

Bluescape Ltd – Section 247 Meeting - Glounthaune

Date: 20/9/2018

Time: 11.00am

Venue: Cork County Hall

List of Attendees:	Organisation/Department	Abbreviation
Noel Sheridan	CCC Planning Department	NS
Enda Quinn	CCC Planning Department	EQ
Louise Ahern	CCC Planning Department	LA
Seán O' Brien	CCC Planning Department	SO'B
Micheál Mulconry	CCC Traffic and Transport	MM
Giulia Vallone	CCC Architect	GV
Gerard O'Hora	CCC Roads & Engineering	GO'H
Harry Walsh	HW Planning	HW
John O'Brien	HW Planning	JO'B
Ken Manley	MHL & Associates Consulting Engineers	KM
Eamonn Gahan	Deady Gahan Architects	EG
Paul McCarthy	Bluescape Ltd.	PM

Apologies:

Jim Kelly	Cunnane Stratton Reynolds	JK
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Item	Minute
1.	HW thanks CCC for accommodating meeting and gives an overview of the proposed development in the context of its location proximate to existing train station. Also highlights the grant of permission of another SHD development at Glounthaune (174 units) and the grant of 40 no, units in the first phase of the overall masterplan in the immediate lands to the west.
2.	NS – References local planning policy of the Council. Provisions in the Local Area Plan identify that Glounthaune is identified as a 'Key Village' and should expand by approx. 400 units over a period of 10 years with a general recommendation that no development exceed 40 units. In the past year over 200 units have been granted in the settlement with another current application running from Ruden Homes for a further 80 units near the primary

	<p>school. Should Bluescape development be granted it would take permitted dwelling in Glounthaune to well in excess of 500 units in just over a year.</p> <p>NS mentions that pre-application discussions have occurred regarding other sites in the settlement.</p>
3.	<p>HW responds;</p> <ul style="list-style-type: none"> - Glounthaune is on a rail line and development should be concentrated around public and sustainable transport. - Policy conflict between local documents and national policy which seeks to consolidate growth on public transport corridors. Glounthaune modest population targets do not reflect national guidance.
4.	<p>NS accepts that Council did not envisage such demand for residential development so quickly in Glounthaune when adopting LAP's in 2017. Planning Policy Unit of the Council is aware of this and is currently reassessing its own population and housing targets relating t Glounthaune.</p>
5.	<p>NS expresses concerns over density of the proposed development in excess of 30 units per hectare. NS points out that the first phase of development of 40 units was granted by An Bord Pleanala (ABP) despite having a density of circa. 12 units per hectare.</p>
6.	<p>EG responds that proposed density of 30.2 units per ha is calculated from developable site area (7.75 ha) and that if entire area is calculated the density is circa 20.3 units per ha. Given the sites closer location to the station it is more appropriate to have higher density in this area of the site.</p>
7.	<p>MM references special development contribution of €80,000 which was levied on the first phase of development for improvement of roadworks/junction on road to the west. Uncertainty over what will be delivered on foot of this and queried whether road upgrade proposals and upgrades will be included within application red line.</p>
8.	<p>HW confirms that red line would extend to account for upgrade proposals/provision of footpaths along road to south of the site to provide certainty over what will be delivered.</p>
9.	<p>KM provides an overview of road upgrades to be implemented as part of the proposed development and wider connectivity considerations;</p> <ul style="list-style-type: none"> - Vehicular access to the site will be provided via signalised junction as permitted by first phase. - Pedestrian route will run south from the site to the local road. - Existing road to south is too narrow at present (approx. 6m) to provide a continuous footpath from the site access to connect to existing footpath network which will provide access to train station. - Train station is approx. 10-minute walk from southern site access point.

	<ul style="list-style-type: none"> - Potential upgrades to road include shared surface treatment designed to slow traffic and be pedestrian priority.
10.	MM has serious concerns about road to the south and how residents will be able to access train station without a continuous footpath. Queries how someone pushing a buggy could safely access train station from the site.
11.	KM stresses that road width cannot be helped due to levels and third party ownership and that where road widens sufficiently to the east a footpath can be provided.
12.	MM responds that pedestrian environment to south is not satisfactory and that deliverable proposals will need to be provided by the applicant.
13.	HW points out that Council has zoned the land for several years and that Council should cooperate and account for these lands being developed.
14.	<p>Discussion between KM and MM about alternative methods which could be investigated on this stretch of road including;</p> <ul style="list-style-type: none"> - Providing a one way system where appropriate. MM points out that there would be significant local resistance to this proposal. - Chicaning/Shuttle the relevant stretch of road where appropriate. KM states that there is good visibility on this stretch of road and that this could be considered.
15.	MM recommends that the scope of any Traffic Impact Assessment or Road Safety Audit be agreed with the Council prior to lodgment of the application. KM agrees.
16.	KM points out that a Traffic & Transport Assessment which was submitted as part of application for first phase accounted for the development of the entire lands of over 200 units and was acceptable to the Council and ABP.
17.	NS queries planning history on the site and a previous application that was previously refused on the site which could only have provided access to northern country road.
18.	KM responds that road to north is not conducive with increased traffic and is sub-standard and takes residents away from village centre and train station to the south.
22.	GO'H requests that details relating to traffic calming measures within the estate be presented when available as he does not have enough information at present to comment.
23.	EG provides an overview of the design rationale of the proposed layout and highlights the challenges of the site including topography and access. Layout has 3 different character zones with the northern most portion of the site being least dense area and area to south having apartments and denser concentration of dwellings to reflect its location closer to the train station. EG explains that the design has sought to retain as many original hedgerows as possible with play areas and public spaces deliberately located to maximise their potential.

	Due to levels on the lands a linear settlement approach has been adopted in parts to minimise as much cut and fill and slit levels as possible.
24.	<p>GV provides the following comments;</p> <ul style="list-style-type: none"> - Proposal is for 235 houses which will result in circa 500 cars and 700 residents. - Wants a special focus on neighbourhood and community and how layout responds to interaction between residents. - Development should discourage use of car and provide useable and accessible walking routes and desire lines. - From an urban design perspective, a one way road to the south conducive with safe pedestrian/cycle environment would be encouraged. - Requests a walking and cycling strategy within the site and in its wider context. - Steps within the development would be welcomed and can be incorporated into public spaces. Provision of stepped terraces etc. would assist in addressing topography issues on the site. - Site should be more legible and desire lines for walking and cycling should be more clearly defined. - Residents at north of the site should have a clear and easy walking route to southern most area of the site. - Investigate possibility of courtyard development with communal spaces. Proposed layout of predominantly bac to back gardens does not always promote socialising and interaction between residents in the development. - Better connections internally in the site. - Consider cyclists within the development despite the sites topography. E-bikes will become more mainstream in the coming years. - Current location/orientation of apartments should be looked at as they may affect pedestrian desire line due to its central location. - Investigate possibility of providing apartment units close to proposed creche. - Overall goal of proposed development should be sustainable and to avail of its location close to the rail line which is currently underused. - Current road network does not sufficiently address road hierarchy and desire lines for pedestrian should form one of the key aspects for the layout.
25.	HW and EG acknowledge points made re. layout and that many of the points will be considered. However, they also stress that compliance with technical regulations makes a lot of these proposals difficult.
26.	EG also notes that the current location of the creche to the north of the site is in his view the most appropriate as it is easily accessible by car via the junction to the west and that locating apartments at furthest point from the pedestrian entrance to the site would not be most sustainable location for them.
27.	NS and GV query layout to north of the site and that 2 internal roads in close proximity provide obstacles to pedestrian movement.

28.	GV queries public lighting and advises that measures relating to tree planting are still achievable while still providing adequate lighting. EG requests that she share details with this
29.	NS provides general comment on layout that internal roads should run right up to eastern most boundary of the site as these lands are also zoned.
30.	EG notes and agrees.
31.	NS notes that when calculating density that area to the south of the site can be omitted from the developable area due to its topography and also the presence of a broadleaf woodland. NS also recommends that no building occur in this area.
32.	NS requests to investigate whether a tree survey will be necessary
33.	NS advises that County Archaeologist has advised that there is a possibility of archaeological features in the site particularly to the south. A geophysical survey has been requested to establish the extent of any archaeological remains.
34.	NS also requests that applicants note the Protected Structure to the east be accounted for and mitigation measures be adopted as necessary.
35.	NS notes that after the application will be lodged with ABP that the Council will discuss with Council members who have a big onus on community facilities. There are concerns that the recent residential developments will result in a stretch on local outlets. PM queries what type of facilities are of interest. NS provides example of community hall or space.
36.	SO'B forwards comments via email to HW from CCC Heritage Officer who would not support the development of the Southernmost portion of the site which appears to comprise broadleaved woodland
37.	SO'B forwards comments via email to HW from CCC Ecologist stating; <ul style="list-style-type: none"> - Encourage retention of field boundaries where possible and to incorporate native species into landscaping design. - All boundaries should be fully surveyed (by an ecologist) and described and mitigation measures put forward, where their removal cannot be avoided, which should be fully incorporated into a detailed landscape plan. - Appropriate Assessment - applicants should address possible implications of the proposed development for the Cork Harbour SPA and the Great Island Channel SAC – their assessment should be prepared by a qualified and experienced ecologist. Attention should be paid to management of surface and waste water in that assessment.
38.	Meeting concludes.



Proposed Development at Lackenroe – Glounthaune: Council reference SHD 20

Minutes of Section 247 Pre-Planning Consultation held on 20th May 2021

Meeting held on Microsoft Teams

In attendance:

Name	Representing
Niall O' Donnabháin	Cork County Council
Kevin O' Regan	Cork County Council
Noel Sheridan	Cork County Council
Sharon O Connell	Cork County Council
Harry Walsh	HW Planning
John O Brien	HW Planning
Ken Manley	MHL & Associates
Prendergast, Aileen	AECOM
Dr Katherine Kelleher	Kelleher Ecological Services
Eamonn Gahan	DG Architects
McKendrick, Emma	AECOM
Jim Kelly	CSR Land Planning & Design
Liam Murphy	DG Architects
Paul McCarthy	Bluescape Ltd

Following introductions H Walsh outlined the background noting the previous application to ABP. He advised that the issues raised following that process had been examined and various options considered. The inclusion of the land to the south in this application provides a direct access that can service this proposed development and other lands to the North.

Liam Murphy expanded on the connectivity that this land provides for. He noted the desire line connectivity N/S and W to the school. The proposal includes N/S central walkway linking various elements of the proposal and that there would be an urban edge to the walkway. The proposal incorporates smaller units, including apartments, duplex etc as one moves south with edges to urban squares. Universal access (Part M compliance) through the site is catered for.

They advised that there was a lot of scrub land in the southern element, that mature trees have been tagged and the proposed alignment is designed to minimise impact on these. The trees that will need to be removed to provide the footpath have been identified and there is ample opportunity for mitigation measures to be incorporated.

It was also noted that 2 No retail units are proposed for the apartments.

Niall noted that this is a difficult site and that these particular lands are not identified for development in the draft CDP review. The core issues as identified by ABP need to be addressed in any new proposal. In relation to accessibility he noted the improvement outlined in the new proposal. As with any proposal issues relation to deliverability, how the proposal can function at a practical level, overlooking, identification of areas proposed to be taken in charge, management of apartments, passive surveillance, ecology will all need to be taken into consideration.

In response it was noted that public lighting that meets ecological standards, is proposed to assist in passive surveillance and working through the cut & fill requirements are being considered carefully in this regard. The proposed path is designed to work, as much as it can, with the topography and to ensure compliance with accessibility. It was noted that there may be opportunities to increase the level of interactivity surveillance and this would be examined.

Niall noted that certainty will be required by the Council's Estates Engineers in relation to what is proposed and that a series of cross sections would be required to provide the detail to allow for proper assessment.

Niall noted that further discussion with the Traffic & Transport Section would be required in relation to E/W proposals and the need to discourage excessive traffic to the old road from the southern section.

Proposal for bollards and to cater for modest parking for the retail units but overall minimising parking are proposed.

Niall noted that there could be potential for an improved relationship for the proposed parking and more detail in would be beneficial. Ho also commented that the proposed 306unit development had a very dense feel and the road hierarchy was unclear. Clarity on the amount of open space that is useable, bearing in mind the topography, is also essential. The area to the south, for example, would appear to be suitable for walking only as opposed to active open space.

In response it was noted that a street hierarchy would be produced with sections to demonstrate what is proposed. This would include the home zones, shared surfaces etc. Additional detail in relation to wayfinding through the site, for example the pedestrian route to the train station, are to be provided. Maximising the potential of the open space is difficult and requires careful consideration.

Sharon O' Connell noted that the community facility in the original proposal was removed from the current proposal. Following a discussion, it was agreed to consider the potential for one of the proposed retail units in the southern part of the site could be designated for this purpose. The proposed relocation of the creche to an area nearer the MUGA was noted. It was noted that clear identification of what is being 'offered back' to the community would be beneficial. It was also noted that issues such as car-charging points within the overall car parking would be beneficial.

Noel Sheridan noted that the challenging topography would require considerable section detail to show how working with it and to demonstrate the relationship between housing units, open space etc.

It was noted that detailed proposed TIC drawings will need to be produced to encompass all the various items for consideration.

In relation to a query on traffic and junction capacity it was stated that new traffic counts show capacity. There is an aim, that with the <10-minute walk to the train station to promote sustainable transport as opposed to vehicular. Further discussion will be undertaken with Traffic & Transport in relation to carparking requirements etc.

It was also clarified that the proposed N/E access would only be opened in case of some incident/emergency that affected the N/W access.

A general discussion on the options in relation to progression of the proposed development followed. Niall advised that the Council would be available for discussion once items identified have been worked through. It was noted that the issue of the incorporation of the southern lands and any environmental implications will need to be carefully addressed. It is proposed that an EIAR and NIS will accompany the application.

Proposed Development at Lackenroe – Glounthaune: Council reference SHD 20

Minutes of Section 247 Pre-Planning Consultation held on 29th July 2021 Meeting held on Microsoft Teams

In attendance:

Name	Representing
Niall O' Donnabháin	Cork County Council
Kevin O' Regan	Cork County Council
Joy Barry	Cork County Council
Micheal Mulconry	Cork County Council
Gerard O' Hora	Cork County Council
Anthony Callery	Cork County Council
Harry Walsh	HW Planning
John O Brien	HW Planning
Eamonn Gahan	DG Architects
McKendrick, Emma	AECOM
Jim Kelly	CSR Land Planning & Design
Liam Murphy	DG Architects
Paul McCarthy	Bluescape Ltd

It was noted that with annual leave not all staff that would normally attend were available. Niall would bring up points noted to him as meeting progressed.

Harry Walsh noted main issues address were dealing with the access to the South, dealing with passive overlooking of pathway, engineering challenges presented by topography etc. He indicated that an EIS will be prepared for the proposed project.

Liam Murphy noted the amendments made including the increased overlooking of the walkway. He noted that it is now proposed to replace the derelict buildings on site with 2 no of new properties. There is a proposal for community use in the property at the southern end of the site as it faces the new greenway. A creche is provided in the Northern element as well as a MUGA.

Jim Kelly provided an update in relation to the proposed pedestrian route through the site to enhance connectivity and permeability. The direct route would be stepped with no more than a 1 in 12 gradient on the indirect route. A series of stop/break/rest points and signage would be provided. 126 trees have been identified as requiring removal to facilitate the walkways. The amount of removal has been minimised as much as possible. Significant replacement planting is proposed in the masterplan with a concentration of same proposed for the south west corner.

Emma advised that the amount of retaining structures have been minimised. Each bend on the route will have a level platform and handrail edge protection is also provided for. Overall, there is a 60 meter differential from the top to the bottom of the site.

Harry Walsh noted that a letter of consent would be required from the Council in relation to proposed works affecting public roads and noted that a pedestrian crossing is provided for in their proposal.

Joy Barry noted that the preparation of EIAR including EclA and NIS is welcomed. The main concern in relation to the proposal is the significant loss of trees and woodland habitat associated with the development which is not supported by the Ecology Office. Consideration should be given to the retention of woodland areas and existing treelines on site. A strong rationale for such tree loss will be required along with a supporting Ecological Impact Assessment and Tree Survey Report. It is recommended that woodland habitat and trees and any habitat of high natural value is retained and integrated into the layout for the scheme.

The applicant will also need to consider potential for landscape and heritage related impacts associated with loss of trees associated with Ashbourne House and Gardens located to the east of the site. Any Tree Survey for the site should be prepared with input from a Historic Garden / Landscape specialist and qualified ecologist. Consideration should also be given to the use of natural drainage solutions, biodiversity enhancement and preparation of a Construction, Environmental Management Plan to prevent localised impacts associated with the construction stage of development.

Niall noted that issues that arose in the Ashbourne House application, which is now on Further Information, may be of relevance and worth examining to ascertain if they might arise on this SHD site.

Micheal Mulconry noted that cycling did not appear to be facilitated. He noted that this would be challenging as would trying to ensure that walkways were suitable for all age use. He noted a potential conflict in relation to the proposed parking at the apartments due to the interaction with Council greenway proposals for the area and believed this matter should be revisited.

Harry Walsh noted that the developers were constrained with what could be incorporated due to the topography and the need to strike a balance on the impact on the landscape. A wider facility would have greater impact. It was clarified that the potential conflict related to possible reversing and that this would probably be identified in the Road Safety Audit.

Anthony Callery and Gerard O' Hora referenced the need for clarity on what will be requested to be taken in charge etc. It was noted that the previous issue relating to sightlines in the initial application were resolved. The maintenance of the footpath, given the terrain was noted.

Harry Walsh advised that TIC drawings are being prepared and that the team would re-examine the potential for the provision of a cycle path but noting that it does have the potential to have significant impact.

It was noted that Part V discussions have been entered into with Housing.

It was noted that the site does present significant challenges, that the developer is trying to address, due to the terrain. The proposed density of circa 35/Ha is considered appropriate based on An Bord Pleanála's opinion. Localised and long view montages will be prepared. A brief discussion followed on car parking and the variety of parking proposed throughout the development.

Following a discussion on maximisation of the useable open space it was agreed to re-examine the central area in the northern part of the site adjoining the proposed creche. It was noted that the removal or adjustment of the number of units in this area may require the provision of additional units or varied typologies in other areas of the site to maintain the density expectations set by ABP.

In conclusion it was noted that the developer is making genuine efforts to improve the overall development prior to the application being made to ABP but the site remains challenging due to its topography, elevation and accessibility which are not easily resolved. It was noted that the proposed timeline for lodging an application is early September 2021.