



h w p l a n n i n g

Planning Statement & Response to Board Opinion, ABP-304468-19

Proposed Strategic Housing Development at Lackenroe,
Johnstown, Glounthaune, Co. Cork.

Bluescape Limited

December 2021

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Connecting places.

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01 Introduction

01.1 Introduction

HW Planning, in association with a multi-disciplinary team have been appointed by Bluescape Limited to prepare this Planning Statement to accompany a Strategic Housing Development (SHD) application. The application is for 289 no. residential units consisting of 201 no. dwelling houses and 88 no. apartment/duplex units, a two storey creche, 4 no. ESB substations and all ancillary site development works at Lackenroe, Glounthaune, Co. Cork. The proposed development will result in the realisation of the Masterplan for these lands, Phase 1 of which is currently under construction. The Masterplan envisages the creation of a sustainable residential community, in one of Cork County's most sustainable settlements, by virtue of its 15 minute suburban train service.

The application has been lodged pursuant to receipt of the Board's Pre-Application Consultation Opinion ABP-304468-19, which was issued on July 12th, 2019.

The applicants have spent the considerable time since the issuing of the Opinion, carefully assessing and addressing it, re-engaging with the Local Authority and preparing a comprehensive application. The provision of a safe and convenient pedestrian and cycle connection to the railway station, which is Item 1 of the Board's Opinion has taken some time to develop and involved negotiations with adjacent landowners. The inclusion of adjacent lands and extension of the application development boundary to the south has proven the only solution to providing for safe and direct connectivity to the train station. As outlined in by Cork County Council in the Tri-Partite meeting and reiterated in subsequent discussions, the previous proposals involving the creation of a one-way vehicular route on the L-2970, which is known as 'The Terrace', to dedicate adequate space for the creation of safe and convenient pedestrian and cycle link, could not be supported or authorised by a grant of permission under Part III of the Planning and Development Act 2000.

As the required connectivity cannot be delivered on the public road, alternative routes through adjacent lands were investigated. The applicants have successfully negotiated the inclusion of the lands to the south within an extended development boundary and which will allow for a convenient, safe and direct route for pedestrians and cyclists to the train station. This route has been agreed in principle with Cork County Council and the works required to facilitate the crossing of 'The Terrace' and to the existing Greenway to the south of Johnstown Close, are included within the application with the consent of the Local Authority.

In response to the Board's Opinion, an EIAR and NIS have been prepared to accompany the application and the preparation of these assessments and the development of safe and convenient connectivity to the train station have taken over two years to complete. Detailed assessments and alterations to the layout to react to landscape and heritage constraints and the Planning Authority's advice have resulted in a comprehensive application, which demonstrates that the proposed development it is consistent with local and national planning policy and can be successfully accommodated on the subject lands.

01.2 Site Location and Description

01.2.1 SITE CONTEXT

The subject lands of approximately 13.87 hectares in area, are situated in the settlement of Glounthaune approximately 9km east of Cork City Centre and 6km west of Carrigtwohill. The site is located to the north of the existing village centre and comprises two separate land parcels to the north and south of 'the Terrace' (L-2970). The northern land parcel of circa 11.4 hectares in area, comprises sloping and south facing agricultural lands with attractive views over Cork Harbour. The parcel is subdivided by existing hedgerows into several smaller fields. To the east of the northern lands is further undeveloped agricultural fields with a linear settlement pattern of one-off houses along the northern, western and southern boundaries. The northeastern corner bounds the L-2969 where there is an existing agricultural field entrance. The southern boundary of the land parcel is situated circa 430 metres northwest of Glounthaune station. A cluster of 1 no. vacant dwelling house and associated outbuildings is situated in the southern areas of the northern parcel.

The southern land parcel of 1.24 hectares consists of a sloping undeveloped site situated between the Terrace and Johnstown Close to the south. The southern land parcel is largely overgrown by vegetation with a number of Category A/B trees, particularly in northern and eastern areas of the site. The southern parcels fronts onto Johnstown Close and will benefit from the delivery of the '*Pedestrian and Cycle Route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune*' greenway permitted through the Part 8 process which is nearing completion. An existing 4 storey apartment building known as 'Waterside' exists at the site's southwestern boundary and a local neighbourhood centre containing Fitzpatrick's shop and The Great O'Neill public house. Glounthaune train station is approximately 250 metres east of the southern parcels boundary which is directly served by pedestrian and cycle infrastructure links.

The southern parcel is situated immediately west of Ashbourne House and gardens which is listed as a 'Protected Structure' in the Cork County Development Plan 2014. Ashbourne House was previously in use as a hotel and more recently as a Direct Provision Centre for the HSE. As demonstrated in the accompanying Connectivity Mapping prepared by HW Planning and in Figure 01 the subject lands are located in a sustainable location based on the fact that they are

- Within 5-10 minutes walking distance of a high frequency urban rail service, (the Cork to Midleton and Cork – Cobh rail lines) which operate at 15-minute intervals daily providing regular public transport links to nearby urban centres.
- Within 5–10-minute walking/cycling distance of Glounthaune village centre containing a community centre, church, pubs, post office, hair salon, shop and a railway station and other village amenities.

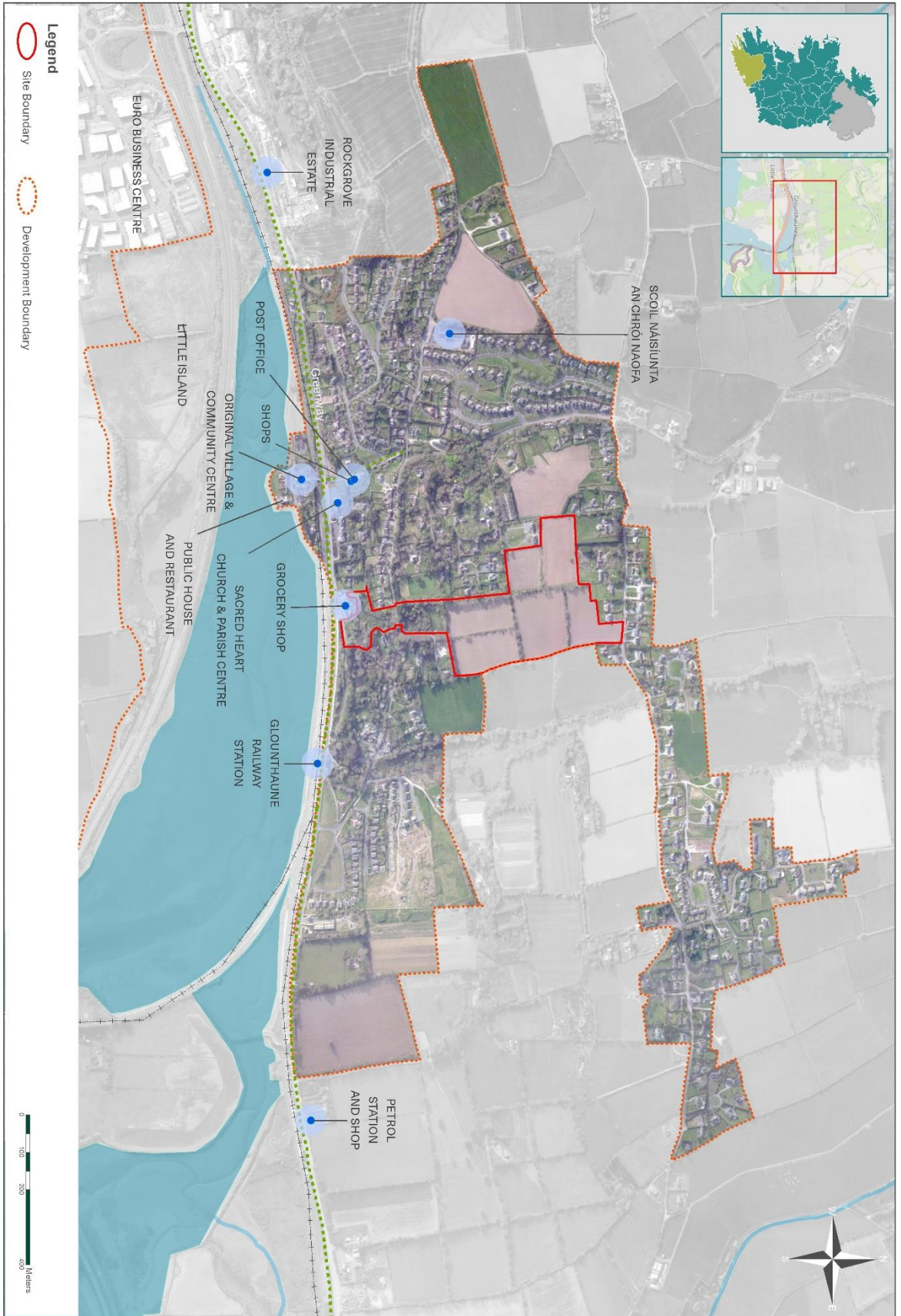
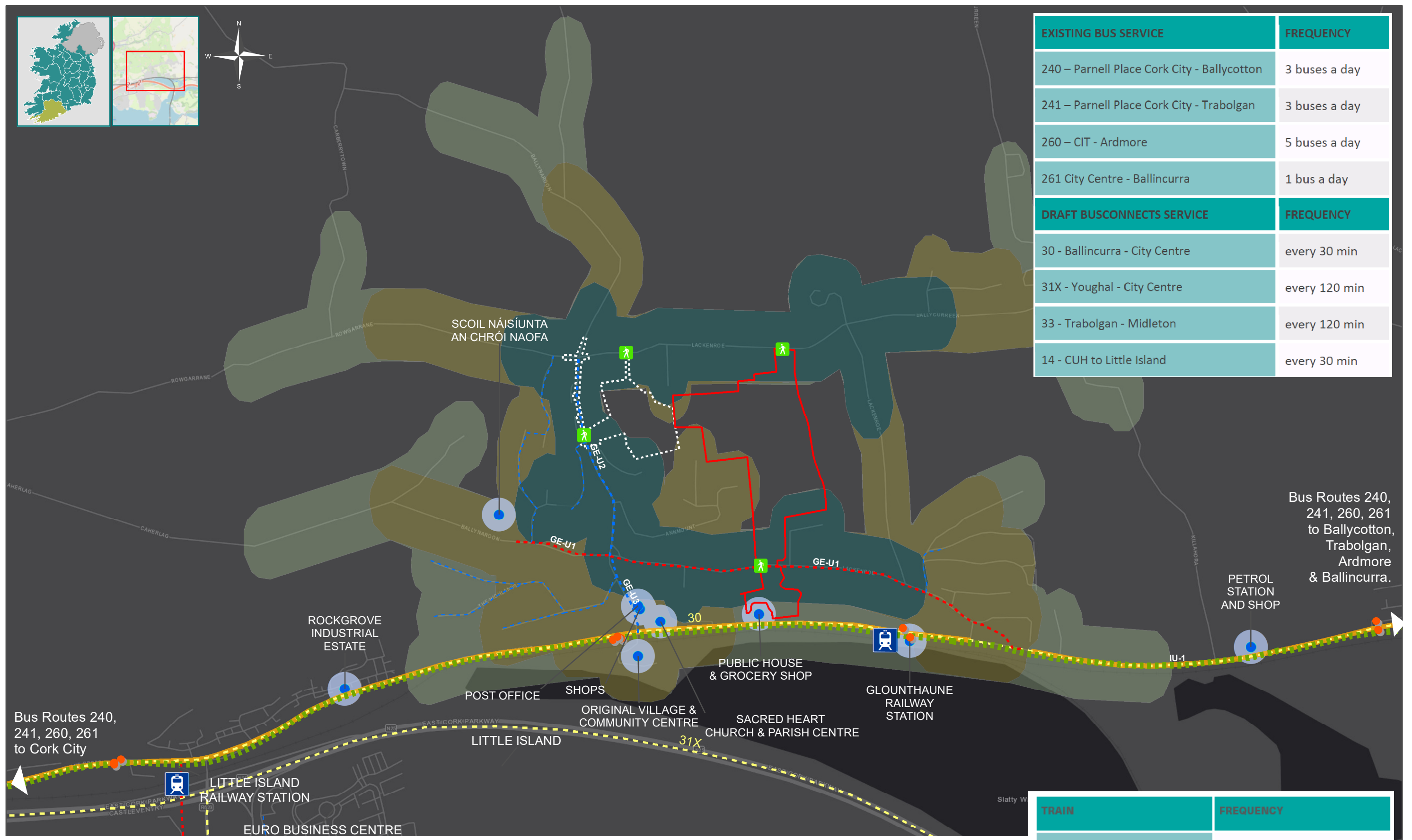
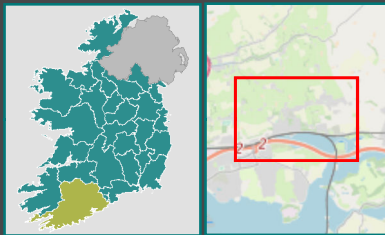


Figure 01.1 Immediate Site Context



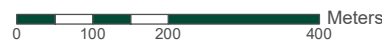
EXISTING BUS SERVICE	FREQUENCY
240 – Parnell Place Cork City - Ballycotton	3 buses a day
241 – Parnell Place Cork City - Trabolgan	3 buses a day
260 – CIT - Ardmore	5 buses a day
261 City Centre - Ballincurra	1 bus a day
DRAFT BUSCONNECTS SERVICE	FREQUENCY
30 - Ballincurra - City Centre	every 30 min
31X - Youghal - City Centre	every 120 min
33 - Trabolgan - Midleton	every 120 min
14 - CUH to Little Island	every 30 min

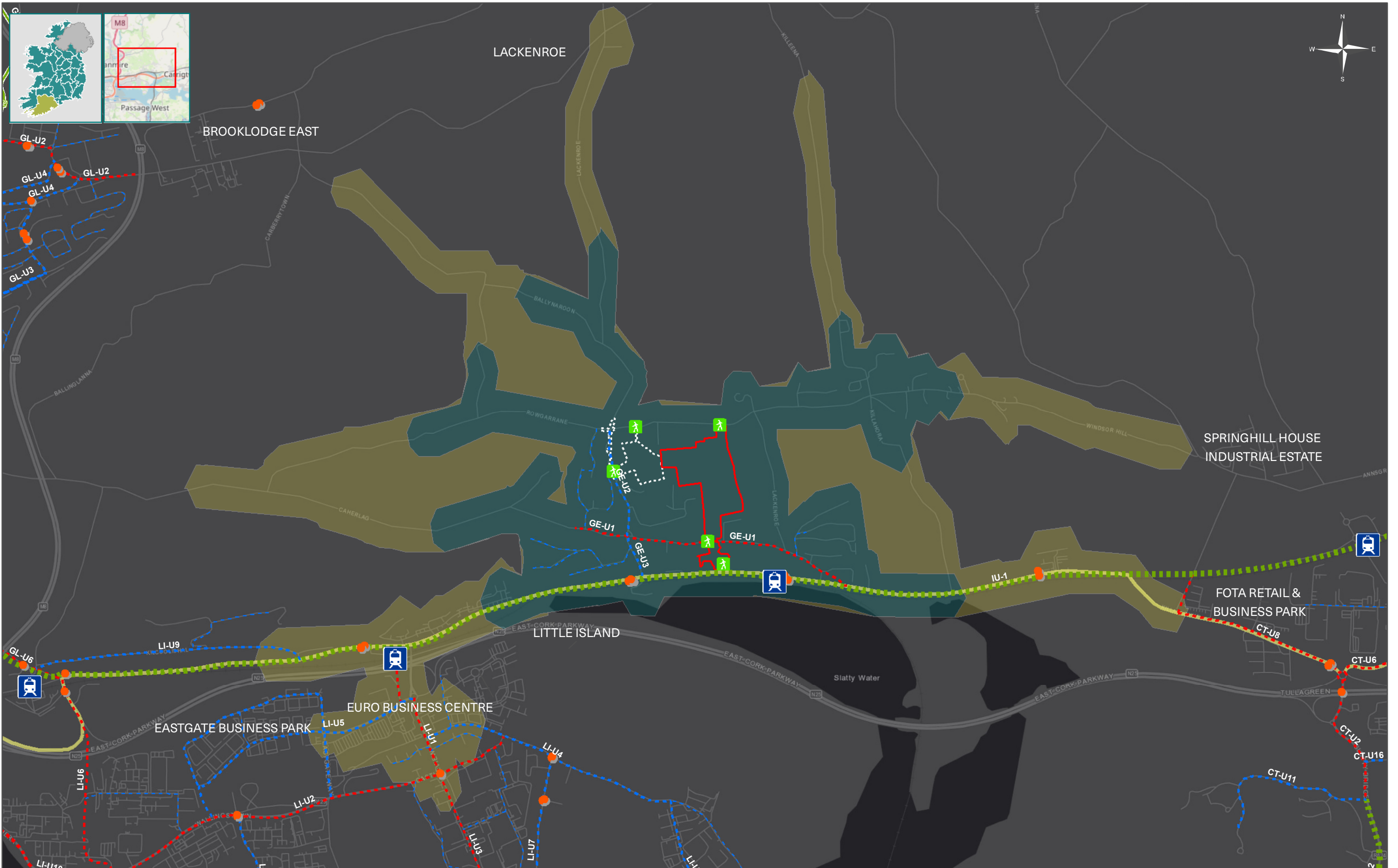
Bus Routes 240, 241, 260, 261 to Ballycotton, Trabolgan, Ardmore & Ballincurra.

Bus Routes 240, 241, 260, 261 to Cork City

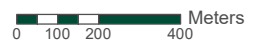
- Site Boundary
- Bus Stops
- Local Context
- 15 min
- Greenway
- Existing Bus Routes
- Draft BusConnects Route
- Feeder
- Walking Times
- 5 min
- 10 min
- - - Primary
- - - Secondary
- ■ ■ ■ Pedestrian / Cycle Entrance
- - - Metropolitan Cycle Network - Planned Infrastructure
- - - Railway Station

TRAIN	FREQUENCY
CORK CITY	15 MINUTES PEAK TIME
MIDLETON	30 MINUTES PEAK TIME
COBH	30 MINUTES PEAK TIME





Site Boundary	Railway Station	Bus Route	Cycling Times 5 min	Metropolitan Cycle Network - Planned Infrastructure Primary	Secondary	Possible Primary	Feeder
Phase 1 - Granted Planning Application	Bus Stops	Pedestrian / Cycle Entrance	10 min	Greenway	Greenway	Greenway	



01.2.2 SETTLEMENT OVERVIEW

The settlement of Glounthaune has a current population of circa 1,400 people according to 2016 Small Area Census figures with the settlement identified as a 'Key Village' in the settlement hierarchy of Cork County Development Plan 2014. Glounthaune benefits from its location on the Cork suburban rail network with the settlement being one of only two suburban train stations (the other being Little Island) being located on both the 'Cork-Cobh' and 'Cork- Midleton' rail lines. This results in a high frequency suburban rail corridor, with connections to key urban and employment centres including Cork City, Little Island, Carrigtwohill and Midleton.

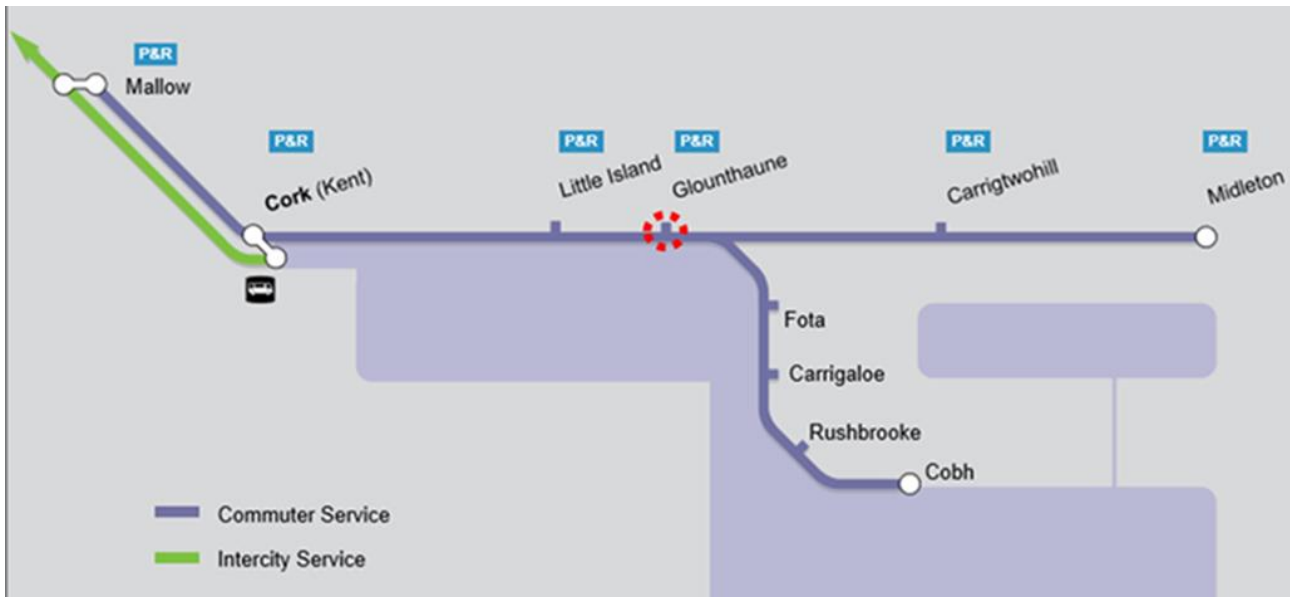


Figure 01.2 Strategic Rail Network (Source: Iarnród Éireann)

Due to Glounthaune's strategic location on both legs of the Cork suburban rail network, it is considered the settlement is uniquely placed to accommodate increased levels of population growth and promote sustainable commuting patterns. A review of the timetables of both the 'Cork-Cobh' and 'Cork- Midleton' services, confirms that Glounthaune benefits from four train services every hour to Cork City Centre and two train services every hour (at peak times) to the strategic employment and service towns of Midleton, Carrigtwohill and Cobh. This reflects that Glounthaune station provides the most frequent train service in Metropolitan Cork to the Cork City Centre which in turn links into the national rail network.

For context, an overview of the rail services currently provided in Glounthaune is illustrated in table 01 as shown.

Table 01 – Glounthaune Train Station – In Context*

Service	Travel Time (Average)	Frequency (Peak Times)	First Time/ Last Time (Mon-Sat)	No. of Services Daily
Glounthaune – Cork (Kent Station)	12/13 minutes	Every 15 minutes.	<u>First:</u> 6.13am <u>Last:</u> 23.13pm	46 no. services per day
Glounthaune –Little Island	3 minutes	Every 15 minutes.	<u>First:</u> 6.13am <u>Last:</u> 23.13pm	46 no. services per day
Glounthaune – Carrigtwohill	5 minutes	Every 30 minutes	<u>First:</u> 5.56am <u>Last:</u> 10.26pm	22 no. services per day
Glounthaune – Midleton	13 minutes	Every 30 minutes	<u>First:</u> 5.56am <u>Last:</u> 10.26pm	22 no. services per day
Glounthaune - Fota	3/4 minutes	Every 30 minutes	<u>First:</u> 5.41am <u>Last:</u> 10.41 pm	24 no. services per day
Glounthaune – Carrigloe (<i>Passage West Ferry</i>)	8 minutes	Every 30 minutes	<u>First:</u> 5.41am <u>Last:</u> 10.41 pm	24 no. services per day
Glounthaune – Rushbooke	11 minutes	Every 30 minutes	<u>First:</u> 5.41am <u>Last:</u> 10.41 pm	24 no. services per day
Glounthaune – Cobh	14/15 minutes	Every 30 minutes	<u>First:</u> 5.41am <u>Last:</u> 10.41 pm	24 no. services per day

* This table only refers to outbound trains from Glounthaune Station and not arrivals.

Glounthaune is also set to benefit from further future investment in the Cork rail network according to the Cork Metropolitan Transport Strategy (CMATS). Chapter 9 of CMATS ‘Suburban Rail’ confirms that Glounthaune is poised to benefit from further rail service improvements including:

- *A Double Track to Midleton* - To accommodate the increase in rail services to/from Midleton, the existing single track between Glounthaune and Midleton will be required to be upgraded to a double track. There is currently a 2km long section of double track at Carrigtwohill that can be extended.
- *Signalling Improvements* - Signalling improvements will be required to facilitate the increased services and avoid delays and conflicts on the line interactions. In particular signal improvements will be required at Kent Station, Mallow Station, Glounthaune Junction, and proposed bypass loops.

01.2.3 HOUSING DELIVERY IN METROPOLITAN CORK

The National Planning Framework (NPF) calls for “ambition” and a “new policy emphasis” to deliver growth in settlements. It is considered that a fresh approach needs to be adopted for Cork County with a ‘delivery orientated strategy’ put in place to address the current housing shortage. Lands that are serviceable, available and deliverable in the short to medium terms must be prioritised for development to achieve housing and population growth targets.

Section 5 of the Cork MASP identifies ambitious housing and population targets for the Cork MASP up 2031. These can be summarised as follows.

- By 2026 the total Cork MASP population will need to grow by 70,281 no. people from 2016 figures (23.1%) and a further 34,376 no. people (11.3%) by 2031
- 20,281 no. people will be accommodated within the 'Rest of Cork Metropolitan Area' by 2026, increasing to 29,657 no. people by 2031.
- Based on Cork County Councils average household size of 2.5 people and a vacancy rate of 10%, this equates to 8,923 no. additional units by 2026 and a further 13,050 houses by 2031.

As evidenced in the recent housing delivery performances of settlements in Metropolitan Cork many settlements are reliant on significant infrastructural improvements including road, rail and water improvements to facilitate the forecasted rate of the development. The Draft Cork County Development Plan 2022-2028 (Draft CDP) identifies an up-to-date summary of the infrastructural capacities of all settlements in the County. Table 04 as shown provides an overview of the proposed growth allocations and current infrastructural deficiencies as stated in Appendices B and D of the Draft CDP.

In the Cobh Municipal District, Glounthaune and the Strategic Employment Location of Little Island are the only settlements with a population of over 1,500 people that have no water infrastructural constraints and can accommodate the allotted scale of development.

Table 02 – Summary of Population Targets and corresponding infrastructural deficiencies

Settlement	New Units During Draft CDP Period	Infrastructural Deficiencies (Short Summary – Refer to Appendices B & D of Draft CDP)
Cobh Municipal District		
Monard	1,342 (Between 2028 - 2031)	<ul style="list-style-type: none"> ▪ No wastewater/drinking infrastructure in place ▪ Significant investment in new rail infrastructure needed. ▪ New road infrastructure needed.
Carrigtwohill	3,445	<ul style="list-style-type: none"> ▪ Drinking water and wastewater capacity upgrades ▪ Significant investment in new road infrastructure needed to unlock the Carrigtwohill North UEA. ▪ New rail station at Ballyadam
Cobh	1,604	<ul style="list-style-type: none"> ▪ Drinking water capacity issues ▪ New rail, water and road upgrades to facilitate development at Cobh-Ballynoe UEA
Watergrasshill	100	<ul style="list-style-type: none"> ▪ Wastewater Treatment Plant is currently not compliant with Wastewater Discharge License Emission Limit Values set by the EPA.
Carrignavar	10	<ul style="list-style-type: none"> ▪ No wastewater capacity.
Cobh MD Total	6,501 no. units allocated to settlements with current infrastructural deficiencies.	

Selection of Other Settlements with Population of over 1,500 people

Midleton	3,355	<ul style="list-style-type: none"> ▪ Midleton Floor Relief Scheme ▪ No wastewater capacity (Strategic Infrastructure Deficit). ▪ Water supply upgrades ▪ N/M 20 Upgrades ▪ New rail, water and road upgrades to facilitate development at Water Rock UEA.
Bandon	1,050	<ul style="list-style-type: none"> ▪ Many zoned lands are reliant on the delivery of the proposed Northern Relief Road. Uncertainty as to the funding and ultimate delivery of the road. ▪ Water infrastructure upgrades required.
Mallow	1,428	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. ▪ Current issues re. discharge to River Blackwater and impact on Freshwater Pearl Mussel.
Fermoy	804	<ul style="list-style-type: none"> ▪ Current issues re. discharge to River Blackwater and impact on Freshwater Pearl Mussel. ▪ Local road upgrades.
Youghal	453	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit).
Bantry	554	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. ▪ Future relief road.
Clonakilty	828	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit). ▪ Northern Relief Road.
Macroom	399	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit).
Mitchelstown	422	<ul style="list-style-type: none"> ▪ Water and wastewater infrastructure upgrades required. (Strategic Infrastructure Deficit).
Kinsale	629	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit).
Dunmanway	168	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit).
Castletownbere	70	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required. (Strategic Infrastructure Deficit). ▪ Local Road Upgrades
Charleville	1,134	<ul style="list-style-type: none"> ▪ Water infrastructure upgrades required.

Kanturk	323	<ul style="list-style-type: none"> Water infrastructure upgrades required.
Newmarket	88	<ul style="list-style-type: none"> Wastewater infrastructure upgrades required.
Skibbereen	309	<ul style="list-style-type: none"> Wastewater infrastructure upgrades required. Construction of new relief road.
Total	12,014	

A core objective for the Cork Metropolitan Area Strategic Plan (MASP), as defined in the Regional Spatial and Economic Strategy (RSES) is the consolidation of urban growth on the suburban rail corridor with 4,838 no. units to be delivered at Monard, Water Rock, Carrigtwohill North and Cobh Urban Expansion Areas by 2031. Due to the scale of infrastructure works required to deliver initial stages of each UEA and uncertainty regarding funding of critical infrastructure, we consider the realisation of these targets to be impractical and unrealistic. It is considered that the development of the subject lands which are serviceable and have access to an existing high frequency public transport link and new greenway meets the core objectives in the NPF and RSES.

01.3 Proposed Development

The proposed development consists of the construction of a mixed-use residential development of 289 no. residential units consisting of 201 no. dwelling houses and 88 no. apartment/duplex units, a two storey creche, 4 no. ESB substations and all ancillary site development works. The proposed development will be constructed on lands to the north and south of the public road, L-2970, known locally as 'the Terrace'.

The proposed development to the north of 'the Terrace' provides for 260 no. residential units comprising of 196 no. dwelling houses, 64 no. apartment/duplex units and a two storey creche. The 196 no. dwelling houses includes 5 no. 4 bedroom detached dwellings, 44 no. 4 bedroom semi-detached dwellings, 12 no. 4 bedroom townhouses, 2 no. 3 bedroom detached dwellings, 22 no. 3 bedroom semi-detached dwellings, 47 no. 3 bedroom townhouses and 64 no. 2 bedroom townhouses. The 64-no. apartment/duplex units contain 5 no. 3 bedroom units, 32 no. 2 bedroom units and 27 no. 1 bedroom units contained in 6 no. 3 storey apartment buildings, with ancillary bicycle parking and bins stores.

The proposed development to the south of 'the Terrace' provides for 29 no. residential units comprising of 5 no. dwelling houses and 24 no. apartments. The 5 no. dwellings include 1 no. 3 bedroom detached dwelling, 2 no. 3 bedroom townhouses and 2 no. 2 bedroom townhouses. The proposed apartments are provided in a 4 storey building containing a ground floor community unit and a commercial unit with apartments at ground and upper floor levels comprising, 14 no. 2 bedroom apartments and 10 no. 1 bedroom apartments with ancillary bicycle parking and bin stores.

Vehicular access to the lands to the north of 'the Terrace' will be via the signalised junction from the L-2968 and internal road network permitted by Cork County Council reference 17/5699 and An Bord Pleanála reference 300128-17 with a separate secondary emergency access proposed to the L-2969 to the north. Vehicular access to the 5 no. dwellings to the south of the 'the Terrace' will be via a new entrance from 'the Terrace' and the proposed apartment building will be accessed from Johnstown Close. The proposed

development also makes provision for a pedestrian link from the proposed development north of 'the Terrace' to Johnstown Close via 'the Terrace' and which will include a pedestrian crossing and associated traffic calming measures on 'the Terrace'. Ancillary site works include the demolition of 1 no. existing derelict dwelling houses and associated outbuildings, landscaping and servicing proposals including the upgrade of the storm and foul sewer network to the south and east of the subject lands along 'the Terrace' and Johnstown Close (L-3004).

The subject site is 13.87 hectares in area of which 8.7 hectares is considered to be developable. The proposed development equates to a density of 33 units per hectare.

An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have both been prepared with respect of the proposed development.

A summary of some of the key development statistics is provided in Table 03 as shown.

Table 03 – Key Statistics of Proposed Residential Development

Key Figures of Proposed SHD Development	
No. of residential units	289 (201 no. dwelling houses and 88 no. apartment/duplex units).
Site Area	Total Area: 13.87 hectares Northern Land Parcel: 11.4 hectares Southern Land Parcel: 1.24 hectares Infrastructure Upgrade: 1.23 hectares
Developable Site Area	8.7 hectares
Density (Developable Site Area)	Within the proposed residential developable area 287 no. residential units are proposed reflecting a residential density of 33.2 units per hectare*
Open Space Provision	12.2%
Creche	Two storey creche with capacity for 67 no. children centrally located within northern parcel. – Gross Floor Area of 551.4 m².
Other Uses	Commercial unit (77.8 m²) and Community unit (113.6 m²) situated at ground floor level of apartment building in southern parcel.
Total Car Parking spaces	486 (Refer to ' <i>Proposed Vehicle Parking Allocation</i> ' drawing prepared by Deady Gahan Architects for full breakdown).
Total Residential Bicycle spaces (including creche)	206 (Refer to ' <i>Bicycle Parking Schedule</i> ' prepared by Deady Gahan Architects for full breakdown)

* 2 no. additional dwelling houses are proposed in the southern areas of the northern parcel. (Referred to as units 259 and 260 on site layout plan prepared by Deady Gahan Architects). The proposed development includes the demolition of an existing derelict dwelling house and several outbuildings in

this area. Due to the site levels in this area, it is not considered feasible to include this area within the developable site area, with the primary function of the 2 no. proposed replacement dwellings, being the provision of passive supervision of the proposed pedestrian/cycle path which links the two parcels.

For the purposes of calculating the residential density of the proposed development these 2 no. units have not been factored into density calculations.

The proposed development represents a significant opportunity to sustainably integrate land use and transport planning. In its current form the settlement represents an inefficient and unsustainable population base with access to such high frequency public transport links. Glounthaune is somewhat constrained by its natural geography with Cork Harbour immediately south of the settlement and steeply sloping hills to the north. The subject site represents one of the closest available development sites proximate to the existing train station and village centre.

01.4 Project Background and Development Context

01.4.1 PROJECT BACKGROUND

The principle of delivering significant levels of residential development at the subject lands has been established in recent County Development Plans and Local Area Plans. Glounthaune was previously included within the remit of the Blarney Electoral Area Local Area Plan 2011 (2011 LAP). The majority of the subject northern land parcel was included within the Special Policy Objective 'X-01' of the 2011 LAP which stated.

a) Having regard to the provisions of DB-01 b), it is an objective to facilitate the development of a minimum of 100 dwellings on this site through the preparation of a masterplan, to be completed by the developer.

b) The masterplan will pay particular attention to:

- *Provision of appropriate open space and recreational facilities;*
- *provision of adequate connectivity with the train Station and village core for pedestrians*
- *Provision of connectivity to the main road;*
- *Improvements to the road network serving the lands from the village core.*

Paragraphs 8.48 and 8.49 of the 2011 LAP expanded on the developmental goals for the X-01 Special Zoning Objective stating:

8.48 - An opportunity exists on lands close to the centre of Glounthaune for residential development. Give the character of the area, the development of the site will be subject to the agreement of a masterplan, which is to be prepared by the landowner.

8.49 - The masterplan will need to conform with DoEHLG guidance on Sustainable Residential Development in Urban Areas and the need to create sustainable communities. The masterplan must provide the following elements:

- *Accessibility to public transport infrastructure.*

- Provision for phased development of a minimum of 100 dwelling units.
- The provision of recreation facilities including children's play areas and open space.
- Provision for the retention and strengthening of existing hedgerows and additional tree planting along the eastern site boundary.
- Improvements to the road network serving the lands from the village core.

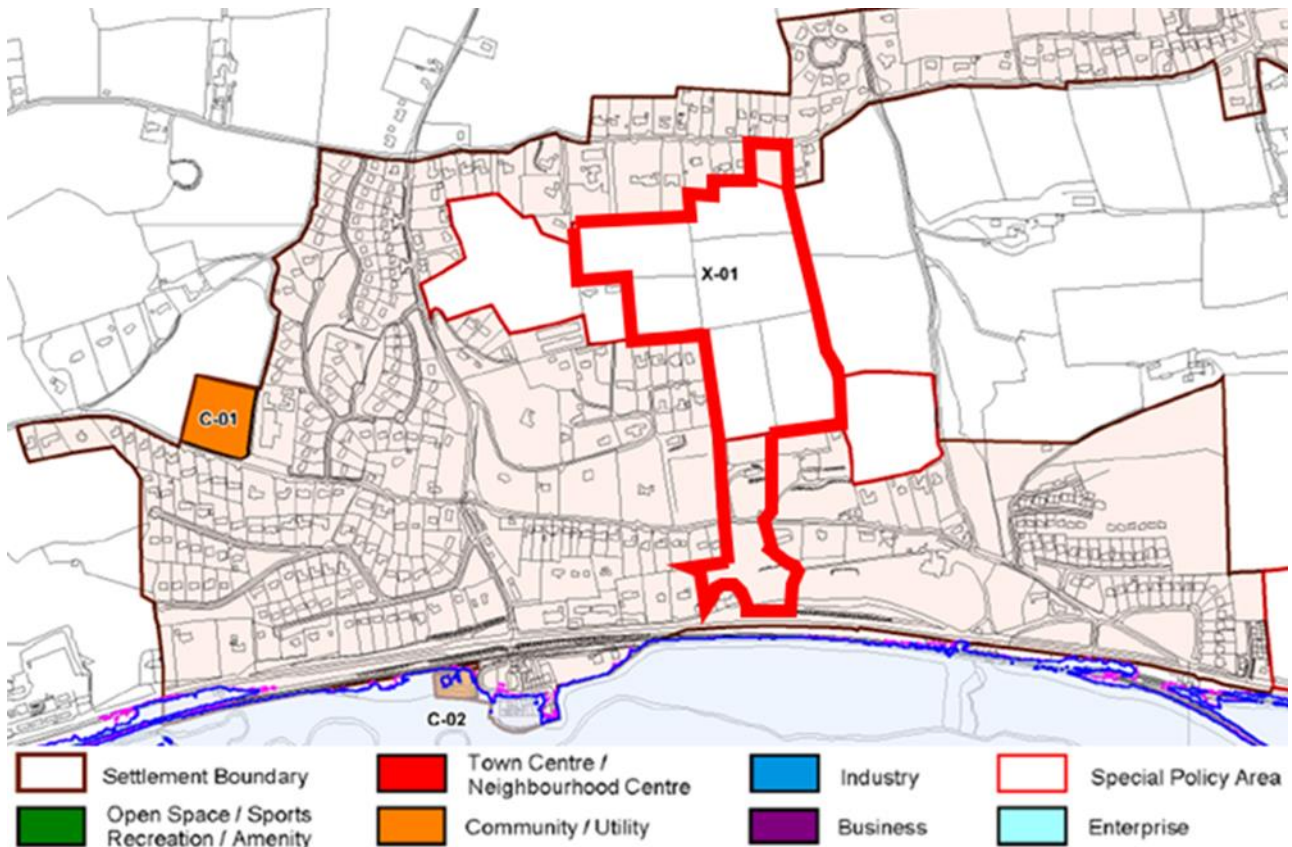


Figure 01.3 2011 LAP Zoning Map of Glounthaune (Site Outlined in Bold Red)

The parcel to the south of 'The Terrace' and the northern/southern areas of the northern parcel were included within the more general development boundary/existing built-up area of Glounthaune.

The applicants acquired the northern parcel during the lifetime of the 2011 LAP and developed a site masterplan in accordance with the previous X-01 objective. The lands were subsequently included within the development boundary and zoned 'existing built-up area' of Glounthaune in the 2017 LAP. The zoning and planning policy history of the site confirms that the lands have been identified to accommodate a masterplan large scale residential development along with infrastructural upgrades to the surrounding road network, enhancing connectivity with the village core and train station.

01.4.2 DELIVERY OF FIRST PHASE OF THE LACKENROE MASTERPLAN

The proposed development represents the second phase and realisation of a masterplan for residential development at the subject landholding. Permission was previously granted

by Cork County Council at the lands immediately northwest of the site, subject to Cork Council Planning Reference 17/5699 for the.

“Construction of residential development of 40 no. 2 storey dwelling houses and all ancillary site development works. The proposed development consists of the provision of 20 no. 4 bedroom detached houses, 10 no. 3 bedroom semi-detached houses and 10 no. 4 bedroom semi-detached houses. The proposed development makes provision for the upgrade of the Knockraha road and access to the proposed development will be via a proposed signalised junction with Cois Chuain, with a pedestrian access to the country road to the north of the site.”

The decision to grant permission was then appealed by third parties to An Bord Pleanála (ABP Reference 300128-17) who upheld the Councils decision to grant permission. 300128-17 has subsequently been amended by planning references 18/6312 and 20/5864. Permission currently exists for 38 no. dwelling houses in Phase 1 and construction has recently commenced on the permitted dwellings. A detailed summary of the relevant planning application history at the subject lands is provided in Section 02 of this report.

The Board will note that Bluescape Limited have been transparent from the outset of their intention to implement a phased masterplan strategy at the wider lands. This was the rationale for the provision of the signalised junction with Cois Chuain and public realm upgrades to the Knockraha Road proposed by planning reference 17/5699. As detailed in the accompanying Traffic and Transport Assessment (TTA) prepared by MHL & Associates (Appendix 5-1 of EIAR), the permitted junction was designed to accommodate the delivery of over 200 no. units at the masterplan lands and Bluescape Limited also agreed to pay a Special Development Contribution of €80,000 towards these improvements¹. The delivery of these upgrades is currently being progressed and it is envisaged will be in place during 2022, prior to occupation of the first dwelling houses in Phase 1 which are currently under construction.

The initial indicative ‘Lackenroe Masterplan’, submitted in 17/5699 is illustrated in figure 01.4 as shown.

¹ Condition no. 5 of 17/5699 and Condition No. 24 of ABP: 300128-17

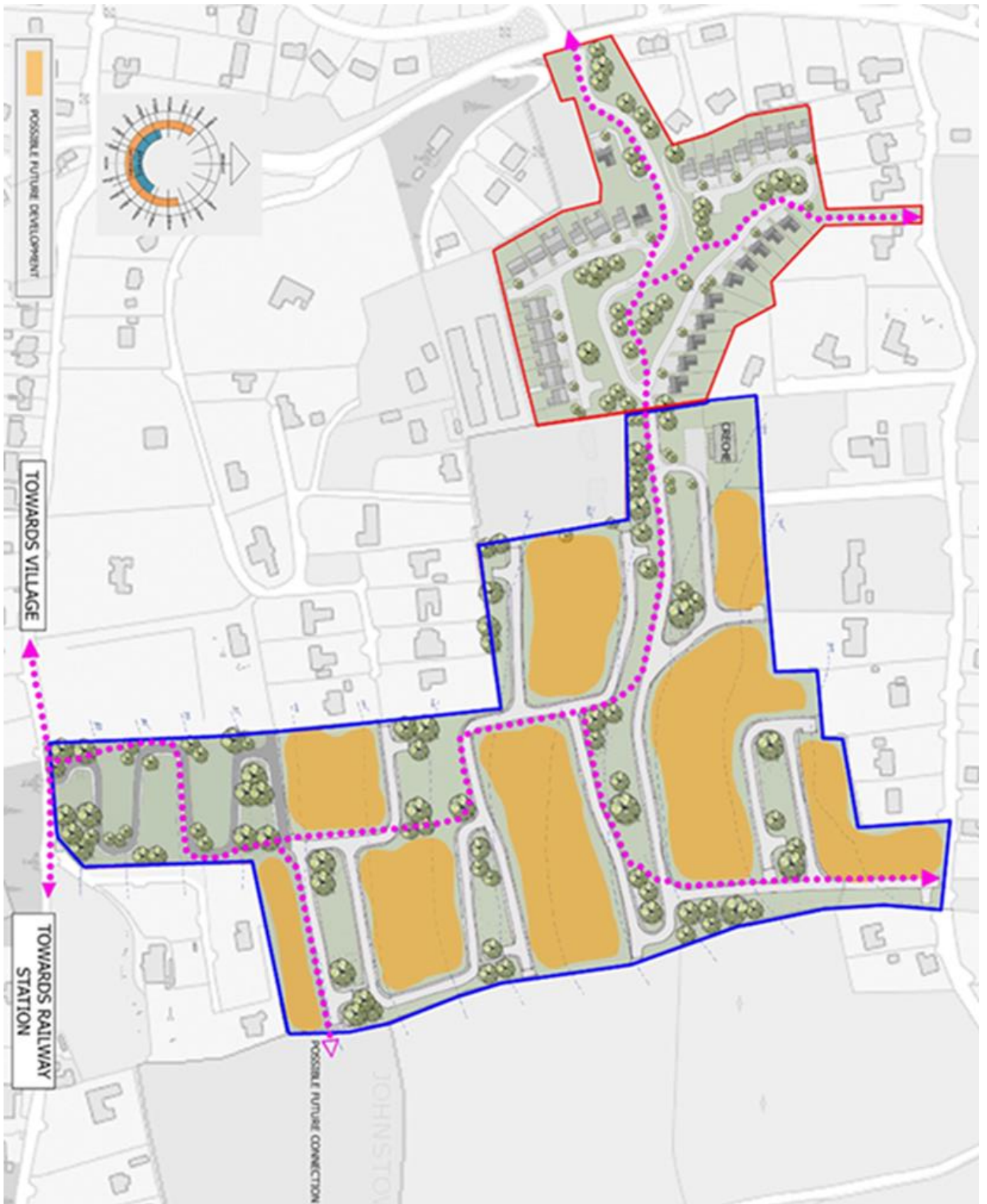


Figure 01.4 Indicative Lackenroe Masterplan - Planning Reference 17/5699

02 Planning History

02.1 Overview of Planning History at the Site

The most significant and recent planning history in the vicinity of the subject site is highlighted on the tables and Figure 2.2 below.

02.1.1 NORTHERN PARCEL

Application Ref:	07/9457. (Appeal Reference: PL04.225634)
Applicant	Rossdale Enterprises Ltd
Date Received	09/07/2007
Development Description	Residential development - 29 no. dwelling houses with 29 no. outhouses, ESB substation, ancillary landscaping including a local play area and associated site works and services
Decision	Refused
Summary	The application was refused by Cork County Council on 29/08/2007. The decision was subsequently appealed to An Bord Pleanála who upheld the decision to refuse permission. The northern parcel was previously included within an 'Open Space, Sports, Recreation and Amenity' zoning objective in the Blarney Electoral Area Local Area Plan 2005 (2005 LAP). Planning permission was refused by the Board as it was considered the development would materially contravene the zoning objective for the site.

Application Ref:	08/10104. (Appeal Reference PL04.233576)
Applicant	Rossdale Enterprises Ltd
Date Received	12/12/2008
Development Description	Demolition of 2 no. habitable dwelling houses and 2 no. outbuildings and construction of residential development of 10 no. dwelling houses
Decision	Refused
Summary	The application was conditionally permitted by Cork County Council on 07/04/2009. The decision was subsequently appealed by a number of third parties to An Bord Pleanála who overturned the decision to grant permission. Permission was refused on grounds that the development constituted a traffic hazard due to multiple vehicular accesses onto the Terrace and a lack of clarity regarding sufficient sightlines.

Application Ref:	17/5699. (Appeal Reference 300128-17)
Applicant	Bluescape Ltd
Date Received	04/07/2017
Development Description	Construction of residential development of 40 no. dwelling houses, and provision for the upgrade of the Knockraha road and signalised junction with Cois Chuain,
Decision	Permission granted by Cork County Council. Decision upheld on appeal with revised conditions.
Summary	The development represented the first phase of a masterplan for residential development at the subject landholding. The development included the provision of a signalised junction along the Knockraha Road which would provide vehicular access to the entire landholding with the internal road network providing access to the lands to east. The application was conditionally permitted by Cork County Council on 16/10/2017 and upheld by An Bord Pleanála on 21/05/2018.



Figure 02.1 Permitted Site Layout for Phase 1 granted under 17/5699. (Appeal Reference 300128-17)

Application Ref:	18/06312
Applicant	Bluescape Ltd
Date Received	03/09/2018
Development Description	The construction of 7 no. single storey dwellings and all ancillary site development works. The proposed dwellings will be accessed via the entrance and access road of the residential development permitted by An Bord Pleanála reference 300128-17 and Cork Co. Co. ref: 17/5699.
Decision	Granted Permission
Summary	<p>Condition 2 of 300128-17 altered the initially permitted scheme and specified.</p> <p><i>'Proposed dwellings number 32 to 40 shall be omitted, and this portion of the site shall be used for the provision of single storey dwellings only, with no attic accommodation, and with maximum ridge heights of 5.5 metres and finished floor levels as indicated on the submitted plans (dwellings 32 – 35 have submitted finished floor levels 81.7 metres – 82.35 metres OD and dwellings 39 and 40 have finished floor levels of 79 metres and 78.35 metres OD, respectively). The single storey dwellings shall be the subject to a separate planning application conforming to these requirements.'</i></p> <p>In accordance with Condition 2 the development included the removal of previously proposed dwellings (No's 32-40) and their replacement with 7 no. single storey dwellings. Permission was granted by Cork County Council on 13/12/2018.</p>

Application Ref:	19/5659 (Appeal Reference 305398-19)
Applicant	Bluescape Ltd
Date Received	28/06/2019
Development Description	Construction of 55 no. dwelling houses (increase of 17 no. dwellings from that permitted by 17/5699 (300128-17) and amended by 18/06312,
Decision	<p>Permission initially granted by Cork County Council on 22/08/2019. This decision was subsequently overturned by the Board following the submission of third-party appeals (Ref: 305398-19) on the following grounds.</p> <p><i>(1) Having regard to the infrastructural improvements required to provide safe connectivity for pedestrians, cyclists and motorists, to the village centre and to the railway station, it is considered that the proposed development would be premature pending the determination by the planning authority of a road improvement works scheme for the area.</i></p>

(2) *Having regard to density, it is considered that the proposed development would be contrary to the provisions of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), issued to planning authorities under Section 28 of the Planning and Development Act, 2000, and to the provisions of the National Planning Framework (2018). The site of the proposed development is on serviceable lands, within the development boundary of Glounthaune, which is designated as a Key Village within the Metropolitan Cork area, where the objective of the Cobh Municipal District Local Area Plan 2017-*

Summary

Following this decision, the applicants reviewed the design strategy for the wider Lackenroe Masterplan. It was recognised that.

- The delivery of pedestrian/cyclist infrastructure from the Masterplan lands to the train station and village centre would be a critical consideration for any future Strategic Housing Development. The feasibility of providing a more direct and 'off road' pedestrian/cycle link through the lands to the south of the Terrace was considered. The subject lands to the south of the Terrace are in third party ownership.
- Development of densities in excess of 30 no. units per hectare of the developable site area would be required, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the National Planning Framework.

02.1.2 SOUTHERN PARCEL

Application Ref:	07/8354
Applicant	Stephen Egan & Aidan McGurn Developments Ltd
Date Received	31/05/2007
Development Description	Residential development of 28 no. apartments comprising of 24 no. two bed apartments and 4 no. three bed apartments, bin storage and associated site works and services
Decision	Permission refused by Cork County Council.

Application Ref:	08/7900
Applicant	Stephen Egan & Aidan McGurn Developments Ltd
Date Received	15/07/2008
Development Description	Five-storey building containing 28no. apartments, site entrance, car park, children's play area, bin store, and revisions to the currently disused access road.
Decision	Permission refused by Cork County Council.

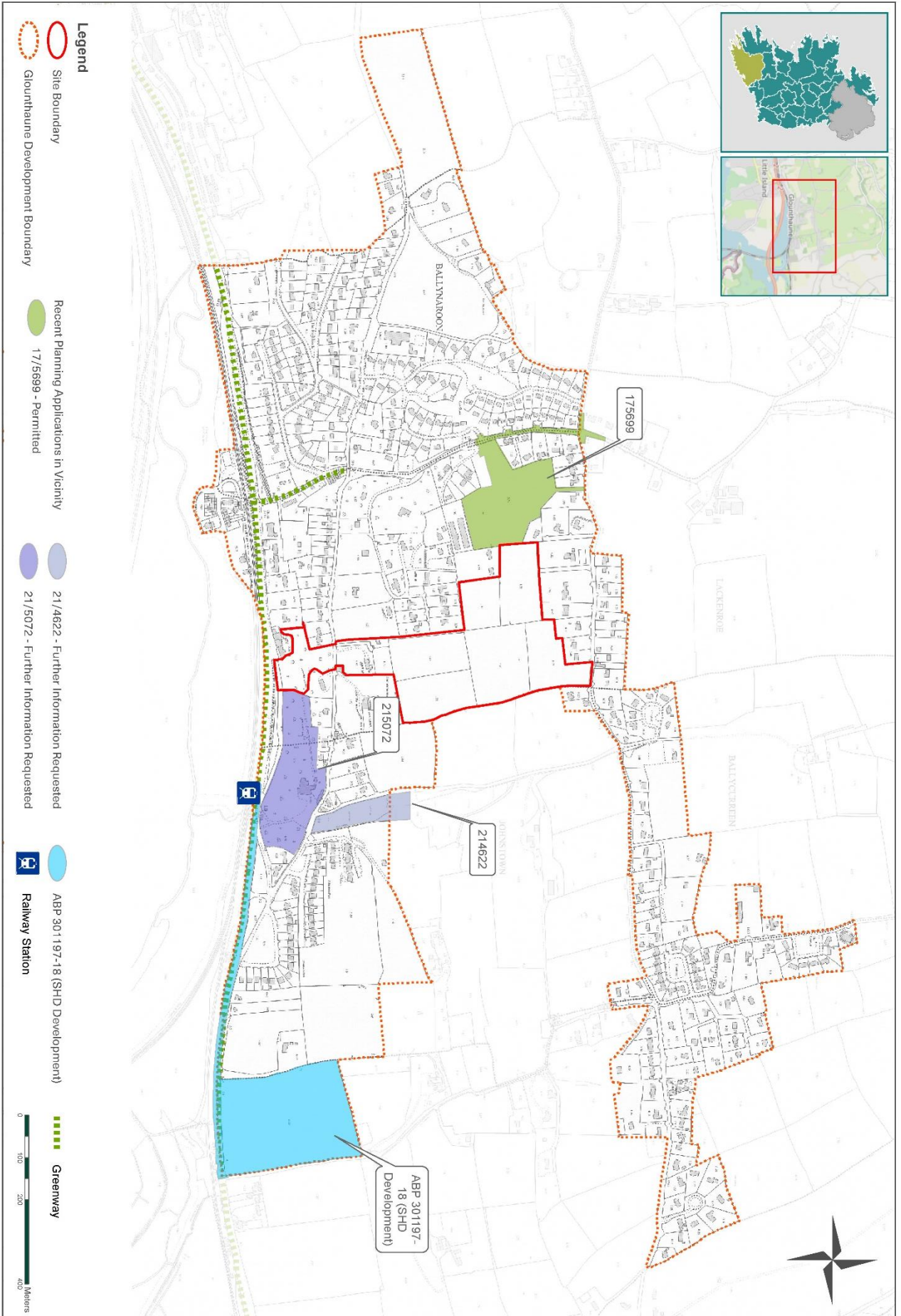


Figure 02.2 Planning History

03 Section 247 Discussions and Scheme Evolution

This section provides an overview of the evolution of the scheme design and details of various Section 247 meetings and tripartite discussions which took place. A comprehensive summary of the detailed design/connectivity proposals is provided in the Architectural Design Statement prepared by Deady Gahan Architects and Chapter 3 'Alternatives Considered' of the accompanying EIAR.

03.1 Section 247 Meeting 1 – September 2018

Following An Bord Pleanála's decision to grant permission for Phase 1 (Reference: 300128-17) in May 2018, Bluescape Limited submitted a request to Cork County Council for consultations in accordance with Section 247 of the Planning and Development Act, 2000. A Section 247 meeting took place on 20th September 2018 regarding a proposed scheme of 234 no. residential units at the northern parcel only. The development reflected a density of 30.2 units per hectare of developable site area (7.75 hectares) and 20.3 units per hectare of gross site area (11.5 hectares). Key aspects of the original layout included:

- Dwellings being orientated to passively survey open space and limit overlooking into neighbouring properties. Dwellings orientated in a linear fashion to reflect natural site contours to reduce cut/fill and retain as many original hedgerows as possible.
- The crèche located at site entrance for ease of accessibility for occupants.
- North-South and East-West pedestrian links were created to make for an attractive circulation and promote permeability.
- Layout divided into separate character areas with the northern areas most distant from the train station and village core generally reserved for 3/4 bedroom semi-detached/detached dwellings. A gradual increase in density proposed in southern areas of the site with a four-storey apartment building proposed in southern most developable area of the site.
- An indicative pedestrian path provided linking the site to the Terrace to the south. It was established from detailed surveys, that due to levels, vehicular access from the Terrace to the northern areas of the site was not feasible with vehicular access to the site being provided via the signalised junction permitted in Phase 1

At this stage, the development did not include the land parcel to the south of the Terrace and referenced potential future upgrades to the Terrace including a shared surface treatment to create a pedestrian priority zone and slow vehicular traffic.



Figure 03.1 Layout presented to Cork County Council for initial Section 247 Meeting – September 2018

During the Section 247 meeting, Cork County Council advised that definitive and deliverable solutions for pedestrian/cyclist connectivity to the train station and village core would be required for any proposal at the subject lands. It was acknowledged by the applicants that any pedestrian/cyclist connectivity proposals would need to be within the red line boundary of any application.

03.2 Tripartite Meeting with Cork County Council and An Bord Pleanála– June 2019

Informed by the Section 247 discussions, a request for a Section 5 consultation under the Planning and Development (Housing) and Residential Tenancies Act 2016 was submitted, with a tripartite meeting taking place on 21st June 2019. The development consisted of a residential development of 301 no. residential units (151 no. dwelling houses and 150 no. apartments), reflecting a density of 32.1 units of the developable site area.

The proposed layout evolved from that previously proposed and incorporated recommendations from the previous Section 247 meeting including.

- Provision of a dedicated strategy for pedestrian/cyclist mobility. This resulted in the provision of a more legible and coherent layout for pedestrians and cyclists, satisfying desire lines to the south. The proposed development provided for a pedestrian/cycle route to the south in the form of looped and stepped paths, responding to the site's natural topography.
- Increase in residential density in southern areas of the site with more varied house/apartment mix.
- Introduction of a community hall/space in same building as the proposed 60 no. child creche.

The proposed development also included works to the local road network and specifically, the Terrace and Johnstown Close, to achieve dedicated pedestrian/cyclist connectivity to the train station and village core to the south. Due to the narrow road widths of the Terrace (approx. 6 metres) it was concluded that it was not possible to provide separate footpaths and cycle lanes from the site while also retaining the current two-way traffic system in the area. In order to achieve pedestrian and cyclist connectivity between the site and the village/train station the proposed development included the following works within the red line boundary.

- The introduction of a partial one-way eastbound traffic system along the Terrace to accommodate for a continuous footpath to join with the existing footpath network to the southeast at Johnstown Close.
- A designated contra-flow westbound cycle lane from the junction of Johnstown Close and the Terrace to the southern cycle/pedestrian entrance of the site.
- A vehicular speed limit of 30km/h to be enforced.
- The installation of appropriate public lighting, signage, road marking and road surfacing treatments to prioritise cyclists and pedestrians over vehicles.



Figure 03.2 Layout presented at Tripartite Meeting – June 2019

An overview of the previously proposed works to the Terrace and Johnstown Close is illustrated in Figures 03.3 – 03.5 as shown with scaled drawings of same, prepared by MHL & Associates attached in Appendix C of this statement.

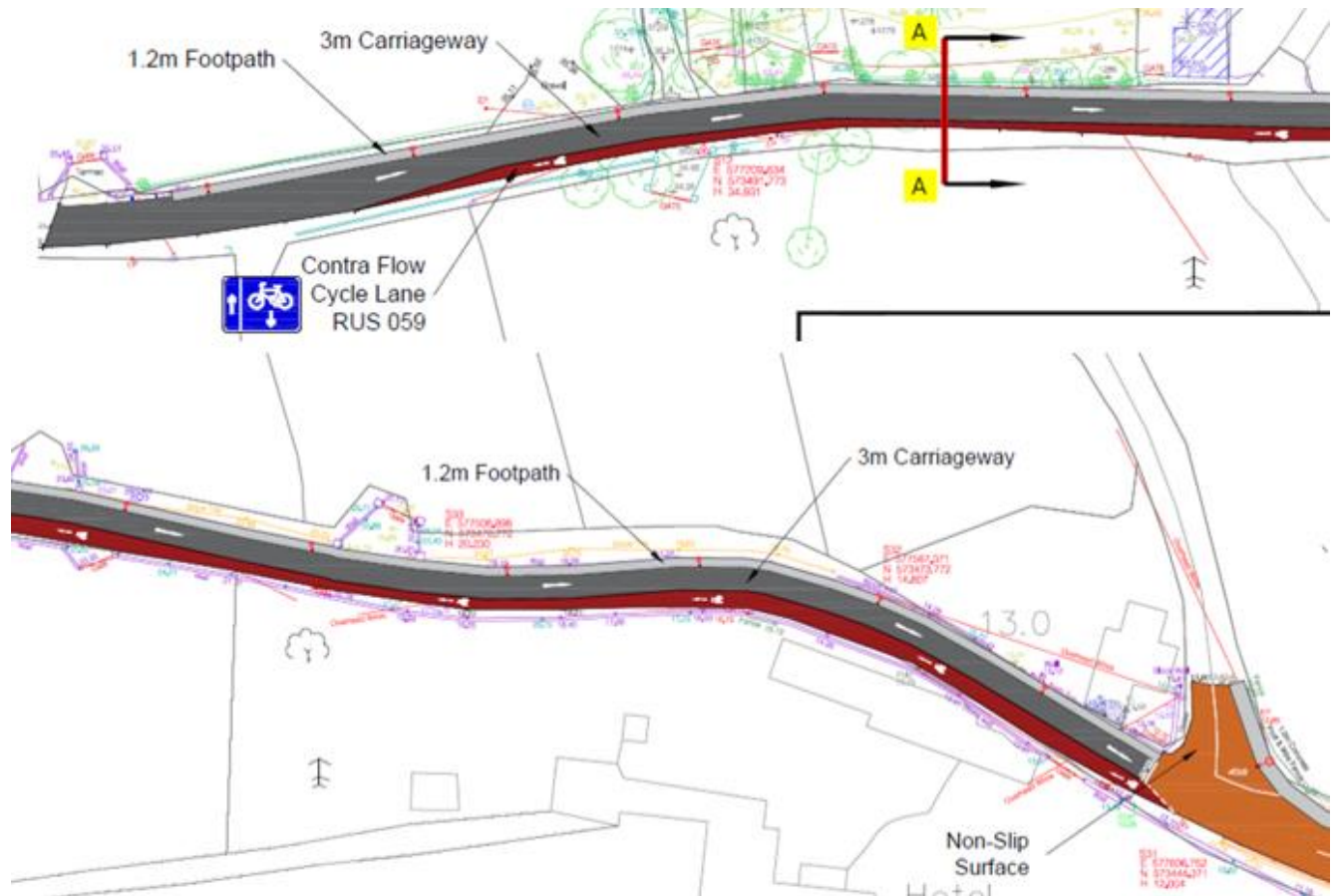


Figure 03.3 One-way traffic system and contra flow cycle lane on the Terrace

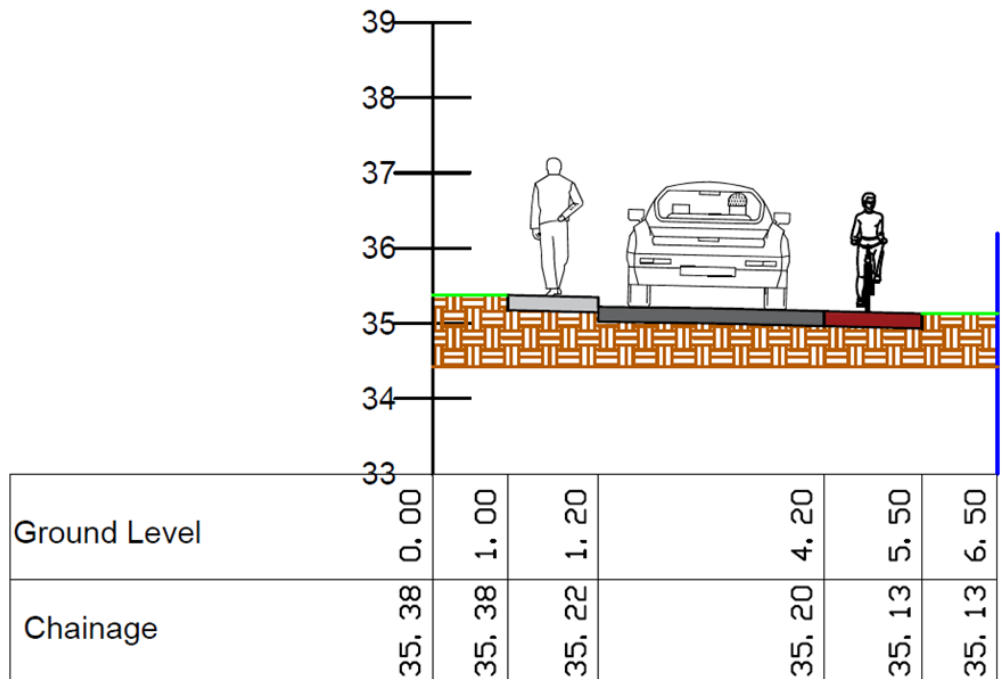


Figure 03.4 Cross Section of footpath, one way traffic system and contra flow cycle lane on the Terrace proposed at Tripartite Meeting stage.

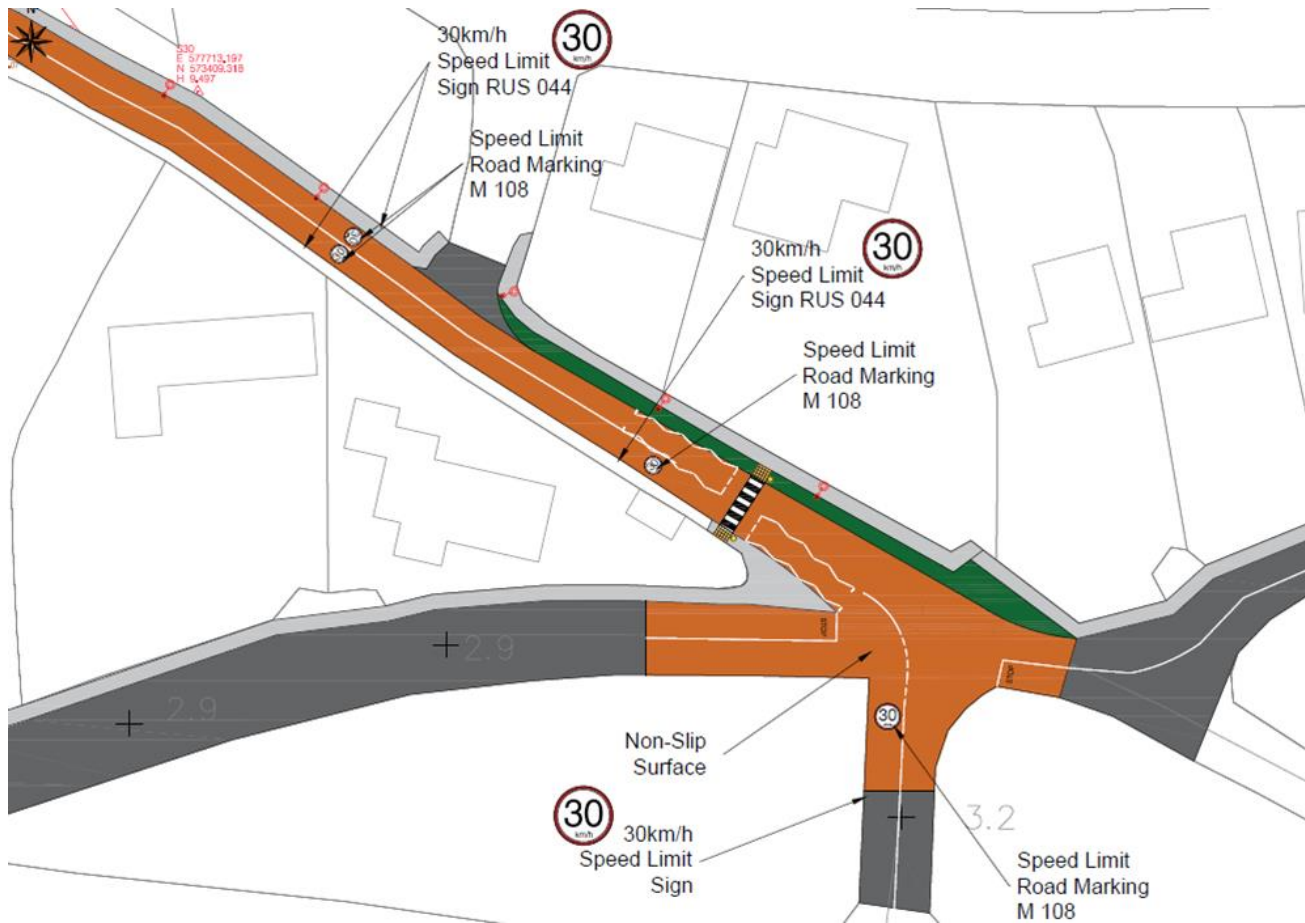


Figure 03.5 Overview of proposed works to the Terrace and Johnstown Close proposed at Tripartite Meeting stage.

03.3 Evolution of Scheme Since Tripartite Meeting

During the tripartite meeting, Cork County Councils Traffic and Transportation Department raised concerns regarding the subject proposals to the Terrace/Johnstown Close, citing potential conflicts between pedestrians, cyclists, and motorists. Following a review of the Boards Opinion (Reference 304468-19) it was recognised that a revised pedestrian/cyclist connectivity strategy was required to facilitate sustainable mobility between the lands and the train station/village core to the south.

In the interim period since the tripartite meeting, the development strategy for the proposed has evolved. Bluescape Limited agreed to acquire the additional lands to the south of the Terrace with a view of providing a dedicated pedestrian/cycle route through these lands and link to Glounthaune village core and train station. These additional lands have been included within the scope of a revised connectivity strategy for the proposed development. The southern boundary of the additional land's front directly onto Johnstown Close and the recently completed greenway² which links the site with Glounthaune train station, village core and Carrigtwohill.

The revised proposals for connectivity to the train station and revised layouts were the subject of S247 Pre Planning Meetings held with the Planning Authority on May 20th, 2021 and July 29th, 2020. The issues discussed can be summarised as follows

1. Connectivity to the Train Station

² <https://www.corkcoco.ie/en/planning/traffic-transport/statutory-processes>

2. Open Space Provision in Northern Section of the Site;
3. Apartment Building Parking;
4. Former Gardens of Ashbourne House;
5. Ecology.

The changes proposed to address the remaining issues are outlined in the attached revised site layout plans prepared by Deady Gahan Architects and outlined in greater detail below.

03.3.1 CONNECTIVITY TO TRAIN STATION

Revised Connectivity Proposals - Option 1 – May 2021

The revised connectivity proposals were presented to Cork County Council at a Section 247 meeting which took place on May 20th, 2021. The revised development comprised a development of 306 no. residential units, creche and 2 no. commercial units provided across both land parcels, with the northern parcel providing 277 no. residential units and 67 no. child creche. The southern parcel contained 5 no. dwelling houses fronting onto the Terrace with a 4-storey mixed-use building provided on Johnstown Close and Greenway to the south. The proposed building provided for 2 no. commercial units at ground floor level and 24 no. apartments.

The design rationale for the development provided for a continuous and universal access 2m pedestrian path through the northern and southern lands which would then join with the new Greenway to the south, train station to the east and village core to the west. A pedestrian crossing on the Terrace was also proposed. Due to the challenging site levels and existing ground conditions, the route and form of the universal access path meandered through the site with a more direct stepped path also provided for able bodies users. The route and form of the path was also informed by extensive arboricultural surveys in the southern parcel which established the locations of mature trees and corresponding root protection zones (RPZ's).

The location of the proposed 5 no. dwelling houses and southern apartment building in the southern parcel were proposed to provide additional residential accommodation in the area of the site closest to the train station, but also provide passive supervision of the southern path. The layout and revised connectivity proposals presented at the May Section 247 meeting are illustrated in Figures 3.6 and 3.7 below.

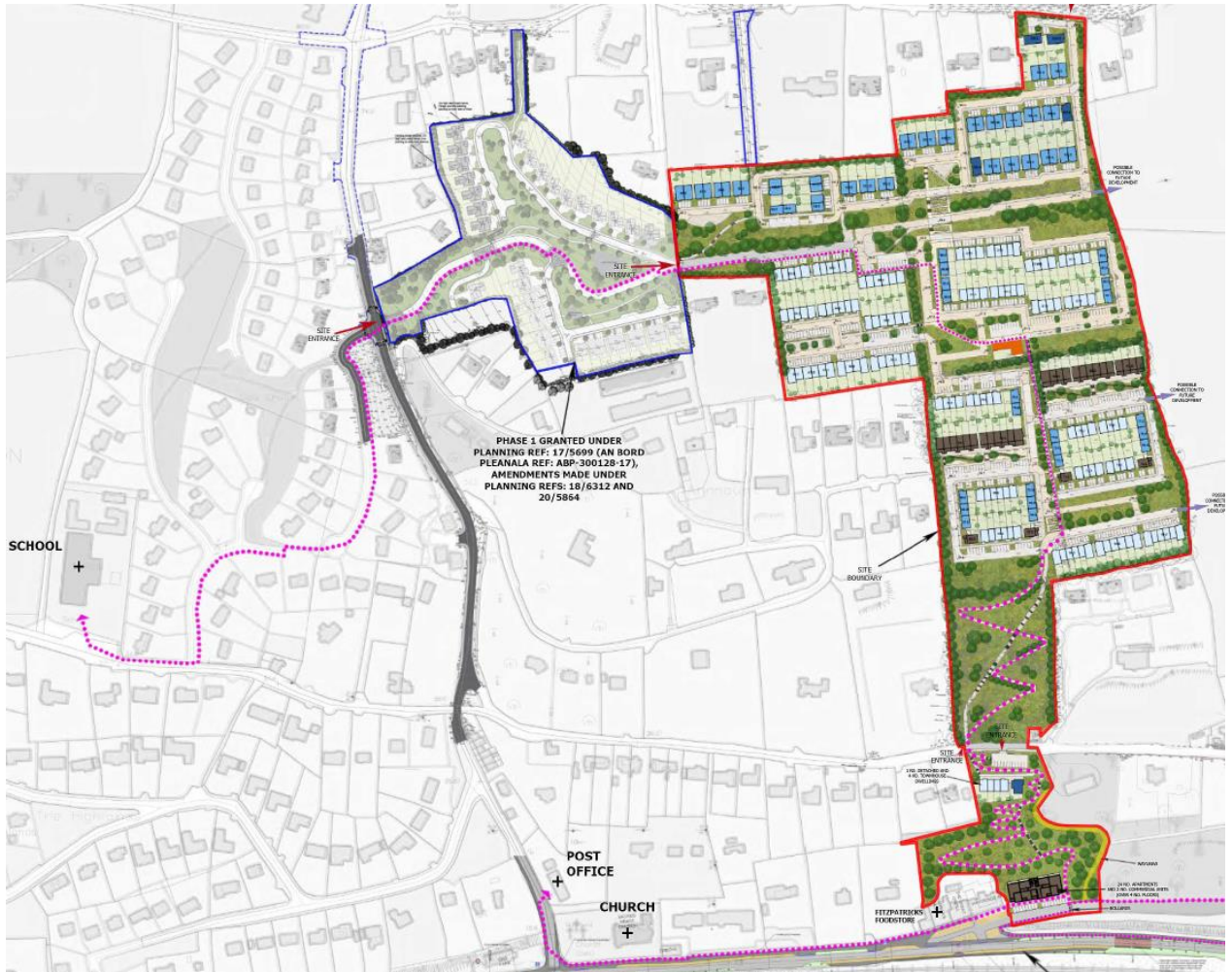


Figure 03.6 Layout presented at Section 247 Meeting – May 2021

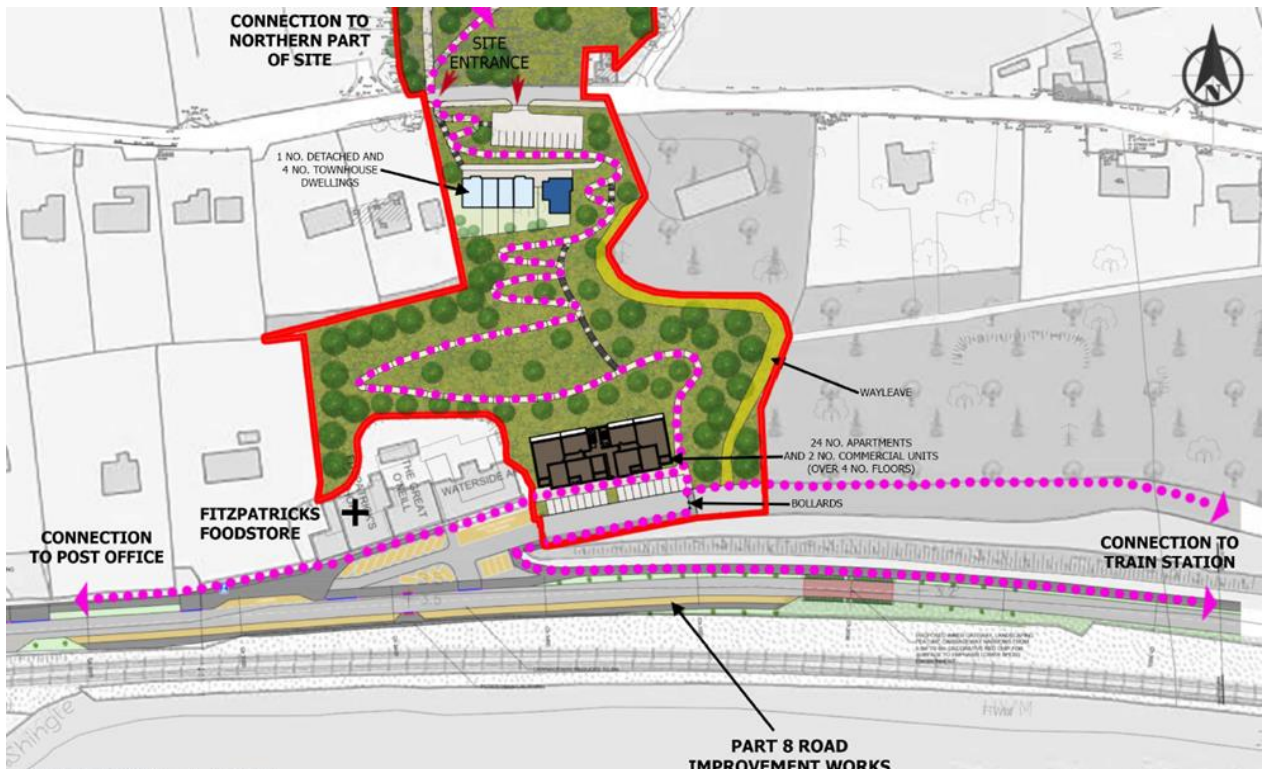


Figure 03.7 Layout of Southern Parcel presented at Section 247 Meeting – May 2021

The applicants considered the Section 247 meeting with the Planning Authority to be constructive confirming that the revised connectivity proposals through the southern land parcel were an improvement on what was previously proposed. While supportive in principle of the revised connectivity strategy for the site, the Council confirmed that further details would be required to fully assess the revised connectivity proposals including:

- Additional details including cross sections would be required to assess the deliverability and usability of the path, and to assess its relationship with dwellings relating to passive surveillance.
- Consideration of a more direct route focused on the centre of the site; and
- A 'wayfinding' strategy through the site illustrating natural desire lines within the scheme.

Revised Connectivity Proposals – Option 2 – July 2021

The applicants welcomed the Planning Authority's comments regarding the requirement to demonstrate the practical implementation of the path and how it would be constructed and maintained into the future. The design team considered the Planning Authority's concerns and conducted a full review of the design of the proposed pedestrian link which included the preparation of a '*Site Constraints Study*' prepared by AECOM³.

The revised route and form of the path was informed by an assessment of the sites natural constraints including site levels, ground conditions and presence of existing mature trees and RPZ's. As requested during the course of the May Section 247 meeting, detailed cross and longitudinal sections of the proposed 2 metre pedestrian path were provided in addition a 'wayfinding' layout for the proposed layout.

The revised pedestrian route presented in a subsequent Section 247 meeting on July 29th, 2021, represented a more central, refined, practical, and convenient route than that previously presented at the May Section 247 meeting.

- The revised site layout/pedestrian route was improved to facilitate increased passive surveillance with the path now contained within the 'built envelope' of the site benefitting from overlooking from the proposed dwellings to the north and the apartment building to the south.
- The proposed 5 no. dwellings fronting onto the Terrace were reconfigured and reoriented to enhance surveillance of the route with 2 no. additional detached units were introduced in the northern parcel to overlook the path in that section of the site.
- The direct pedestrian route would be stepped with no more than a 1 in 12 gradient on the looped 'universal access' route. A series of stop/break/rest points and signage would also be provided.
- Tree removal was minimised as much as possible with a focus on retaining the most significant trees and avoiding development in RPZ's where possible. Significant replacement planting is proposed in the masterplan with a concentration of same proposed for the southwest corner of the site.

³ A Site Constraints Report prepared by AECOM accompanies this SHD Application as Appendix 3-2 of EIAR

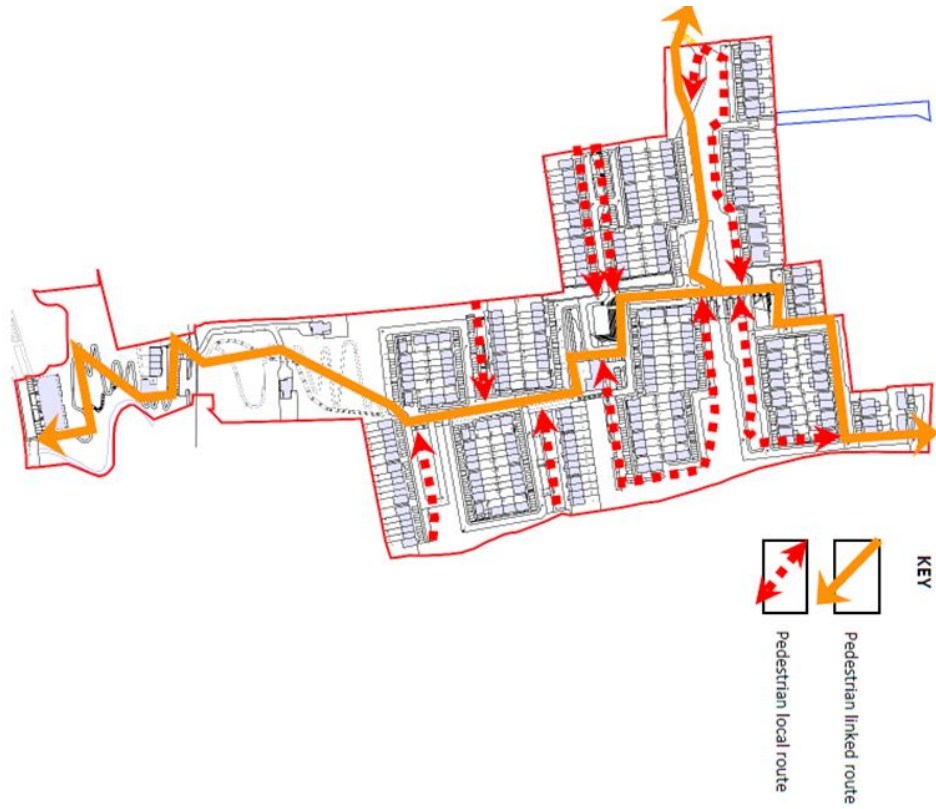


Figure 03.8 Southern Parcel presented at Section 247 Meeting – July 2021

During the meeting, the Planning Authority recognised the significant lengths and resources Bluescape Limited expended in developing a solution for connectivity proposals from the site and the challenging nature of the topography, tree cover and accessibility. It was highlighted by the Traffic and Transport Department of the Council that cyclist mobility from the site as proposed was deficient and that the provision of a dedicated cycle path through the site should be investigated to accommodate cyclist mobility from the site to the train station and village.

In assessing the proposed felling of trees to accommodate the proposed development and the pedestrian route through the southern parcel, the Councils Ecologist recommended that consideration be given to the retention of woodland areas of high value and integrated into the layout for the scheme.

PEDESTRIAN CONNECTIVITY AND CIRCULATION



STOPPING AND VIEWING POINTS ALONG MAIN PEDESTRIAN ROUTE TO LOCAL SERVICES

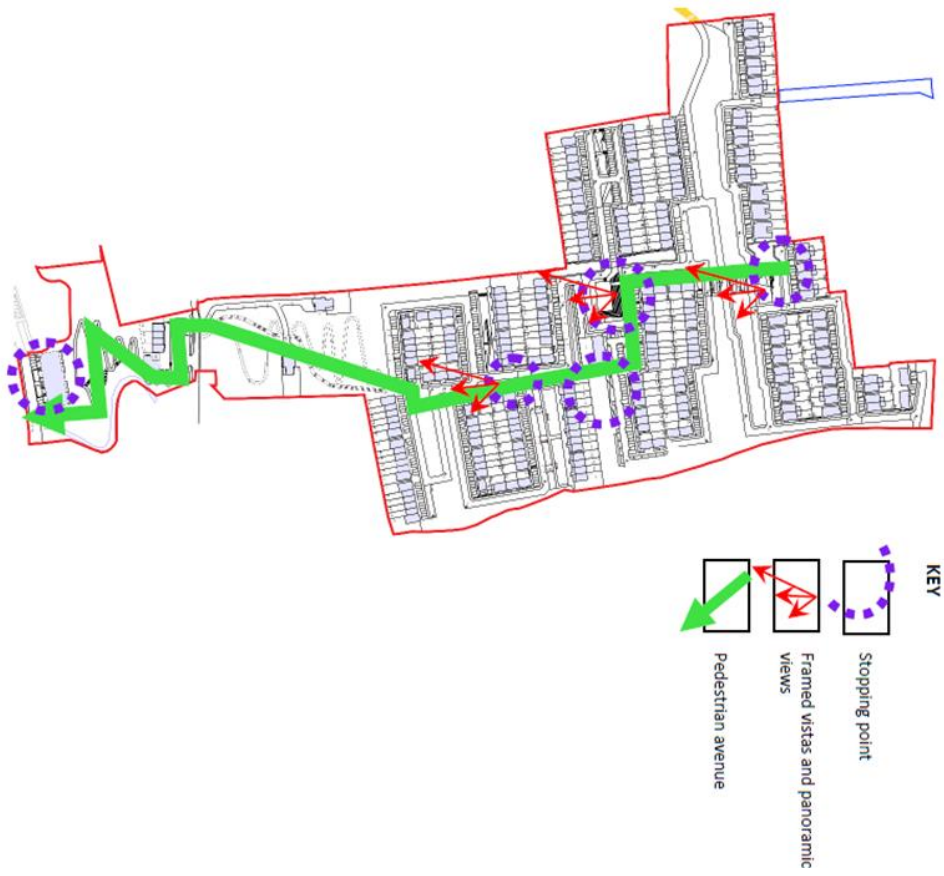


Figure 03.9 Wayfinding Strategy presented at Section 247 Meeting – July 2021

The applicant accepted the Council's comments that the proposed link provided for pedestrian connectivity only and the lack of provision for cyclists was a weakness in the solution. In order to address this concern the pathway has been increased from a 2 metre pedestrian path to a 3 metre shared facility, which will cater for both pedestrians and cyclists. Given the topography of the site cycling from the train station to the proposed development and the wider area will present a challenge for cyclists. In order to accommodate cyclists and encourage the safe use of the shared facility a bike wheeling ramp will be provided adjacent to the stepped access. We consider that the proposed alterations to the path will provide for pedestrian and cycling connectivity to the train station and represents the most appropriate solution to achieving the same.

The proposed 3 metre shared path will provide for universal access and stepped access will also be provided to accommodate the anticipated desire lines. The proposed increase in the width of path has been carefully considered by the project arborists, engineers and landscape architects to ensure that it can be accommodated successfully.

The applicants have gone to significant lengths to ensure that the link provides for the most efficient and accessible route to the train station and the town centre. The proposed route has full regard to the topographical, landscape, heritage and visual amenity constraints, can be authorised by a grant of permission and can be delivered in conjunction with and in support of the proposed strategic housing development. In designing the route and deciding on its final width and alignment the applicants commissioned and had regard to the following studies and reports;

- a) Site Constraints Report prepared by AECOM (Appendix 3-2 of EIAR);
- b) Arboricultural Survey - Dermot Casey Tree Care (Appendix 4-1 of EIAR);
- c) Arboricultural Report – Arborcare (Appendix 4-2 of EIAR);
- d) Arboricultural Tree Report - Tree Management Services (Appendix 4-3 of EIAR);
- e) Site Investigation Report - Priority Geotechnical Limited (Appendix 7-1 of EIAR);
- f) Natura Impact Statement - Kelleher Ecology Services (Appendix 9-5 of EIAR);
- g) Historic Landscape Impact Assessment – Louise Harrington Architectural Heritage & Historic Landscape Consultant (Appendix 11-2 of EIAR);
- h) Biodiversity Chapter of EIAR prepared by Kelleher Ecology Services; and
- i) Cultural Heritage Chapter of EIAR prepared by John Cronin & Associates.

Given the topography and desire to maintain mature trees where possible, 3 metres is considered to be the maximum width of path that can be achieved and represents the best solution to providing for connectivity to the train station.

03.3.2 OPEN SPACE PROVISION IN NORTHERN SECTION OF THE SITE

At the S247 Meeting in May 2021 the Planning Authority highlighted concerns regarding the lack of a defined area of useable open space in the northern portion of the site. These concerns were noted and the revised layout makes provision for a centrally located and defined area of open space to serve the proposed development in the northern area of the site.

The creation of this open space resulted in the loss of 10 no. residential units and a reconfiguration of the layout in this location. The proposed central open space area is

located adjacent to the MUGA and creche and is considered to be an attractive focus at the centre of the northern site and provide an attractive central amenity space.

03.3.3 APARTMENT BUILDING PARKING

During the S247 Meeting in May 2021 the Council noted the potential conflict between the proposed parking for the apartments and the future users of the Bury's Bridge to Carrigtwohill Greenway. This matter was the subject of subsequent discussions with the Traffic and Transportation Section and various options including the very limited provision of parking have been considered.

The proposed site layout makes provision for alterations to the permitted line of the Greenway as suggested by the Traffic and Transportation Section and included within the application with the consent of the Local Authority. This revision will allow for a clear separation between the parking and set down provision for the apartment building and the Greenway. The proposed layout has been the subject of the overall Road Safety Audit and no safety concerns were highlighted.

We note the remaining concerns of the Traffic and Transportation Section regarding the quantum of spaces provided and that the 9 no. proposed spaces are inadequate to cater for the needs of future residents. We consider that having regard to the town centre location of the proposed apartments in close proximity to the train station that the proposed parking provision is adequate and consistent with national guidance.

03.3.4 FORMER GARDENS OF ASHBOURNE HOUSE

At the meeting of July 27th the Council's Ecologist highlighted that the subject site may have formed part of the former Ashbourne House Estate and consideration should be given to its significance and the potential for Champion Trees on the southern portion on the overall site. Louise M Harrington Architectural Heritage and Historic Landscape Consultant was appointed to assess the cultural heritage significance of the area and to contribute to the Cultural Heritage Chapter of the EIAR being prepared to accompany the planning application. Tree Management Services were appointed to assess the potential for champion/heritage trees within the overall tree population on the site.

The assessment carried out by Tree Management Services identified that the site is currently in a neglected state and has suffered considerable losses of trees over the years from storms and possible felling. Bare areas are now colonised by low category, self-seeded Ash and Sycamore – often recognised as scrub or low-value retention trees. Fragmented remnants of old woodland or garden planting throughout the site were identified. A small number of Heritage Trees and Champion Trees were identified.

A Heritage Tree is defined as a tree of biological, cultural, ecological or historical interest because of its age, size or condition. Champion Trees are those which feature on the Tree Register of Ireland (TROI) and the inclusion criteria for the Tree Register is based on Mitchell's (1994) criteria for choosing outstanding trees.

In total 23 no. Heritage Trees were identified of which 3 no. are Champion Trees. The proposed development makes provision for the retention of all identified Champion Trees and 8 no. Heritage Trees are proposed to be removed to facilitate construction of the proposed development. Of the 8 no. Heritage Trees to be removed 4 no. are Category A trees, 3 no. are Category B trees and 1 no. is a Category C tree.

Louise Harrington has advised that the subject site did not form part of the original Ashbourne House estate originally known as Toureen Lodge but was purchased and

added to the estate by Richard H Beamish. The subject site, which was a quarry was used to establish a rock garden, but was sold and removed from the Ashbourne House estate in the 1960s. A site inspection by Ms. Harrington did identify the presence of a stone grotto (circular stone structure) which has survived from the original Beamish garden and which she considered to be significant. The proposed apartment block would have resulted in the demolition of the grotto and in order to preserve the presence of this important feature the footprint of the apartment building has been adjusted.

The site is in a neglected state, is overgrown with no public access. The proposed development will allow for access to and enjoyment of part of the former Beamish garden and grotto, which will be identified and described through appropriate interpretive means to be agreed with the Planning Authority. The proposed development will be constructed in accordance with a method statement prepared by John Cronin & Associates and which will ensure the protection of the grotto feature during construction.

03.3.5 ECOLOGY

The comments of Council's Ecologist in relation to ecology and Appropriate Assessment are noted and are comprehensively addressed in the EIAR and NIS, which accompany the application.

04 Response to Board Opinion

This section of the report outlines in detail the applicants' responses to the matters raised in the Opinion issued by An Bord Pleanála in July 2019 (ABP-304468-19). In the Interest of clarity, we have listed the various items in the order they appear on the Board's opinion and the applicant's response to same.

1. *Further consideration of the documentation as it relates to the provision of access for the proposed development having regard to the need to provide safe and convenient pedestrian and cycle connections to the railway station and other services in Glounthaune and the nature and extent of works to public roads that can be authorised by a grant of permission under Part III of the Planning and Development Act 2000, as amended.*

We considered the tripartite discussions to be constructive and assisted in defining the scope of specific issues which would need to be addressed in any future SHD application. We note that the Board's Opinion did not raise any concerns regarding the principle or density of development on the subject lands, but highlighted that a revised strategy for pedestrian and cycle connectivity to the train station and other services in Glounthaune should be considered.

In seeking to address the Boards Opinion it was recognised that proposals to 'The Terrace', presented at the tripartite meeting would not be accepted and that a revised pedestrian/cyclist connectivity strategy for the development would be required. It was also recognised that the undeveloped lands immediately south the site and north of Johnstown Close represent the most direct route from the site to the village core/train station and should be investigated as an alternative to provide pedestrian and cycle connections.

Following the tripartite meeting, Bluescape Limited approached and subsequently reached an agreement with the landowner to the south regarding the acquisition of these lands, which would form part a revised development strategy for the wider development⁴. The inclusion of the additional lands within the development represents an opportunity for a largely off road and more direct from the proposed development to the Train Station, town centre and Glounthaune to Carrigtwohill Greenway. As outlined in Section 3 above while the lands to the south which have been included in the application offers significant benefits in terms of providing a direct route to the train station and town centre, it does present challenges in terms of topography, landscape, visual and cultural heritage considerations. As outlined in Section 3 above these constraints and challenges have been fully considered by the applicants and the final connectivity proposal has been informed by the following reports

- a) Site Constraints Report prepared by AECOM (Appendix 3-2 of EIAR);
- b) Arboricultural Survey - Dermot Casey Tree Care (Appendix 4-1 of EIAR);

⁴ See letter of consent from landowner which accompanies the application.

- c) Arboricultural Report – Arborcare (Appendix 4-2 of EIA);
- d) Arboricultural Tree Report - Tree Management Services (Appendix 4-3 of EIA);
- e) Site Investigation Report - Priority Geotechnical Limited (Appendix 7-1 of EIA);
- f) Natura Impact Statement - Kelleher Ecology Services (Appendix 9-5 of EIA);
- g) Historic Landscape Impact Assessment – Louise Harrington Architectural Heritage & Historic Landscape Consultant (Appendix 11-2 of EIA);
- h) Biodiversity Chapter of EIA prepared by Kelleher Ecology Services; and
- i) Cultural Heritage Chapter of EIA prepared by John Cronin & Associates.

The proposed pedestrian and cycle connection to the train station, the town centre and Greenway can be authorised by a grant of permission. The required works on the public road and which involve upgrades at 'The Terrace', Johnstown Close and some amendments to the Greenway have been agreed in principle with Cork County Council and consent to include the same within the application has been received. The resultant proposal is as follows

- 3 metre cycle and pedestrian path which is accessible, attractive, and safe for future users, and satisfies the natural 'north-south' desire line from the site to the village core and train station.
- The route will benefit from sufficient passive supervision from proposed residential units to ensure its usability and attractiveness as a viable connection to the village core and train station.
- Provides for a link between the proposed development site and the train station which is mostly off road and which connects to the existing Greenway.
- Responds to the sites existing terrain and topography. The route and form of the path not only provide future residents with connectivity to the south but also minimises cut and fill across the site and the loss of mature trees.
- Provides a safe crossing of 'The Terrace' for pedestrians and cyclists, the detail of which has been agreed with Cork County Council and will be delivered as part of the proposed development.
- Alterations to the existing Greenway at Johnstown Close and the associated public realm upgrades will eliminate any potential conflicts between motorists, pedestrians, and cyclists.
- Proposal will complement the wider pedestrian/cycle connectivity network in Glounthaune. The route integrates with the new '*Pedestrian and Cycle Route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune*' greenway on Johnstown Close to the south and positively contribute to the wider pedestrian/cycle network in Glounthaune.
- Ramps and steps are proposed to ensure that the path is universally accessible and attractive to all.
- In order to accommodate cyclists and encourage the safe use of the shared facility a bike wheeling ramp will be provided adjacent to the stepped access.

Considerable time and effort has been afforded to resolving the best means of providing a deliverable, accessible and attractive route to the train station and amenities. We consider that the proposed route represents the most suitable and sustainable route and is one which by virtue of its off road connection to the train station, town centre and existing Greenway will be beneficial to existing and future residents in Glounthaune.

2. *Further consideration of the documentation as it relates to the design and layout of the proposed development, having regard to the need to provide a high-quality residential environment that facilitates social interaction and movement on foot, while respecting the topography of the site and the residential amenities of neighbouring properties.*

The design rationale and layout of the proposed development has evolved considerably since the tripartite meeting took place. A detailed assessment of the evolution, rationale and functionality of the proposed site layout is provided in the accompanying Architectural Design Statement prepared by Deady Gahan Architects.

This Design Statement highlights in detail the options and rationale for the proposed development and how the proposed development respects the topography of the site. Section 5.4 of the Statement highlights how the proposed development will respect the residential amenities of the existing properties to the south and that there will be no impact on the same.

Overall, we consider that while the site offers challenges and constraints, the development as proposed will result in the creation of a successful, medium density residential development in one of Cork's most sustainable settlements.

In addition to the highlighted issues, the Board Opinion listed the following specific information that should be included with the application.

1. *An EIAR or EIA screening report, as necessary, which should have regard to the thresholds at 10(b)(i) and (iv) of Part 2 of Schedule 5 to the Planning and Development Regulations 2001, as amended, as well as to Schedules 7 and 7A to those regulations. The submitted documentation should, inter alia, fully describe the ground works required to carry out the proposed development and their potential for significant effects on the environment.*

As the project is an urban development which exceeds the 10-hectare threshold specified by Part 2, Schedule 5, 10(b)(iv) of the Planning and Development Regulations 2001, an EIAR has been undertaken as a statutory environmental assessment and accompanies the application.

2. *An AA screening report or Natura Impact Statement, as necessary.*

A NIS prepared by Kelleher Ecology accompanies this SHD application. The NIS carried out a comprehensive evaluation of the potential direct, indirect and cumulative impacts on the qualifying interests of the SAC and SPA. With the implementation of the proposed mitigation measures, there will be no residual impacts and the proposed project will not have an adverse effect on the integrity of the Great Island Channel SAC and Cork Harbour SPA.

3. *Information regarding the capacity of the social and physical services in Glounthaune to accommodate the demands that would arise from the proposed development.*

A 'Community and Social Infrastructure Assessment' prepared by HW Planning accompanies this application. The assessment investigates the level of existing and proposed community and social infrastructure/services in the area as categorised in table 03 as shown and assesses the capacity of these services to accommodate the population growth generated from the proposed development.

Table 04 –Social and Community Infrastructure Assessment Categories

CATEGORY	DESCRIPTION
Amenity, Open Space and Sports	Parks, Playgrounds, Amenity Walks/Greenways, Pitches, Green Areas, Golf Courses, Sports Pitches, Sports Centres, Swimming Pools, Gyms
Childcare and Education	Childcare, Primary Schools, Post Primary Schools, Special Schools, Third Level Universities, Other Educational Institutions
Community facilities	Community Centres, Religious Facilities, Post Offices, Libraries.
Retail services	Supermarkets, Convenient Shops, Specialty Services, Restaurants/Take-aways, ATM, Petrol Station
Health	Hospitals, Health Centres, Clinics, Pharmacies, Addiction Services, GPs, Mental Health Services
Emergency	Fire Station, Garda Station
Public Transport	Bus and Train Routes

4. *A phasing scheme for the development which would indicate how open space and access for the proposed housing would be provided in a timely and orderly manner.*

Drawing No. 20151/P/009 prepared by Deady Gahan Architects details the phasing strategy for the proposed development. It is proposed to construct the first phase of housing in the northern parcel, following on from that permitted in Phase 1 to the west which is under construction. The applicants have committed to the delivery of the proposed pedestrian/cycle path through both land parcels, the public realm upgrades to the Terrace and the construction of the proposed creche within construction phase 1 of the proposed development.

5. *A report demonstrating compliance with the applicable standards set out in DMURS and the National Cycle Manual in relation to the proposed housing and the works to public roads.*

A *Statement of Compliance with DMURS* prepared by AECOM in addition to Deady Gahan Drawing No. 20151/P/014, demonstrates how the proposed development complies with the standards set out in DMURS and the National Cycle Manual

6. *A housing quality assessment which provides the specific information regarding the proposed apartments required by the 2018 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements. A building lifecycle report for the proposed apartments in accordance with section 6.13 of the 2018 guidelines should also be submitted.*

A full 'Housing Quality Assessment' prepared by Deady Gahan Architects accompanies this SHD application. A 'Building Life Cycle Report' prepared by Aramark has been prepared in accordance with the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities and accompanies this application.

7. *A Site-Specific Flood Risk Assessment Report. The prospective applicant is advised to consult with the relevant technical section of the planning authority prior to the completion of this report which should describe this consultation and clarify if there are any outstanding matters on which agreement has not been reached with regard to surface water drainage.*

A Site-Specific Flood Risk Assessment (FRA) prepared by AECOM accompanies the application. The FRA confirms that the Catchment Flood Risk Assessment and Management (CFRAM) study indicates that the development is not at risk from a 1 in 1000-year coastal event. The site is in Flood Zone C with reference to fluvial flooding which negates the requirement for a Justification Test. No instances of pluvial flooding were recorded for the site of the proposed development, and it was concluded that there is no risk associated with pluvial flooding either due to the finished floor levels and ground levels in the vicinity

8. *Details of proposed boundary and surface treatments throughout the development, and of landscaping and planting.*

Full details of all boundary and surface treatments and comprehensive landscaping and planting scheme are provided in the accompanying landscape pack prepared by Cunnane Stratton Reynolds. A series of photomontages and CGI's prepared by GNet are also included which details how the proposed development will integrate with the broader landscape of Glounthaune.

9. *A tree survey, including details of trees to be retained or removed.*

In total 3 no. detailed tree and arboricultural surveys have been prepared to accompany the application and they are as follow

- Arboricultural Survey - Dermot Casey Tree Care (Appendix 4-1 of EIAR);
- Arboricultural Report – Arborcare (Appendix 4-2 of EIAR); and

- Arboricultural Tree Report - Tree Management Services (Appendix 4-3 of EIAR).

In addition to the 3 no. tree reports a Tree Removal Plan (CSR Drawing No. 21543-2-103), Heritage Tree Plan (CSR Drawing No. 21543-2-104) and Landscape Masterplan (CSR Drawing No. 21543-2-101) have been prepared to provide a detailed and comprehensive overview of proposed tree planting, retention and removal.

The assessment of the importance of the existing landscape from both a visual and cultural heritage perspective and the impact of the proposed tree removal is outlined in detail in Chapters 4 (Landscape & Visual) and Chapter 11 (Cultural Heritage) of the accompanying EIAR. The southern portion of the site is more important from a landscape and cultural heritage perspective given its previous association with Ashbourne Gardens to the east. As outlined in Chapter 11 of the EIAR, Ashbourne Garden was developed c.1900-1930 by R.H. Beamish in the style of a woodland garden associated with Ashbourne House (formerly Toureen Lodge) to the east of the development site. "Ashbourne House (Ashbourne House Hotel)" is a Protected Structure in the Cork County Development Plan, 2014-2020, ref: Record of Protected Structure (RPS) Reference: 00498). The house is not included in the National Inventory of Architectural Heritage or the Record of Monument and Places.

The Arboricultural Tree Report prepared by Tree Management Services, highlights that the southern site is currently in a neglected state and has suffered considerable losses of trees over the years from storms and possible felling. Bare areas are now colonised by low category, self-seeded Ash and Sycamore – often recognised as scrub or low-value trees. Fragmented remnants of old woodland or garden planting throughout the site were identified. The Report identifies 87 individual trees and groups of trees on the southern portion of the site. These are divided into four categories – Category A, B, C, and U. Category A and B trees are trees of high quality and arboricultural, landscape or cultural value and are highlighted as such and their protection should be paramount.

Three of the trees surveyed were considered of High quality (Class A), and a 16 of the trees considered Class B. A further report (Arboricultural Tree Report, included as Appendix 4-3 of the EIAR) by Tree Management Services identified a potential 23 Heritage Trees and 3 likely Champion Trees. Heritage and Champion trees are trees of importance and the definitions are explained in that report and summarised as follows:

A Heritage Tree is a tree of biological, cultural, ecological or historical interest because of its age, size or condition.

A Champion tree is on the Register help by the Tree Council of Ireland. Inclusion criteria for the Tree Register is based on Mitchell's (1994) criteria for choosing outstanding trees.

There are no Champion/Heritage trees in the north of the site. The survey of the northern part of the site included 297 trees in total, of which 25 were Category A and 181 Category B.

The proposed development will require the removal of

- 593 meters of hedgerow
- 4 Heritage trees categorised as Category A (25 Category A trees retained)
- 4 Heritage trees categorised as Category B
- 56 Category B trees (201 retained)
- 57 Category C trees.

There are 16 no Trees in Category U to be removed. These are trees which are not considered to be of value and some which are dead.

It has been noted that Champion and Heritage trees are restricted to the southern part of the site, and every effort has been made during the design stage to retain these trees where possible. Due to design changes, no Champion trees are proposed to be removed, while 15 of the 23 Heritage trees are to be retained. 8 no. replacement trees of the same species of Heritage Trees are to be planted in locations adjacent to the proposed public path and as highlighted on Landscape Master Plan (CSR Drawing No. 21543-2-101) and Heritage Tree Plan (CSR Drawing No. 21543-2-104).

Mitigation planting includes the planting of considerably more hedgerow than it is proposed to remove. This includes the mature hedgerow and a mature tree line to the northeast of the site, which will be retained and incorporated into the open space. Existing tree lines along the site's western boundary north of the Terrace will be retained, as are the mature trees along the site's eastern boundary between the site and Combermere House. The proposed development will result in the increase in the amount of tree cover in the northern part of the site.

In the southern section of the site, tree removal is more pronounced, but this is unavoidable and required to facilitate the delivery of the proposed connection to the train station, town centre and existing Greenway. As mitigation the following is proposed

- 800 linear metres of hedgerow (593m to be removed);
- 656 trees are proposed (open space trees, street trees, back garden trees);
- 316 woodland planting whips are proposed;
- 8 no. replacement heritage trees (8 no. to be removed).

The proposed planting of 972 trees including 316 woodland whips is significantly more than the 129 it is proposed to remove and of which 16 are considered to be dead or of no value.

Chapter 4 of the EIAR assessed the landscape effects of the proposed tree removal and as expected highlights that this varies throughout the site and draws a distinction between the northern site and the southern site. The effect on the northern site is deemed to be neutral. The effect on the southern sites is deemed to be significant, but the EIAR does recognise that the extensive mitigation planting and in particular tree planting will mature over time, improving the landscape setting of the development.

The site is in a neglected state, is overgrown with no public access. Its connection to and association with Ashbourne Garden, was largely unknown prior to this application process and the owners have not been informed that it forms part of the curtilage of a protected structure. The proposed felling of Heritage Trees has been minimised and mitigated and the planting of replacement trees will take place closer to the shared path where they can be enjoyed by the general public. The proposed felling of trees is required to facilitate connectivity to the train station and which will benefit not only future residents of the proposed development but also existing residents.

The proposed development will allow for access to and enjoyment of part of the former Beamish garden and grotto, which will be identified and described through appropriate interpretive means to be agreed with the Planning Authority.

On balance we consider that the proposed felling of trees is justified, will result in wider public benefits and has been appropriately mitigated.

10. A draft construction management plan and

As requested, a Construction and Environmental Management Plan prepared by AECOM accompanies this SHD application.

11. A draft waste management plan.

A Construction and Demolition Waste Management Plan prepared by AECOM accompanies the application.

05 Other Planning Issues

The Board's Opinion provided comprehensive assessment of the issues that needed to be addressed in the application and provided an extensive list of the documents and details that should be submitted. Our response to these items in Section 4 above has dealt with the majority of the relevant planning issues.

It is acknowledged the extension of the site boundary to include lands to the south has resulted in the new issues not discussed at the tri-partite meeting or highlighted in the Board's Opinion. We consider that the accompanying EIAR fully addresses these issues but outlined below as what we consider to be the additional issues that may be considered by the Board in the context of the decision-making process.

05.1 Compliance with Planning Policy

A standalone 'Statement of Consistency' prepared by HW Planning which outlines the proposed developments compliance with relevant national, regional and local policies and objectives, accompanies this application.

05.1.1 NATIONAL AND REGIONAL POLICY

The proposed development is consistent with all relevant national and regional policy objectives contained in the NPF and RSES. NPO'S 3, 6, 9 all promote the sustainable growth of settlements and population growth in our towns and cities. NPO 33 of the NPF confirms that.

"the locations of new homes should be prioritised at locations where sustainable development patterns can be encouraged and to reduce commuting times and congestion which negatively effects peoples lives".

As evidenced in the accompanying Connectivity Mapping prepared by HW Planning the subject lands are within 5-10 minutes walking and cycle distance of Glounthaune train station and village core. The proposed development will promote sustainable commuting patterns and reduce car dependency. This is in accordance with the '10 minute 'settlement concept promoted by RPO 176 of these RSES.

The development of the subject lands represents a significant opportunity to sustainably integrate land use and transport planning. The existing settlement represents an inefficient and unsustainable population base with such beneficial access to high frequency public transport links. The settlement is somewhat constrained by its natural geography with Cork Harbour immediately south of the settlement and steeply sloping hills to the north. The subject site represents one of the closest available development sites proximate to the existing train station and village centre.

05.1.1 LOCAL POLICY

Chapter 4 of CMATS specifies a number of 'strategy development priorities' for the distribution of land-use have been identified for the Metropolitan Area including.

- Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated Development (PTOD). PTOD is consolidated development that provides higher density, a balanced mix of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high-capacity public transport.
- This will result in a high intensity, mix of uses being directed to locations at existing or planned stations along the suburban and light rail lines In Cork and along the high frequency bus corridors.
- Deliver consolidated development in a manner that can avail of existing transport infrastructure.
- Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

Chapter 9 of CMATS, 'Suburban Rail' identifies future upgrades to the existing railway line between Glounthaune and Midleton. It is proposed to provide a 'dual track' between the settlements further increasing rail services serving the settlement.

Chapter 15 of CMATS, 'Supporting Measures' also recognises that the full benefits of the significant investment under CMATS cannot be achieved through the provision of infrastructure alone and must be combined with the implementation of measures that support best use of that infrastructure. CMATS identifies that in order to achieve this the creation of communities that support sustainable transport will need to be promoted.

05.1.2 STATEMENT OF MATERIAL CONTRAVENTION

A Statement of Material Contravention prepared by HW Planning accompanies this SHD application which outlines why the proposed development should be granted permission, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. The report refers to matters including.

- The proposed development exceeds the normal recommended scale of any individual residential development of 40 units in Glounthaune as stated in Objective G0-01, 'General Objectives for Key Villages' of the current LAP.
- When assessed cumulatively with other permitted residential developments since the adoption of the LAP, the proposed development will exceed the overall scale of development for Glounthaune of 400 no. residential units. (Objective G0-01, 'General Objectives for Key Villages' of the current LAP).
- Proposed development exceeds the densities suggested for settlements defined as villages in the Cork County Development Plan 2014.
- Car Parking Standards as identified in the Cork County Development Plan.

05.2 Scale and Density of Development

The issue of the appropriate scale and density of development did not feature in the Board's Opinion and based on the Tri-Partite Meeting and the precedent established by the Board's decision on the SHD development to the east (ABP 301197-18), we consider that the same has been accepted in principle.

However, as highlighted in the Material Contravention Statement which accompanies the application, the proposed development provides for a development of 33 units per hectare, which is in excess of the suggested Medium B density (12-25 units /ha) indicated for Small Towns (defined as settlements with a population of less than 5,000 no. people by Table 3.1 of the Cork County Development Plan. The proposed development of 289 no. residential exceeds the recommended scale of any individual residential scheme in the settlement of 40 no. units and the overall scale of development in the settlement of 400 no. residential units during the lifetime of the 2017-2023 LAP.

The rationale and justification for these contraventions are outlined in detail in the accompanying Material Contravention Statement. This Statement highlights that sufficient justification exists for An Bord Pleanála to decide to grant permission for the proposed development in accordance with section 37(2)(b)(iii) of the 2000 Act, principally based on the conflict between the policies of 2014 CDP and 2017 LAP, with the more recent national and regional policies and objectives.

05.3 Visual Impact

Chapter 4 as expected highlights that the proposed development site contains two different landscapes with different characteristics and sensitivities. The northern portion of the proposed development site, which contains the vast majority of the proposed residential units and which was considered during the Pre – Application Consultations, is far less sensitive from a visual and landscape perspective. Neither the Board in their Opinion nor the Local Authority in their report highlighted any concerns with the visual impact of developing the northern site. A Landscape and Visual Impact Assessment is not listed as a report which the Board deemed to be required to make their decision on the final application. As demonstrated within Chapter 4 of the EIAR we do not consider that there are any visual constraints to the development of the northern site.

The southern part of the site, is considered to be a high value landscape, given its mature woodland, some of which has a historical association with Ashbourne House. Chapter 4 assesses the landscape and visual impact of the proposed development from a total of 14 viewpoints.

Table 4.12 of the EIAR summarises the visual effects of the proposed development from the 14 viewpoints and only one of the viewpoints is the effect considered to be significant. This is Viewpoint 6, the view from the Terrace, east of the proposed development. The Board will note that the proposed changes to The Terrace effectively urbanise the road in order to accommodate the crossing point between the upper and lower connection to the train station, a footpath and parking associated with 5 no. dwellings, which provide passive supervision of the proposed pedestrian and cycling path.

The Terrace is a key link road within the development boundary of the settlement and forms part of the Urban Cycle Route identified for Glounthaune (GE-U1) in the Cork Cycle Network Plan. While the Planning Authority will undoubtedly wish to maintain the character of the road, it will become more urbanised in the future as the Cork Cycle Network Plan becomes implemented. The Board will note that the previous proposals to develop cycle and pedestrian facilities on The Terrace, were not deemed acceptable and the proposed interventions are required to ensure the delivery of the only viable route between the proposed development, the wider area and the train station. We consider that the proposed development may be the most significant intervention required at The Terrace and is warranted and merited in order to ensure pedestrian and cyclist

connectivity from the proposed development and the area to the north and west of Glounthaune to the train station.

Overall the visual impact of the proposed development is considered to be not significant, imperceptible, slight, moderate or have no impact from 13 of the 14 views assessed. We consider that this demonstrates that the proposed development can be successfully assimilated into the landscape and is acceptable from a visual amenity perspective.

05.4 Built Heritage

Chapter 11 of the accompanying EIAR identifies that there are no Protected Structures located within the site boundary, but that the southern portion of the development site does extend into lands that once formed part of Ashbourne Garden. Ashbourne Garden as highlighted in Section 4 above was developed c.1900-1930 by R.H. Beamish in the style of a woodland garden associated with Ashbourne House (formerly Toureen Lodge) to the east of the development site.

The portion of the development site that contains a former section of the Ashbourne Garden has been in separate ownership (from that of Ashbourne House) for over 50 years and, as of November 2021, the planning authority has not notified the owner and/or occupier of the development site that their landholding is within the curtilage and attendant grounds of Ashbourne House. However, it is considered that the proposed development does extend into the curtilage and attendant grounds of Ashbourne House but that the development site does not contain the protected structure (i.e., Ashbourne House (Ashbourne House Hotel)). The gardens were particularly significant for its original tree and shrub collection and a *Historic Landscape Impact Assessment* of this portion of the proposed development site was compiled by Ms Louise Harrington as part of the assessment process. This document is Appendix 11.2 of the EIAR, the landscape effects of the proposed tree removal are assessed in Chapter 4 of the EIAR and above in Section 4.

The southern portion of the proposed development also contains the relict remains of a former rock garden and associated grotto structure situated within a former quarry. The relict rock garden is located within the curtilage and attendant grounds of the protected structure and considered to be of medium cultural heritage value. Within and adjoining the disused quarry are the only extant structures located within the proposed development site. Of these two structures, the first is a grotto that is defined to be of medium cultural heritage value in the EIAR, given its association with the early 20th century expansion of the gardens of Ashbourne House. Though an undesignated structure that is heavily overgrown, the grotto possesses strong historical associations. The second structure is a much-altered 19th-century single-storey flat-roofed structure that is deemed to be of negligible cultural heritage value.

Given its cultural heritage significance, the grotto structure within the rock garden will be retained and conserved as part of the proposed development. The footprint of the proposed apartment building has been modified to avoid a direct impact on the structure. From a cultural heritage perspective Chapter 11 concludes that the proposed development will have a moderate impact on the former garden.

Part of the southern portion of the site was developed as a landscaped rock garden area in the early 20th century but fell into disuse and was abandoned in the latter half of the same century. The area is currently in a poor state of preservation to which there are no public access and very little public knowledge. The proposed development includes proposals to allow for public access and enjoyment of the former gardens and for increased knowledge

regarding their history through interpretative signage, the details of which will be agreed with the Planning Authority. Overall we consider that the implementation of the mitigation measures will ensure that the proposed development will be acceptable from a cultural heritage perspective and it will lead to increased public access and awareness of the history of Ashbourne Gardens.

05.5 Access and Transport

As referenced previously, the northern parcel will be accessed via a signalised junction with the Cois Chuain residential development to the west permitted by Cork County Council reference 17/5699 and An Bord Pleanála reference 300128-17. Phase 1 of the proposed development is currently under construction and as highlighted in the letter from the applicants solicitor's Evershed Sutherland, the applicant enjoys full legal rights to use this road. If for any reason the proposed access road is not completed in accordance with 17/5699 or in a timely manner the applicants retain the rights to complete the permitted entrance and access road in accordance with this permission.

This junction was initially designed to accommodate a masterplan of approximately 200 no. residential units. The accompanying updated Traffic and Transport Assessment (TTA) prepared by MHL & Associates (Appendix 5-1 of EIAR) reassesses the capacity of the permitted junction and local road network to accommodate the proposed development. The TTA confirms that the local road network has capacity to accommodate the proposed development.

The 5 no. dwellings in the southern parcel will be accessed via a shared entrance from the Terrace which is provided with adequate sightlines for vehicles. The southern apartment building will be accessed via an extension of the existing cul-de sac in front of Fitzpatrick's shop and the Waterside residential development.

A Road Safety Audit has also been prepared by AECOM and accompanies the proposed development. This audit confirms the acceptability of the proposed access and transport arrangements from a safety perspective.

05.6 Childcare

Section 4 of the Community and Social Infrastructure Assessment prepared by HW Planning provides a Childcare Assessment regarding the proposed development. The proposed development provides for a 67-place childcare facility of 551.4 sqm in area with 230 sqm outdoor play area. Suitable provision is made for supporting drop-off facilities, staff, and visitor parking. The proposed creche will be centrally located within the northern land parcel and is readily accessible from all areas of the northern and parcel, in particular where the majority of 3- and 4-bedroom units are proposed. The proposed creche is also situated proximate to the proposed multi-use games area and central parkland resulting in a central communal area in the site and opportunities for the future creche operator to utilise.

05.7 Community and Commercial Uses

The proposed development provides for commercial and community units (77.8 sqm and 113.6 sqm respectively) at ground floor level of the apartment building fronting onto Johnstown Close and the new greenway.



Figure 05.1 CGI of proposed apartment building with ground floor community and commercial uses,

The location of these units has been purposefully located adjacent to the existing local neighbourhood centre which contains Fitzpatrick's shop, and a local public house. The proposed mix of uses in this area will provide for a local node of commercial and community uses easily accessible for those utilizing public transport and pedestrians and cyclists.

05.8 Part V

A Part V Costs & Methodology prepared by HW Planning accompanies this application. The subject lands are subdivided into two separate land ownerships. The lands to the north of the Terrace (Northern Parcel) are in the ownership of the applicants (Bluescape Limited). Bluescape Limited purchased the Northern Parcel in October 2016. The lands to the south of the Terrace (Southern Parcel) are in the ownership of Fintan & Valerie Coleman were purchased before 1 September 2015. In accordance with guidance contained in Circular 28/2021 and requirements under Part V of the Planning and Development Act 2000, as amended and the Affordable Housing Act 2021 it is considered that.

- 10% Part V provision is required for the Northern Parcel and
- 20% Part V provision is required for the Southern Parcel.

As 260 no. units are proposed in the Northern Parcel, this reflects a Part V requirement of 26 no. units (10%) while in the Southern Parcel as 29 no. residential units are proposed, this reflects a Part V requirement of 5 no. units (20%). In total 31 no. residential units are proposed to satisfy the proposed developments Part V requirements as detailed in figure 5.2.

Part V Allocation (10%) - Northern Land Parcel - Purchased October 2016			
No. of Units	Unit Type	No. Bedrooms	Area (m²)
1	Type E1 - 3 bed townhouse	3	104.7
5	Type F1 - 2 bed townhouse	2	84.0
2	Type J1 - 1 bed GF apartment (own door access)	1	53.3
3	Type J2 - 1 bed GF apartment (own door access)	1	53.3
1	Type J3 - 1 bed GF apartment (own door access)	1	53.3
4	Type J4 - 1 bed GF apartment (own door access)	1	53.3
2	Type K1 - 2 bed Duplex apartment (own door access)	2	85.7
3	Type K2 - 2 bed Duplex apartment (own door access)	2	85.7
1	Type K3 - 2 bed Duplex apartment (own door access)	2	85.7
4	Type K4 - 2 bed Duplex apartment (own door access)	2	85.7
TOTAL NUMBER OF UNITS ALLOCATED FOR PART V = 26no			
Part V Allocation (20%) - Southern Land Parcel - Purchased before September 2015			
No. of Units	Unit Type	No. Bedrooms	Area (m²)
1	Apt Block - 2 bed FF apartment	2	80.3
1	Apt Block - 2 bed FF apartment	2	81.5
1	Apt Block - 1 bed FF apartment	1	49.5
1	Apt Block - 1 bed FF apartment	1	47.6
1	Apt Block - 1 bed FF apartment	1	50.8
TOTAL NUMBER OF UNITS ALLOCATED FOR PART V = 05no			

Figure 05.2 Part V units – Schedule of Accommodation

06 Conclusion

The proposed development site is located within one of Cork County's most sustainable settlements and benefits from a suburban train service (every 15 minutes) which allows it to accommodate growth in accordance with the principles of compact growth. Glounthaune's topography presents the challenge in facilitating this development and the applicants have spend considerable time assessing and designing the options for delivering a pedestrian and cycle connection from the proposed development site to the train station and other amenities.

The extension of the site boundary to the south is the only viable option available to provide connectivity between the northern and western areas of Glounthaune with the train station. This route will integrate with the existing Greenway and will be mostly off road, providing a safe, direct and convenient link with transport and other amenities. The extension of the site boundary has introduced further challenges given the wooded nature of the southern site, its topography given its history as a former quarry and its historical association with Ashbourne Gardens. This connection is largely unknown and the landowners have not been advised by the Planning Authority that the site is considered to form part of the curtilage of Ashbourne House. The application process and the proposed development will allow for the increased awareness of Ashbourne Gardens through public access and interpretive signage which will allow for the public enjoyment of the former gardens.

The application is accompanied by an EIAR and NIS which comprehensively assess the potential impacts of the proposed development and which we consider can be appropriately mitigated.

We consider that the proposed development will result in a sustainable, high quality residential development, which through improved connectivity and cultural heritage awareness will have significant benefits for existing as well as future residents of Glounthaune.

