

Senior Planner  
Development Management  
Planning and Integrated Development  
Cork City Council  
City Hall  
Anglesea Street  
Cork

13<sup>th</sup> August, 2026

**Our Ref: CON24060**

Dear Sir/Madam,

**RE: PERMISSION FOR A LARGE-SCALE RESIDENTIAL DEVELOPMENT (LRD) AT THIS SITE AT POPES HILL, POPES ROAD, BLACKPOOL, CORK CITY. THE PROPOSED DEVELOPMENT WILL CONSIST OF A LARGE-SCALE RESIDENTIAL DEVELOPMENT (LRD) COMPRISING OF THE FOLLOWING: (1) THE DEMOLITION OF A TERRACE OF 4NO. EXISTING DWELLINGS, 3NO. OF WHICH ARE DERELICT, AND ANCILLARY SHEDS AND THEIR REPLACEMENT WITH 1NO. SINGLE-STOREY 3-BED DETACHED BUNGALOW (116SQM.) ACCESSED VIA A MODIFIED PRIVATE DRIVEWAY; (2) THE CONSTRUCTION OF 103NO. DWELLINGS (10980.6SQM.) (18NO. 1-BEDS, 9NO. 2-BEDS, 68NO. 3-BEDS, AND 8NO. 4-BEDS) OF BETWEEN 2-4 STOREYS IN HEIGHT, TO INCLUDE 50NO. TOWNHOUSES (3NO. 2-BED UNITS; 39NO. 3-BED UNITS AND 8NO. 4-BED UNITS); AND 53NO. DUPLEX APARTMENTS (18NO. 1-BED APARTMENTS, 6NO. 2-BED APARTMENTS, AND 29NO. 3-BED APARTMENTS); (3) THE PROPOSED DEVELOPMENT WILL ALSO INCLUDE A GROUND FLOOR CRÈCHE (217.4SQM.) WITH REAR GARDEN AND FRONT SET DOWN AREA. (4) THE PROPOSED DEVELOPMENT WILL ALSO INCLUDE 104NO. CAR PARKING SPACES, 128NO. CYCLE SPACES, INTERNAL ROADS AND PATHWAYS, INCLUDING INTERNAL TRAFFIC CALMING MEASURES AND PEDESTRIAN CROSSINGS; THE PROVISION OF PRIVATE, COMMUNAL AND PUBLIC OPEN SPACE, INCLUDING ALL BALCONIES AND TERRACES; HARD AND SOFT LANDSCAPING AND BOUNDARY TREATMENTS; RETAINING WALLS; BIN STORES; REVISIONS TO THE EXISTING ACCESS; 2NO. PEDESTRIAN CONNECTIONS WITH GLENTASNA PARK TO THE NORTH; AND ALL ASSOCIATED SITE DEVELOPMENT, LANDSCAPING AND BOUNDARY TREATMENT, AND DRAINAGE WORKS, INCLUDING SUDS. THE APPLICATION MAY BE INSPECTED ONLINE AT THE FOLLOWING WEBSITE: [WWW.POPESHILLRD.IE](http://WWW.POPESHILLRD.IE)**

**APPLICATION REGISTER REFERENCE: 26/44677**

**RESPONSE TO REQUEST FOR FURTHER INFORMATION (RFI)**

We, Coakley O'Neill Town Planning Ltd, NSC Campus, Mahon, Cork T12 H7AA, have been instructed by Pontorac Limited to lodge this response to the RFI dated 17<sup>th</sup> June 2026 on PA Reg. Ref. 26/44677 for permission in respect of a proposed Large-Scale Residential Development (LRD) on a site at Popes Hill, Popes Road, Blackpool, Cork City.

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Our detailed response to the RFI issued by the Council is set out, in order of items below.

**RFI Item No. 1: Density and Unit Mix**

*Recent ACP decisions have, in May 2026, applied a strict interpretation of requirements as set out in the Cork City Development Plan 2022-2028 (CCDP) and the Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities 2024. In particular, where proposals were deemed not to accord with the required density or unit mix. The following further information is required to aid in the assessment of the proposed development in this specific context:*

- a. *Table 11.2 of the CCDP shows that a density of 50-100 units applies. Table 3.1, City – Urban Neighbourhoods, of the Guidelines indicates that a range of 50-250 applies.*

*There may be justification, on the subject site, for a density that is outside of the range of density required in the CCDP and Guidelines. The rationale for the proposed density set out in the application documentation however identifies the wrong range as being applicable to the site. Additionally, the justification for the density is not considered robust.*

*Please submit a corrected and updated rationale / justification to aid in the assessment of this application.*

- b. *The number of 3 bed townhouse units proposed, being 78.4% of the total, greatly exceeds the maximum as set out in the CCDP, specifically the unit mix requirements detailed in Table 11.8 of the plan.*

*No market-based evidence has been provided to demonstrate that 'demand / need for a specific dwelling size is lower than the target'. The proposed development therefore does not accord with Objective 11.2.*

*Please submit detailed calculations and market-based justification in order to demonstrate compliance with Objective 11.2, or, if applicable, a rationale / justification.*

**Response:**

In response, and in compliance with Tables 11.2 and 3.1 of the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities 2024 and Objective 11.2 and Table 11.8 of the Cork City Development Plan 2022, we can advise as follows:

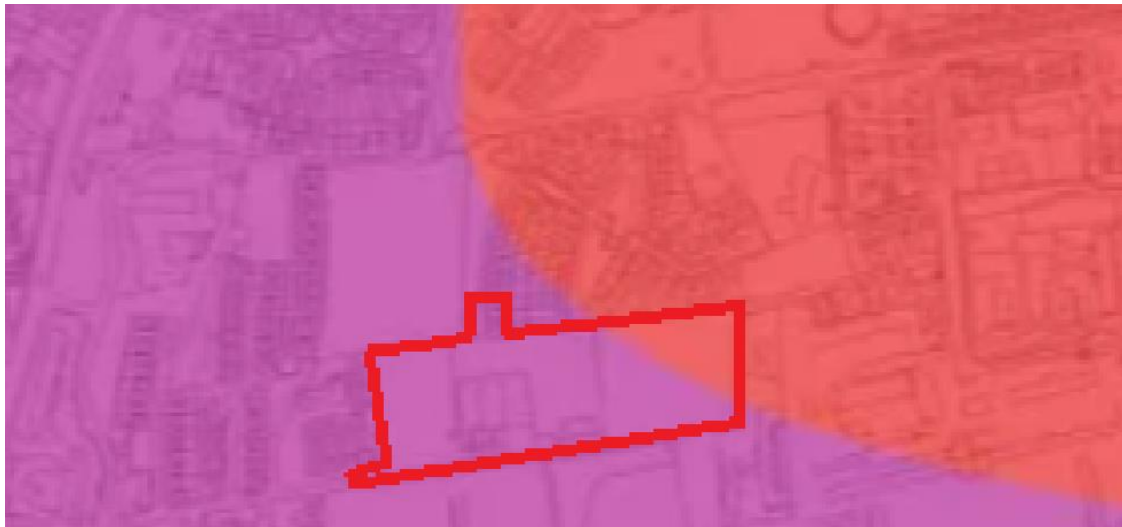
- a. The RFI notes that the analysis submitted with the application applied an incorrect density range and that the density range applicable to the *City-Urban Neighbourhood* area is to be applied. Table 3.2 of the Guidelines define this area as follows:

*The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs areas. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of*

*these Guidelines that residential densities in the range **50 dph to 250 dph (net)** shall generally be applied in urban neighbourhoods of Dublin and Cork.*

This highlights a revised minimum density of 50dph to be considered. Our response is as follows:

- The Guidelines specify city urban neighbourhoods as highly accessible locations around the city centre, however regard must be had to the subject site's location on a hill overlooking the Blackpool Valley, its sloping topography, and steep gradient. The site rises from +54.5m O.D. in the northwestern corner of the site near to +82.5m O.D. at its highest point at the southeastern corner. These constraints fully informed the design resulting in a more appropriate lower density approach being taken to facilitate an accessible development while also incorporating intermittent areas of steep gradient, such that the proposed development can deliver a reasonable density and can be successfully absorbed into the surrounding area.
- Section 3.4.2 of the Guidelines considers the evaluation of any '*particular sensitivities*' of the site area, character, amenity and natural environment. An evaluation of the site's topography of the site has been considered '*in a positive and proportionate way to the receiving context through site responsive design*' in progressing the density proposed.
- Section 5.2 of the Guidelines further states that '*it is a Government policy to support medium density 'own door' housing models in Ireland, alongside traditional housing and apartment developments.*'. The proposed development responds to this by facilitating a medium density scheme focused on 'own door' housing.
- While Objective 11.2 of the Plan sets out that minimum residential density targets will be applied to all development sites, this is qualified by the reference to exceptional circumstances. The topography of the subject site presents an exceptional circumstance in which a medium density model would be more appropriate.
- We also note the provisions of the Urban Density, Building Height and Tall Building Strategy, which is a supporting document of the Plan, which identifies that density targets are not a static tool but states that '*there will be instances, given a site's particular context, where densities and heights lower or higher than those outlined in the strategy may be appropriate*'. We consider the medium density proposed – 43.3 units/ha - to be appropriate in its context, having regard to the existing pattern of development in the area.
- In addition, and as illustrated in Figure 1 below, we note that in Maps 01, 02 and 03 of Volume 2 of the Plan that the site straddles the Fringe/Corridor/Centre and Inner Urban Suburbs areas, where an average target density of 45-100 units/ha is supported. This must be taken into account in defining the appropriate density for the site. It is also considered that the targets set out in the Plan could be considered to constitute a recommended range as opposed to a definitive limitation. The proposed density of 43.3ha is very close to the recommended range.



**Figure 1: Proposed Development Site relative to Maps 01, 02, and 03 of Volume 2 of the Plan**

- The design has also been fully informed by the advice offered in section 11.71 of Plan, which notes that *most of the new development in Cork City and the Urban Towns will be built at a "gentle density" of 40-70dph and a scale of 2-4 storeys*. The proposed density and height of the development at Pope's Hill aligns with this envisaged gentle density and scale for Cork City.
- We also note that the RFI states that *there may be justification, on the subject site, for a density that is outside of the range of density required in in the CCDP and Guidelines*. Implicit in this is an understanding that, given its characteristics, there is scope to consider an appropriate density that this location. It is also considered that the proposed density is only marginally below the recommended range.
- The proposed density also reflects the fact that the site owner is to be accommodated on the site in a detached bungalow in its own setting. If the owner's requirements did not have to be provided on site, an additional duplex block of c. 18no. units could be provided, increasing the density further to c. 50 units/ha.
- b.** Furthermore, and in relation to dwelling size mix, section 11.80 of the Plan provides guidance towards the justification of the provision of housing mix at a lower rate than the target specified based on market evidence. In this context, we note the following precedence and accompanying Market Demand Report prepared by Casey and Kingston Auctioneers.
  - Notwithstanding the demand for 3-bed units in the area, the proposed mix has been revised to provide a reduced quantum of 3 bed units, while also providing a number of 2-bed units that support a greater diversity of potential residents.
  - The number of 1 and 2 beds now account for over 43% of the scheme, with 3 beds reduced to 50%. Please note that there are no studio units proposed, a relevant consideration in considering the revised housing mix.
  - It is submitted that the proposed housing mix strikes a balance between meeting unmet housing demand in Cork City and providing a balanced supply in accordance with Objective 3.6 and Table 11.8 of the Plan

in relation to housing mix and allows for a wide range of occupants that will contribute to a balanced community that can sustain social and community infrastructure in the area.

- Further to this, we note 2no. recently permitted schemes at Ballyvolane under Planning Ref: 25/44084 and 25/43863 which were permitted to include a mix of unit types which provided 63.3% and 55% 3-bed units.
- Against this background, the proposed proportion of three-bedroom accommodation at Pope's Hill, and overall housing mix is considered reasonable and market appropriate, particularly given the site's more central urban location and access to existing services, employment and transport connections.

**RFI Item No. 2 Northern Boundary:**

*A review of the site layout plan shows that there is a long narrow 'strip' of land between the subject site and the Glentrasna estate. It is not taken in charge, and, as it has not been identified with a blue line on the Site Location Map. The red line does not extend over this 'strip' where proposed pedestrian accesses are located.*

- In order to demonstrate compliance with the mapped objective for a Walkway & Cycleway through the site, and provide for permeability, please submit detailed plans and documentation to demonstrate exactly how the westernmost of these two proposed access points will be achieved – noting that the wall through which access must be made is outside of the redline boundary where the path is currently proposed. Any plans submitted shall show the existing boundary wall and where the opening will be made.*
- Please submit proposals for how the remaining strip between the subject site and Glentrasna estate will be accessed and managed.*

**Response:**

The applicant acknowledges the narrow strip of land between the subject site and the Glentrasna estate which is not taken in charge and the red line therefore does not extend over this strip. The applicant, however, does not own this strip of land; this strip of land is not included in the title which the applicant seeks to acquire; and the applicant does not have consent from the owner to include this strip of land in the red line boundary. No change is proposed to the red line boundary in this context.

In addition, the following is of note:

The development now proposes a single pedestrian/cycle connection at the western side of the site in accordance with the permeability objective for the site as set out in the Plan.

The westernmost pedestrian access to the site has been revised to be fully contained within the red line boundary and for which the applicant has the relevant consent, as originally submitted. This is illustrated on the revised Site Layout Plan (**P23-288C-RAU-XX-00-DR-A-1000**) and Landscape Masterplan (**24184-2-101**) drawings enclosed herein.

Further to this, and having regard to the extent of submissions on the matter, as well as the fact that strip of land to the north is outside the control of the applicant, the easternmost access to Glentrasna is now proposed to be omitted.

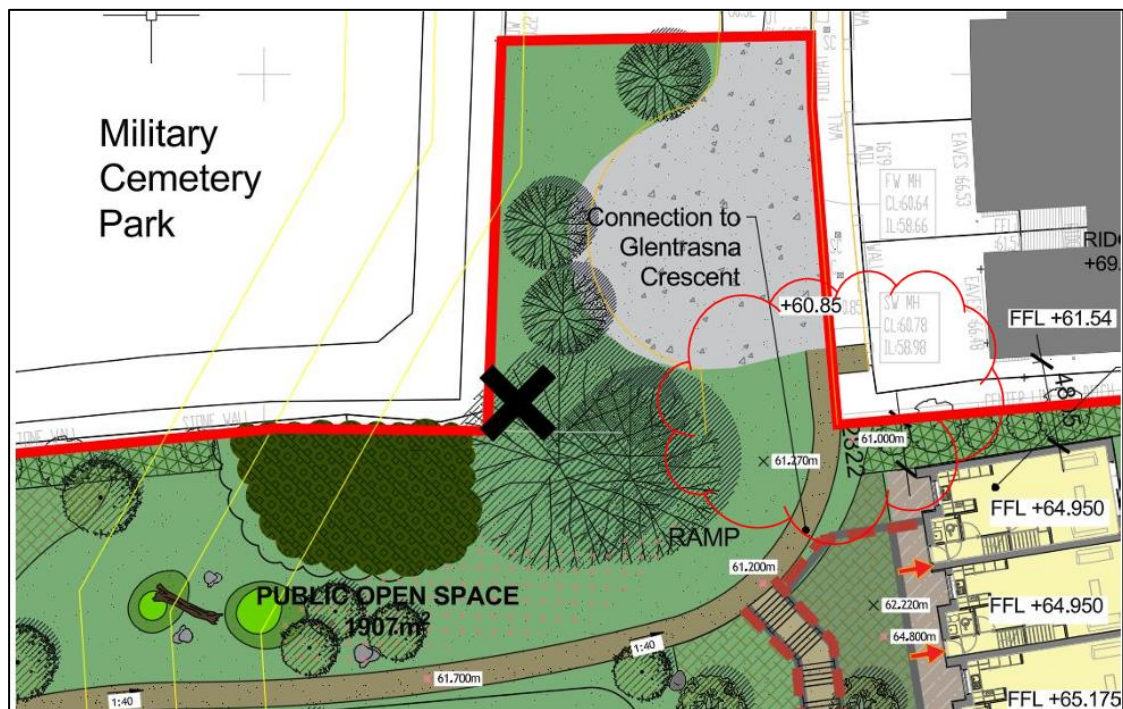


Figure 2: Revised westernmost pedestrian access to Glentrasna Crescent

**RFI Item No. 3: Boundary Adjacent Vegetated Areas**

- a. The proposal will create a very high steep embankment parallel to the northern boundary, adjacent to the Glentrasna estate. Landscaping is proposed adjacent to the northern boundary but, because of the level differences, there will be no passive surveillance of this area and it is unclear how it will be maintained.

Please submit a detailed plan addressing how passive surveillance will be established and exactly how this space will be maintained.

- b. No details have been provided regarding how the proposed vegetation buffer on the western boundary, to the west of Block A will be accessed and maintained. The buffer is required to mitigate negative impact to the residential amenity of residents in the Popes Hill estate to the west. It is not considered appropriate to incorporate the buffer into private gardens, as it would likely be removed by owners over time.

Please address, noting that the best solution may be a combination of changing the duplex units to apartments, thus allowing for the open space to become a managed space, and a further setback of the block to the east.

**Response:**

- a. The vegetated area along the northern boundary has been designed as a low-maintenance landscape area, with the majority of the existing vegetation being retained and supplemented with native planting to enhance biodiversity.

As illustrated on CSR's Landscape Masterplan drawing no. **24184-2-101**, access for inspection and maintenance will be provided from the central open space within the site. The adjoining opening space

and pedestrian routes within these open spaces will provide opportunities for passive surveillance over the area.



**Figure 3: Landscape Masterplan detail for Northern Boundary**

- b.** As set out previously, the planting strip along the western boundary has been provided to enhance biodiversity, minimise potential impacts on adjoining residential amenity and would support the wider green framework for the area.

During S247 pre-planning consultations it was originally proposed to omit this strip from the rear gardens with the area comprising of a green corridor screen that would not form part of the property boundary of the units in Block A.

The Park's Department during the S247 meeting had concerns that this could lead to the creation of no man's lands to the rear of properties, which will become problematic over time as no one will take responsibility for them.

Owing to this, the landscape buffer along the western boundary has formed part of the rear garden areas for Block A. By incorporating the buffer into the private boundaries, a clear ownership of same and maintenance responsibility is established from the outset. This arrangement ensures that the landscaped area will be actively maintained as part of the normal upkeep of the associated dwellings. It further avoids the risk of a poorly managed residual space developing along the site boundary and the risk of 'fly tipping'.

Notwithstanding that the buffer forms part of private gardens, the proposed planting scheme has been specifically designed to provide a substantial visual screen between the proposed development and the existing residential properties in Popes Hill to the west.

The proposed arrangement therefore represents a practical and sustainable solution that balances the need for an effective landscape buffer with the need to avoid the creation of a poorly overlooked and unmanaged green corridor strip.

The incorporation of these areas into the rear gardens of the proposed Block A dwellings is therefore maintained. Please refer to CSR's Landscape Masterplan and drawing no. **24184-2-201 Section H-H** for further details on the proposed boundary treatment.

**RFI Item No. 4: City Architects**

- a. *Please submit a revised site plan and associated sections, elevations etc. illustrating the omission of one bay from Block F, to allow the road to be moved south, so as to provide a more consistent 20 metre buffer to the existing houses at Glentrasna, in line with the approach proposed at Blocks H and I.*
- b. *Please submit a revised site plan showing the omission of the stepped access route to Glentrasna Avenue, or, if the changes required by points 3a. and 4a. above result in the creation of enough additional space, a revised site plan to show a non-stepped walkway / cycleway that benefits from passive surveillance.*

**Response:**

- a. With respect to moving the road layout further south, this was considered by the design team, however this was deemed to not be a viable solution owing to the existing site levels in terms of achieving an acceptable road gradient and the potential for wider impacts to other residential blocks in relation to finished floor levels.

The overall road length of the internal estate road would shorten by approximately 20 metres if it were to be moved further south, and while the current road level is set at 1:21, the reduction of 20 metres gives rise to a c. 1m of level change. If this were to occur, there would be significant knock on effects to the road levels and subsequently finished floor levels, to be spread out amongst the other blocks.

The road layout therefore remains unchanged, but the bookend unit for Block F has been revised.

Please refer to Reddy Drawings **P23-288C-RAU-BF-XX-DR-A-1106**, **P23-288C-RAU-BF-XX-DR-A-2104** and **P23-288C-RAU-XX-ZZ-DR-A-3000**. The roof profile and height of the northern bookend unit of Block F has been reprofiled and reduced in height. The new bookend unit now comprises of a 1-bed apartment and 3-bed duplex with the 3<sup>rd</sup> floor now omitted from same.

- b. Please refer to Proposed Site Layout plan drawing **P23-288C-RAU-XX-00-DR-A-1000** which shows the removal of the stepped access to Glentrasna Avenue. It is not proposed to provide any access to Glentrasna from this location.

**RFI Item No. 5: Access to Light**

*Contrary to the requirements of Objective 11.4, no Daylight Sunlight and Overshadowing assessment has been submitted with this application. Please submit a full Daylight and Sunlight Analysis Assessment focusing upon access to light both within the proposed residential units and ancillary private open spaces. This assessment shall include, but not be limited to, ground floor units and ancillary private open spaces, in Blocks G and K.*

**Response:**

Please see enclosed Daylight Sunlight Analysis Assessment carried out by Chris Shackleton Consulting, which assesses the impact of the proposed development will have on neighbours in terms of daylight, sunlight and shadow.

The report in has been prepared in accordance with Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice – Third Edition - 2022.

The key results are as follows:

***Change/Impact to neighbouring buildings in the adjoining residential areas.***

- Skylight- VSC
  - 98% (100% including marginals) of the tested windows comply with the VSC requirements for habitable rooms.

The average change ratio for VSC is 0.93
- Sunlight APSH & WPSH
  - 100% of tested windows comply with the annual APSH and
  - 100% with the winter WPSH requirements for sunlight or overall requirement.
  - The average change ratio for sunlight is APSH:0.95 and WPSH: 0.81
- Sunlight on the Ground SOG (Shadow)
  - 100% of tested neighbouring amenity spaces pass the 2-hour test requirements for the 21st March.
  - The average change ratio for shadow/sunlight is 0.99

***Performance of the proposed design***

- **Target Illuminance ET**
  - **99%** (99% including marginals) of rooms comply with the BS/EN 17037 Annex NA room targets for 50% of the floor area tested.
  - The average compliant areas achieving the relevant target Lx for
    - all bedrooms is **99%** and
    - all Living/Kitchen spaces **93%**
    - both are well in excess of the required 50%
- **Sunlight to rooms:**
  - All windows to living rooms receive some sunlight and the number that face North are small.
  - **96%** comply with the 1.5hr BRE test on the 21st March.
  - This is consistent with the BRE defined "careful layout design" 80% target.
- **Sunlight on the Ground SOG (Shadow)**
  - There are no specific shared/communal spaces allocated to the apartment/duplex units. Instead there
  - is considerable overprovision of public amenity, and the communal spaces are incorporated within
  - these areas.
  - No testing is required.

The report concludes that the application generally complies with the recommendations and Guidelines of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BR209 - 2022). This development has been successfully designed to maximise the occupant's access to light and reduce the impact on existing buildings.

**RFI Item No. 6: Visual Impact- Area of High Landscape Value**

*Much of the subject site is in an Area of High Landscape Value. It is considered that the massing of the proposed Creche building (Block B) significantly exceeds the height of existing adjoining structures, impacting negatively upon the ridgeline silhouette within the Area of Landscape Value.*

*Please revise proposals to reduce height or otherwise amend and submit updated Photomontage Imagery for Views no. 3 and 4 to show a reduced impact.*

**Response:**

Noting that much of the site lies within an Area of High Landscape Value, and in response to the above, a revised building footprint and massing has been considered. Block B has been relocated further eastwards into the site to increase the overall separation distance between the western gable of Block B and the existing properties on Popes Hill.

Further to this, the building height and roof profile of the creche has been amended to provide a more sensitive response to the existing ridgeline and surrounding landscape setting. To support this, updated elevations, sections and visual renders have been prepared.



**Figure 4: Revised Block B**

**RFI Item No. 7: Visual Impact- Residential Amenity**

*It is considered that the massing of the proposed Block E at its northern end, being significantly higher than the immediately adjacent residences in the Glentrasna estate, has an undue impact upon residents therein.*

*Please revise proposals, to reduce height of the most northerly bay of this block, by one floor, or otherwise amended to reduce impacts, and submit site sections, floor plans, elevations and sections, to demonstrate a reduced impact.*

**Response:**

The northern bay of Block E has been reduced by one storey to improve its relationship with the existing dwellings in Glentrasna estate to the north.

Revised elevations and section drawings have been prepared to illustrate this, which demonstrate a clearly reduced impact on adjoining properties.

Please refer to Reddy Drawings **P23-288C-RAU-BE-XX-DR-A-1105**, **P23-288C-RAU-BE-XX-DR-A-2103** and **P23-288C-RAU-XX-ZZ-DR-A-3000** enclosed herein.

**RFI Item No. 8: Internal Storage**

*The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025) state that, 'As a rule, no individual storage room within an apartment should exceed 3.5 square metres'.*

*It is noted that some of the internal storage areas exceed 3.5sqm – for instance some of the storage in areas on the first floor of Block F are 5.9 sqm while some of those on the second floor are 6.4 sqm. These are not considered acceptable. Please address.*

**Response:**

The internal storage areas for the apartment units have been revised to comply with the maximum 3.5sqm guidance for individual storage areas as set out in Section 3.7 of the Design Standards for New Apartments Guidelines for Planning Authorities, 2025.

**RFI Item No. 9: Duplex Bin Storage Areas**

*The bin storage areas on the ground floor of Block B are not considered appropriate in this location, at the entrance to the development, and may impact upon the amenity of ground floor residents reducing access to light.*

*In addition, the bin store areas for the remaining duplex blocks, where waste for upper floor residents are located directly in front of ground floor windows, are not acceptable.*

*Accordingly, please submit a revised proposal for the bin storage for duplex units.*

**Response:**

Bin store locations for Block B and the remaining duplex blocks within the scheme have been revised to be relocated away from residential windows where possible. Additional screening and landscaping arrangements are proposed to ensure that these areas are not visually prominent for residents, improving overall residential amenity while maintaining existing waste collection arrangements.

Please refer to Reddy floor plan drawings the duplex blocks for further details on the revised bin store areas **P23-288C-RAU-BB-XX-DR-A-1100**, **P23-288C-RAU-BB-XX-DR-A-1101**, **P23-288C-RAU-BB-XX-DR-A-1106**, **P23-288C-RAU-BB-XX-DR-A-1107** and **P23-288C-RAU-BK-XX-DR-A-1112**.

**RFI Item No. 10: Urban Roads and Street Design (Planning)**

- a. *The applicant is required to clarify and confirm, on a drawing, the public infrastructure provided by the development which is proposed to be subject to a taking in charge application, or, if a management company will be put in place prior to operation to maintain communal infrastructure. Cork City Council does not take in charge private car parking spaces. The applicant must confirm the parking spaces are public and remove any numbering of spaces should the spaces proposed be subject to a taking in charge application.*

- b. The applicant is required to ensure public infrastructure proposed to be taken in charge, such as surface water and public lighting, should be located within the area of land proposed to be taken in charge. Should the applicant not be in a position to re-route these services, then wayleaves are required to be put in place prior to the conclusion of the taking in charge process. Currently, the applicant is proposing car parking spaces that are in effect 'located on an island' between the carriageway and the footpath.*
- 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.*
- 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 guide for residential estate 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 (and other vehicles).*
- e. The applicant is required to provide details of the access/egress 'future point of connection(s)', i.e. width/design type/material etc.*

**Response:**

- a.** A Management Company will be established for the development and will be responsible for the management, maintenance, and upkeep of all communal areas, private roads, parking areas and public open spaces, any landscaping and drainage not proposed for Taking in Charge. Car parking is as previously set out, and all numbered spaces will be private spaces and managed by the management company.
- b.** The applicant acknowledges the requirement that infrastructure proposed for Taking in Charge should, where practicable, be located within lands intended for Taking in Charge.

Where infrastructure cannot reasonably be accommodated within the Taking in Charge boundary, appropriate wayleave and easement arrangements will be put in place to ensure unrestricted access for inspection, maintenance and replacement purposes.

The parking spaces located on an island, are not proposed to be Taken in Charge and will be maintained by the management company.

- c.** The applicant has reviewed the access arrangements for the proposed crèche and confirms that safe pedestrian and vehicular access is provided.

The proposed design incorporates dedicated set-down and pick-up facilities together with sufficient manoeuvring space to allow vehicles to enter, circulate and exit safely. Pedestrian access to the crèche is provided via the internal footpath network, which connects directly to the wider development and promotes safe movement for children, parents, staff and visitors.

- d. Car parking provisions within the site generally comprise of on-street parking with the exception of Blocks D and H where parking is in-curtilage. In respect of circulation routes, Punch Drawings **244132-PUNCH-XX-XX-DR-C-0600** and **244132-PUNCH-XX-XX-DR-C-0601** have been prepared which demonstrate that fire tender and waste vehicle access is achievable within the site.
- e. With respect to future points of access, these are shown indicatively in response to the request to do so at S247 stage. Please refer to Reddy's Proposed Site Layout and Punch Drawing **251225-PUNCH-XX-XX-DR-C-401** and **251225-PUNCH-XX-XX-DR-C-421**. These future points will serve a future residential development to the south and that proposal will provide the required detail in respect of the nature and extent of these accesses.

#### **RFI Item No. 11: Part V Housing**

*The mix of unit type proposed, for transfer under Part V, is not deemed acceptable to the Housing Directorate, due to the unbalanced percentage of houses versus duplex apartments / apartments being proposed. A revised Part V proposal should be submitted showing a balanced ratio of houses versus apartments/duplexes, or as close as is practicable, for transfer under Part V. The designated houses for transfer should be pepper potted throughout the site.*

#### **Response:**

Please refer to revised Part V Layout from Reddy Architecture (**P23-288C-RAU-XX-ZZ-DR-A-1003**). These units are now more dispersed throughout the site in a pepper potted arrangement and comprise of 21no. units, which represents 20% of the overall scheme.

The mix of units includes 12no. duplex units and 9no. townhouse units within Blocks A, E, G, H, J and K.

#### **RFI Item No. 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 based on Qbar. It is acknowledged that the calculated rate of 6.81l/s appears to be equivalent to the 1-in-1-year rate rather than Qbar. Please clarify and revise.*
- b. *The storm water drainage from all properties within Block A and the creche within Block B are discharging to two separate soakaways. The soakaway connected to Block A appears to be located in public open space. The soakaway from the creche appears to be in a rear private 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.*
- c. *The storm water drainage from Block I is discharging to a pipe from S3-0 to S1-4. It should be noted that this will be classified as Private Common Drainage and will not be eligible for Taken In Charge.*
- d. *All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. 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:**

Please refer to Punch Consulting Engineer's revised Planning Engineering Report and Drainage Impact Assessment **(244132-PUNCH-XX-XX-RP-C-004 and 244132-PUNCH-XX-XX-RP-C-014)** which sets out site servicing arrangements for proposed development.

- a. As set out in the revised DIA, discharge rate has been restricted to the 1-in-1 year greenfield runoff rate, for the effected drained area 6.81 l/s, which is 4% of the pipework capacity of the existing network of 165 l/s at the outfall from Glentrasna to Glen Avenue.

Further up the Glentrasna Estate in Catchment I, the surface water pipework flattens to a gradient 1/70 between manholes MH 101 & MH 103, however the existing drainage area is much less with a capacity calculation for this section of pipework also included below. Therefore, the Glentrasna Estate drainage system is capable of accommodating the greenfield flow from the proposed development.

- b. The proposed soakaways serving Block A and the crèche within Block B form part of the private surface water drainage network and are not intended to be offered for Taking in Charge.

The soakaway serving Block A, while located within the designated public open space, will remain in private ownership and responsibility under the management company established for the development. The maintenance, inspection and any future repair or replacement of this soakaway and associated pipework will be undertaken by the owners' management company.

The private soakaway proposed to the rear of the creche, will cater for the runoff from the rear roofs of these units. Future access to the private soakaway at Block B can be accommodated at the side of the creche where clearance is now provided to the boundary of the adjoining existing houses and will be maintained by the owner/operator of the creche.

The design proposed follows guidelines set out in Infiltration systems Guidelines: CIRIA SuDS Manual 2015, chapter 13.

- c. It is noted and acknowledged that the stormwater drainage from Block I will be classified as Private Common Drainage and will not be Taken in Charge.
- d. 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 16<sup>th</sup> June 2026 and is included in Appendix A of the Planning Engineering Report.

**RFI Item No. 13: Environment**
**a. Waste**

*It is unclear from 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. The Plan shall include:*

- i. The type, quantity and waste codes of hazardous waste generated from the demolition and construction process*
- ii. The type, quantity and waste codes of non-hazardous waste generated during the demolition and construction process.*
- iii. Submit the names of waste collectors to be engaged in waste movement as well as destination waste facilities where waste will be taken off-site for recovery/disposal.*
- 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.*

**b. Noise**

*The Developer shall submit to the planning authority a noise report prepared by a noise specialist consultant. The report should address, but not be limited to, the following: Identification of surrounding sensitive noise receptors. Prediction of noise levels sources associated with the development and their expected noise level output during the construction and operational phases of the proposed development. What noise mitigation measures would be put in place? What are likely effects on nearby noise receptors? The applicant needs to clarify if there is mechanical equipment (extractor fans, air-con, heat pumps, etc.) that will generate noise.*

**Response:**

- a.** An Outline Construction and Demolition Resource Waste Management Plan has been prepared by Punch Consulting Engineers **(244132-PUNCH-XX-XX-RP-C-012)** and is enclosed herein. The CRWMP sets out the type, quantity and waste codes of hazardous and non-hazardous waste generated from the demolition and construction process.

The Contractor shall ensure that the waste materials generated during the works are clearly identified as either hazardous or non-hazardous wastes, with reference to the guidance from the Environmental Protection Agency (Paper Tool of the Procedure for the Identification of the Hazardous Components of Waste) where required and shall establish waste storage areas for the different types of waste that may arise.

A detailed estimate of waste to be generated in the overall construction works can only be completed when detailed construction methodologies are confirmed for the site.

- b.** A Noise Impact Assessment has been carried out by Brian Johnson, CLV Consulting and is enclosed herein with this RFI response.

The Noise Impact Assessment identifies sensitive noise receptors with respect to predicted noise during both construction phase and operational phase of the proposed development.

The Noise Impact Assessment further considers the required noise mitigation measures during construction and operational phase namely in relation to building services and plant, the proposed creche play area, vehicular traffic on the new internal estate roads and additional vehicular traffic on public roads.

The predicted noise levels associated with all these areas are all within the 45/50db night time / day time criteria at all nearby residential receptors.

The only mechanical equipment for the proposed development are the heat pumps that will be provided in each of the dwelling rear garden areas and also for the creche. These units are to be selected to have sound power levels of  $\leq 58\text{dB(A)}$  which will ensure compliance with established BS 8233 criteria and also be below the existing ambient noise level environment in the vicinity.

**RFI Item No. 14: Transport 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, <https://planning.agileapplications.ie/corkcity>, for planning. Please review and provide a response.*

**Response:**

In response to the submission from TII we highlight that a full Traffic and Transport Assessment accompanied the original LRD Application submission for the proposed development. The TTA included 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.

**RFI Item No. 15: Updated plans and reports**

*The applicant is requested to update any plans, reports or details to take account of any amendments or modifications to the proposed development required on foot of the response to any other matter raised in this request for further information.*

**Response:**

The required plans and reports as detailed above in this RFI response have been updated to reflect any amendments or modifications to the proposed development.

### **Response to Third Party Submissions**

A number of 3<sup>rd</sup> party submissions have been made in respect of the proposed development. These are fully acknowledged and are summarised below. A response to the concerns raised in these submissions is also provided.

| Third Party           | Submission                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                               |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Adam Chaque</b>    | Submits concern of the loss of residential amenity and security regarding the loss of defensible space and natural surveillance due to the removal of boundary walls at cul de sacs bounding the site. Recommendation made for access to the development via the Military Cemetery Park. | The proposed pedestrian access fully aligns with the walkway / cycleway objective set out in the Plan and achieves a number of objectives pertaining to improved pedestrian accessibility and permeability.                                                                            |
|                       |                                                                                                                                                                                                                                                                                          | The nature of the access provided which is directly connected to an area of Public Open Space that benefits from good levels of passive surveillance from existing and proposed dwellings will mitigate against the impact for anti-social behaviour.                                  |
| <b>Eleanor Twomey</b> | Submits concern of the traffic impacts of the development and the allocation of one car parking space per unit, notes the parking for the crèche as insufficient and raises concerns of existing congestion and poor public transport provision.                                         | The area benefits from direct overlooking by properties.                                                                                                                                                                                                                               |
|                       |                                                                                                                                                                                                                                                                                          | The proposed parking arrangements fully align with the car parking standards set out in the Plan with respect to residential development, which sets out a maximum standard of 0.5 spaces per 1-2 bed units and 1no. space per 3+ bed dwelling units.                                  |
|                       |                                                                                                                                                                                                                                                                                          | This will contribute to the ongoing commitment to assisting in Cork's modal shift targets. 5 No. disabled car parking spaces have been provided throughout the proposed development; this is in line with the 5% required in accordance with the Cork City Development Plan 2022-2028. |
|                       |                                                                                                                                                                                                                                                                                          | A Traffic and Transport Assessment was submitted with the formal LRD Application which assessed 5no. junctions in close proximity to the site, as agreed with the Planning Authority.                                                                                                  |
|                       |                                                                                                                                                                                                                                                                                          | The Junction Modelling in the TTA indicates that the proposed development will have very                                                                                                                                                                                               |

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | little impact on the surrounding existing junctions and road network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Gerard Crowley</b>         | Submits non-specific concerns of traffic impacts/road safety, drainage issues/ risk of flooding, no public transport and lack of amenities                                                                                                                                                                                                                                                                                                                                                                                       | <p>Please refer to TTA submitted with LRD Planning Application and Junction Modelling conclusions.</p> <p>The site has been subject to extensive drainage impact assessment and follow on ground investigation works regarding the potential for flooding.</p> <p>A revised Drainage Impact Assessment from Punch Consulting Engineers and Ground Investigation report form part of the RFI submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Jean Baptiste Enjelvin</b> | Acknowledges the inclusion of the proposed tree planted buffer to protect their residential amenity, however, requests a further detailed drawing of the buffer in relation to their property to understand the full scope of any impacts. Submits concerns of the damage to the road caused by construction traffic and requests that the developer liaise with the resident association regarding this. Concerns of traffic impacts of the development and antisocial behaviour caused by the permeability of the development. | <p>Block A has been reduced in height by 1 storey while the planting is proposed along the western boundary of the site to mitigate against any further potential impact on residential amenity. Adequate separation distances are achieved between Block A and the existing dwellings at Popes Hill.</p> <p>The proposed development will be constructed in accordance with the CEMP initially submitted with the planning application. The appointed contractor will submit a further CEMP which will address matters in relation to construction access for during these works.</p> <p>The TTA has fully considered the junction arrangements at the North Ring Road and Assumption Road Junction in its junction modelling at peak times.</p> <p>While only one pedestrian access is proposed to Glentrasna, this will benefit from a high level of passive surveillance in the form of dwelling units overlooking the public open space area near the northern boundary. The activation of this area will reduce the impact for antisocial behaviour to occur given that a higher level of</p> |

**Kate Murray**

Submits concerns regarding traffic congestion issues and public services capacity, namely sewage and drainage systems, caused by the development.

pedestrian footfall will naturally make more active use of this area.

The TTA and RSA demonstrate that the site does not give rise to any undue traffic or road safety impact while the updated DIA demonstrates that all site servicing arrangements are achievable in accordance with relevant standards.

Furthermore, Uisce Éireann have issued a Statement of Design Acceptance and Confirmation of Feasibility regarding the site servicing arrangements proposed.

**Michelle O'Brien**

Submits concerns of the scale of the development, its impact on traffic congestion, drainage systems and residential amenity, particularly regarding a loss of privacy, visual impact and loss of daylight/ sunlight.

The scale of development is aligned with the provisions of the relevant guidance at national and local level in terms of providing a new residential housing estate of sufficient scale and density on a sustainable site that realises the core objectives of achieving compact growth and enhanced accessibility and connectivity while making more enhanced use of a significantly underutilised backland, part greenfield, part brownfield site.

The site strategy has been developed to reduce the reliance on private car travel by reducing the number of car parking spaces while also providing for enhance pedestrian connectivity and accessibility within the estate and to the wider area.

The proposed development is supported by the necessary site servicing arrangements to include SuDS measures to mitigate against any potential flood risk.

Issues with privacy, overlooking and visual impact have also been duly considered with a number of design changes introduced to the scheme namely a reduction in block heights, changes to roof profiles and revisions to elevation treatments throughout.

Overall, these ensure that the proposed development can be absorbed into the landscape without unduly impacting on neighbouring properties.

**Thomas Gould TD**

Submits their support for the proposed development. Requests that the name of estate honours the history of the surrounding area. Requests that the Council provide a breakdown of the costs of the Part V proposal. Requests consideration of the maintenance of the existing housing stock surrounding. Requests community involvement in the proposals put forward for the 'formal square' and the 'village green'. Raises concerns regarding the proposed pedestrian access and recommends pedestrian access via the existing unused gate.

Associated costings for Part V can be agreed with the developer as part of Compliance subject to a grant of permission being forthcoming.

The easternmost access to Glentrasna has now been omitted from the proposed development while the westernmost access has been revised to be fully contained within the applicant's redline boundary for which the relevant consents are in place from Cork City Council.

This also satisfies the walkway / cycleway objective for the lands set out in the Plan.

This will benefit from a high level of passive surveillance in the form of dwelling units overlooking the public open space area near the northern boundary. The activation of this area will reduce the potential for antisocial behaviour to occur given that a higher level of pedestrian footfall will naturally make more active use of this area.

**Tracy Kelly**

Submits the recommendation that access to the development be provided via the Military Cemetery Park.

No consent is in place to make use of the military cemetery while the extent of remediation works in terms of site levels, cut and fill would have been even more extensive.

Further to this, consent is in place for the proposed access at Glentrasna and is within the applicants red line boundary.

**Residents of Glentrasna**

**of** Submits their objection to the proposed pedestrian access at the Glentrasna Avenue and Glentrasna Crescent cul-de-sacs based on concerns of impacts on residential

See above in relation to pedestrian access arrangements.

amenity, anti-social behaviour and safety. They note the Council's previous recognition of security concerns in the area and reference anti-social behaviour at the nearby Ard Patrick Estate.

It is submitted that this RFI response and associated appendices satisfactorily address the items raised in the RFI letter issued by Cork City Council on the 17<sup>th</sup> June 2026. The applicant has not submitted any significant information which would materially alter the proposed development in anyway. As a result, re-advertisement is deemed not to be required.

We trust the above information is satisfactory, and we look forward to a favourable decision in due course.

Please forward all correspondence in relation to this correspondence to this office.

Yours sincerely,



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Alan O'Callaghan  
Executive Planner  
Coakley O'Neill Town Planning Ltd

## **APPENDIX 1: ARCHITECTURAL RESPONSE FROM REDDY ARCHITECTURE AND URBANISM**

## **APPENDIX 2: ENGINEERING RESPONSE FROM PUNCH CONSULTING ENGINEERS**

## **APPENDIX 3: LANDSCAPE RESPONSE FROM CUNNANE STRATTON REYNOLDS**

## **APPENDIX 4: NOISE IMPACT ASSESSMENT FROM CLV CONSULTING**

## **APPENDIX 5: DAYLIGHT SUNLIGHT ANALYSIS FROM CHRIS SHACKLETON CONSULTING**

## **APPENDIX 6: MARKET DEMAND ANALYSIS FROM CASEY KINGSTON**