyard
- Dedicated car parking for workers
- Waste skips adjacent to the site office
- Materials will be offloaded and stored within the secured compound area.

5.4.6 Site Security and Fencing

The site will be secured using temporary fencing or hoarding at all times to ensure that the ongoing works are separated from the public. Netting will be erected on any fencing used to prevent debris and dust release from the site and provide screening of the construction and works. A secure lockable gate will be erected at the site entrance and visitors to the site will be directed to the adjacent site office. The Site management team will carry out regular inspections and maintenance of the security fencing/ hoarding while also ensuring areas are kept clean.

5.4.7 Stripping and Earthworks

In parallel with access road construction the main earthmoving works will be undertaken on the site. As the plant required for this phase will remain on site and not leave until the work is complete and the materials input is minimal, it is considered that the site access outlined in Section 5.4.4 above will be adequate to cater for the construction works.

The north-west corner of the site at the Lady's Cross entrance had been previously stripped for the development of the site which was never completed. Topsoil was stock piled and there is some waste construction material present. At construction stage the stock pile material shall be tested for hazardous, non-hazardous material and Waste Acceptance Criteria (WAC) and shall be disposed to landfilled as appropriate.

Level platforms will be excavated for each residential building and there will be a requirement to import stone material for the access roads and to the front of each dwelling. Measures will be in place to contain dust and/or to ensure that mud and other debris are kept off the public roadways.

The existing site slopes evenly towards the north-east corner of the site. The design of road levels and finished floor levels has been carried out in such a way as to minimize cut/fill type earthworks operations. The duration that subsoils layers are exposed to the effects of weather shall be minimised. Disturbed subsoil layers will be stabilised as soon as practicable (e.g., backfill of service trenches, construction of road capping layers, construction of building foundations and completion of landscaping). Similar to comments regarding stripped topsoil, stockpiles of excavated subsoil material shall be protected for the duration of the works. Stockpiles of subsoil material shall be located separately from topsoil stockpiles. These stockpiles will be monitored throughout the construction phase. Monitoring of ground conditions and

stability of excavations will be monitored on an on-going basis. Once the earthworks and landscaping are completed, the risk of sediment loading of water courses is significantly reduced.

5.4.8 Earthworks Impacts

The main areas of potential impact with respect to earthworks are as follows: -

- Excessive Dust deposition
- Increased sediment loading in the surface water runoff from the site and entering the adjoining stream.
- Potential spillage of oil and diesel used on site for plant and equipment

5.4.9 Earthworks Mitigation Measures

Key mitigation measures include:

- Careful selection of stockpile locations to-avoid, as far as practical, double handling of materials; avoid steep slopes; avoid natural overland flow paths of stormwater runoff; provide shelter from the prevailing wind direction.
- Blading off the vegetative layer (for separate storage). Vegetation will not be incorporated in the stripped topsoil.
- Avoid stripping in inclement wet weather conditions. Wet soils are more difficult to work and handle and it is more likely to damage soil structure in wet conditions.
- Avoid extending topsoil stripping into the mineral soil layer. Limiting height of stockpiles to avoid anaerobic conditions occurring.
- Profiling of stockpiles to promote rainwater runoff.
- Soil stockpiles will be setback a minimum of 75m from the stream. Silt fencing will be erected downgradient to stockpiles to filter runoff water.
- Check dams and / or straw bales will be installed along the alignment of roadside drainage to slow flows and remove silt. These will be constructed using clean stone and geotextile spanning across the drainage channel
- Placement of silt fencing downgradient of stockpiles to catch any fines carried by stormwater runoff.
- Stockpiles will be allowed vegetate naturally, which will reduce erosion by wind and water.
- A street sweeper will attend site regularly to clean the road when there are truck movements in and out of the site.
- Earthworks will be suspended during extreme weather conditions. An extreme rainfall event will be classified as an event that corresponds to the Met Éireann Orange–Weather Alert for Rainfall.
- Hard surface roads will be regularly swept to remove mud and aggregate materials from their surface;
- Public roads outside the site will be regularly inspected for cleanliness, and cleaned as necessary;
- Material handling systems and Site stockpiling of materials will be designed and laid out to minimise exposure to wind; and
- Water misting or sprays will be used on stockpiles as required if particularly dusty activities are necessary during dry or windy periods.
- Most of the earthworks for the housing development will take place at a 60m to 100m (approximately) offset from the stream.

- Potential hydrocarbon spillages during the construction stage are unmitigated and depend largely on the volume released, hydrocarbons reaching the surface water environment would have a local short-term direct slight negative impact on water quality and a short term indirect slight negative impact on habitats downstream. Hydrocarbons attenuate naturally in the environment, so any negative impacts are reversible. During the operational phase there would be comparatively little hydrocarbons apart from parked cars. Interceptors as part of the Suds train will mitigate this concern.
- Any storage of oils and diesel on site will be in steel or plastic tanks of good integrity and bunded to 110 % of tank capacity. All fuel and hydraulic fluids will be stored in the site COSHH store located in the site compound.
- Refuelling of site plant will be carried out at the site compound where a concrete refuelling pad will be provided adjacent to the fuel storage tank. When refuelling takes place directly from self-bunded mobile refuelling bowsers, spill kits will be readily available (kept in the machine). Refuelling of mobile plant will not take place within 50m of any sensitive receptor. Toolbox talks on refuelling will be given to delivery drivers in addition to plant operatives.
- Fuels, lubricants and hydraulic fluids for equipment used on the construction site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to best codes of practice.
- Any spillage of fuels, lubricants or hydraulic oils will be immediately contained, and the contaminated soil removed from the site and properly disposed of. Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or re-cycling.
- Appropriate spill control equipment, such as oil soakage pads, will be kept in the site plant to deal with any accidental spillage. Spare spill kits will be kept at the construction site compound in the container adjacent to the fuel storage

5.4.10 Site Establishment

The site compound will be established over the proposed green area adjacent the latest phase of the development. and will include:

- Site offices, canteen and toilet / changing facilities c/w temporary water supplies and wastewater disposal to the existing foul sewer in the adjoining Lady's Cross estate.
- Secure compound and containers for storage of materials and plant.
- Temporary vehicle parking areas.
- Contained area for machinery refuelling and construction chemical storage.
- Contained area for washing out of concrete and mortar trucks.
- A security/herras fencing will be provided at the main site entrance. All vehicles and personnel will be checked on entry to ensure no unauthorised access or fly-tipping. Heras fencing will also be provided around all boundaries as required.
- Water supply for the construction facilities shall be taken from the mains supply to the agricultural farm lands. Power for the pumps and small power requirements for construction activities will be supplied from diesel generators until such time as the temporary site power supply is available.
- The development's road network will be finished with tarmac or asphalt surface which will discharge runoff to a piped drainage system, and surface water drains will be installed in roads and streets and in pre-determined wayleaves adjacent to building structures.

- All car parking and refuel areas at the site will be located on substrate underlain with an impermeable liner to prevent contaminant leaching to groundwater.

5.4.11 Materials Handling and Storage

Specific areas for storage, delivery and loading/unloading of materials will be designated, which will have appropriate containment/spill protection measures where required.

- Handling and storage areas will be actively managed and fine, dry material will be stored inside enclosed shields/coverings or within central storage areas.
- A regular review of weather forecasts of heavy rainfall will be conducted, and a contingency plan will be prepared before and after such events to minimise any potential nuisances.
- Discharge water generated during the placement of concrete will be stored and removed off-Site for treatment and disposal.
- Prolonged exposure of contaminated soils or groundwater to the atmosphere will be avoided where practical or unnecessary.

5.4.12 Landscaping Protection

Any trees shown on planning drawings to be retained will be protected for the duration of the construction activities on site and in accordance with BS 5837. Protective measures will include a protection fence erected beyond the branch spread of the trees and no construction activities will take place within the protective barrier save for perimeter fencing along the site boundaries.

5.4.13 Plant and Machinery Maintenance

All plant and equipment will be regularly cleaned and properly maintained and there will be no washing out of any concrete trucks on site. Pumped concrete will be monitored to ensure there is no accidental discharge and will be carried out in dry weather and with impermeable pouring mats laid down where possible.

5.4.14 Storage and Use of Fuels, Oils, and Chemicals

Where possible, refuelling of vehicles and equipment will not be carried out on site to minimise the potential for spills or leaks to occur. However, some fuel, lubricants and hydraulic fluids will need to be stored on site during construction works for equipment such as excavators and generators.

- Appropriate bunding, storage and signage arrangements for all deleterious substances (e.g., fuels, oils, and chemicals) will be used.
- Fuels, lubricants, and hydraulic fluids for equipment used on the construction Site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to best codes of practice (Enterprise Ireland BPGCS005).
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the Site for disposal or recycling.
- Diesel tanks, used to store fuel for the various items of machinery, will be self-contained and double-walled.

- Spillage and leaks of oil from cars parked in the development during the Construction Phase are unavoidable. To reduce the potential impacts, oil interceptors will be incorporated into the Site drainage design.
- Any spillage of fuels, lubricants or hydraulic oils will be immediately contained and the contaminated soil removed from the Site and properly disposed of.
- Refuelling will be carried out from tanks or delivery vehicles on a designated impermeable surface and will not be left unattended.
- Plant will not be left running when not in use (i.e., no idling) and plant with dust arrestment equipment will be used where practical.
- The fuel storage area will be properly secured to prevent unauthorised access or vandalism and all triggers will be locked when not in use. Spill kits and drip trays will be used during refuelling to collect any potential spills or overfills. No vehicles or containers will be left unattended during refuelling.
- Mobile fuel bowsers may be used for refuelling heavy equipment. Bowsers used will be double skinned and spill kit/drip tray equipment will be used during refuelling which will take place away from any nearby drains or watercourses and from any surface water drainage gullies.

5.4.15 Spill Response and Environmental Emergency Procedures

Robust and appropriate Spill Response Plan and Site Environmental Emergency Plans (SEP) will be implemented for the duration of the works.

- Identifying fuel storage and refuelling locations on designated areas within the compound, away from drainage ditches/waterbodies, and on substrate underlain with an impermeable liner to prevent contaminant leaching to groundwater;
- Identifying spill kit locations (spill kits will be required for each piece of heavy equipment (e.g., excavators, loaders, trucks, etc.,) which will be at least 21L drum size each with spill pads, sorbent, small boom, plastic garbage bag and gloves;
- A specially trained and dedicated Environmental and Emergency Spill Response team will be appointed before the commencement of works on Site.
- Staff will be trained and experienced in using appropriate control measures and spill kits on-Site, and will be familiar with the location of all spill kit locations and the Site layout.

A register will be kept of all hazardous substances either used on Site or expected to be present. The register shall be always available and shall include as a minimum:

- Valid safety sheets; Health & Safety, environmental controls to be implemented when storing, handling, using and in the event of spillage of materials;
- Emergency response procedures/precautions for each material;
- Personal Protective Equipment (PPE) is required when using the material.

5.4.16 Training And Awareness

All site staff will be required to complete an induction prior to commencement of works on the site. The details of the site induction will be provided by the main contractor in the Construction Health & Safety Plan.

As part of the site induction, all site staff will be made aware of the presence of the sensitive ecological areas in the vicinity of the site. Employees will also be informed about the risks associated with stormwater runoff on site and will be required to ensure no runoff or chemicals will enter the adjoining network once installed.
During the project works, the Site Manager or Project Environmental Manager will deliver strategic toolbox talks focused on potential environmental and safety risks associated with the works being carried out at that stage of the project.

5.4.17 Site Infrastructure

Proposed site infrastructure will be completed in a coordinated approach in line with the delivery of the residential units. It is anticipated that works will be staged in a similar nature. A more detailed discussion on site infrastructure is contained further in this chapter.

5.4.18 Residential Unit Construction

Once the site development and infrastructure are sufficiently advanced, construction of individual residential units will commence. It is envisaged that this will commence with the proposed units at the north-east entrance to the site working inwards.

The basic sequence of residential construction is well established and the basic steps are as follows:

Substructure
Construction of foundations and rising walls. This involves a degree of excavation and all excavated material will be disposed off site in a licenced waste management facility. Concrete and blocks will be delivered over several days. At this stage hard-core will be placed over the footprint of the units and roadways, which will generate a significant amount of truck movements into the site. The substructure will include allowances for under slab services/ utilities serving the units.

Concrete Floor Slab
Pouring of concrete floor slab over the internal footprint of the units. This is generally completed in a single pour involving several concrete trucks delivering in one day.

External & Internal Walls
Construction of external & internal blockwork walls of 100mm solid blockwork/brickwork will commence. Blocks, mortar, etc. will be delivered on standard trucks over a continued period as the work progresses. Construction of internal walls at first floor level will be of timber frame construction and timber will be delivered on standard trucks over a continued period as the work progresses.

Floor Installation & Prefabricated Roof Truss Installation
Construction of floor and Roof erection will commence. Prefabricated floor joists & roof trusses will be delivered on standard trucks over a continued period as the work progresses.

Window & Installation

Sealing of the building will continue with the installation of windows and doors. Again, these will be manufactured off site and deliver for installation.

Plastering (Internal & External)

Plastering of both the internal and external walls will involve the delivery of material supplies on an on-going basis.

Mechanical & Electrical Services

Installation of lighting, alarm system, power outlets, etc. This is undertaken once the building is weathered and does not involve the delivery of bulk materials.

Site Finishes

Tie-ins to main site services, road surfacing, and general landscaping will be carried out with no need for bulk materials.

5.5 Infrastructural Works

This section outlines the principal infrastructural works required for the proposed development, including bridge construction, surface water drainage, foul sewer drainage, potable water supply, and electrical systems. Each subsection details the methodologies, environmental considerations, and proposed mitigation measures.

5.5.1 Bridge Construction

5.5.1.1 General

A new access road will be constructed from the local road at the north-east boundary of the site. This access road will cross a small stream at the southern site boundary. A new bridge is proposed to span this stream, facilitating both vehicular and pedestrian access. The bridge is designed to avoid any in-stream works, thereby minimising impacts on the aquatic environment.

Bridge elevation and plan drawings are shown in figures 5.4 and 5.5. A free span bridge is proposed to carry the access road over the existing watercourse and incorporates a deck supported on abutments. The bridge elements will be pre-cast concrete, which are transported to the site.

The road surface on the bridge deck will be a bituminous bound pavement laid on a waterproofing coat. Bridge deck waterproofing can either be a spray applied or sheet membrane system. The spray applied system comprises a solvent free methyl methacrylate resin spray and a polymer modified bituminous based hot melt adhesive tack coat. The sheet membrane system comprises a non-woven polyester reinforced, styrene-butadene-styrene (SBS) polymer modified bitumen sheet with a solvent-based bituminous primer and blown (oxidised) bitumen bonding.

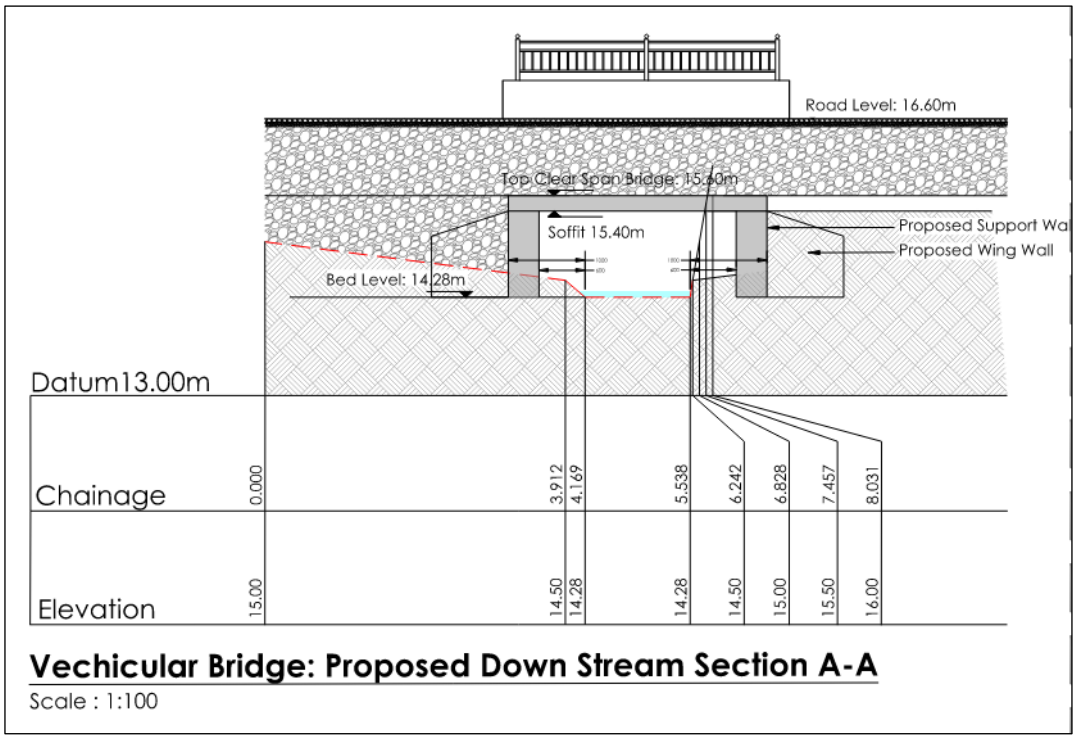

Figure 0.4 Proposed Bridge Elevation (Extract from DOSA drawing 5958-0013)#

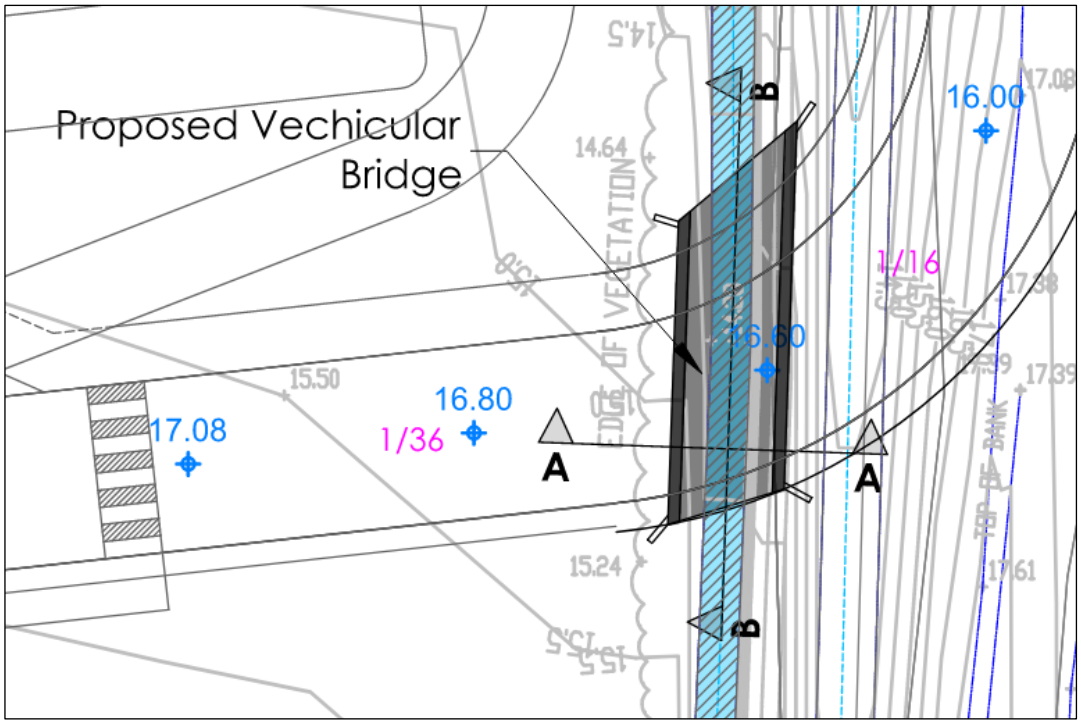

Figure 0.5 Proposed Plan of Bridge (Extract from DOSA drawing 5958-0013)

5.5.1.2 Construction Methodology

Bridge construction will proceed in the following phases:

- Site clearance and tree protection fencing installation
- Establishment of a temporary compound and fencing

- Installation of surface water protection measures
- Ground investigations for the bridge foundations
- Site establishment, access routes, and crane platform installation
- Excavation and installation of pad footings
- Concrete works for abutments and walls
- Installation of bridge deck slab
- Backfilling and wing wall construction
- Installation of bridge parapets
- Road surfacing and final reinstatement

5.5.1.3 Excavations and Foundations

Excavations for the bridge foundations will be carried out using tracked excavators. Foundations will comprise reinforced concrete pad footings, constructed to levels above the streambed. Excavations will be undertaken in dry conditions behind silt fencing or temporary cofferdams if required. Construction depths will be confirmed based on detailed site investigations prior to commencement.

5.5.1.4 Abutments and Bridge Deck Installation

Abutments are concrete seats upon which the bridge beams/deck can be supported at each end of the bridge. Construction of abutments is generally undertaken as follows:

- Fixing a grillage of steel reinforcement for abutment walls.
- Erecting vertical formwork for abutment walls.
- Placing concrete in wall formwork and compacting by vibration.
- Removing shutters, curing concrete, treating exposed surfaces and applying waterproof membrane to faces retaining soil fill – the waterproof membrane can typically be a bitumen coating applied by brush or spray.
- A drain is laid behind the abutments comprising a small pipe with a granular surround.
- Placing and compacting granular fill, behind abutments and wing walls, to road formation level.
- Preparation of seatings for bridge beams/deck.

Precast Concrete Bridge Deck

- Precast concrete deck units are delivered to site and erected into position using cranes.
- Precast deck units are carefully aligned and temporarily fixed in position to ensure stability and uniform bearing before any in-situ works commence.
- Joints between adjacent precast deck units are prepared and grouted.
- An in-situ concrete screed is placed to ensure composite action and structural continuity.
- All in-situ concrete is cured in accordance with specification, and formwork is stripped. Exposed concrete surfaces are treated as necessary.
- Once the deck has achieved required strength, a waterproofing system is applied to the top surface of the precast deck.
- Installation of service ducts or utilities is completed, and verge/footway units are constructed where applicable.