



Development Management
Planning & Integrated Development Directorate,
Cork City Council,
City Hall,
Anglesea Street,
Cork City
T12 T997

15th June 2026

By Hand

Dear Sir / Madam

Re: Longview Estates – LRD 47-25

1.0 Client Response to Section 32 Opinion

Below is a response to the Section 32 Opinion. The response can be read in conjunction with all Design Team Reports which also address issues raised in the Section 32 Opinion.

Note in addressing the architectural issues / design opinions that were raised in the Section 32 Opinion a number of layout changes were made which have resulted in the overall number of new homes proposed falling to 262; this is a minor change which primarily occurs by the omission of one Ground Floor Apt in Block A in favour of a Bin Store area that can be accessed from the Car Park Area. This allows for an area that is clearly defined for pedestrian movement to the west of Block A. Also, in order to improve the visual relationship of the Creche to the local environment the originally proposed elevation has been altered which has allowed for a small increase in the creche area.

Item 1 Placemaking, Overall Design and Layout

Item 1 (a) Visibility Edges and Landscape Structure

Enhanced landscape details are provided of the western boundary. Landscape boundary treatment are enhanced as per the request of the Parks Department and local views of the proposal are also provided as per models prepared by Wilson Architecture. Boundary

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Directors: John Crean, Liam de Barra, Ben Mortlock

treatments are intended and designed to be permeable while also seeking to be “stock proof” (prevent trespassing horse movement). WA Dwgs are also provided that illustrate the western elevation to the proposal in long format along with an additional montage (to accompany those previously submitted) to illustrate relationship to consented and TLi Yard).

Item 1 (b) Block Layout within the scheme

Please see attached response document(s) by Wilson Architecture.
House types with relatively blank gables have been revised to include more windows to provide more passive supervision. Each “block” of houses now has a unit on the corner which has windows looking in two directions enhancing passive observation of spaces.

Item 1 (c) Block A and Block B prominent exposed corners and balcony strategy

Block A and B’s balconies have been revised. They now feature inset balconies on the facades on the outside of the northern square. These changes have given the western façade of block A, a continuous building line which turns the corner both north and south. Block A also has a setback at its top level to further reduce the mass of this block when viewed from the approach to the site along the distributor road. Block B has been given a similar treatment but does not feature a setback as it is deeper in the scheme and does not have the same prominence as Block A.

Item 1 (d) Duplex blocks C&D, aspect, ground level and northern square

Blocks C & D have been revised to have living spaces which are orientated both north and south, improving the residents access to natural light and also providing more passive supervision to the northern square and distributor road. The balconies have been moved to the southern side to improve their aspect. The entrances to ground and first floor duplexes are both now set at ground floor, this will require building up from the road level to negotiate the level change, the resulting embankment will be softened with planting.

Stairs and service areas have been concentrated along the party wall of each duplex unit. This has freed up the layout to allow for living spaces to take advantage of the southern aspect of these blocks. The regularised entry level has allowed the facades to be rationalised with full scale elevations along the northern edge of the square. The entrances to all duplexes will help to activate this public space.

The northern squares layout has been revised to provide a better-quality green space at the centre. This revised layout has broken up the parking spaces and has reduced the quantum of road surface. Block A has also moved eastward closer to Block B which gives the square a better sense of enclosure.

Item 1 (e) Block E and N.W. urban space

The parking to the south of block A has been removed. The pedestrian connection now runs continuously from east to west allowing for a more defined street edge.

Block E has undergone similar design changes to blocks C & D. It now features living spaces which span from the north to the south, stairs and service areas concentrated along the party wall, more regular window openings and south facing balconies.

Item 1 (f) Active Travel Spine and Southern Boulevard

The active travel spine (east west) has been moved northwards as suggested. SUDS / Swales have been introduced where necessary so as to allow for effective application and effective management of open spaces by either public or private entities (subject to taking in charge options).

Item 1 (g) Southeast green space over attenuation tank and street edge to Distributor Rd

The space in question has been amended to enhance the sense of enclosure and the increase the “frontage effect” as it presents to the Distributor Rd. The area must remain however as it is part of the surface water drainage infrastructure of an operational housing area and is located at a transition to undeveloped rural areas.

Item 1 (h) Perimeter presence, materials and robustness

The house types have been revised to be better integrated with the apartments/ duplexes and the adjacent scheme. All elements of this proposal now include buff brick to match the proposal to the north and east.

Some units have been revised to have brick ground floor to better address the entrances to the site and nodal points with the adjacent development.

Item 1 (i) Connectivity

Connectivity exists between the scheme and the adjacent consent. Note, the adjacent consent was permitted with the connectivity that exists (is under construction) so there is no deficiency in connectivity for the existing. The current proposal introduces new / additional connectivity options, firstly for itself and secondly, once developed, they can be availed of by third parties / other sites.

Item 1 (j) Phasing

Phasing has been revised to prioritise the eastern and northern boundaries of the site. Block E and associated plaza is now within this phase.

Item 2 Transport and infrastructure

A TIA is now included that addressed the issued asked.

Active Travel Accessibility

The Taking in Charge areas have been amended to include all of the pedestrian / shared surface routes necessary to achieve linkage.

Additional information is provided on pedestrian crossings to the north and west of the site. Please refer to Architectural and Engineering Drawings.

Shared surfaces in the scheme will be finished in a tarmac finish.

The proposed linkage through the park lands will be finished as a Ballylusk (or similar) compacted gravel finish with concrete steps Part M compliant steps where necessary. Provision will be made for future public lighting once the parkland is transferred the City Council.

Additional internal traffic calming in the site is provided for.

Vehicular Accessibility / Car Parking

Car Parking arrangements have been amended to ensure that there is a footpath between the spaces and the public road.

It is noted that the preference is to remove the car parking spaces to the south of the scheme adjacent to the sub station location. This cannot be done as it will remove the car parking spaces for nearby houses that are accessed via a pedestrian route; i.e. remove the car parking spaces and they, and guests, will have nowhere to park. The scheme is already below Council targets and we respectfully suggest that omitting these spaces would either need an additional access road (not desirable), or amend the architectural layout. While we understand that the issue may not be seen as ideal, it is one of a number of compromises that are needed to accommodate the range of competing design mandates.

Transportation Assessment

Please see TIA prepared by MHL.

Urban Roads and Street Design

Additional Traffic Calming Measures are provided in accordance with DMURS.

Additional Pedestrian Crossings / cycle crossings are provided. Tactile paving will be provided. It is noted that all spaces provided are either allocated to housing / duplexes or allocated to the Creche.

It is noted that there was query as to the bus turning circle permitted and constructed as part of the adjacent Distributor Rd. This was consented as measure to allow any bus that entered the site to turn without entering the adjacent residential estates. Once the Distributor Rd is completed and extends to further lands this will no longer be needed. It currently serves an end point where buses can turn.

It is expected that the Distributor Rd will service adjacent lands. At this point the feature will be incorporated into the landscaped areas.

Drainage And Stormwater

Pease see attached DIA for engineering responses to issues raised.

All issues have been responded to. Please see table below.

Table 1:

Storm Water

Ask / Question	Response
A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.	This is provided in the DIA and Engineering Report.
In accordance with the Cork City Development Plan 2022-2028, proposals should integrate green and blue infrastructure measures to offset peak flood flows. This includes the incorporation of SuDS, with a particular focus on Nature-Based Solutions, to limit run-off from existing and new development.	Green Roofs are provided as part of the proposal. Suds measures are also provided for by way of Swales and Tree Pits. The proposed surface water drainage network is to be designed in accordance with Sustainable Urban Drainage Systems (SUDS) principles. Surface water is a valuable resource, and it is intended to incorporate various nature-based SUDS systems in the scheme, particularly within the various amenity areas. Appropriate nature-based SUDS tools will be employed to enhance biodiversity, beauty, tranquillity and the natural aesthetic of buildings, places and landscapes and it can help make them more resilient to the changing climate. A full DIA Assessment is provided as part of the submission.
The Applicant should also refer to the following documents: Nature Based Management of Urban Rainwater and Urban Surface Water Discharges -issued by the Department of Housing, Local Government and Heritage. Implementation of Urban Nature-Based Solutions Guidance Document for Planners, Developers and Developer Agents issued by LAWPRO.	Green Roofs are provided in part of the proposal. Suds measures are also provided for by way of Swales and Tree Pits. The proposed surface water drainage network is to be designed in accordance with Sustainable Urban Drainage Systems (SUDS) principles. Surface water is a valuable resource, and it is intended to incorporate various nature-based SUDS systems in the scheme, particularly within the various amenity areas. Appropriate nature-based SUDS tools will be employed to enhance biodiversity, beauty, tranquillity and the natural aesthetic of buildings, places and landscapes and it can help make them more resilient to the changing climate. A full DIA Assessment is provided as part of the submission.
It is acknowledged that this is the latest phase within a larger residential development which included an overall drainage design. This latest phase will not	This is a stand alone scheme that connects to the existing surface water infrastructure constructed (and operational) under the adjacent permission. The site was originally

increase flow rates from the overall development as downstream infrastructure was designed with consideration to this latest phase.	identified as a school site but that zoning was changed for another school location outside of the site in the 2022 City Development Plan. This scheme will not increase flow rates from the overall development as downstream infrastructure was designed with consideration to this latest phase.
Please refer to the attached drainage requirements. In particular, please note that the maximum permitted depth of manholes is 5m. A number of the manholes shown on the storm sewer long sections exceed a depth of 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section.	A number of Manholes are over the 5 m depth. These have been addressed and this issue corrected.
All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas.	This is so.
Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.	In accordance with the granted permission into whose infrastructure this scheme discharges, the existing drainage network is sized with flow rates less than QBar and attenuation tanks designed for 100-year storm events and 20% climate change.
The permitted discharge rate shall be limited to the 1-in-1-year greenfield runoff rate for the effective drained area within the site (i.e. the developed area) and not the total site area.	In accordance with the granted permission into whose infrastructure this scheme discharges, the existing drainage network is sized with flow rates less than QBar and attenuation tanks designed for 100-year storm events and 20% climate change.
A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.	These are as described on submitted Engineering Drawings and DIA Report / Suds Statement.
Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off	Please refer to attached / enclosed Engineering Reports.
Justification and references for any coefficients or infiltration rates used, including GI / SI reports.	SI documentation is included as part of the submitted DIA Report / Suds Statement Please refer to attached / enclosed Engineering Reports.
Allowances for the reduction in effectiveness of any SuDS / NBS features over time	Provided for. Please refer to attached / enclosed Engineering Reports.

All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years	Agreed. Please refer to attached / enclosed Engineering Reports.
All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow.	Agreed. Please refer to attached / enclosed Engineering Reports.
In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.	No Cellular Attenuation Tanks are proposed to be used. Full rationale for the drainage solution proposed is offered in the submitted DIA / Suds Statement.
Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.	Concrete Tanks are to be used.
Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.	This is provided.
Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.	Swales will not exceed the specified limits.
All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries	Noted. No Soakaways are proposed at this point.
All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be	Noted.

located a minimum of 5m away from buildings and 3m from property boundaries.	
Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered.	Noted. No permeable paving is proposed in areas to be taken in charge.
The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).	Noted.
Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development	Noted.

Placemaking, Accessibility, Connectivity & Permeability

Please see attached Architects Design Statement.

Details On Existing & Proposed Levels

Site plans and sections illustrate the manner in which the site will interact with adjacent areas (housing and Park Lands). Site / land regrading will occur as part of the works so as to comply with road gradients mandated by DMURS and Cork City Council. All road gradients internally and other general spaces will comply with design gradients; including Part M access requirements, UE and City Council drainage requirements, cover level and max manhole chamber depths.

Schedule Of Accommodation

Please see attached from Wilson Architecture.

Density Rationale

Residential densities are set out in Table 11.2 of the Development Plan. The proposed development is located in the Outer Suburbs area. Densities are expressed in terms of minimums and maximums for the constituent areas of the city.

The development as proposed will provide an indicative net density of 42 dph which is in compliance with the Development Plan. While this is on the lower end of the target density for the area, we would highlight the need to balance other requirements on site, including the provision of open space, as well as design considerations to ensure the most efficient layout of the site.

The proposed density has also had regard to the *Sustainable and Compact Settlements Guidelines for Planning Authorities*. There is a focus in the Guidelines on the regeneration and

consolidation of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

Chapter 3 'Settlement, Place and Density' sets out policy and guidance in relation to the key growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density.

The subject lands can be described as a *City – Suburban/Urban Extension* which is described as:

"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations."

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*		Prevailing	Target		
				Lower	Upper	Lower	Upper	Lower	Upper
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Trillick	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincellig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	35	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	40	60	2	3	2	4

Figure 1: Cork City Density and Building Height Standards.

Again, the proposal achieves the appropriate density for the site in line with the abovementioned objectives. Further to this, Wilson Architecture have prepared the enclosed

Urban Design Statement setting out compliance with the Design Checklist contained within the Compact Settlement Guidelines.

With regards additional national guidance documents, we would refer to the enclosed Statement of Consistency which sets out in detail compliance with all relevant guidance documents, policies and objectives.

Traffic Calming Measures

Alterations have been introduced to address the concern re extended, straight road segments.

Pedestrian Crossing Points

Further details of pedestrian and cyclist crossing points have been introduced into the application drawings.

Cycle facilities and Crossing Points on Main Distributor Rd

Further details of pedestrian and cyclist crossing points have been introduced into the application drawings to allow for the proposal to connect to existing shared surface routes constructed in the Longview scheme. Cyclists will have the opportunity to use the existing cycle facilities or shared surface facilities developed on that site along with facilities that are proposed on the scheme site itself. Shared Cycle and Pedestrian facilities are present on the Distributor Rd by way of 3 m wide shared surface spaces.

Unallocated Parking Spaces

Unallocated car parking spaces have been removed.

Turning Circle

This is part of the adjacent Longview consent. It was permitted by Cork City Council and An Bord Pleanála. We note that the City Council has now identified reservations with it. The intent of the turning area was to allow an opportunity for busses to turn rather than do three point turns into residential estates. The scheme is intended to support multi modal transport so a bus turning facilities are needed. In particular, they are needed in advance of the completion of any Distributor Rd; right now it terminates at the adjacent neighbourhood currently under construction.

We have autotracked a bus route through the adjacent neighbourhood that is under construction and the auto track works (with some compromises). However, we submit that it is less than desirable to encourage a bus to enter into estates that are designed on the basis of DMURS; where bus drivers may be less than aware of circulation routes.

Image 1: Autotrack though N5 – Ardhan View



The stop as it stands is essentially a "dead end" and the traffic / conflict circumstance that the Council has flagged will only occur when the road has higher volumes when the Distributor Rd extends to the south to third party lands. In this respect, the Council concern is understandable but we submit it only occurs when future roads are extended.

When the consent was issued the lands to the south were zoned for development an expected to be delivered by third parties. These lands were de – zoned in 2022 but maybe rezoned in 2026 under the variation currently being prepared to address the Section 28 Guidelines NPF Implementation: Housing Growth Requirements published on 29th July 2025.

In this respect we submit that this area, which will be taken in charge, will be omitted in the future when adjacent lands are developed that extend the Distributor Road. We have provided a drawing illustrating how this will occur.



Parks and Recreation

The cycle route referred to has been moved further north.

Post and Rail Timber fencing will be located to the western boundary to the park land area along with native planting so as to secure it. This fencing is typically used in a number of locations in the City including, locally along the Ballyhooley Rd to secure the Pedestrian / Cycle Ways and also in the Marina, by Cork City Council, to secure the Maria Walk / River Lee boundary interface; its use has been well established and accepted and it is consistent with the rural nature of the area and the use of renewable / low carbon materials where possible. NBS drainage solutions are incorporated into the scheme and additional drawings showing interfaces to the adjacent areas are included.

Noise And Air Impact Assessment

Appendix C of the LRD Opinion asks for "Noise Management Details, primarily in relation to the construction phase in this instance".

We note that other LRD housing applications locally have not provided Noise Impact Assessments. The scheme is not a noise generating development; it is a residential scheme.

Emails were exchanged with Patrick Murphy (Environment CCC) regarding an item raised but not recorded in the minute of the 21st October meeting. The matter related to pre construction noise surveys. Pre Construction Noise Surveys were asked to be carried out. They will be carried out and are referred to in the Draft CEMP. The Draft CEMP states that:

“A baseline noise monitoring program will be completed prior to construction works commencing. Attended noise monitoring will be carried out at a number of locations yet to be determined. Survey details, procedures and results of this aspect of the baseline noise monitoring program will be in general in accordance with ISO 1996: Part 2: 2007 2.”

The Contractor shall comply with the general recommendations set out in the Code of Practice BS 5228: “Noise Control on Construction and Open Sites” together with the specific requirements described below.

The Contractor shall employ the “best practicable means” to minimise noise and vibration from the site and compound and shall pay particular attention to the selection of the most appropriate available plant to ensure that neighbourhood noise (as defined in BS 5228 Part I, Section 3) is kept to a minimum.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order. In addition, all diesel engine powered plant shall be fitted with effective air intake silences. The noise level limits within the Site shall be as per Table 2 following.

All compressors shall be “sound reduced” models fitted with properly lined and sealed acoustic overs which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers, and where commercially available, dampened tools and accessories shall be used.

Machines in intermittent use shall be shut down in the intervening periods between work. All ancillary plant, such as generators and pumps, shall be positioned so as to cause minimum noise disturbance. If operating outside the normal working week, acoustic enclosures shall be provided.

Table 2: Construction Noise Management

Assessment Category & Threshold Value Period (L _{Aeq})	Threshold Value, Decibels (dB)		
	Category A	Category B	Category C
Night-Time (23:00 to 07:00hrs)	45	50	55
Evenings & Weekends ^D	55	60	65
Daytime (07:00 - 19:00) & Saturdays (07:00 - 13:00)	65	70	75

- A) Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are less than these values.
- B) Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are the same as category A values.
- C) Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are higher than category B values.
- D) 19:00 - 23:00 weekdays, 13:00 - 23:00 Saturdays and 07:00 - 23:00 Sundays.

As outlined in the preliminary site investigation report rock encountered on-site is 'rip-able'. This will ensure that rock breaking will be kept to a minimal. Blasting of rock is not anticipated. Times and noise levels at noise sensitive areas resulting from any operation by the Contractor or any Sub-Contractor, on or off the site and concerned in any with the Contractor, shall not exceed those listed in the Table above.

A Construction Noise Management Plan will be put in place for the construction process, a third-party consultant will be engaged to prepare this report and monitor activity and noise levels generated. The Noise Management Plan will address the following areas;

- A baseline noise monitoring program will be completed prior to construction works commencing.
- Attended noise monitoring will be carried out at a number of locations yet to be determined. Survey details, procedures and results of this aspect of the baseline noise monitoring program will be in general in accordance with ISO 1996: Part 2: 2007 2.
- Consideration will also be given to advise in relation to establishing significant construction noise effects as set out in BS5228. During the construction phase, the development shall comply with British Standard 5228 'Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control.

BS 5228 include guidance on the various aspects of construction site noise mitigation, including, but not limited to:

- Liaison with neighbours
- Noise monitoring
- Hours of works
- Selection of quiet plant

- Control of noise sources and screening

Noise control audits will be conducted at regular intervals through the construction phase of the development. In the first instance it is envisaged that such audits will take place monthly. This is subject to review and the frequency of audits may be increased if deemed necessary. The purpose of the audits will be to ensure that all appropriate steps are being taken to control construction noise emissions. To this end, consideration will be given to issues such as the following:

- Hours of operation being correctly observed
- Opportunities for noise control 'at source'
- Optimum siting of plant items
- Plant items being left to run unnecessarily
- Correct use of proprietary noise control measures
- Materials handling
- Poor maintenance
- Correct use of screening provided and opportunities for provision of additional screening

Construction Plan

Draft Plan submitted. This will be updated to account for any design changes / planning conditions & submitted for compliance.

Operational Waste Management Plan

Draft Plan submitted. This will be updated to account for any design changes / planning conditions & submitted for compliance.

Energy Usage Proposals

Climate Resilience Report & Scheme Sustainability Statement Submitted and Climate Energy Action Statement submitted.

Irish Water Information

The overall site has been developed and delivered in part due to a partnership with Uisce Eireann on wider scale infrastructure delivery. The applicant will continue liaise and deliver Irish Water requests on site with respect to compliance with their design standards and requirements for connections.

The initial COF and SoDA has / will be altered by the Section 247 and Section 32 responses (i.e. the change in units numbers to reflect additional design asks for more units / higher densities). A revised COF is attached along with Confirmation from UE the alterations are acceptable.

The site is a greenfield site which is subject to a live connection agreement with Irish Water and a SoDA for the current proposal. The applicant / design team are very aware of UE requirements having worked closely with them over the last few years. The UE team have been very important in successfully delivering infrastructure in the area either by way of direct works or supervising Self Lay works.

In total, there have been a PWSA and six Connections Agreement with UE, the PWSA is complete and the first Connection offer has reached a Cert of Conformance / Cert of Completion (snagging sign off stage) leading to release of surety.

All parties, the applicant, Design Team and Senior Design Engineer – Engineering Services – Connections and Developer Services, CDS Legal and Develop Services are aware of the works in place and in progress on site; UE have an active presence on site and in the area due to the works underway. Notwithstanding the above, we will respond to the items raised.

Ask / Question	Response
There shall be no build over of public infrastructure from these proposals. Separation distances as per Uisce Éireann's Standards Codes & Practices shall be achieved where public infrastructure is in situ within and/or adjacent to site boundaries	This is provided for.
The development shall not impact public drinking water sources and/or abstraction point(s) and/or abstraction infrastructure. Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.	It won't. The scheme is served off the watermain provided as part of the existing scheme which is at Cert of Completion / Snagging Stage.
Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.	Surface water is captured by way a drainage system that sees connections to existing drainage networks that ultimately discharge to a local watercourse on Ballyhooley Rd.
Where the development proposes the backfilling of materials, the applicant is	No backfilling is proposed.

requested to include breakdown of the chemical components of the materials Proposed. Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions	All material will meet UE Spec as per requirements of the Field Engineer – Connections & Developer Services and as per Link to Irish Water Technical Guidance Documents: https://www.water.ie/connections/developer-services/technical-guidance-connec/ Link to Irish Water Tool-box talks: https://www.water.ie/connections/developer-services/on-site-guidance/ View guide to Irish Water site QA process: https://www.youtube.com/watch?v=d8jxsfJZcd8&t=55s
Potential impacts of the development on the capacity of water services (<i>i.e. do existing water services have the capacity to cater for the new development</i>) - If your proposals require a connection(s) to either a public water supply or sewage collection system, you are advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoids delays in the consenting process.	A SODA and PCE have issued. The PCE Issued in June 2025. On foot of receipt of the PCE and following a response to the design queries of the Council a Statement of Design Acceptance was submitted to UE for the layout / quantum now sought. This SODA was also issued. A revision to the COF was requested and is now included (May 2026) as part of this response so as to reflect an increase in unit numbers brought about by design alterations.
In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.	Noted.
In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.	The “Longview area” discharges foul effluent to the Pumping Station consented under ABP-306325-20. There is no discharge to a combined sewer.
The applicant is required to consider, and mitigate, any physical impact(s) on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping	The scheme is subject to an approved SODA that has been issued following review by a <i>Design Engineer – UE Customer Operations</i> <i>Design Engineer - Customer Operations</i> and

stations, discharges outfalls etc. including any relocation of assets	the <i>Senior Design Engineer – UE Engineering Services – Connections and Developer Services</i> .
When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie	The scheme is subject to an approved SODA that has been issued following review by a <i>Design Engineer – UE Customer Operations</i> <i>Design Engineer - Customer Operations</i> and the <i>Senior Design Engineer – UE Engineering Services – Connections and Developer Services</i> .
Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site	The Applicant engages regularly with CDS Legal on Wayleaves. The scheme is subject to an approved SODA that has been issued following review by a <i>Design Engineer – UE Customer Operations</i> <i>Design Engineer - Customer Operations</i> and the <i>Senior Design Engineer – UE Engineering Services – Connections and Developer Services</i>.
Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.	Not applicable. The scheme discharges to a Foul Drainage Network.
Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (<i>and resultant potential impact on the capacity of the source</i>) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.	Not applicable. There is no local UE Abstraction.
Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation	There is no impact. This has been assessed by a AA and EIA Screening.

objectives of the site would be compromised should be identified within the report.	
Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards, Codes and Practices must be achieved and clearly demonstrated within the plans & particulars. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to lodging a planning application where a potential build over of public assets is in question and/or where the applicants proposals cannot demonstrate separation distances from public infrastructure as per UÉ Standards & Codes of Practice	The scheme is subject to an approved SODA that has been issued following review by a <i>Design Engineer – UE Customer Operations Design Engineer - Customer Operations</i> and the <i>Senior Design Engineer – UE Engineering Services – Connections and Developer Services</i>.
Where an existing connection is in place and/or an intensification of an existing connection is proposed, the applicant may be required to enter into a new and/or revised water/wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development. The applicant is advised to engage with Uisce Éireann's PCE process in this regard.	The scheme is subject to an approved SODA that has been issued following review by a <i>Design Engineer – UE Customer Operations Design Engineer - Customer Operations</i> and the <i>Senior Design Engineer – UE Engineering Services – Connections and Developer Services</i>. A Connection will offer and will be paid on foot of an approved design; i.e. if there are changes as a result of planning a revised SODA will have to issue by way of a Connection Application being made. The applicant is happy to make a Connection Application
Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: https://www.water.ie/business/tradeeffluent/about/ . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).	N/A. No trade Effluent.
Subject to the appropriate consent being in place, where an applicant seeks a connection to the public network, the applicant shall enter into a connection	Noted.

agreement with Uisce Éireann prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.	
The design and construction of the water & wastewater pipes and related infrastructure to be installed in a development site shall comply with the Uisce Éireann Connections and Developer Services Standard Details and Codes of Practice. Uisce Éireann recommends the applicant(s) request a Statement of Design Acceptance	This has been done. A revision to the COF was requested and is now included (May 2026) as part of this response so as to reflect an increase in unit numbers brought about by design alterations

Hedges

The hedgerow assessment identifies that approximately 175 metres of existing hedgerow will be removed to facilitate the proposed development, with 127 metres retained in situ.

To mitigate this loss, approximately 245 metres of new hedgerow planting is proposed. This represents a net increase of approximately 70 metres in hedgerow length compared to that removed. As such, the total extent of hedgerow on the site following completion of the development will exceed the existing baseline.

The proposed mitigation planting will comprise native species, selected to reflect the local landscape character, enhance biodiversity value, and ensure ease of long-term maintenance. Accordingly, the development will deliver an overall improvement in quantity of hedgerows across the site.

Climate Resilience

Climate Resilience Report & Scheme Sustainability Statement Submitted and Climate Energy Action Statement submitted.

Culverting / Bridging / IFI Guidance

There is no culverting / bridging proposed of any adjacent river or watercourse.

Climate Resilience / Scheme Sustainability Statement

Climate Resilience Report & Scheme Sustainability Statement Submitted and Climate Energy Action Statement submitted.

Invasive Species Plan

Submitted as part of the planning pack.

Wayleave identification

Identified. Note, further wayleaves will be registered in favour of both the ESB and UE subject to planning approval. Wayleaves will follow UE and ESB network routes.

Quality Housing For Sustainable Communities Guidance

Please see attached Architects Statement.

EIA Screening

Please see attached Screening Report.

AA Screening

Please see attached Screening Report.

1.1 Wider Zoning & Context

The site is adjacent to an under construction SHD Consent for 753 Homes and associated uses. The site connects to the infrastructure delivered by that consent, the services for which are now under control of Irish Water. The connectivity works on Ballyhooley Rd are completed and the Taking In Charge / Snagging Reviews for vesting of the works in Cork City Council's remit has commenced. Access roads and services are bonded with Bonds held, by the City Council, in their favour.

The overall layout of the landholding was dictated by the SHD consent. This sought the delivery of a "Spine Road (a Distributor Rd)" to serve the area; this will be complete, but not "in charge" at time of any decision on this proposal.

This road, services and all associated infrastructure works were delivered by HISCo under a Development Agreement with Longview Estates Ltd; HISCo is the Cork County Council / ISIF fund for infrastructure delivery. This is a package designed to service lands in advance of housing following on so as to allow large land banks to be delivered by Private (and State) Developers. In this instance, HISCo supported the initial groundworks/ earthworks and excavation, infrastructure and road delivery programme with works carried out by Sorenson Civil Engineering Contractors.

Other enabling works for the development have been carried out, including works to the Ballyhooley Road and other foul services and watermain extensions being developed by Irish Water under the Capital Investment Plan and a Private Works Service Agreement (PWSA) between Longview Estates and Irish Water.

These works, carried out by Sorenson Civil Engineering for Longview Estates (and funded by the Housing Infrastructure Services Company (HISCo), a Cork County Council company) and GEDA (on behalf of Irish Water), include the construction of the Sub Regional Pumping Station as consented under the LRD permission. This Pumping Station also provided for load diversion for existing Council areas whereby older foul and surface networks were diverted to this new network and away from discharges in the Glen / Blackpool networks.

Image 3: Official Sod Turning of HISCo supported project attended by AnTánaiste, Micheál Martin TD and Minister for Finance, Mr Michael McGrath TD, Asst Chief Exec, Mr Brian Geaney and City and County Council Representatives



Other works by the City Council are awaited including enhancements under the Ballyvolane Strategic Transport Corridor Scheme–North Ring Road to Mervue; currently under construction. The lands that are now the subject of a planning application were, prior to 2022, zoned as a potential school area. The zoning was changed in 2022 to residential as part of a “swop” that saw the school zone moved southwards to a location that provided a more central location to;

- The Residential lands to the south.
- The Cork Multi Modal Distribution Corridor.

The site is and always was, a stand alone block of land in the area.

To the immediate west is a site being developed by the City Council under a Part 8 procedure for 170 residential units, with a further site to the north linked to this development also being progressed for housing.

To the south of the site, O’Flynn Construction is developing 275 houses and associated uses. Longview is allowing the Council Part 8 to connect to pedestrian routes in the Longview Scheme to aid connectivity for the Council site.

A Primary Care Centre is also permitted to the west of the Ballyhooley Rd; generally opposite the junction of the new distributor road and the Ballyhooley Rd.

This is an area in transition, with several schemes recently permitted and under construction on either side of the Ballyhooley Road. Additionally, Cork City Council is progressing the Ballyvolane Strategic Transport Corridor Scheme–North Ring Road to Mervue (Bord Pleanála Case Reference: CH28.314306).

Significant lands on either side of the Ballyhooley Road, including the Longview Estates Ltd landholding, are identified in the Cork City Development Plan as a Strategic City Consolidation and Expansion Area for future growth, incorporating residential, employment, local services, and open space. Ballyvolane District Centre, located further south on the Ballyhooley Road

within walking distance, includes Ballyvolane Shopping Centre with a Dunnes Stores, butchers, pharmacy, and a Lidl.

The proposed scheme connects to this established infrastructure of roads, paths and services providing for pedestrians, cyclists and foul and surface water services.

The established consent also allows for park lands and other open spaces to be delivered and retained for use by the Council (when needed / required / acquired) so that a wider regional park objective can be fulfilled by the Council.

This consent seeks to “complete” the planning of a block of land that is bounded on the east by the Distributor Rd and the west by the future park land boundary as set by the established SHD Consent.

1.2 Delivery and Adjoining Lands

The site is a stand alone site to the adjoining consent which is under construction SHD Consent for 753 Homes and associated uses.

Figure 1 following gives a general description of progress to date on the adjoining lands.

To the south west of “park” zoned lands are “Industry” and “School” zoned lands.

There has been extensive communication and correspondence with the Department of Education to seek their engagement on school’s provision in this area (see Appendix A). The school lands ultimate form (vertical and horizontal alignment & cut / works areas) will depend on the exact alignment of the Cork Northern Multi Modal Corridor which is currently progressing through consultation phases.

In addition to setting out the school land areas, the detailed design of the southern area of park lands by the Council is most likely deliverable once the detailed design of the Cork Northern Multi Modal Corridor is released.

1.3 Linkages

This proposal seeks to work with existing permissions to foster and delivery a network of good connectivity between neighbouring properties and the wider infrastructure under delivery. In the wider context, the following should be noted.

Cork City Council are in the process of delivering transport corridor improvements from the North Ring Road to the point at which the “Longview Scheme” has already delivered shared cycle and pedestrian corridors adjacent to the Ballyhooley Rd. This, is essentially from the Irish Water Pumping Station north into the site while also allowing for linkage to the adjacent TLi Yard (at Section 247 / Sec 32) stage for 100+ Apts; the Coppinger’s Fields sites.

Figure 2: General Inter Site Connectivity



1.4 Services

Services works were delivered by Longview Estates and HISCO (the ISIF, Cork County Council finance company) and also by UE; under a PWSA with UE and then as part of an Asset Delivery programme by UE. This package of infrastructure has to date delivered approx. 2.2 km of pedestrian and cyclist connectivity routes and 1.2 km of distributor road in addition to similar lengths of Irish Water Foul and Water Mains works under an agreement with Irish Water and a Sub Regional Pumping Station that diverts existing loading from Council areas and serves 3000+ new homes in the local and wider area.

1.5 Transport

The anticipated BusConnects upgrades will significantly improve service reliability, frequency, and journey times for local residents. The design of the site ensures that future connectivity improvements can be absorbed with minimal disruption. The Bus Connects Proposal now shows a Bus Route No. 39 servicing the Longview site.

Figure 3: Bus Connects



1.5.1 Active Travel Measures

Shared cycle ways have been extended to encircle the entire proposal and to integrates with the permitted Distributor Rd and connections to adjacent housing areas under construction. Connectivity to the areas south of Block A + Block B across the 'public open space' zoned lands (to the west) to connect the proposed development with the planned public open space included as part of the granted Strategic Housing Development under construction is allowed for via at grade links. Immediate connectivity is allowed for to the distributor road which create a link to the northern junction of the park land with the Distributor Rd. The ultimate connectivity through the Park will be at the design discretion of the Council once the lands are acquired by the Council under existing agreements.

Connectivity to the areas south of Block A + Block B across to the lands to the west is also provided for by way of raised crossings.

The active travel connection travelling to the South of Block A + Block B has also been created to provide dedicated access across the permitted Longview Distributor Road.

1.6 Ecology

Greenleaf Ecology have completed an Appropriate Assessment Screening Report/ Appropriate Assessment (AA) and Ecological Impact Assessment (EclA) for the proposed Large-scale Residential Development at Ballyvolane.

These are attached.

1.7 Design and Design Approach

The design approach of the proposed development has been informed by the need to create and a high quality, well designed neighbourhoods which are informed by the outcome of preliminary studies (ecological, movement, nature based solutions etc) is required.

The overall architectural design is addressed the Architects Design Statement. The previous section addressing ecology indicates that the overall site is not of significant ecological importance.

The proposed Green Blue Infrastructure and Bio – Diversity solutions proposed, are an enhancement on the commercial agricultural use that has dominated this area for a long period of time.

Having regard to the need to respect and balance each series of objectives the layout has been developed to:

- Deliver homes and the density proposed / recommended.
- Maximise the use of lands that form services corridors, i.e. wayleaves, ESB lines, existing ditch lines (by using them not simply for their zoned use – residential) but by integrating them with positive uses such as landscaping, drainage swales, services provision. This also involves working with the topography to use that to function best with services (i.e. gravity drainage).
- Work with boundary constraints; i.e. parkland to the west and distributor road to the east, and delivery boundary detailing and design that functionally addressed Council operational need; i.e. well defined boundary treatments.

1.8 Part V

Documents are submitted now in relation to Part V compliance that allows for either 10% or 20% compliance depending on when a decision issues.

In line with Part V of the Planning and Development Act 2000, as amended, the provision of social housing is under consideration and will be discussed and agreed upon with the Housing Department in Cork City Council in advance of lodgement of the planning application.

The Housing Department (Kieran O’Keeffe) has advised that their preference is for 1-2 Bed Homes in this area.

The proposal will allow for 10% Part V housing as the lands were purchased between 1st September 2015 and 31 July 2021. Should consent issue after 31 July 2026 the proposal will have to provide for 20% Part V.

The submitted Part V calculations provide for an updated house type calculations for properties proposed to satisfy 10 and 20% needs. The original 10% submission house types have been updated with area and name changes to the duplex units proposed.

Figure 4: Part V Guidance



Yours sincerely

John Crean
BA Hons MRUP Dip EIA Mgmt Dip IoD MRTPI MIPI MIOD
Longview Estates Limited
Penrose Quay
Cork
Unit 74 Penrose Wharf

Tel: 021 6010286 / 086 8222896

Appendix A – Dept of Education Correspondence

John Crean

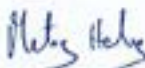
From: Hanly, Murty <Murty_Hanly@education.gov.ie>
Sent: 15 August 2024 13:55
To: John Crean
Cc: John Crean; Hanlon, Alan; Maher, Deirdre; Brennan, Lorraine
Subject: Re: Ballyvolane, Cork City

Be Vigilant: This email originated from outside your organisation, think twice before you click on any links or files attached.

Thank you, John.

Please pass on the details and we will review.

Regards,



Murty Hanly
Acting Principal Officer
Forward Planning & Site Acquisitions

An Roinn Oideachais
Department of Education

Bóthar Phort Laoise, An Tulach Mhór, Co. Ulbh Fhailí, R35 Y2N5.
Portlaoise Road, Tullamore, Co Offaly, R35 Y2N5.

M + 353 (0)87 405 2849 T +353(0)57 932 5333

www.education.ie

From: John Crean <John.Crean@temporis.ie>
Sent: 15 August 2024 1:29 PM
To: Hanly, Murty <Murty_Hanly@education.gov.ie>
Cc: John Crean <John.Crean@longview.ie>
Subject: RE: Ballyvolane, Cork City

You don't often get email from john.crean@temporis.ie. [Learn why this is important](#)

CAUTION: This email originated from an external source. Do not click links or open attachments unless the sender is known.

Murty

Hope all's well.

We'll be submitting a planning application shortly to allow for an access road to service the zoned school lands that we have on site. This will be located to the west of the east of the school lands.

I'll forward same to you when its available and if you want to discuss more at that stage we are happy to engage.

John Crean

Head of Planning

Temporis Properties, Unit 74 Penrose Wharf, Penrose Quay, Cork, T23 HF51

Mob: +353 86 8222896 | Tel: +353 21 6017636

www.temporiscapital.com

TEMPORIS

From: John Crean

Sent: Friday, February 16, 2024 2:03 PM

To: Hanly, Murty <Murty_Hanly@education.gov.ie>

Cc: John Crean <John.Crean@longview.ie>

Subject: Ballyvolane, Cork City

Murty

Hope all is well.

You may recall that we spoke August last year in relation to Ballyvolane in Cork.

Just to let you know the City Council is shortly to go to a Non Statutory Consultation on the location of the Inner Northern Distributor Rd.. My understanding is that they are to rename it something along the lines of the Inner Northern Multi Modal Transport Corridor or such like but probably won't go public until after the Local Elections.

Either way, the alignment will pass though the land bank that we have in Ballyvolane and will most likely define where education zoned boundary's extend to.

We have also had discussions with the ESB on foot of communications from them. They have advised that they are to uprate the 110kv lines in the area. Ironically, this means that the corridors that the ESB wanted get smaller than what we had originally provided for; it appears that 25 m off the centre line was too large and now they only want 15m off the "outside line".

Our Distributor Rd in site will be near completion in May 2024 and we are progressing to have Phase 1 and 2 commence (approx. 250 houses combined) while other nearby schemes (approx. 400 + units) between Cork City Council, Vella Homes and O'Flynn Construction, are also under way.

John Crean

Head of Planning

Temporis Properties, Unit 74 Penrose Wharf, Penrose Quay, Cork, T23 HF51

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Appendix B Response / Submission Items

1. A Section 247 Pre-Planning Meeting was held between the Project Team and Cork City Council representatives in relation to the proposed development on 27th May 2025 via Microsoft Teams (Ref. LRD47-25).
2. An additional meeting took place on 17th June 2025 attended the Client and Cork City Council staff (Gillian O'Sullivan / Tony Lynch and John Stapleton) where transportation linkages and links to the Cork Inner Northern Distributor Rd were discussed.
3. A further update planning meeting took place on 19th June 2025 attended the Client and Cork City Council staff where responses to Council views presented at the Section 247 were responded to by the client.
4. A further meeting took place (on site) between the Client and the City Council Architect and members of the Forward Planning Team on 3rd July 2025 to discuss design, layout and interaction.
5. Other correspondence has been exchanged providing for correspondence with the Parks Dept on boundary details and information on programmes and delivery of the adjacent Longview SHD scheme and further discussions with City Council Drainage section has also occurred to details drainage solutions.
6. Section 32 Notice of Opinion Issued 18th Feb 2026.

Appendix C 32 Notice of Opinion Issued 18th Feb 2026



Comhairle Cathrach Chorcaí **Cork City Council**

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

Notice of Large-Scale Residential Development (LRD) Opinion **Planning and Development Act 2000 (as amended)** **Planning and Development Regulations 2001 (as amended)** **Planning And Development (Large-Scale Residential Development) Regulations 2021**

Reference Number: LRD25-15

Proposed Development: The development will provide for the construction of 263 no residential units (total GFA c. 22,860.5 sqm), comprising:

- i. 2 no. 4 storey apartment buildings (Blocks A & B) comprising 55 no. apartments (34 no. 1 bedroom & 21 no. 2 bedroom);
- ii. 3 no. 2-storey apartment buildings (Blocks C, D & E) comprising 14 no. 2-bedroom duplex apartments;
- iii. 194 no. houses in a mixture of 2-storey terraced, semi-detached and mews end of terrace units (34 no. 4-bedroom, 138 no. 3-bedroom, 22 no. 2-bedroom); and
- iv. A proposed creche (c. 412.6m²)

The development will also include: vehicular access points to the east and north of the proposed site connecting to the constructed distributor road to the adjoining Longview Estates (permitted under ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863); all associated car parking, EV charging points, cycle parking and bin storage facilities; associated internal roads, pedestrian and cycle paths; public lighting; public open space (c. 12,637 sqm); communal amenity space; landscaping and boundary treatments; connection to public utilities; drainage and surface water management works including attenuation and swales; all ancillary site infrastructure; ESB sub stations and site development and excavation works above and below ground. The proposed development will be constructed in one phase or a series of phases in accordance with construction management plans.

Location: Laherdane, Ballyhooley Road.

The Planning Authority refers to your request pursuant to section 32B of the Planning and Development Act 2000 (as amended). Section 32D of the Planning and Development Act (as amended) provides that the Planning Authority shall provide an opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an application for permission for the proposed LRD.

Following consideration of the issues raised during the consultation process the Planning Authority is of the opinion that the documentation submitted requires **further consideration and amendment to constitute a reasonable basis on which to make an application for permission for the proposed LRD.**

In the event that the applicant proceeds to submit a planning application, it is advised that the LRD application should be accompanied in the first instance by:

- A statement of response to the issues set out in the LRD opinion;
- A statement that in the applicants opinion the proposal is consistent with the relevant objectives of the City Development Plan for the area.

Furthermore, pursuant to Article 16A(7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in Articles 20A, 22, and 23, the following specific information should be submitted with any application for permission. These are in addition to the information submitted at Opinion stage which should be updated accordingly having regard to any changes which are proposed, as a result of the below.

1. **Placemaking, Overall Design and Layout:** The applicant is requested to provide further consideration of, and possible amendment to, the documents and/or design proposals in respect of the proposed site layout and of the placemaking/open spaces of the development, with particular focus on the following:

a) **Visibility, Edges & Landscape Structure**

- *The site is elevated and exposed, visible from the Glen (to the southwest) and Mayfield (to the southeast) as well as from west and northwest approaches. Defining the western boundary with planting to embankments, for example native hedgerow and intermittent trees, is encouraged as it will provide long-term visual screening and shelter from prevailing winds, while contributing to biodiversity, in line with CCDP GBI objectives and DMQH emphasis on high quality, designed landscape to create a sense of place. Contextual elevations and verified views of western and northwestern aspects will be required, to illustrate the proposed scheme against the wider skyline.*

- *Softening of the proposed fencing along the west boundary and active travel route with a planted enclosure (native hedge with trees, for example) is recommended, with provision for temporary protection during establishment. This would enhance place legibility along both sides of this boundary, in line with place-making principles, while still providing a sense of security for residents. This boundary screen should remain permeable (without lockable gates) where gaps are required for active travel through-routes, maintenance access, etc.*

b) **Block Layout within the Scheme**

The block layout is regular, and orthogonal as far as site constraints permit. This provides a legible structure and a sense of enclosure and place within the development, in line with DMURS and DMQH, and is supported. There is active frontage onto the majority of open space perimeters. Where continuous active frontage is not provided, for example gable ends fronting onto public realm, windows should be positioned to provide passive supervision.

- *We would recommend enhancing the proposed Green-blue infrastructure by introducing NbS, for example trees, swales, and linear raingardens, along north-south roads between blocks to the south of the Central Square.*

c) Block A and Block B – Prominent, Exposed Corners & Balcony Strategy

Given the elevated siting, Block A presents a prominent and exposed north and west frontage. We strongly recommend revising the balcony approach from stacked projecting type to recessed to reduce wind exposure, enhance privacy, and create more usable private open space. Establishing a continuous masonry skin at the corners of these prominent blocks would reinforce enclosure and street edge, which would be consistent with DMURS principles of positive building lines and enclosure. Block B would benefit equally from this approach.

d) Duplex Blocks C & D – Aspect, Ground Level & Northern Square

- Current layouts have mainly north-facing living spaces. Raising the entrance floor level to provide level access entrance to the ground floor from the south, with introduction of a retaining embankment to the north, would provide a two-storey facade onto the North Square, and create truly dual-aspect units, improving sunlight access in line with DMQH guidance on dwelling quality and aspect/daylight. The resulting retaining embankment to the north could be planted with native species.

- The blocks would benefit from reorganisation of interior layouts: stairs and service spaces currently occupy much of the south elevation, while living spaces would get more benefit from the southerly aspect. Window composition facing south onto the North Square could be reorganised accordingly, generating a more ordered elevation and better activation of the courtyard elevation/passive surveillance.

- North Square public realm - redistribution of some parking and introduction of NbS to deliver a greener, more multifunctional space comparable in quality to the Central Square would be strongly recommended, with better integration of parking within a pedestrian/landscape-priority space, in line with the drainage policy on SuDS/NbS integration.

- The removal of the part of the existing hedgerow and replacement with NbS (linear green verge with street trees) is supported, providing justification for the decision is provided and relevant parties are satisfied that this is the appropriate course of action from a biodiversity and landscape conservation.

e) Block E & NW Urban Space

- The revised Block E duplex terrace design is welcomed: it now reads more coherently as a public space and establishes a consistent, legible streetscape at the bus stop. On the south side of Block E, continuation of the street tree rhythm westward, with reworking of the on-street parking south of Block A, would emphasise continuity of the pedestrian approach and would therefore be encouraged,

- Block E Duplexes, like Block C and D, would benefit from reorganisation of interior layouts. Stairs and service spaces currently occupy much of the south elevation, while living spaces would get more benefit from the southerly aspect. Window composition facing south could be reorganised accordingly, generating a more ordered elevation.

f) Active Travel Spine & Southern Green Boulevard

- Given the local low line around existing hedgerows, consider moving the active travel route to higher ground slightly north and running NbS (swales/raingardens) along the depression, addressing surface water run-off whilst improving amenity.

- The southern green space should read as a more formal, tree-lined boulevard rather than a residual space. To this end, we would strongly recommend lining up the three blocks on the south of the open space as it would strengthen spatial definition. Paths crossing this green should be aligned to desire lines.

g) Southeast Green Space over Attenuation Tank and Street Edge to Distributor Road

The current SE play space is exposed along the street edge, creating a wide opening in the street edge which does not have a balancing element on the west side of the distributor road. Shifting the attenuation location west and swapping the location of the SE urban block with the play area/green space to present a strong, consistent street edge to the distributor road would be encouraged, with consequent separation of the play area/green space from traffic. There would be a dual benefit of stronger enclosure and security to the play area, and continuity of street edge.

h) Perimeter Presence, Materials & Robustness

- Utilise a consistent material palette across houses, duplexes and apartments blocks. Balance brick and render to create lively street elevations and robust corners, eg. introduce brick features and plinths to rendered house elevations brick plinths and accents to rendered elevations, using same brick as apartment & duplex blocks.
- Illustrate elevations/materiality of adjacent schemes particularly at main nodes to ensure coherent architectural expression across schemes.
- Identify palette of materials to be used in the Public Realm, particularly pavements, shared surfaces, active travel routes and amenity spaces.

i) Connectivity

- A clear, comprehensible layout of the landscape amenity area to the west, including active travel connections to/from the proposed development, is required, to illustrate how the two areas relate to each other/interact. Include detail on active travel junctions and indicate anticipated pedestrian desire lines, etc.
- Detail on active travel crossings into the development from the east side of the distributor road is also required.

j) Phasing

Phasing should establish a perimeter presence (street trees, boundary hedges, first frontages) supporting place identity from the outset, consistent with DMQH place-making priorities. We strongly advise that initial phasing incorporates block E duplexes and the associated plaza at the NE corner. Provide a clear phasing plan to demonstrate the proposed approach.

(Please note the contents of the City Architects Report in this regard, see Appendix C).

2. **Transport and Infrastructure:** The applicant is requested to provide further consideration of, and possible amendment to, the documents and/or design proposals in respect of the proposed site access, transport and infrastructural layout, with particular focus on the following:

Active Travel Accessibility

The proposed development has included for good quality pedestrian connectivity particularly the direct pedestrian connection to the west of the proposed development through the existing zoned public open space. To further enhance pedestrian connectivity to and within the proposed development the following measures are recommended:

- a) The extension of the western active travel facility to the west of Block A and its inclusion within the lands to be 'taken in charge' is recommend Retain the northern most pedestrian crossing
- b) The provision of a pedestrian crossing on the internal roadway to the northeast of Block E
- c) The provision of a pedestrian crossing opposite the east-west active travel route located within the central green area
- d) Additional detail associated with the western pedestrian connection are required (i.e. width, public lighting, boundary details, etc...
- e) Additional detail associated with the proposed shared surfaces are required in terms of materials and neighbouring landscaping.

Vehicular Accessibility

Access Junctions

- a) The number and type of access points proposed along the main internal roadway is supported.
- b) Additional traffic calming in the form of raised access junctions should be provided along the length of the main internal roadway as the current alignment may encourage higher vehicular speeds.

Car Parking

- a) All parking spaces positioned between a street/ road and a footpath will need to be taken in charge (i.e. in front of Block B, north of 2-066, south of 2-061, south of the creche) and cannot be assigned to individual properties;
- b) All parking in the 'taking in charge' areas is not to be assigned/ allocated to a specific individual and/or an individual property
- c) The preference is to remove the 4 parking spaces next to the ESB station on the southern most access point to the proposed development;
- d) Generally, the proposed quantum of parking proposed as part of the overall development is in line with the parking standards as presented in the Cork City Council Development Plan 2022-2028.

Transportation Assessment

The submitted documentation included a scoping report with respect to the preparation of a Transportation Assessment. I have the following comments on the submitted documentation

- a) The extent of junctions to be assessed should include the upgraded Fox & Hounds junction and all neighbouring junctions likely to experience a 5% increase in traffic flow;
- b) The projected trip generation during both the AM peak and PM peak needs to be revisited and compared against that presented as part of the original development;
- c) The distribution profile needs to be revisited with greater flows assigned to Ballyhooly Road (South) particularly during the PM peak period. In addition, the distribution of traffic at Junction 4 should reflect the higher traffic flows likely to be generated south towards Blackpool;
- d) The additional traffic generation associated with the permitted scheme shall be included in the assessment of junctions as part of the Transportation Assessment.

(Please note the contents of the Senior Executive Transport Officer Report as well as the Infrastructure Report in this regard, see Appendix C).

3. **Urban Roads and Street Design:** The applicant is requested to provide further consideration of, and possible amendment to, the documents and/or design proposals in respect of the proposed site layout and of the placemaking/open spaces of the development, with particular focus on the following

- Incorporate traffic-calming features consistent with DMURS.
- Provide dropped kerbs and tactile paving at all pedestrian crossing points.
- Submit detailed cycle and pedestrian crossing proposals along the distributor road.
- Remove all unallocated parking spaces, particularly near the development entrance.
- Omit the turning circle on the distributor road and integrate a safe crèche drop-off zone within the site.

(Please note the contents of the Urban Roads and Street Design Report in this regard, see Appendix C).

4. **Drainage and Storm Water:** The applicant is requested to provide further consideration of, and possible amendment to, the documents and/or design proposals with specific consideration given to the following:

Storm Water

In accordance with the Cork City Development Plan 2022-2028, proposals should integrate green and blue infrastructure measures to offset peak flood flows. This includes the incorporation of SuDS, with a particular focus on Nature-Based Solutions, to limit run-off from existing and new development.

The Applicant should also refer to the following documents:

Nature Based Management of Urban Rainwater and Urban Surface Water Discharges - issued by the Department of Housing, Local Government and Heritage.

Implementation of Urban Nature-Based Solutions Guidance Document for Planners, Developers and Developer Agents – issued by LAWPRO.

- It is acknowledged that this is the latest phase within a larger residential development which included an overall drainage design. This latest phase will not increase flow rates from the overall development as downstream infrastructure was designed with consideration to this latest phase.
- Please refer to the attached drainage requirements. In particular, please note that the maximum permitted depth of manholes is 5m. A number of the manholes shown on the storm sewer long sections exceed a depth of 5m. All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas.

(Please note the contents of the Drainage Report in this regard, see Appendix C).

The further consideration of the issues set out above may require amendment to the documents and/or design proposals submitted at application stage.

Furthermore, pursuant to article 16A(7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23 the following specific information should be submitted with any application for permission:

1. A statement on how the development has considered and incorporated placemaking and how the proposal would respect, reflect or contribute to the character and vibrancy of the area and how the development would deliver or contribute towards a quality, sustainable

residential environment and public realm areas with a focus on accessibility, connectivity and permeability.

2. The application drawings should provide further detail with regard to existing and proposed levels across the entire development site. The treatment of level differences within the proposed development and the relationship of the development with adjoining lands and public roads should be described in detail, in plan and in section drawings, including all public open space areas. Particular consideration should be given to the interface with the adjacent residential development sites to the north and to the east.
3. A detailed schedule of accommodation demonstrating compliance with the relevant residential/housing standards.
4. Detail of areas intended to be taken in charge by the local authority, including any surface water management features ((SUDS) within such areas.
5. The application should include a detailed rationale for the proposed residential density and housing mix having regard to the provisions of the City Development Plan and relevant national and regional planning policy including the 'Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024', 'Urban Design Manual', The 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2025) and the 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018).
6. Consideration of the proposals to address the following Drainage related requirements (as set out in the Drainage Report attached in Appendix C):

Drainage Section – Specific Requirements

As part of the application the following will be required:

- A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.
- Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.
- The permitted discharge rate shall be limited to the 1-in-1-year greenfield runoff rate for the effective drained area within the site (i.e. the developed area) and not the total site area.
- A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.
- Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off.
- Justification and references for any coefficients or infiltration rates used, including GI / SI reports.
- Allowances for the reduction in effectiveness of any SuDS / NBS features over time.
- All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years.
- All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted

depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section.

- All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow.
- In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.
- Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.
- Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.
- Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.
- All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries.
- Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered.
- The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).
- Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development.

7. Consideration of the proposals to address the following urban roads and street design related requirements (as set out in the Urban Roads and Street Design Report attached in Appendix C):

a) Traffic Calming Measures

The proposed internal road layout includes several extended, straight road segments. In accordance with the Design Manual for Urban Roads and Streets (DMURS, 2019), long straight carriageway sections can encourage higher vehicle speeds and reduce driver attentiveness. To ensure compliance with DMURS Section 4.4 (Street Design), appropriate traffic-calming measures shall be incorporated, including but not limited to:

- Changes in surfacing materials or textures
- Localised narrowing
- Horizontal deflections
- Raised tables where appropriate

These measures should be designed to promote lower vehicular speeds and enhance safety for all street users.

b) Pedestrian Crossing Points

In accordance with DMURS and universal accessibility principles, dropped kerbs and tactile paving shall be provided at all key pedestrian crossing desire lines, including junction corners and mid-block crossing points where relevant.

- Designs should comply with TII Publication DN-GEO-03031 (Geometric Design of Junctions) and Building for Everyone – Section 1.3 (Accessibility).
- Tactile paving should be installed in accordance with Guidance on the Use of Tactile Paving Surfaces (UK DfT), which is recognised in Irish practice.

c) Cycle Facilities and Crossing Points on the Main Distributor Road

The applicant is requested to provide detailed drawings showing:

- The location, design, and type of all pedestrian and cyclist crossing points on the main distributor road;
- Integration of cycle facilities with the overall movement framework as set out in DMURS Section 3.4 (Cycling);
- Compliance with TII Publication DN-GEO-03047 (Crossing Facilities for Vulnerable Road Users).

Crossings must ensure safe, legible, and convenient movement for all users, with appropriate visibility, setback, and priority arrangements clearly demonstrated.

d) Unallocated Parking Spaces

All unallocated parking spaces—particularly those located near the primary entrance of the development—shall be removed.

- Such parking presents a hazard due to unsafe egress movements into approaching traffic.
- These locations also encourage informal or abandoned vehicle parking, which conflicts with DMURS principles relating to place function and movement efficiency.

Parking should be rationalised and located in accordance with DMURS recommendations for safe, overlooked, and appropriately designed parking layouts.

e) Turning Circle Adjacent to the Crèche

The proposed turning circle on a bend of a principal distributor road is considered unsafe and is therefore not acceptable.

- Distributor routes are intended to prioritise movement and should not include manoeuvring spaces that conflict with through traffic (DMURS Section 3.3 – Street Functions).
- Such an arrangement introduces collision risks and disrupts traffic flow. As an alternative, it is recommended that a designated crèche drop-off area be provided *within the site boundary*, directly in front of the crèche building.
- This approach aligns with TII and DMURS safety principles by reducing interactions between vulnerable users and higher-volume traffic.
- It ensures a safe, controlled environment for parents and children during peak drop-off and collection periods.

8. Consideration of the proposals to address the following Parks and Recreation related requirements (as set out in the Parks and Recreation Report attached in Appendix C):

- The cycle route through the main green space should be pushed to the North to give a more unified & usable open space
- The propose fencing along the western boundary should be replaced with a robust native hedge reinforced with a suitable mesh or timber railing to increase biodiversity provision.
- Nature Based Solutions details to be submitted – Green Roofs, Swales etc including implementation and maintenance
- The drawings should show the interface with the adjoining development.

9. Consideration of the proposals to address the following Environment related requirements (as set out in the Environment Report attached in Appendix C):

The applicant is requested to submit the following:

- Noise and Air Impact Assessment.
- Construction/Demolition Waste management plan and resource waste management plan for the development.
- Operational Waste Management Plan.
- Energy usage proposals and assessment for the development.

10. Consideration of the proposals to address the following Uisce Éireann related requirements (as set out in the Uisce Éireann submission attached in Appendix D):

- a) There shall be no build over of public infrastructure from these proposals. Separation distances as per Uisce Éireann's Standards Codes & Practices shall be achieved where public infrastructure is in situ within and/or adjacent to site boundaries
- b) The development shall not impact public drinking water sources and/or abstraction point(s) and/or abstraction infrastructure. Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.
- c) Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.

- d) Where the development proposes the backfilling of materials, the applicant is requested to include breakdown of the chemical components of the materials proposed.
- e) Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions.
- f) Potential impacts of the development on the capacity of water services (*i.e. do existing water services have the capacity to cater for the new development*) - If your proposals require a connection(s) to either a public water supply or sewage collection system, you are advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoid delays in the consenting process.
- g) In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.
- h) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.
- i) The applicant is required to consider, and mitigate, any physical impact(s) on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.
- j) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie
- k) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.
- l) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characteristics. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.

- m) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (*and resultant potential impact on the capacity of the source*) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.
- n) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a “protected”/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.
- o) Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann’s Standards, Codes and Practices must be achieved and clearly demonstrated within the plans & particulars. It is the applicant’s responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to lodging a planning application where a potential build over of public assets is in question and/or where the applicants proposals cannot demonstrate separation distances from public infrastructure as per UÉ Standards & Codes of Practice. As an applicant you are required to;
- survey the site to determine the exact location of the public assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. All queries relating to in situ public infrastructure should be directed to diversions@water.ie
 - Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with UÉ Standards & Codes of Practice
- p) Where an existing connection is in place and/or an intensification of an existing connection is proposed, the applicant may be required to enter into a new and/or revised water/wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development. The applicant is advised to engage with Uisce Éireann’s PCE process in this regard.
- q) Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: <https://www.water.ie/business/trade-effluent/about/> . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).
- r) Subject to the appropriate consent being in place, where an applicant seeks a connection to the public network, the applicant shall enter into a connection agreement with Uisce Éireann prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
- s) The design and construction of the water & wastewater pipes and related infrastructure to be installed in a development site shall comply with the Uisce Éireann Connections and Developer Services Standard Details and Codes of

Practice. Uisce Éireann recommends the applicant(s) request a Statement of Design Acceptance

11. The applicant is requested to submit full details of the quantum of existing hedges to be retained and details of how the boundaries between the proposed development and surrounding private properties are proposed are to be dealt with.
12. There should be no interference with, bridging, draining, or culverting of, any adjacent river or any watercourse, its banks, or bankside vegetation to facilitate the proposed development, without the prior approval of IFI. Full details of proposals relating to same should be provided at application stage including reference to the IFI “Guidelines on protection of fisheries during construction works in and adjacent to waters” document.
13. A statement on how the development has considered climate resilience from design to implementation stages.
14. As per Cork City Development Plan Sections 11.271-11.273, a Scheme Sustainability Statement should be submitted on how the development has considered climate mitigation and adaptation from design to implementation to operational stages. Carbon reduction, renewable energy on site and electric charging points for cars and bikes should be included within statement. Cork City Development Plan Objective 2.11 Low Carbon Economy and Chapter 11 Climate Action and Environmental Infrastructure should also be considered.
15. The site plans should clearly identify all / any wayleaves or rights of way across the application site in accordance with the requirements of the Planning and Development Regulations, as amended.
16. An Invasive species management plan should accompany the application where such species are identified within the lands.
17. In the context of the zoning on site the applicant shall provide a clear rationale setting out the reasoning for the proposed residential development being proposed. This rationale should set out the proposed use in the context of the wider, surrounding site where other developments have been permitted with a clear phasing programme to be included for the proposed development also.
18. The applicant is requested to clearly set out how each of the proposed residential units on site would comply with all of the required minimum floor areas and standards that are set out in the Quality Housing for Sustainable Communities (2007) Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) as well as Housing Quality Assessment.
19. Full Screening Information to be provided for both Environmental Impact Assessment and Appropriate Assessment. This information shall fully set out and consider details around full landholding, planning history, cumulative and in-combination impacts etc. Regarding EIA the planning history, previous and existing land uses etc. and what could have been reasonably envisaged all need to be considered.
20. In accordance with Article 22 (2A)(b), of the Planning and Development Regulations 2001 (as amended), the applicant shall include, as part of a full LRD Application, a statement of response to the issues set out in this opinion.

Note: All documents should be in a format which is searchable.

PLEASE NOTE:

Under sections 32E and 247(3) of the Planning and Development Act 2000 (as amended), neither the carrying out of pre-application consultations nor the taking place of an LRD meeting and the provision of an LRD opinion (where applicable) shall prejudice the performance of the planning authority of its functions under this Act or any Regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.