Response to Cork City Council Pre-Application Consultation Opinion

For Development at Barry's Field, Carrigaline Road and Churchyard Lane, Douglas, Cork

on behalf of Barry's Field Ltd

January 2025



McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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Contents

1. Introduction 3
2. Information to be submitted with the LRD Application.....3
3. Copy of Cork City Council Opinion 35

1. Introduction

This report addresses the specific information requirements and issues raised by Cork City Council (CCC) in their pre-planning Large Scale Residential Development (LRD) Opinion issued on December 16, 2024, in relation to the proposed LRD at Barry's Field, Carrigaline Road and Churchyard Lane, Douglas, Cork. The proposed development comprises of the construction of 124 no. residential apartments (consisting of a mix of 1, 2 and 3 bed units), 1 no. cafe unit and 2 no. office units, in a development ranging in height from 1 to 5 storeys and all associated site development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting, fencing, landscaping/amenity areas, ESB substation/switchroom and plant room. Site development works include 2 no. new uncontrolled pedestrian crossings and footpath improvements on Churchyard Lane which requires the removal of 6 no. existing on-street car parking spaces. The proposed development works include a connection and construction of a new storm water and foul sewer along Carrigaline Road. Access to the site will be via a new vehicle access point and a new pedestrian connection from Carrigaline Road and 2 new pedestrian connections onto Churchyard Lane. The new vehicular access requires the removal of 4 no. existing car parking spaces

The opinion issued by the Council was subsequent to 1 no. Section 247 meeting which took place on June 19, 2024, and a Section 32B meeting which took place on November 19, 2024.

Following the pre-planning meetings, the Council issued an Opinion in accordance with Section 32D of the Planning and Development (Housing) and Residential Tenancies Act (as amended) and advised that a number of items needed to be addressed in accordance with the requirements of Article 4(7) of the Planning and Development Regulations 2017. The specific information requested by CCC and our response to same, is outlined in Section 2 of this report.

2. Information to be submitted with the LRD Application

The specific information requested by CCC (***bold italics***) and our response to same, is as follows:

2.1 Architectural Heritage

The retention of the rural and dense green/ tree-lined western boundary is critical, even more so if the eastern boundary is removed. This western boundary must be maintained as part of the development - this includes both trees and vegetation - and the information submitted should ensure that this character is maintained. The type of planting and retention of foliage throughout the year will be of particular importance.

The proposed development on site ensures the retention of the western boundary vegetation as an integral part of the development. This includes the existing vegetation the sod and stone wall, and two mature trees (which consist of a mature Sycamore tree and Ash tree). The architectural plans have been carefully developed to minimum encroachment into the Root Protection Areas (RPAs) of all trees on site. This approach will protect and allow the long-term health and stability of the trees on site. Further to this, comprehensive details regarding the preservation and protection measures such as protective fencing for this boundary are outlined in the Landscape Masterplan, Arboricultural Impact Assessment Report (AIA), and Tree Protection Plan (example below of cross section outlining the proposed protection and protective fencing inside the RPAs of 18 subject trees within the AIA report).

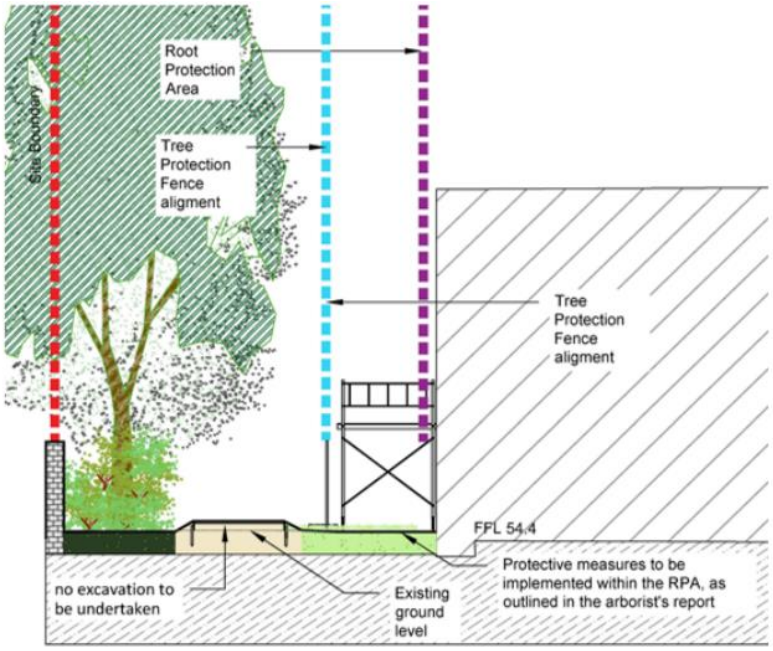

Fig.13 Proposed ground protection and protective fencing placement inside the RPA's of 18 Subject Trees

Figure 1 – Extract from Arboricultural Impact Assessment Report (AIA) by Heritage Tree Care

The supporting documents (namely the Design Statement and Architectural Heritage Impact Assessment) should include a full and detailed assessment of character of the Douglas - Donnybrook Architectural Conservation Area (ACA) and a clear explanation of how the proposals would respect and respond to this in terms of massing, scale, design, materials and colour.

Both the Design Statement by O'Mahony Pike Architecture and the Architectural Heritage Impact Assessment by John Cronin & Associates submitted as part of this planning application include detailed assessments of the character of the Douglas-Donnybrook ACA and a clear explanation of how the proposals would respect and respond to this in terms of massing, scale, design, materials and colour. These documents also provide a clear

explanation of how the proposed development respects and responds to the unique character of the ACA.

The Douglas - Donnybrook ACA was originally designated by Cork County Council. In doing so, the County Council were fully aware that the ACA was expansive and varied: hence the sub-division of the ACA into multiple sub-areas. As a result of the expansion of the Cork City boundary, Douglas is now within the functional area of Cork City Council and the Planning Authority have not sought to alter the ACA designations. There is a clear recognition in the Volume 3 of the City Development Plan (the volume that sets out Specific Built Heritage Objectives) that Douglas's heritage significance is varied and diverse.

The rationale of the design of Barry's Field is underpinned by the awareness of the proximity to the main street of the village core, the adjacency to both the Church of Ireland and local authority graveyards and the tree-lined boundaries to the site itself. The rationale of the design is to integrate the new building into its setting. In developing a unique, vibrant residential area that integrates with the character and fabric of Douglas Village, the project designers have also sought to produce a contemporary design that adds to the architectural quality and urban form of Douglas.

Provide a 3D/visual to fully show the three-storey block fronting the Old Carrigaline Road to enable a full assessment of this element of the scheme (this does not have to be a photomontage). Further advice on this block are as follows:

- ***Block the opening to the external staircase at the centre of the front elevation to enable it to form part of the overall facade design, with access provided on the ground floor.***
- ***Replace the two blank windows at the centre of three bays to the north with full glazing.***
- ***Three storeys are not necessarily opposed for the northern corner, but the proposed structure does not appear to sit fully comfortably within the streetscape (as shown in views 2 & 7). As this would be a particularly prominent structure in the streetscape, it is recommended that the design approach is revised to ensure that it integrates more successfully with the ACA. Things to consider could include the roof form, the wide (rather than vertical) corner fenestration at the upper levels, and the varied tone of the proposed brickwork.***

Ensure that all associated plant, guard rails, lift over runs etc. are shown on the drawings, and that the proposals for these elements respect the character of the ACA.

Regarding the Councils request to provide a 3D visual of the three-storey block fronting Carrigaline Road, it is noted that 2 no. additional CGIs have been prepared by Modelworks. The image shows the frontage to Carrigaline Road have been prepared with views 14 and 15 fully showing the three-storey part of the block.

As per the Council's recommendation, the entrance to the external staircase has been amended by dividing the opening vertically in two parts, so that it continues the fenestration pattern seen in the rest of this façade of the building. The window openings on both the north and east elevations of the three-storey part of Block 1 are fully glazed.



Figure 2 – View 14 prepared by Modelworks



Figure 3 – View 14 prepared by Modelworks

The design of the three-storey part of Block 1 has now been amended so that the two apartments have inset balconies on the east façade, and these have been joined so that they read with a vertical emphasis. Following Council's feedback at the 32B meeting, the block has also been amended with the introduction of a proposed lighter colour that is more homogenous. In addition, a stacked bond band has been introduced between ground and first floors to echo traditional shopfronts in the area. It is not proposed to alter the roof form as it is felt that this would not be harmonious with the rest of

the scheme; instead, the approach has been to respond respectfully and pleasantly to the historic context using form and detailing that are unashamedly contemporary.

As requested, all associated plant, guard rails, lift over runs etc. are shown on the drawings, and these elements have been carefully considered to respect the character of the ACA. Solar panels have also been included in the proposed drawings and their layout shall be confirmed post-planning. However, the solar panels are only slightly higher than the parapets and are set back such that they will not be visible at ground level. The Automatic Opening Vents (AOV's) are no higher than the parapets and lift overruns are included in the drawings, as are inset handrails to the parapets at private terraces to slightly increase guarding height to required level. Due to the scheme being located in an ACA, it is proposed to use a collapsible guardrail system for maintenance works to main roofs.

2.2 Strategic Planning Policy

The element of mixed use in the form of commercial buildings/offices and café is positive. Further details should be provided setting out its contribution quantitively and qualitatively as part of the overall scheme to both future residents and the public. Details of operational characteristics of the mixed-use elements is desirable to support the integrity of the mixed use proposals

The mixed-use development proposes a total of 396m² non-residential floor space which comprises of a café and 2 no. offices which are strategically positioned along the Carrigaline Road frontage (extending the commercial area of Douglas village) and facing north over the proposed new public open space and the east-west pedestrian/cycle route through the site. These uses will provide an active frontage that provides footfall, activity and passive supervision of the public realm. Due to the pedestrian connection to the north of the site, there is also the opportunity to provide outdoor seating which will activate the public realm which will help shape an enjoyable user experience. The proposed office/café and amenity uses will complement the residential use of the building and the variety of uses will maximise footfall and the interrelation between businesses and services.

One of the intentions of the offices is to promote the development as a co-working office space and a café - A Work Café. This is a unique blend of a traditional local coffee shop and a co-working space. It's a place where remote workers (residents from the development) can enjoy coffee while getting work done in a productive and inspiring environment.

Co-working is a relatively new concept that has been gaining in popularity because it offers a professional community without the costs and complexities of the traditional office environment (e.g. commuting, traffic generation etc). It also offers flexibility, provides networking opportunities and can improve productivity. With many people now choosing to work away from the office these coworking spaces offer an alternative to the traditional office environment and working from home. In co-working spaces, people work independently or in groups to complete projects. Co-working is popular

because it provides a sense of community and a conducive working atmosphere, and the proposed mixed-use elements will support the integrity of the proposed development. Similar co-working proposals have been considered by Cork City Council such as Planning Reference: 21/40406.

Density calculations should be provided as per the methodology outlined in Appendix B of the SRCSGs both gross and net to facilitate assessment;

Gross and net site area in this case is the same as none of the net site area exclusions apply (the redline planning application boundary includes road/footpath/service connection area in the ownership of Cork City Council but these are excluded from gross/net site area calculation).

The Density Calculation is set out in schedule of accommodation as follows:

Density Calculations	
Net Site Area	0.8365Ha
Overall Gross Floor Area	11,094.1m^2
Residential Gross Floor Area	10698.2m^2
Non-Residential Gross Floor Area	396m^2
Number of Residential Units	124
Residential Gross Floor Area as a portion of development	10698.2/11094.1 = 96.43%
Site Area for density purposes	(0.8365Ha*96.43%) = 0.8066ha
Residential Density	124 / 0.8065Ha = 153.7 Units/Ha

Table 1 Density Calculations

In relation to placemaking, while it is positive to see a commitment to retention of the western boundary in particular (heritage wall and trees) the placemaking piece needs to be further developed with regard to the merits of the scheme in terms of its contribution to the streetscape and attractiveness of Douglas, particularly along Old Carrigaline Road, and in terms of legibility through the site in such a way that will actively promote movement through the site and address desire lines;

The development's contribution to placemaking and the character of the area is outlined in detail in the Design Statement by O'Mahony Pike Architects.

The proposed development along Carrigaline Road provides an active street frontage and enhances the passive supervision of this street. The main pedestrian entrance is marked by a three-storey corner unit with a café at street level, which directly addresses the street.

The third-storey setback along the remainder of Block 1 is sympathetic in scale and enhances the corner unit's placemaking contribution. This design

aligns with the existing architectural character of adjoining streets, while the careful use of materiality and fenestration further enhances its contribution to the streetscape. Additional features, such as specimen trees and pollinator-friendly planting along the footpath, foster a strong local sense of place.

Upon entering the site, movement options are legible and intuitive, offering clear pathways toward the central courtyard space or through to Churchyard Lane. The alignment of the through-route has been refined to facilitate ease of movement, particularly to the north of the green space. The user experience is further enhanced by the retention of mature trees and the addition of a circulation footpath west of the tree line.

In order to enable assessment of impact, you are advised to provide photomontages of the Old Carrigaline Road frontage without trees as the existing boundary is proposed to be removed as well as an image of the proposed boundary post construction.

Two additional photomontages along the Carrigaline Road frontage have been prepared by Modelworks, illustrating the removal of the existing trees and the boundary wall/ditch. It is noted that the trees on the triangular site to the north, as referenced in Views 2 and 7, are outside the applicant's control and therefore cannot be removed as part of this proposal.

Neighbourhood Development Site 2 icons are outlined and recognised in the design statement, including the need to address SuDS. As such, SuDS proposals should form an integral part of the overall drainage and landscape proposal and should be clearly set out in an integrated manner.

The applicant and design team recognises the critical importance of incorporating SuDS (Sustainable Urban Drainage Systems) into the development to effectively manage surface water runoff while enhancing the overall landscape and ecological value. As part of the proposal, a holistic drainage and landscape strategy has been developed, fully integrating SuDS principles. Key elements of this approach include:

- Integrated Design: SuDS components are seamlessly incorporated into the overall site layout, ensuring both functionality and aesthetic value. Features such as bioretention areas and filter drains are designed to work in harmony with the landscape.
- Environmental Considerations: Detailed assessments of the site's hydrological characteristics have informed the SuDS design. This ensures effective runoff management while promoting local biodiversity and ecological enhancement.
- Community Engagement: The SuDS design prioritizes functionality and aligns with the needs and expectations of the local community, contributing positively to the public realm.
- Maintenance and Management: A clear maintenance plan has been developed for the proposed SuDS features to ensure their long-term effectiveness and sustainability. Further details are provided in the Surface Water Management Strategy.

For comprehensive technical details, please refer to the Landscape Masterplan by Cunnane Stratton Reynolds (CSR) (Drawing No. 24275-2-101) and the proposed drainage layout by DOSA (Drawing No. 0021B).

2.3 Trees

Of particular importance will be the retention of the trees along Churchyard Lane given the reliance on these trees to screen the development from views across the neighbouring cemeteries and wider ACA. Further consideration of the scheme and amendment of proposals is required (as set out in the Tree Officer's Report attached in Appendix C).

The Landscape Masterplan prepared by CSR, along with the Tree Constraints and Tree Protection Plan prepared by Heritage Tree Care, provides a detailed illustration of the retained vegetation, including the trees along Churchyard Lane. These trees are recognized as essential for screening the development from views across the neighbouring cemeteries and the wider Architectural Conservation Area (ACA) and their retention, especially along the western boundary, is a fundamental component of the proposed development.

The details regarding retained trees and their protection measures do not fully comply with the requirements of BS5837:2012. The documentation lacks sufficient site-specific detail, particularly in relation to an arboricultural method statement and an illustrated Tree Protection Plan (TPP). These omissions are critical, as they directly impact the safeguarding of retained trees during development. To achieve compliance, the following must be addressed:

- ***A comprehensive, site-specific arboricultural method statement should be prepared, detailing the measures required to protect retained trees throughout all stages of the development process.***

A site-specific Arboricultural Method Statement has been prepared by Heritage Tree Care and is submitted with this LRD application. This statement outlines the measures required to protect retained trees during all stages of the development process and ensures compliance with BS5837:2012 standards.

- ***A detailed, site-specific Tree Protection Plan (TPP) must be provided. This plan should clearly illustrate the location and specifications of tree protection measures, including fencing, ground protection, and construction exclusion zones, as required under BS5837:2012.***

A detailed Tree Protection Plan (TPP) has been created by Heritage Tree Care. This plan includes specifications for fencing, ground protection, and construction exclusion zones, clearly illustrated to meet BS5837:2012 requirements.

- ***These documents are essential to ensure compliance with Cork City's Tree Strategy, providing effective protection for retained***

trees and supporting their positive contribution to the development.

The Arboricultural Report and Tree Protection Plan ensure full compliance with Cork City's Tree Strategy. These documents are integral to safeguarding the retained trees and enhancing their contribution to the development.

Tree Planting

Should the proposed scheme be taken in charge, it is recommended that Pyrus spp. be omitted from the proposed street tree planting list. While commonly used, Pyrus species present significant long-term management challenges, including structural weaknesses and maintenance requirements, which can lead to increased costs in urban environments. Alternative species with similar aesthetic and functional benefits, but fewer management concerns, should be considered.

It is not proposed that the subject scheme will be taken in charge but it will have a management company to care and maintain the planting on site. Additionally, the Landscape Master Plan (drawing no. 24275-2-101) prepared by CSR includes the planting schedule for proposed species and The Landscape Masterplan prepared by CSR, along with the Tree Constraints and Tree Protection Plan prepared by Heritage Tree Care, provides a detailed illustration of the retained vegetation, including the trees along Churchyard Lane. These trees are recognized as essential for screening the development from views across the neighbouring cemeteries and the wider Architectural Conservation Area (ACA).

Furthermore, the proposed planting pits must provide sufficient soil volume to support the selected tree species over the long term. Pits should account for the growth requirements of the trees, ensuring adequate root expansion and access to water and nutrients. Addressing this at the design stage will enhance tree health and longevity, ensuring their success in the urban environment.

The Landscape Masterplan (Drawing No. 24275-2-101) by CSR includes a planting schedule for proposed species and detailed typical tree pit designs. These elements reflect the project's commitment to best practices in tree and landscape management, ensuring the long-term health and integration of trees within the urban environment.

Species Identification

The submitted documents identify certain species as native when, in fact, they are not. While this does not impact the design intent or species selection, clarification is necessary to avoid any potential misrepresentation. Accurate identification is important to maintain ecological transparency and to align with the objectives of Cork City Council.

All trees on the site have been identified and addressed in the updated Arboricultural Report prepared by Heritage Tree Care. In addition, a site-specific Arboricultural Method Statement and a detailed Tree Protection Plan

(TPP) have been prepared by Heritage Tree Care to ensure full compliance with BS5837:2012 and Cork City's Tree Strategy.

2.4 Design & Architecture

Consideration of the proposals to address the following Design related requirements:

- ***Overall, the simple and refined palette of materials with contemporary language meets our approval. We would recommend a more consistent brick finish rather than the mixed-batch stock brick apparent in some of the images.***

The proposed material palette reflects a simple and contemporary aesthetic. Following the Council's recommendation, the CGI's and references to brick in the Design Statement have been updated. The darker contrast brick now presents a more consistent and homogenous texture, enhancing the scheme's cohesive appearance.

- ***We strongly recommend the introduction of Green Roofs where possible and in particular to the overlooked lower 2-3 storey blocks to the south and east of scheme.***

The applicant has expressed reservations regarding the long-term maintenance requirements of green roofs. As an alternative, it is proposed to use decorative gravel in two tones, laid in a pattern inspired by the courtyard design. This approach ensures that views from the upper floors remain attractive while reducing maintenance demands. Refer to the Design Statement by O'Mahony Pike (OMP) Architecture for further information.

- ***Pedestrian connections and public realm finishes to both Churchyard Lane (corresponding with existing parking bays) and Carrigaline Rd require further development and clarification.***

Refer to the submitted architectural drawings such as the Proposed Site Layout prepared by OMP Architecture which outlines the improved pedestrian connectivity to Churchyard Lane and the Carrigaline Road from the site. All proposed works and improvements are included within the application red line boundary.

In addition to the above, the proposed pedestrian connections and public realm finishes to both Churchyard Lane and Carrigaline Road have been further developed for clarity, refer to the detail drawing – proposed road layout and proposed sightlines layout from DOSA Consulting Engineers for further details. These enhancements ensure improved legibility and accessibility throughout the site, promoting ease of movement for all users.

- ***Refuse collection management should be clearly demonstrated, particularly from the western block.***

A well-defined waste management strategy has been developed to ensure functionality and aesthetic coherence. The key points of the plan include:

- Main Access Point: All refuse collection will occur via the main vehicular entrance to streamline the process and minimize disruptions.
- Site Access and Turning: Refuse trucks will have access to enter and turn within the site, ensuring efficient operations (refer to DOSA drawings 7114-0014).
- Collection Procedure: Refuse bins will be wheeled from the designated storage areas through the courtyard directly to the collection truck, facilitating a straightforward and efficient process.
- Storage Solutions: Designated refuse storage areas are strategically located for easy access while minimizing their visual impact.
- Collection Frequency: Weekly collection is proposed to ensure effective waste management and prevent accumulation.

It is recognized that a well-defined waste management strategy is essential for maintaining the overall functionality and aesthetics of the site. A Management Company will oversee the waste management strategy, with clear responsibilities outlined to handle operations and address any issues.

Section 4.10 to 4.13 of Design Standards for New Apartments apply, in particular: 4.13..... "Children's play needs around the apartment building should be catered for: - within small play spaces (about 85- 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme that includes 25 or more units with two or more bedrooms; & within play areas (200-400 sq. metres) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms." While the minimum number of apartments has not been reached with regards to older children it is reasonable to suggest a pro-rata approach is applied given the number of proposed 2&3 bed apartments. More detailed design of the proposed external play and amenity areas directly adjacent I linked to the proposed apartment blocks should therefore be provided specifically for toddlers and for older children where possible.

With regarded to the communal and open space, the proposed design includes a total of 789.7m² of communal open space and 1,444.9m² of public open space, catering to children's play and family amenity needs, including hardstand areas suitable for formal play activities, grassed areas with natural play elements including grass mounds and boulders and seating areas for older age groups, parents and guardians. Specific amenity features include:

- Communal Open Space: The courtyard incorporates varied play and amenity features for children and families, fostering engagement and activity.
- Public Open Space: Thoughtfully designed grass and hardstand areas accommodate both formal and informal play. Retained mature trees provide shade and enhance the space's natural

appeal, while natural play elements, such as boulders and grass mounds, encourage imaginative play and exploration.
- Social Interaction Spaces: Seating areas are strategically provided to support socializing and community engagement across all age groups.

2.5 Parks And Landscape

Further consideration of the scheme and amendment of proposals/revised drawings/details to provide for active permeability through the site on cycle/foot through to Churchyard Lane from the Parks and Landscape Officer. As per the Sustainable Urban Housing: Design Standards for New Apartments - play provision is to be made in the communal open space.

The proposed communal open space (courtyard) includes 789.7m² of thoughtfully designed space, catering to the play and amenity needs of children and families. Key features include:

Play Opportunities:

- Hardstand areas suitable for formal play activities;
- Grassed areas with natural play elements, such as grass mounds and boulders, designed to create an engaging and imaginative environment for toddlers and young children.
- Seating Areas: Seating is strategically provided within the courtyard, offering parents and guardians a comfortable space to supervise children while maintaining proximity and visibility.

This design achieves a balance between functional and natural play opportunities, meeting the requirements of the Sustainable Urban Housing: Design Standards for New Apartments.

Full design details for the swales and bioretention areas area to be submitted - including maintenance and management plans

The Landscape Design Rationale Report includes a dedicated section on the maintenance and management of soft landscaped SuDS areas. This ensures that these features remain effective and sustainable over time.

In response to the councils request for more comprehensive documentation regarding Bioretention and Swales, the following details have been included to ensure the sustainable drainage features are effectively designed and maintained:

- Detailed plans and cross-sections of the bioretention areas and filter drains, including dimensions, are provided in the Proposed SuDS Measures Layout in DOSA drawings 7114-0021-Rev C.
- Hydrological modelling results demonstrating the effectiveness of these designs in managing surface water runoff are included in the DOSA Infrastructure Report.
- A maintenance schedule, outlining ongoing tasks to ensure the functionality and health of the systems, is provided in the Surface Water Management Plan. This includes routines for

sediment removal, vegetation management, and regular inspections.

Tree planting is indicated over attenuation tanks - this is unacceptable.

No tree planting is proposed over attenuation tanks. This is reflected in the Landscape Masterplan (Drawing No. 24275-2-101) by CSR and the proposed drainage layout by DOSA (drawing 0020-F).

A redesign of the public open space is advisable to allow for better pedestrian flow from east to west across the site. This should allow for a bigger open space behind the proposed seating and the northern site boundary.

The public open space has been redesigned to improve pedestrian flow from east to west across the site. This adjustment enhances permeability and connectivity, creating a more user-friendly layout. For details, please refer to the Landscape Masterplan (Drawing No. 24275-2-101) by CSR.

2.6 Transport

Pedestrian Accessibility

Consideration of the proposals to address the following Strategic Transport related requirements. The pedestrian accessibility to the proposed development is good. Further details with respect to the interface between the pedestrian access points and the existing parking provision on Churchyard Lane will need to be presented along with visibility splays to ensure pedestrians can cross safely. With respect to the southern pedestrian access point it should be relocated to the south slightly to tie into the existing footpath on the eastern side of Churchyard Lane, as noted below.

Improved pedestrian connectivity has been carefully integrated into the design, addressing both the needs of future residents and the broader public.

Key updates within the submitted drawings include:

Enhanced Connectivity

- Drawings prepared by OMP Architecture include improved pedestrian connectivity from the site to Churchyard Lane and the Carrigaline Road.
- These enhancements aim to facilitate safer and more direct routes for pedestrians, promoting accessibility to local services and amenities.

Collaboration with Cork City Council

- The scope of these improvements has been developed in consultation with Cork City Council's Transport Department, ensuring alignment with best practices and local requirements.

These changes to the scheme demonstrate a strong commitment to providing practical and sustainable pedestrian connections, benefiting both the development's residents and the wider community. Further details are also outlined in the Proposed Road Layout Plan (Drawing No. 7114-0011- Rev

B) by DOSA Consulting Engineers which outlines the location of proposed tactile paving, the proposed works to provide clear pedestrian sightlines from the edge of Churchyard Lane and updates to the existing parking along this road.

Considering the potential high pedestrian flows generated by the proposed development to support the low parking provision, pedestrian enhancements to the junction of Churchyard Lane/ Church Street should be considered as part of the proposed development. Measures to be considered at this location could include the provision of additional footpaths, pedestrian crossing on Church Street, dropped kerbs, raised table, etc.

In order to address the councils feedback regarding the interface between the pedestrian access points and the existing parking provision on Churchyard Lane, the following changes have been incorporated into the scheme:

- Limiting Parking Loss: The design has been adjusted to ensure the loss of parking spaces is limited to no more than four spaces along Carrigaline Road, as recommended.
- Tighter Junction Radii: Tighter junction radii have been implemented to reduce vehicle speeds while maintaining safe access for fire tenders and refuse trucks. These adjustments enhance safety without compromising operational functionality.
- Separate Pedestrian Entrance: A separate pedestrian entrance has been introduced, further improving traffic flow and enhancing safety and accessibility for pedestrians.

There is a requirement to provide a separate pedestrian access point from the southern end of the proposed development onto the Old Carrigaline Road.

As already mentioned, upon entering the site, movement options are legible and intuitive, offering clear pathways toward the central courtyard space or through to Churchyard Lane. The alignment of the through-route has been refined to facilitate ease of movement, particularly to the north of the green space. The user experience is further enhanced by the retention of mature trees and the addition of a circulation footpath west of the tree line.

Dropped kerbs and a footpath are required to the north of the proposed vehicular entrance to allow pedestrians cross the Old Carrigaline Road safely, this will require the relocation of the proposed grass area and associated tree.

Updated details are outlined in the Proposed Site Layout Plan by O'Mahony Pike Architects and the Proposed Sightline Layout by DOSA Consulting Engineers which illustrates the additional pedestrian crossing. The drawings illustrate the proposed tactile paving, and the new uncontrolled pedestrian crossing located on Carrigaline Road which is to the north of the proposed vehicular entrance.

Cycle Accessibility

The proposed development includes ample cycle parking provision and is well in excess of the Development Plan standards and will support the low car parking provision.

The provision of cycle parking on the main pedestrian access from Churchyard Lane has the potential to have a negative impact for pedestrian arrival from this entrance and it is recommended that the cycle parking is relocated from this location to the central courtyard (will provide good accessibility and passive surveillance) and to the side of the pedestrian entrance.

The proposed cycle parking has been revised as recommended by the Council. The updated site layout plan has relocated the location of the proposed cycle parking to the central courtyard area of the site and to the side of the pedestrian entrance along Churchyard Lane. These updates demonstrate the commitment to addressing cycle accessibility considerations comprehensively, ensuring the development supports sustainable and efficient mobility for all users. Refer to the submitted Site Layout Plan by O'Mahony Pike Architecture for further details.

Vehicular Accessibility

Access Junction - the location of the proposed entrance is supported, the preference would be limiting the loss of parking to 4 spaces and provide tighter junction radii and allow for a separate entrance as noted previously.

The updated design adheres to these recommendations, ensuring a practical and safe vehicular access point and limits the loss of parking to 4 spaces as requested.

Service Vehicles - further details are required with respect to service access for waste collection vehicles to and from the proposed development. The service access plan should include auto tracking of the waste vehicles through the site.

Details of the service access plan, including auto tracking for waste collection vehicles, have been incorporated into the updated drawings and Traffic and Transport Assessment by MHL and Associates. Refer to the Auto Track Analysis – Refuse Truck (Drawing No. 7114-0014-B) by DOSA Consulting Engineers for further details.

Parking Provision - the level of parking provision is acceptable as the area is well served with local services and has access to numerous bus routes. The proposed development will need to provide a car park management plan presenting the location of any spaces set aside for the disabled/ mobility impaired, electric vehicle charging locations, car club, commercial spaces, publicly assessable spaces, access control measures, etc … It should be noted that no parking spaces should be assigned to any particular residential unit and that all parking will be a shared resource.

The car parking management plan is provided within the appendix of the submitted Traffic and Transport Assessment by MHL and Associates which

aligns with the council's recommendations, ensuring shared resources and flexibility for various uses.

Transportation Assessment

The level of detail included for in the transportation assessment is very limited and it is suggested that further consultation with the strategic transport planning team is carried out before formal submission. In terms of junctions to be assessed, the main entrance and the junction of Old Carrigaline Road/ East Douglas Street should also be included in the assessment.

The submitted Traffic and Transport Assessment (TTA) by MHL and Associates has been updated to address the issues raised by the Council. The updated TTA incorporates detailed evaluations of the main entrance (junction 5 within the TTA) and the traffic impacts on the junction of Carrigaline Road/East Douglas Street have been evaluated, providing a thorough understanding of the development potential effects on local traffic conditions. Please refer to the submitted TTA report for further details.

Mobility Management Plan

The proposed development should include a centralised location where all travel related material will be easily accessible to residents of the proposed development, it is appreciated that the future management company who are most likely going to act as Mobility Managers for the proposed development will include such information online, but it would be useful if the development also included such information hard copy within the complex.

As outlined in the Mobility and Management Plan by MHL and Associates, the Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, can be included on a notice board in each apartment, in the reception area and on display boards throughout the development. This information would include advice on travel times to bus timetables and maps, information on local taxi services, details of walking and cycling groups.

These updates demonstrate the commitment to addressing traffic and transport considerations comprehensively, ensuring the development supports sustainable and efficient mobility for all users.

2.7 Urban Roads and Streets

Consideration of the proposals to address the following Urban Roads & Street Design related requirements:

Douglas Village is in theory the central hub for this development "an accessible site well served by public transport" if that is to be, it is critical that that the applicant enhances the pedestrian-cycling connectivity/ improvement in the public realm from the site to Douglas both via the Old Carrigaline Road and Church Street via Church Yard Lane in order to support the notion shared space, raised surface crossing should be all explored for

interconnectivity softened in conjunction with DMURS to vindicate inclusivity for all.

The proposed development includes traffic calming works on Carrigaline Road at the proposed entrance along with a new uncontrolled pedestrian crossing and landscaping improvements. Refer to the Proposed Sightline Layout by DOSA Engineers and Landscaping Masterplan by CSR for further details.

The scheme layout itself promotes the movement of pedestrians & cyclists around and through the site as vehicles are excluded from the majority of routes and there is a network of interconnecting paths which provide many options. The small area generally accessible to vehicles (other than fire tender which has emergency access to the central courtyard, and potentially occasional maintenance vehicles arranged by management) is limited to the parking court in the southeast corner of the site. Here, the limited number of parking spaces, a raised crossing at the site entrance from Carrigaline Road, an access barrier and the shared surface arrangement ensures that traffic will be relatively infrequent, and speeds will be very low. In addition, there is generous bicycle parking provision scattered throughout the site, which visibly and practically encourages this mode of transport.

In addition to the above, 2 no. new raised pedestrian crossings are proposed on Churchyard Lane. These raised crossings will provide improved connectivity to and through the site as well as delivering traffic calming benefits which enhances pedestrian safety and improve accessibility. The internal shared space pathways will allow for improved interconnectivity between the Carrigaline Road and Churchyard Lane, in alignment with DMURS guidance.

Reduced entrance on Churchyard lane is welcomed however the location of the bicycle stands within the development only encourage the majority of users to access/ egress onto Church Yard Lane - The applicant may explore a more centralised location for such.

As outlined above under cycle accessibility section of this report, the cycle parking has been redistributed to encourage the majority of users to access and egress via Carrigaline Road. This adjustment supports pedestrian safety and improves site accessibility.

To the East of the development there is a considerable pinch point between bicycle stand and seating area this development should be accessible for all and those less mobile this area should be addressed by the applicant.

The proposed layout and design have been adjusted to eliminate any pinch points between the bicycle stand and seating area. These changes ensure free movement and accessibility for all, including those with reduced mobility.

Would welcome more clarity in relation to the Pumping appliance (fire Tender) Auto-tracking layout and the perceived increased of interaction with pedestrians within the development.

Further clarity on this important aspect of our planning is outlined below in greater detail.

- Pumping Appliance Auto-Tracking Layout: The auto-tracking layout for the fire tender has been designed to ensure optimal accessibility throughout the development. This layout includes clear pathways and designated access points that allow the fire tender to navigate efficiently without obstruction. We have provided detailed schematics illustrating the designated routes and turning radii to demonstrate how the fire tender will manoeuvre within the site, please refer to DOSA drawings 7114-0012(d) & 0013 (d).
- Access During Emergencies: It is important to note that the fire tender will only need to access the development in the event of an emergency. This minimises the frequency of interactions with pedestrians, as routine access will not be required. However, we prioritize planning for potential emergencies to ensure quick and effective response when needed.
- Communication with Residents: To keep residents informed and engaged, the management company shall provide ongoing communication regarding the operations of the fire tender within the development, including any scheduled training exercises or demonstrations of how the layout ensures safety for all users.

The proposed design is committed to balancing the functionality of emergency services with the safety and convenience of all pedestrians within the development. The fire tender's designated pathways are optimized to limit interaction with pedestrians while maintaining accessibility for emergency services.

2.8 Traffic Regulation and Safety

Consideration of the proposals to address the following Traffic Regulation & Safety related requirements:

Car Parking

The low level of parking is welcomed by Cork City Council considering the public transport in the area, the surrounding controlled parking on adjacent streets which should prevent illegal parking and promote sustainable modes of transport, walking and cycling infrastructure in the area. However, this level of parking must be justified by the applicant through the provision of a car parking management plan, inclusion of a car sharing club, a practical mobility management plan, the provision of user friendly and protected cycle facilities and other active travel initiatives.

MHL have prepared a Car Management Plan which is located in Appendix A of the Traffic and Transport Assessment which includes several enhancements to address the council's concerns and support sustainable travel modes:

- Car Parking Management: Drawings by OMP Architects detail the proposed designation of parking spaces for various uses, including EV charging, disabled access, café patrons, car rental companies, and residents.
  The applicant commits to ensuring that no parking space will be assigned to any specific residential unit, maintaining all parking as a shared resource to maximize flexibility and efficiency.
- Mobility Management Plan: has been prepared to outline both current and future sustainable travel options available to residents, encouraging alternative transportation methods such as walking, cycling, and public transport.

"Parking sterilisation" on the adjacent roads to enable HGV construction traffic was mentioned in the submission -- Clarification on what this entails needs to be submitted, noting that any permanent or temporary removal of public parking to facilitate construction will need to be agreed in advance and will be dependent on parking demand in the area and will be subject to parking costs.

To ensure the safe and efficient movement of HGVs during the construction phase, parking sterilization on adjacent roads, including Carrigaline Road and Churchyard Lane, is proposed. This measure prevents trucks from offloading materials on the road, maintaining safety for both pedestrians and motorists. Key points include:

- Agreements and Approvals: Any removal of public parking will be subject to prior agreement with Cork City Council and consultation with local stakeholders.
- Coordination with Authorities: The contractor will liaise closely with Cork City Council to arrange and implement any required parking sterilization measures.
- Pedestrian Safety: Temporary pedestrian rerouting may be necessary to create a safety zone around the work area. The contractor will ensure all required safety measures, such as appropriate signage and barriers, are in place to guide pedestrians safely.
- Temporary Hoarding: Temporary hoarding will be erected along the site perimeter during construction to secure the work area. Once construction is complete, the footpath will be reinstated to its original condition.

The applicant is committed to working closely with Cork City Council to ensure all measures meet required standards and prioritize the safety of pedestrians, cyclists, and motorists during the development process.

Bicycle Parking

The proposed 274 spaces are acceptable. The parking needs to be high quality, covered and secured. Designs should be in line with Sustainable Urban housing: Design standards for new apartments document. Focus on cycling initiatives and facilities is of key importance to this development

given the parking quantum and therefore we would like to see in detail what the plans will be in place for cycling.

- Cycle Parking and Cargo Bike Storage: The proposal includes a high level of cycle parking provision, along with dedicated cargo bike storage, supporting active travel and reducing reliance on private vehicles.
  Drawings of the proposed cycle shelters for residents are included with the application. These demonstrate that the shelters are high quality, covered, and secure.
  Visitor cycle parking spaces will utilize Sheffield stands for accessibility and ease of use. Additionally, the largest cycle shelter, located within Block 1, has been updated to include 2 cargo bicycle parking spaces, further enhancing the facilities for active travel.

Lighting and Traffic Signals

Any proposed changes to public lighting or traffic signals for the development will have to be approved by the ITS section of Cork City Council. Any plans in relation to this should be sent on to them for review.

The proposed lighting, traffic and connectivity works located on public property have been agreed with Cork City Council's Traffic Section prior to the submission of this LRD application.

Churchyard Lane

The removal of the second vehicular entrance onto Churchyard Lane is welcomed. We require further information on the pedestrian connectivity on this lane. The drawings provided show pedestrian crossings coming straight out the pedestrian exits of the development, but we require greater detail around these areas.

Refer to the proposed Road Layout by DOSA Consulting Engineers (Drawing No. 7114-0011-B) which outlines the 2 no. proposed uncontrolled pedestrian crossing details, the modification of existing on-street car parking spaces and the proposed build out and provision of a footpath. All work is within Cork City Council ownership and a Letter of Consent forms part of this application for the proposed works.

Road Markings and Signage

Any changes to road markings and signage on public property will have to be agreed with Traffic Section - any plans should be submitted for review.

The proposed connectivity works located on public property have been agreed with Cork City Council's Traffic Section.

2.9 Drainage

Consideration of the proposals to address the following Drainage related requirements:

Wastewater

We note that the Applicant has made a Pre-Connection Enquiry to Uisce Eireann. As this in an LRD Application, the Applicant will need to engage further with UE prior to submitting the planning application. The Applicant will need to submit full and final designs to UE for review and approval.

Once UE are satisfied with the design, they will issue a Statement of Design Acceptance. A copy of this statement along with the full design will be required to be submitted with the Planning Application.

A copy of the Design Acceptance and a Confirmation of Feasibility (COF) from Uisce Eireann has been submitted with this LRD Application.

Surface Water

The proposed drainage strategy is not acceptable for taking in charge due to the proposed attenuation tanks. However, if it is not intended for the development to be taken in charge, the proposed drainage strategy is acceptable. Please clarify the intention with respect to TIC in the formal application.

It is not intended that the development will be taken in charge (TIC) by the local authority. Given this approach, the proposed drainage strategy, including the use of attenuation tanks, has been designed to align with the requirements of the site and development plan provisions.

The Applicant has not shown the discharge location for the proposed storm sewer. The proposed storm sewer will have to be included within the red line boundary of the site. A letter of consent from CCC will have to be included with the formal application. Prior to submitting the formal application, please agree all requirements for the proposed storm sewer with CCC.

The Council's comments are acknowledged and the following clarifications and updates are provided regarding the proposed drainage strategy:

- Discharge Location: The discharge location for the proposed storm sewer is clearly indicated on DOSA drawings 7114-0020-F, with the discharge point located within the red line boundary of the site.
- Letter of Consent: A letter of consent from Cork City Council (CCC) has been obtained to support the proposed drainage strategy.
- Engagement with Cork City Council: DOSA Consulting Engineers has actively engaged with Edmond Coleman (Executive Engineer) and Tony Donovan (Senior Executive Engineer) from Cork City Council to ensure the storm sewer requirements are fully addressed. All agreed requirements have been incorporated into DOSA drawings 7114-0020-F.

The development proposes to deliver a drainage strategy that meets all necessary standards and aligns with the expectations of the council and local stakeholders.

2.10 Construction and Demolition

Consideration of the proposals to address the following Construction and Demolition related requirements:

<u>CEMP</u>

Section 3.18 states piling will be included as part of the works, provide further detail on piling works and monitoring of noise and vibration during these times. Bored piling as opposed to percussive piling shall be used during site clearance and construction.

Bored piling, not percussive piling, will be used to reduce noise and vibration. Monitoring will follow BS5228-1:2009+A1:2014, with equipment positioned near sensitive receptors. This information has been updated on the submitted CEMP by DOSA Consulting Engineers.

Section 7.1 Air Quality - This section should be updated to reflect nearby receptors for this site, this section includes details from another project.

Nearby receptors include residential and commercial properties along Church Street and Carrigaline Road. Mitigation includes damping, speed limits, covering stockpiles, and daily inspections. This information has been updated on the submitted CEMP by DOSA Consulting Engineers.

Section 7.5 Dust - Dust monitoring should be carried out at site boundary. Include details on how this will be implemented, managed and how complaints shall be addressed.

Dust monitoring stations will be installed at boundaries. Mitigation measures include water sprays, wind fences, and regular inspections. Complaints will be handled by the site manager. This information has been updated on the submitted CEMP by DOSA Consulting Engineers.

Section 8.2 Noise Limits - outline methodology for noise monitoring to be put in place and location of monitors. Details of mitigation measures to be actioned should be included should thresholds be reached. Outline noise complaint management procedure to be put in place. This should correlate with mitigation measures included in final Noise and Vibration Impact Assessment Report.

Noise monitors will be placed near sensitive areas. Mitigation measures include silencers, noise barriers, and limiting noisy activities. Complaints will be logged and addressed by the site manager. This information has been updated on the submitted CEMP by DOSA Consulting Engineers.

Section 8.3 Vibration - outline where the monitoring devices will be placed on all boundaries as suggested in section 8.3. Details of mitigation measures to be actioned should be included should thresholds be reached. Outline vibration complaint procedure. This should correlate with mitigation measures included in final Noise and Vibration Impact Assessment Report.

Monitors will be installed at boundaries. Mitigation includes vibration-dampening techniques and limiting heavy equipment. Complaints will be

logged and resolved promptly. This information has been updated on the submitted CEMP by DOSA Consulting Engineers.

Section 9.1 Provide detail regarding any overnight site security lighting or if this will be required. Outline how any how complaints shall be addressed in relation to any nuisance caused from lighting on site affecting neighbouring properties during construction.

Directional LED lights will minimize spill onto neighbouring properties. Complaints will be addressed with shielding or repositioning lights as needed.

Construction and Demolition Resource Waste Management Plan

The information provided in the Construction and Demolition Resource Waste Management Plan is sufficient at this point. Prior to the commencement of the development, an updated Construction and Demolition Resource Waste Management Plan needs to be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans. It needs to include the predicted quantities of all wastes, including soils and cut and fill quantities should be provided, including identifying re-use opportunities, as set out in Appendix D of the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021).

The above is noted and an updated Construction and Demolition Resource Waste Management Plan shall be submitted to the Local Authority prior to the commencement of development or if there are any changes to the previously submitted plans. The plan shall be in accordance with the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021) and shall include predicted quantities of all wastes, including soils and cut and fill quantities, including identifying re-use opportunities.

2.11 Noise and Vibration

Consideration of the proposals to address the following Noise & Vibration related requirements:

Noise and Vibration Impact Assessment

The applicant shall include the offices within Montrose House on the Carrigaline Road within their assessment as a receptor. Similarly, the telecommunications building to the south of the site shall be factored in.

The Noise Impact Assessment report prepared by CLV Consulting has been updated to include both Montrose House and the telecommunications building as receptors.

It is noted that monitoring at location NM1 was carried out 2nd-9th of October. On Saturday, 5th October, there was an orange rainfall warning with significant rainfall in this area. As a result, the occupancy and noise level from Barrys of Douglas Beer Garden is likely to have been below typical

levels than can be expected especially during summer period when beer garden occupancy is greatest. As pointed out in report section 5.4, the levels recorded at NM2 on the previous week were greater than that recorded by NM1 monitoring period - likely due to rainfall and reduced occupancy of beer garden. The Applicant is requested to carry out further noise monitoring to establish baseline conditions when beer garden is occupied.

Ambient noise measurements carried out during inclement weather periods typically tend to be elevated due to wind generated noise. However, it is acknowledged that this would tend to deter Barrys of Douglas Bar patrons from occupying the beer garden. Subsequent noise measurements were carried out at NM1 during weekends in 22nd-24th November 2024, 29th-1st December 2024 and 6th-8th December 2024. The average ambient noise level measured during the busiest 18:00 - 01:00hrs pub operation hours during these weekend periods ranged between 54 - 57dB LAeq which was relatively consistent with the 52 - 56dB LAeq range average ambient noise level range measured during the 4th-6th of October 2024 period. Given this consistency, it can therefore be concluded that the measured noise levels would be considered typical of the ambient noise level in the vicinity.

If beer garden noise emissions during summer differ significantly, glazing specifications may be adjusted accordingly if required. However, CLV Consulting did not observe any activities or significant noise events during our current measurements that would be cause for deterring planning approval. Please refer to pages 36–37 of the submitted report for detailed discussion considerations for noise emissions from Barry's of Douglas Bar (including maximum noise levels).

The applicant should review the internal noise level at the facades closest to Barrys of Douglas Beer Garden in relation to maximum LAeq, 1 hr recorded to verify if the proposed mitigation measures can meet the required thresholds.

The various external façade element requirements are based on the noise monitoring results. The recommended façade specifications are therefore based on ambient noise levels measured at ground level which would be considered worst case for incident noise on the various building facades. Although this incident noise will reduce slightly with floor height (due to increasing distance from the various ground level sources), this reduction is only predicted as being ≤ 3dB in all instances. Given this minimal difference, the specifications developed for the various facades at ground level were therefore applied uniformly to all development building floor heights as both a straightforward and worst-case approach.

Please clarify, if noise assessment takes account of noise levels at the various floor levels of the apartment blocks. Outline if noise level varies at different floors and if additional mitigation is required.

As noted above, noise specifications at ground level are applied to all floors to ensure a worst-case approach, as differences in noise levels between floors are ≤3dB.

Based on the details outlined in Section 4.3 and Table 9, further mitigation measures are required to reduce the impact on nearby receptors when construction works are at closest proximity to the receptors. Please provide additional detail in relation to mitigation measures that will be implemented to reduce these levels to the required thresholds.

Construction noise emissions are expected to cause slight to significant impacts near receptors during close-proximity activities. However, it should be considered that noise levels of this order will only occur during periods when activities are occurring in respect of the nearest proposed development building location. This is typical in instances where buildings are constructed in close proximity to noise sensitive receptors especially given that all possible mitigation measures are already being incorporated.

However, it is apparent from a review of the predicted noise level ranges that construction noise emissions will be below the recommended thresholds for activities occurring across the majority of construction areas. In addition, once the building facades in these areas are constructed, construction noise emission levels will decrease significantly even below those predicted due to shielding and increased construction activity distances away from the noise sensitive receptors

Mitigation measures include:

- Supplemental source and path noise controls (as outlined in Sections 5.5 and 6.1 of the report and the CEMP).
- Coordination and communication with local residents to minimize impacts.

Noise levels are predicted to remain below thresholds across most construction areas, and facades will provide additional shielding once constructed.

Noise impact assessment to review noise levels within apartments adjacent to or over: bin-stores, cafes, offices, plant room, bicycle stores or other communal areas. Detail on additional acoustic barrier/mitigation measures to be outlined in the report if required.

Acoustic assessments of internal adjacencies (e.g. bin stores, plant rooms, cafes) will occur during the design stage, once specific constructions and equipment are finalized. However, the acoustic assessment of these adjacencies is typically carried out during the design stage when the specific internal slab / ceiling / partition constructions and plant room equipment are known and the need for independent partitions or sound barrier ceilings can be better determined and their specifications definitively confirmed.

From a planning perspective, whilst it is likely that sound barrier ceilings will be recommended for the bin store, plant room and possibly the café, there are no unusual or atypical noise producing / sensitive adjacencies identified in the current architectural design that cannot be mitigated with conventional constructions at the design stage. The only requirement at planning stage is that it is confirmed that a suitably qualified acoustic consultant is engaged at

the design stage to ensure that the building is designed to both TGD Part E and acoustic best practice requirements.

Operational Waste Management Plan

Consideration of the proposals to address the following Operational Waste Management related requirements:

An Operational Waste Management Plan is required detailing how the waste arising in the development will be managed. Details shall include proposals for waste reduction, reuse, recycling, vented bin storage, as well as who will manage the waste, present it for collection, and dispose of it. The plan should outline clearly who will present the communal waste bins from the Apartment Blocks, ground floor office and retail/café for collection. Provisions should be made within the properties for internal bins to match those that are presented for waste - i.e. provide, general waste, recycling and compost bins .Apartment Blocks - Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided in each storage area. Drawings of Bin Stores to be provided and location of bin stores to provide ease of access for residents as well as those presenting waste for collection. Further detail required in relation to waste storage for the ground floor office and retail/cafe. Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided. Location of the office and retail/cafe bin storage to be identified and confirm if management company or individual business operators will present this waste for collection. Drawings of bin storage area to be provided. For calculations, the developer should refer to the British standards BS 5906: 2005 in relation to waste management in buildings to ascertain capacity required for development.

An Operational Waste Management Plan (OWMP) prepared by MH Planning Consultants accompanies the LRD application. The OWMP addresses how the waste arising from the development will be managed, including storage, sorting and collection. The refuse will be prepared for collection by the Management Company, who will be responsible for presenting the bins to the courtyard of the proposed development on the day of collection. The office and café will have a separate waste storage area from the apartment blocks, and the tenants of the office and café will be responsible for the segregation of waste and presenting the refuse bins for collection of waste, unless other arrangements are made with the management company.

A full breakdown of the refuse expected to be produced can be seen below. The calculations of expected waste production were made by referencing British standards BS 5906: 2005.

Apartments:

Household Waste Yield		
Yearly	283 people x 342kg / person / year	86,868kg / year
Weekly	86,868kg ÷ 52 weeks	1,671kg / week
Bi-Weekly	86,868kg ÷ (52 weeks ÷ 2)	3,341kg / bi-weekly

Table 2 Estimated Household Yield Waste

Waste per Capita in Ireland 2022		
Bin Type	**%**	**Expected Waste Capacity / Week**
Mixed Waste	61%	1,019.31kg / Week
Mixed Dry	22%	367.62kg / Week
Organic	17%	284.07kg / Week

Table 3 Breakdown of Household Waste using National per capita percentages

Bin Type	Bin Capacity	Estimated Weekly Waste	Bins Required for Weekly Use
Mixed Waste	1,100l (250kg)	1,019.3kg	5
Mixed Dry	1,100l (250kg)	367.62kg	2
Organic	1,100l (250kg)	284.07kg	2

Table 4 Estimated domestic bin capacity requirements for the proposed development.

Café / Offices:

As outlined in the Code of Practice, a restaurant or café generates approximately 75 litres of waste per cover per week. Based on the proposed capacity of 42 covers, the café is estimated to produce a total weekly waste volume of 3,150 litres, equivalent to approximately 787.5 kilograms.

The Environmental Protection Agency (EPA) provides additional insights into the waste composition generated by the hospitality and food service sector in Ireland, including cafés. Waste is typically categorized and broken down as follows:

Waste per Capita in Hospitality Sector 2022		
Bin Type	**%**	**Expected Waste Capacity / Week**
Mixed Waste	15-20%	473l – 630l
Mixed Dry	25-30%	788l – 946l
Organic	30-35%	946l - 1,103l
Glass	15-20%	473l – 630l

Table 5 Breakdown of Commercial Waste using National per capita percentages

Bin Type	Bin Capacity	Estimated Weekly Waste	Bins Required for Weekly Use
Mixed Waste	1,100l	473l – 630l	1
Mixed Dry	1,100l	788l – 946l	1
Organic	660l	946l / 1,103l	2
Glass	660l	473l – 630l	1

Table 6 Estimated commercial bin capacity requirements for the proposed development.

All bin storage drawings to be submitted in appendix of the Operational Waste Management Plan. Confirmation to be provided that proposed bin storage area can cater for volume of waste calculated.

Drawings of the bin storage areas have been prepared by O'Mahony Pike Architecture for full details please refer to drawing no. DR-A-1000. In total there are 3 bin storage areas provided for the apartment blocks, and a single storage area for the commercial refuse. Based on the calculations presented above, and the drawings of the refuse storage areas, it is evident that the proposal allows for ample space for bin storage and manoeuvrability.

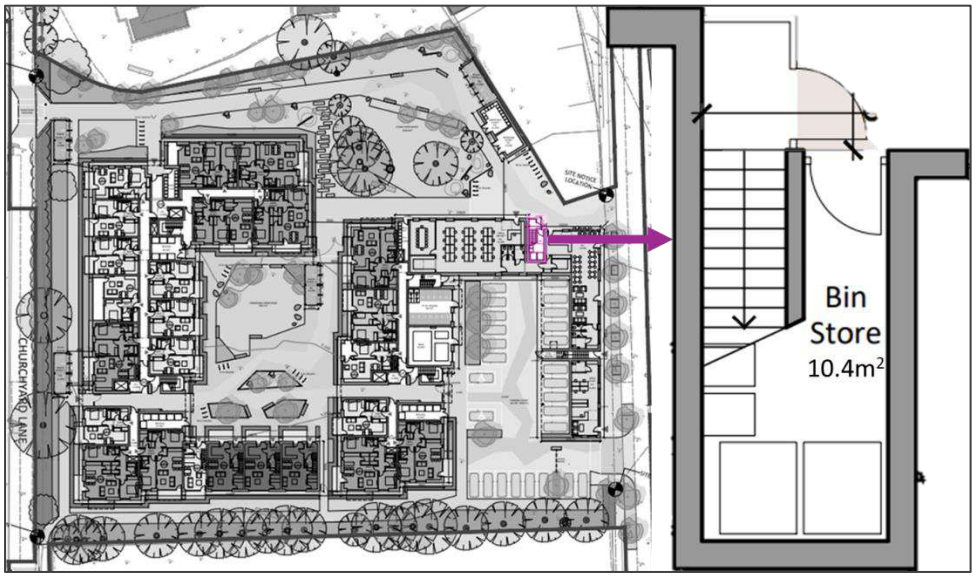

Figure 1 Bin Store area for Commercial Use.

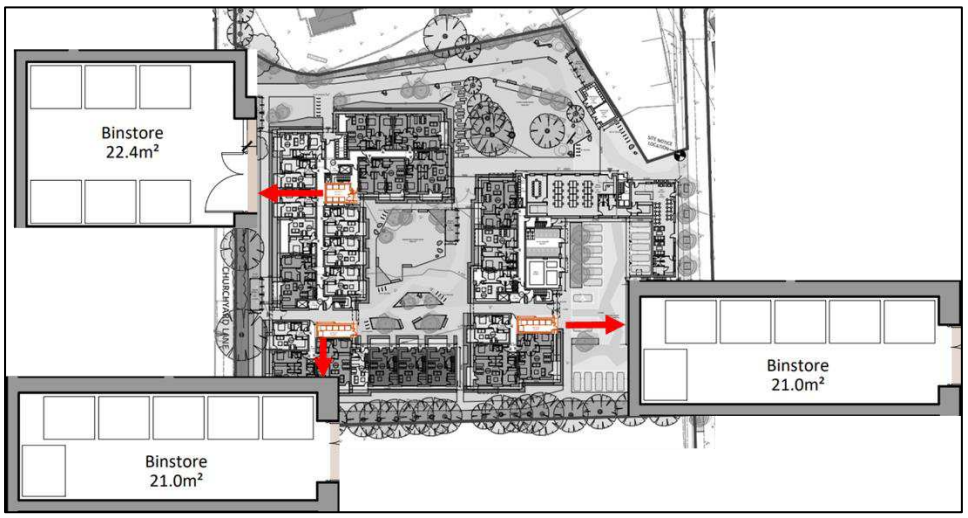

Figure 2 Three Bin Store Areas for Domestic Use

<u>Swept Path Drawing for Refuse Vehicle</u>

It is not clear if a refuse vehicle can enter and turn within the development during waste collection. A swept path analysis of a refuse vehicle is required.

A swept path analysis for the refuse truck has been prepared by DOSA Consulting Engineers and accompanies the LRD application. For full details, please refer to drawing ref. 7114-0013-D.

2.12 Biodiversity

Consideration of the proposals to address the following Biodiversity related requirements:

<u>Invasive Alien Plant Species</u>

Following review of the knotweed survey and management report, it is noted that Japanese knotweed is both onsite and on an adjacent site under the remit of another private owner. The location of the Japanese knotweed within the boundary of the proposed development is where the retail unit and hard landscaping will be developed. There are a number of options mentioned within the management plan, a decision of which option is the most feasible and which will facilitate the development to be developed needs to be made. Either deep cell burial on site or removal to a licenced facility. All options will need to be approved by the Planning Authority and all relevant licences applied for in advance.

The updated Japanese Knotweed Site Survey and Management Plan outlines the removal to a licenced facility off site will be undertaken and it is envisaged the off-site removal shall be completed by the 30th March 2025. Following this, it is recommended that on site monitoring be continued for a further 3 years for any allocation regrowth and treat accordingly.

It is acknowledged that Planning Authority approval and required licenses will be obtained before proceeding. Additional IAS species (e.g., cherry laurel, sycamore, and clematis) will be managed through chemical and physical controls, handled by a contracted landscaping company.

<u>Bat Surveys and Report</u>

The bat surveys and supporting report are very comprehensive and highlights how bats utilise the site and potential bat roosts in close proximity to the site. The recommendations about bat lighting for both the construction and operational phase should be adopted to reduce the possible disturbance to bats using the site for foraging or returning to neighbouring roost locations.

The recommendations regarding bat lighting during construction and operation will be implemented. A dark buffer has been retained at the north-eastern boundary, though light spill onto foraging habitats elsewhere may cause minor residual impacts due to low bat foraging activity.

<u>Ecological Technical Note</u>

This report gives the highlights of the surveys completed for the full Appropriate Assessment which will be submitted in due course. The Biodiversity Net Gain section should be implemented and designs of where possible the swift bricks and house sparrow nest bricks can be installed to be submitted for review.

The AA Screening report and Ecological Impact Assessment (EcIA) has been prepared by Limosa Environmental and submitted with this LRD application. The Biodiversity Net Gain section has been implemented within the EcIA with the following measures including:

- Hedgehog boxes in dense shrubs and treelined areas;
- Use of native trees and shrubs that provide berries for birds such as bird cherry, rowan, and holly; and
- Installation of house sparrow nest boxes under eaves, installed at least 3 meters above ground.

Swift bricks were deemed unsuitable for this site due to spacing constraints near treelines on site.

2.13 Climate Resilience

A statement on how the development has considered climate resilience from design to implementation stages. 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.

An Energy Statement Report has been prepared by MBA Engineers for the proposed development at Barrys Field, Douglas, Cork. The statement outlines measures to meet and exceed the requirements of building regulations related to energy efficiency, heating, ventilation, and sustainability. Key points include:

Compliance with Building Regulations:

Designed to comply with:

- TGD Part L 2022 (Conservation of Fuel and Energy – Dwellings); and
- TGD Part F 2019 (Ventilation)

Provisional BER analysis confirms compliance with NZEB (Nearly Zero Energy Building) standards:

- EPC (Energy Performance Coefficient): ≤ 0.30
- CPC (Carbon Performance Coefficient): ≤ 0.35

Building Fabric:

- High-performance insulation with U-values meeting or exceeding TGD Part L 2022 standards.
- Targeting air permeability ≤ 3 $m^3/(h.m^2)$ @ 50 Pa, well below the maximum limit of 5 $m^3/(h.m^2)$.

Heating, Hot Water, and Ventilation:

- Exhaust Air Heat Pumps with integrated heat recovery ventilation systems are proposed, providing renewable energy and heat recovery.
- Radiators as heat emitters.
- High-efficiency heat exchangers in ventilation systems for energy recovery.

Lighting:

- Low-energy LED lighting throughout, with a minimum efficiency of 66.9 Lm/W.
- Occupancy sensors in communal areas to reduce energy consumption.

Overheating Control:

- Designed to limit heat gains in compliance with TGD L, ensuring long-term occupant comfort through DEAP and TM 59 analysis.

BER Compliance:

- A provisional BER analysis for a typical mid-floor 2-bedroom apartment demonstrates compliance with:
  - EPC, CPC, and RER (Renewable Energy Ratio).

Running Costs:

- Indicative annual space and water heating costs for an A2-rated dwelling (75m²) are estimated at €445.20 (adjusted for 2023 fuel rates, reflecting a 59% increase since 2014).

Electric Vehicle Infrastructure:

- EV charging points will be provided for all parking spaces in compliance with TGD L 2022.
- Electric bike charging facilities will be available in designated areas.

Sustainability and Conclusion:

- The proposed systems ensure low CO2 emissions and energy-efficient operations.
- Designed for low running costs and long-term occupant comfort while aligning with sustainability goals.

2.14 Wayleaves

The site plans should clearly identify all / any wayleaves or rights of way across the application site in accordance with the requirements of article 127(2) of the Planning and Development (Strategic Housing Development) regulations 2017, as amended.

There are no wayleaves or rights of way on the site.

2.15 Statement of Consistency

In accordance with section 5(5)(b) of the Act of 2016, as amended, any application made on foot of this opinion should be accompanied by a statement that in the prospective applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area. Such statement should have regard to the development plan or local area plan in place or, likely to be in place, at the date of the decision of the

Board in respect of any application for permission under section 4 of the Act.

A Statement of Consistency has been prepared by MH Planning Consultants and submitted as part of the LRD application.

2.16 Environmental Screening

The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2022, unless it is proposed to submit an EIAR at application stage.

A 299B Report has been prepared by MH Planning Consultants and submitted with this planning application, along with an EIA Screening report. It has been determined that an EIAR is not required to be carried out for this development. Please refer to the submitted documents for further details.

2.17 Response to Opinion

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.

This document is the statement of response to the issued set out in the Councils opinion.

3. Copy of Cork City Council Opinion

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: LRD 006-24

Proposed Development: The proposed development consists of the construction of 120 no. residential units in 2 no. blocks ranging in 3-5 storey apartments and all ancillary development works including vehicular access, bicycle parking, bin stores, landscaping and amenity areas.

Location: Barry's Field, Carrigaline Road and Churchyard Lane, Douglas, Cork.

It is recommended that the Planning Authority serve a notice on the prospective applicant, pursuant to section 32D(1), of the Planning and Development Act 2000 (as amended), stating that it is of the opinion that the documentation, submitted with the consultation request under section 32B of the Planning and Development Act 2000 (as amended), requires **further consideration and amendment to constitute a reasonable basis on which to make an application for permission for the proposed LRD.**

Pursuant to section 32D(2) the following areas and issues require further consideration. It should be noted that the further consideration of these issues may require amendment to the documents and or design proposals submitted at the application stage.

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

    - The retention of the rural and dense green/ tree-lined western boundary is critical, even more so if the eastern boundary is removed. This western boundary must be maintained as part of the development – this includes both trees and vegetation - and the information submitted should ensure that this character is maintained. The type of planting and retention of foliage throughout the year will be of particular importance.
    - The supporting documents (namely the Design Statement and Architectural Heritage Impact Assessment) should include a full and detailed assessment of character of the Douglas–Donnybrook Architectural Conservation Area (ACA) and a clear explanation of how the proposals would respect and respond to this in terms of massing, scale, design, materials and colour.

- Provide a 3D/ visual to fully show the three-storey block fronting the Old Carrigaline Road to enable a full assessment of this element of the scheme (this does not have to be a photomontage). Further advice on this block are as follows:
    - Block the opening to the external staircase at the centre of the front elevation to enable it to form part of the overall façade design, with access provided on the ground floor.
    - Replace the two blank windows at the centre of three bays to the north with full glazing.
    - Three storeys are not necessarily opposed for the northern corner, but the proposed structure does not appear to sit fully comfortably within the streetscape (as shown in views 2 & 7). As this would be a particularly prominent structure in the streetscape, it is recommended that the design approach is revised to ensure that it integrates more successfully with the ACA. Things to consider could include the roof form, the wide (rather than vertical) corner fenestration at the upper levels, and the varied tone of the proposed brickwork.
- Ensure that all associated plant, guard rails, lift over runs etc. are shown on the drawings, and that the proposals for these elements respect the character of the ACA.

2. Consideration of the proposals to address the following Strategic Planning Policy related requirements (as set out in the Strategic Policy Opinion Report attached in Appendix C):

- The element of mixed use in the form of commercial buildings/offices and café is positive. Further details should be provided setting out its contribution quantitively and qualitatively as part of the overall scheme to both future residents and the public. Details of operational characteristics of the mixed-use elements is desirable to support the integrity of the mixed use proposals;
- Density calculations should be provided as per the methodology outlined in Appendix B of the SRCSGs both gross and net to facilitate assessment;
- In relation to placemaking, while it is positive to see a commitment to retention of the western boundary in particular (heritage wall and trees) the placemaking piece needs to be further developed with regard to the merits of the scheme in terms of its contribution to the streetscape and attractiveness of Douglas, particularly along Old Carrigaline Road, and in terms of legibility through the site in such a way that will actively promote movement through the site and address desire lines;
- In order to enable assessment of impact, you are advised to provide photomontages of the Old Carrigaline Road frontage without trees as the existing boundary is proposed to be removed as well as an image of the proposed boundary post construction.
- Neighbourhood Development Site 2 icons are outlined and recognised in the design statement, including the need to address SuDS. As such, SuDS proposals should form an integral part of the overall drainage and landscape proposal and should be clearly set out in an integrated manner. (Refer to the requirements of the Drainage Engineer in Appendix C)

3. Of particular importance will be the retention of the trees along Churchyard Lane given the reliance on these trees to screen the development from views across the neighbouring cemeteries and wider ACA. Further consideration of the scheme and amendment of proposals is required (as set out in the Tree Officer's Report attached in Appendix C):

   - The details regarding retained trees and their protection measures do not fully comply with the requirements of BS5837:2012. The documentation lacks sufficient site-specific detail, particularly in relation to an arboricultural method statement and an illustrated Tree Protection Plan (TPP). These omissions are critical, as they directly impact the safeguarding of retained trees during development. To achieve compliance, the following must be addressed:

     - A comprehensive, site-specific arboricultural method statement should be prepared, detailing the measures required to protect retained trees throughout all stages of the development process.

     - A detailed, site-specific Tree Protection Plan (TPP) must be provided. This plan should clearly illustrate the location and specifications of tree protection measures, including fencing, ground protection, and construction exclusion zones, as required under BS5837:2012.

     - These documents are essential to ensure compliance with Cork City's Tree Strategy, providing effective protection for retained trees and supporting their positive contribution to the development.

   <u>Tree Planting</u>

   - Should the proposed scheme be taken in charge, it is recommended that Pyrus spp. be omitted from the proposed street tree planting list. While commonly used, Pyrus species present significant long-term management challenges, including structural weaknesses and maintenance requirements, which can lead to increased costs in urban environments. Alternative species with similar aesthetic and functional benefits, but fewer management concerns, should be considered.

   - Furthermore, the proposed planting pits must provide sufficient soil volume to support the selected tree species over the long term. Pits should account for the growth requirements of the trees, ensuring adequate root expansion and access to water and nutrients. Addressing this at the design stage will enhance tree health and longevity, ensuring their success in the urban environment.

   <u>Species Identification</u>

   - The submitted documents identify certain species as native when, in fact, they are not. While this does not impact the design intent or species selection, clarification is necessary to avoid any potential misrepresentation. Accurate identification is important to maintain ecological transparency and to align with the objectives of Cork City Council.

4. Consideration of the proposals to address the following Design related requirements (as set out in the City Architect's Report attached in Appendix C):

- Overall, the simple and refined palette of materials with contemporary language meets our approval. We would recommend a more consistent brick finish rather than the mixed-batch stock brick apparent in some of the images.
- We strongly recommend the introduction of Green Roofs where possible and in particular to the overlooked lower 2-3 storey blocks to the south and east of scheme.
- Pedestrian connections and public realm finishes to both Churchyard Lane (corresponding with existing parking bays) and Carrigaline Rd require further development and clarification.
- Refuse collection management should be clearly demonstrated, particularly from the western block.
- Section 4.10 to 4.13 of Design Standards for New Apartments apply, in particular: 4.13.....*Children's play needs around the apartment building should be catered for: - within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme that includes 25 or more units with two or more bedrooms; & within play areas (200–400 sq. metres) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms.* While the minimum number of apartments has not been reached with regards to older children it is reasonable to suggest a pro-rata approach is applied given the number of proposed 2&3 bed apartments. More detailed design of the proposed external play and amenity areas directly adjacent / linked to the proposed apartment blocks should therefore be provided specifically for toddlers and for older children where possible.

5. Further consideration of the scheme and amendment of proposals/revised drawings/details to provide for active permeability through the site on cycle/foot through to Churchyard Lane from the Parks and Landscape Officer (as set out in the A/Senior Parks & Landscape Officer's Report attached in Appendix C):

    - As per the Sustainable Urban Housing: Design Standards for New Apartments – play provision is to be made in the communal open space.
    - Full design details for the swales and bioretention areas area to be submitted – including maintenance and management plans
    - Tree planting is indicated over attenuation tanks – this is unacceptable .
    - A redesign of the public open space is advisable to allow for better pedestrian flow from east to west across the site. This should allow for a bigger open space behind the proposed seating and the northern site boundary.

6. Consideration of the proposals to address the following Strategic Transport related requirements (as set out in the Strategic Transport Planning Report attached in Appendix C):

    Pedestrian Accessibility

    - The pedestrian accessibility to the proposed development is good. Further details with respect to the interface between the pedestrian access points and the existing parking provision on Churchyard Lane will need to be presented along with visibility splays to ensure pedestrians can cross safely. With respect to the

southern pedestrian access point it should be relocated to the south slightly to tie into the existing footpath on the eastern side of Churchyard Lane, as noted below.

- Considering the potential high pedestrian flows generated by the proposed development to support the low parking provision, pedestrian enhancements to the junction of Churchyard Lane/ Church Street should be considered as part of the proposed development. Measures to be considered at this location could include the provision of additional footpaths, pedestrian crossing on Church Street, dropped kerbs, raised table, etc...
- There is a requirement to provide a separate pedestrian access point from the southern end of the proposed development onto the Old Carrigaline Road.
- Dropped kerbs and a footpath are required to the north of the proposed vehicular entrance to allow pedestrians cross the Old Carrigaline Road safely, this will require the relocation of the proposed grass area and associated tree.

Cycle Accessibility

- The proposed development includes ample cycle parking provision and is well in excess of the Development Plan standards and will support the low car parking provision.

  The provision of cycle parking on the main pedestrian access from Churchyard Lane has the potential to have a negative impact for pedestrian arrival from this entrance and it is recommended that the cycle parking is relocated from this location to the central courtyard (will provide good accessibility and passive surveillance) and to the side of the pedestrian entrance.

Vehicular Accessibility

Access Junction

- The location of the proposed entrance is supported, the preference would be limit the loss of parking to 4 spaces and provide tighter junction radii and allow for a separate entrance as noted previously.

Service Vehicles

- Further details are required with respect to service access for waste collection vehicles to and from the proposed development. The service access plan should include autrotracking of the waste vehicles through the site.

Parking Provision

- The level of parking provision is acceptable as the area is well served with local services and has access to numerous bus routes. The proposed development will need to provide a car park management plan presenting the location of any spaces set aside for the disabled/ mobility impaired, electric vehicle charging locations, car club, commercial spaces, publicly assessable spaces, access control measures, etc... It should be noted that no parking spaces should be assigned to any particular residential unit and that all parking will be a shared resource.

Transportation Assessment

- The level of detail included for in the transportation assessment is very limited and it is suggested that further consultation with the strategic transport planning

team is carried out before formal submission. In terms of junctions to be assessed, the main entrance and the junction of Old Carrigaline Road/ East Douglas Street should also be included in the assessment.
Mobility Management Plan

- The proposed development should include a centralised location where all travel related material will be easily accessible to residents of the proposed development, it is appreciated that the future management company who are most likely going to act as Mobility Managers for the proposed development will include such information online, but it would be useful if the development also included such information hard copy within the complex.

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

- Douglas Village is in theory the central hub for this development "an accessible site well served by public transport" if that is to be, it is critical that that the applicant enhances the pedestrian-cycling connectivity/ improvement in the public realm from the site to Douglas both via the Old Carrigaline Road and Church Street via Church Yard Lane in order to support the notion shared space, raised surface crossing should be all explored for interconnectivity softened in conjunction with DMURS to vindicate inclusivity for all.
- Reduced entrance on Churchyard lane is welcomed however the location of the bicycle stands within the development only encourage the majority of users to access/ egress onto Church Yard Lane – The applicant may explore a more centralised location for such.
- To the East of the development there is a considerable pinch point between bicycle stand and seating area this development should be accessible for all and those less mobile this area should be addressed by the applicant.
- Would welcome more clarity in relation to the Pumping appliance (fire Tender) Auto-tracking layout and the perceived increased of interaction with pedestrians within the development.

8. Consideration of the proposals to address the following Traffic Regulation & Safety related requirements (as set out in the Traffic Regulation & Safety Report attached in Appendix C):

Car Parking

- The low level of parking is welcomed by Cork City Council considering the public transport in the area, the surrounding controlled parking on adjacent streets which should prevent illegal parking and promote sustainable modes of transport, walking and cycling infrastructure in the area. However, this level of parking must be justified by the applicant through the provision of a car parking management plan, inclusion of a car sharing club, a practical mobility management plan, the provision of user friendly and protected cycle facilities and other active travel initiatives.
- "Parking sterilisation" on the adjacent roads to enable HGV construction traffic was mentioned in the submission – Clarification on what this entails needs to be submitted, noting that any permanent or temporary removal of public parking to facilitate construction will need to be agreed in advance and will be dependent on parking demand in the area and will be subject to parking costs.

Bicycle parking

- The proposed 274 spaces are acceptable. The parking needs to be high quality, covered and secured. Designs should be in line with Sustainable Urban housing: Design standards for new apartments document. Focus on cycling initiatives and facilities is of key importance to this development given the parking quantum and therefore we would like to see in detail what the plans will be in place for cycling.

Lighting and traffic signals

- Any proposed changes to public lighting or traffic signals for the development will have to be approved by the ITS section of Cork City Council. Any plans in relation to this should be sent on to them for review.

Churchyard Lane

- The removal of the second vehicular entrance onto Churchyard Lane is welcomed.
- We require further information on the pedestrian connectivity on this lane. The drawings provided show pedestrian crossings coming straight out the pedestrian exits of the development, but we require greater detail around these areas.

Road Markings and Signage

- Any changes to road markings and signage on public property will have to be agreed with Traffic Section – any plans should be submitted for review.

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

Wastewater

- We note that the Applicant has made a Pre-Connection Enquiry to Uisce Éireann. As this in an LRD Application, the Applicant will need to engage further with UÉ prior to submitting the planning application. The Applicant will need to submit full and final designs to UÉ for review and approval.

- Once UÉ are satisfied with the design, they will issue a Statement of Design Acceptance. A copy of this statement along with the full design will be required to be submitted with the Planning Application.

Storm Water

- The proposed drainage strategy is not acceptable for taking in charge due to the proposed attenuation tanks. However, if it is not intended for the development to be taken in charge, the proposed drainage strategy is acceptable. Please clarify the intention with respect to TIC in the formal application.
- The Applicant has not shown the discharge location for the proposed storm sewer. The proposed storm sewer will have to be included within the red line boundary of the site. A letter of consent from CCC will have to be included with the formal application.
- Prior to submitting the formal application, please agree all requirements for the proposed storm sewer with CCC.

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

Construction Environmental Management Plan

- Section 3.18 states piling will be included as part of the works, provide further detail on piling works and monitoring of noise and vibration during these times. Bored piling as opposed to percussive piling shall be used during site clearance and construction.
- Section 7.1 Air Quality – This section should be updated to reflect nearby receptors for this site, this section includes details from another project.
- Section 7.5 Dust - Dust monitoring should be carried out at site boundary. Include details on how this will be implemented, managed and how complaints shall be addressed.
- Section 8.2 Noise Limits - outline methodology for noise monitoring to be put in place and location of monitors. Details of mitigation measures to be actioned should be included should thresholds be reached. Outline noise complaint management procedure to be put in place. This should correlate with mitigation measures included in final Noise and Vibration Impact Assessment Report.
- Section 8.3 Vibration - outline where the monitoring devices will be placed on all boundaries as suggested in section 8.3. Details of mitigation measures to be actioned should be included should thresholds be reached. Outline vibration complaint procedure. This should correlate with mitigation measures included in final Noise and Vibration Impact Assessment Report.
- Section 9.1 Provide detail regarding any overnight site security lighting or if this will be required. Outline how any how complaints shall be addressed in relation to any nuisance caused from lighting on site affecting neighbouring properties during construction.

Construction and Demolition Resource Waste Management Plan

The information provided in the Construction and Demolition Resource Waste Management Plan is sufficient at this point.
Prior to the commencement of the development, an updated Construction and Demolition Resource Waste Management Plan needs to be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans.
It needs to include the predicted quantities of all wastes, including soils and cut and fill quantities should be provided, including identifying re-use opportunities, as set out in Appendix D of the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021).

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

Noise & Vibration Impact Assessment

Further consideration should be given to the following:

- The applicant shall include the offices within Montrose House on the Carrigaline Road within their assessment as a receptor. Similarly, the telecommunications building to the south of the site shall be factored in.
- It is noted that monitoring at location NM1 was carried out 2nd-9th of October. On Saturday, 5th October, there was an orange rainfall warning with significant rainfall in this area. As a result, the occupancy and noise level from Barrys of Douglas Beer Garden is likely to have been below typical levels than can be expected especially during summer period when beer garden occupancy is greatest. As pointed out in

report section 5.4, the levels recorded at NM2 on the previous week were greater than that recorded by NM1 monitoring period - likely due to rainfall and reduced occupancy of beer garden. The Applicant is requested to carry out further noise monitoring to establish baseline conditions when beer garden is occupied. The applicant should review the internal noise level at the facades closest to Barrys of Douglas Beer Garden in relation to maximum LAeq,1hr recorded to verify if the proposed mitigation measures can meet the required thresholds.

- Please clarify, if noise assessment takes account of noise levels at the various floor levels of the apartment blocks. Outline if noise level varies at different floors and if additional mitigation is required.
- Based on the details outlined in Section 4.3 and Table 9, further mitigation measures are required to reduce the impact on nearby receptors when construction works are at closest proximity to the receptors. Please provide additional detail in relation to mitigation measures that will be implemented to reduce these levels to the required thresholds.
- Noise impact assessment to review noise levels within apartments adjacent to or over: binstores, cafes, offices, plant room, bicycle stores or other communal areas. Detail on additional acoustic barrier/mitigation measures to be outlined in the report if required.

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

    Operational Waste Management Plan

    An Operational Waste Management Plan is required detailing how the waste arising in the development will be managed. Details shall include proposals for waste reduction, reuse, recycling, vented bin storage, as well as who will manage the waste, present it for collection, and dispose of it. The plan should outline clearly who will present the communal waste bins from the Apartment Blocks, ground floor office and retail/café for collection. Provisions should be made within the properties for internal bins to match those that are presented for waste - i.e. provide, general waste, recycling and compost bins.
    Apartment Blocks - Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided in each storage area. Drawings of Bin Stores to be provided and location of bin stores to provide ease of access for residents as well as those presenting waste for collection.
    Further detail required in relation to waste storage for the ground floor office and retail/café. Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided. Location of the office and retail/café bin storage to be identified and confirm if management company or individual business operators will present this waste for collection. Drawings of bin storage area to be provided.
    For calculations, the developer should refer to the British standards BS 5906: 2005 in relation to waste management in buildings to ascertain capacity required for development.
    All bin storage drawings to be submitted in appendix of the Operational Waste Management Plan. Confirmation to be provided that proposed bin storage area can cater for volume of waste calculated.

Swept Path Drawing for Refuse Vehicle

It is not clear if a refuse vehicle can enter and turn within the development during waste collection. A swept path analysis of a refuse vehicle is required.

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

Invasive Alien Plant Species at the proposed Development

- Following review of the knotweed survey and management report, it is noted that Japanese knotweed is both onsite and on an adjacent site under the remit of another private owner.
- The location of the Japanese knotweed within the boundary of the proposed development is where the retail unit and hard landscaping will be developed.
- There are a number of options mentioned within the management plan, a decision of which option is the most feasible and which will facilitate the development to be developed needs to be made. Either deep cell burial on site or removal to a licenced facility. All options will need to be approved by the Planning Authority and all relevant licences applied for in advance.

Bat Surveys and Report

- The bat surveys and supporting report are very comprehensive and highlights how bats utilise the site and potential bat roosts in close proximity to the site.
- The recommendations about bat lighting for both the construction and operational phase should be adopted to reduce the possible disturbance to bats using the site for foraging or returning to neighbouring roost locations.

Ecological Technical Note Report

- This report gives the highlights of the surveys completed for the full Appropriate Assessment which will be submitted in due course.
- The Biodiversity Net Gain section should be implemented and designs of where possible the swift bricks and house sparrow nest bricks can be installed to be submitted for review.

14. A statement on how the development has considered climate resilience from design to implementation stages.

15. 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.

16. The site plans should clearly identify all / any wayleaves or rights of way across the application site in accordance with the requirements of article 127(2) of the Planning and Development (Strategic Housing Development) regulations 2017, as amended.

17. In accordance with section 5(5)(b) of the Act of 2016, as amended, any application made on foot of this opinion should be accompanied by a statement that in the prospective applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area. Such statement should have regard to the development plan or local area plan in place or, likely to be in place, at the date of the decision of the Board in respect of any application for permission under section 4 of the Act.

18. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2022, unless it is proposed to submit an EIAR at application stage.

19. 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.