PUNCH
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11/08/2026 244132-PUNCH-XX-XX-CO-C-0001

Re : Response to Engineering Items in the Cork City Council (CCC) Further Information Request for Information on the Proposed Large-Scale Residential Development at Popes Hill

Dated: 11th August 2026

Cork CC Reference 26/44677

Item 10 Roads and Streets

c. *The applicant is requested to review the location of the creche within the development. It is unclear; as it appears to be both the drop off/pick up and also turning area for users of the creche accessing the creche by car. The applicant is requested to clarify and provide details of how all users will safely access the creche.*

Response : Please refer to the response included with the Architects submission document.

d. *The applicant is required to demonstrate & submit details showing adherence to the Sustainable Residential Development in Urban Areas guidance and Making Places A design for residential development guidance, for safe & appropriate location of car parking areas, the design of turning bays & cul-de-sacs and adequate circulation routes & turning areas for waste vehicles & other vehicles).*

Response : PUNCH have undertaken a review of the layout with regard to the guidance referenced. The following is noted in relation to the provisions included in the design.

- Car parking is provided within the development at a ratio of 1 no. space per dwelling in compliance with SPPR 3 of the quoted guidance for parking in urban neighbourhoods. The car-parking provisions are generally on-street within the development with the exception of Blocks D & H where the parking is in-curtilage.
- Drawing Nos. 244132-PUNCH-XX-XX-DR-C-0600 and 244132-PUNCH-XX-XX-DR-C-0601 were prepared to check the circulation routes & turning areas for fire tenders and waste vehicles.

e. *The applicant is required to provide details of the access/egress 'future point of connection (s)', i.e. width/design/material etc.*

Response : Details of the proposed future connections to the south of the development are shown on the Architects Layout and PUNCH Drawing. Nos. 251225-PUNCH-XX-XX-DR-C-401 Roads Layouts - Sheet 2 and 251225-PUNCH-XX-XX-DR-C-421 Proposed Site Levels Layout – Sheet 2. The future connection provision is also referenced in Section 6.5 of the PUNCH Planning Engineering Report.

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Item 12 Drainage

a. *The applicant was advised that the permitted discharge rate shall be based on the 1-in-1 year greenfield runoff rate and not Qbar. The Drainage Impact Assessment states that the proposed discharge rate is Qbar. it is acknowledged that the calculated rate of 6.8l/s appears to be equivalent to the 1-in-1 year rate rather than Qbar. Please clarify and revise.*

Response : The text in the Drainage Impact Assessment has been updated to reflect that the permitted discharge rate is limited to the 1-in-1 year greenfield runoff rate for the effective drained area.

b. *The stormwater drainage from all properties within Block A and the Creche within Block B are discharging to two separate soakaways. The soakaways connected to Block A appears to be located in public open space. The soakaway from the creche appears to be in area garden. Please note that soakaways are not eligible for Taken in Charge. Please clarify how this drainage infrastructure will be maintained, in particular the soakaway in Block A.*

Response : Due to the split-level nature of some units in the development, designed to minimise cut/full across the site, the rear gardens in some blocks are lower than the roadside frontage. It is proposed to bring the rear roof drainage to water butts / downpipe planters and then to private soakaways for Block A and the Creche building. A separation from the Creche to the adjacent boundary is now provided in the layout which will allow for future access for small plant to carry out maintenance works. Inspection chambers with silt traps are to be provided upstream of the soakaways with an inspection or access pipe in the body of the soakaway which will allow for monitoring of the performance of the soakaway over time.

c. *The storm water drainage from Block I is discharging to a pipe from S3-0 to S4.1. It should be noted that this will be classified as Private Common Drainage and will not be Taken In Charge.*

Response : Acknowledged. Due to the split-level nature of some units in the development, designed to minimise cut/full across the site, the rear gardens in some blocks are lower than the roadside frontage. It is proposed to bring the rear roof drainage to water butts / downpipe planters and then to the private common drainage for Block I.

d. *All sewers to be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. No public sewer, or drainage infrastructure such as tanks etc., shall be within 5m of an existing or proposed structure. Please review the Drainage Tables and Long Sections.*

Response : The depths of the drainage has been reviewed and updated within the Drainage Impact Assessment report.

With regard to the foul water drainage a Statement of Acceptance of the Design Submission under CDS24003408 has been received from Uisce Éireann, dated 16th June 2026 and is included in Appendix A of the Planning Engineering Report.

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Item 13 Environment

a. *Waste*

It is unclear for the application how much waste will be generated with this application and how any proposed waste during demolition and construction will be dealt with. You shall engage a suitably qualified person(s) to carry out an evaluation and quantification of all waste on site/waste during construction and submit a Construction and Waste Management Plan for approval by the Local Authority.

Response : An Outline Construction Environmental Management Plan and an Outline Construction & Demolition Resource Waste Management Plan are included with the Planning Submission. Both documents are to be developed further and/or amended where necessary to take account of site-specific requirements and any information which may become available in advance of construction.

The Plan shall include:

i. *The type, quantity and waste codes of hazardous waste generated form the demolition and construction process.*

Response : A summary of the type, quantity and waste codes of hazardous waste is included in Table SF5 of the Outline Construction & Demolition Resource Waste Management Plan.

ii. *The type, quantity and waste codes of non-hazardous waste generated during the demolition and construction process.*

Response : A summary of the type, quantity and waste codes of non-hazardous waste is included in Table SF5 of the Outline Construction & Demolition Resource Waste Management Plan.

iii. *Evaluation and quantification of all waste and submit a revised Construction and Waste Management Plan.*

A detailed estimate of waste to be generated in the overall construction will be completed when detailed construction methodologies are confirmed for the site. A Resource and Waste Inventory in line with the template provided in the EPA document 'Best Practice Guidelines for the preparation of resource & waste management plans for construction & demolition projects' will be provided prior to the construction phase, as shown in Appendix A of the Outline Construction & Demolition Resource Waste Management Plan. The inventory will reflect the specifics of the proposed construction works and will also contain non-construction relation waste streams such as flood, litter and packaging waste etc.

iv. *The construction management plans should include but not limited to details of hours of work/dust pollution measures/public safety and site security/controls to limit noise and vibration, etc.*

The Outline Construction Environmental Management Plan includes details of hours of work/ dust pollution measures/public safety and site security/controls to limit noise and vibration, etc. The Outline Construction Environmental Management Plan will be updated during the detailed design stage of the project to reflect the construction methodologies to be deployed.

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Item 14 Transportation Infrastructure Ireland (TII)

A submission regarding the application was received from TII. It is a public document available to view online in the Cork City Council Citizen Portal. Please review and provide a response.

Response : A Traffic and Transportation Assessment has been completed for the proposed development and is included with the Planning Documentation. The TTA included for a summary of existing traffic flows on the North City Link Road (N20) based on traffic counts undertaken at the North City Link Road – Pope's Road Junction (JTC 1) North City Link Road – L5315 Assumption Road Junction (JTC 2).

The traffic at JTC 1 and JTC 2 was then assessed to account for traffic from the new development and the background traffic. It was found that the traffic generated from the proposed development accounted for less than 5% of the existing background traffic at the junctions on the N20.

The TTA took account of the pedestrian and cycle connectivity enhancement projects on-going by Cork City Council in the area of the Scheme.

A Stage 1 Road Safety Audit (RSA) has been completed for the development and is referenced in Section 6.4 of the Planning Engineering Report with the RSA included as Appendix D to the Report.