

Planning Report

For Development at Glyntown, Glanmire, Cork
on behalf of Cetti Limited

February 2025



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Cetti Limited	
Project Title	Glyntown, Glanmire	
Document Title	Planning Report	
Document Comprises	Volumes	1
	Pages (Including Cover)	25
	Appendices	4
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Checked by	Tom Halley	
Office of Issue	Cork	
Document Information	Revision	1
	Status	Final
	Issue Date	February 2025

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1. Introduction

This report has been prepared by McCutcheon Halley Planning Consultants in support of a residential development proposal at Glyntown, Glanmire, Cork.

The Glanmire proposed development, comprises of the construction of a residential development of 80 no. dwelling units. The development site area is approximately 1.69 hectares. The site is located in Glyntown, Ballinglanna, Glanmire, Cork. Access to the development will be via East Cliff Road.

The proposed development will comprise of:

1. The construction of 80 no. dwelling units comprising:
 - 4 no. 3-storey buildings to provide a total of 30 no. units consisting of the following breakdown:
 - 7 no. 3-bedroom duplex apartments;
 - 3 no. 2-bedroom ground floor apartments;
 - 8 no. 2-bedroom duplex apartments;
 - 12 no. 1-bedroom ground floor apartments;
 - 2 no. 4-storey apartment blocks to provide a total of 48 no. units consisting of the following breakdown:
 - 16 no. 3-bedroom apartments,
 - 16 no. 2-bedroom apartments,
 - 16 no. 1-bedroom apartments,
2. The subdivision of the former Coach House to provide 2 no. 3-bedroom units over two floors and with storage/bike parking at lower ground floor level;
3. The provision of 101 no. car parking spaces and 204 no. bicycle parking spaces; and
4. All ancillary site works, and signage as outlined in the plans and particulars

This report is presented under the following headings:

- Site Context;
- Proposed Development;
- Site Suitability; and
- Planning Application Approach.

Appendix 4 of this report provides a Statement of Compliance which demonstrates compliance with the following Development Plan:

- Cork City Development Plan 2022.

2. Site Context

2.1 Site Context

The subject site is located within the Metropolitan town of Glanmire, Cork. It is located approximately 8.1 km from Cork City Centre. The site is served by the East Cliff Road which runs partially through Glanmire. The site is located to the Southern end of Glanmire to the east of the R639 and the west of the M8 Cork – Dublin Motorway.

The site is bounded by the suburban type housing estates of Edenbrook Lawn (2-storey) and The Orchard (storey and a half) to the east. The west of the site is bounded by an amenity walkway and playing pitches, which are bounded to the west by the R639. Lands to the south consist of individual houses surrounded by gardens consisting trees and scrub. Finally, the site is bound to the north by John O' Callaghan Park and the Glashaboy River. The site slopes from east to west.



Figure 1 Location of site in context of Glanmire. Site outlined in red

2.2 Planning History

There have been five recent relevant planning applications relating to our client's site. These are summarised below:

Cork County Council Ref. 06/11628

Planning permission was granted by Cork County Council on September 21st, 2007, subject to 53 no. conditions for the construction of 11 no. two and three storey detached dwellings.

Cork County Council Ref. 08/4663

Planning permission was granted by Cork County Council on May 6th, 2008, subject to 6 no. conditions for alterations for previously permitted

permission Ref. no. 06/11628 including change of house types, change of floors levels and change of levels to access road to the site.

Cork County Council Ref. 10/8176

Planning permission was granted by Cork County Council on 22nd July 2011, subject to 55 no. conditions for the construction of 15 no. residential dwellings. This application was in pursuant to planning permission reg. no. 06/11628 whilst increasing the density from 11 no. to 15 no. dwelling units.

Cork County Council Ref. 16/4401

An Extension of Duration application was granted by Cork County Council on 11th April 2016 subject to 1 no. conditions for a residential development of 15 no. houses and associated site works. This application was pursuant to planning permission reg. no. 06/11628 and retained the permitted constructed vehicular entrance, associated access road and relevant site works whilst increasing the density from 11 no. to 15 no. units.

Cork County Council Ref. 17/7137 An Bord Pleanála Ref. AB-301637-18

In April 2018, Cork County Council granted planning permission for the construction of 25 no. dwelling units and all associated ancillary development works including access roads, parking, footpaths, drainage, landscaping and amenity areas at Glyntown, Glanmire, Co. Cork.

The decision was appealed to An Bord Pleanála who upheld the decision of the Planning Authority and granted planning permission subject to 16 no. conditions. This permission is valid on site until October 2023.

2.3 Adjacent Properties

In addition, we note the following relevant recent planning applications in the surrounding area.

Cork City Council Ref: 21/40507

In April 2022, Cork City Council granted planning permission for the demolition of 2 no. existing derelict warehouse buildings and the construction of 3 no. buildings of 3-storeys in height accommodating 30 no. apartments in total and all associated site works at Ballinglanna, Riverstown, Glanmire, Cork.

This development is due to be completed by Q4 2025.

Cork City Council Ref 19/39006 An Bord Pleanála Ref ABP-307803-20

In November 2020, An Bord Pleanála granted permission for a mixed-use development consisting of 2 no. buildings of 7 no. and 6 no. stories in height to accommodate 1 no. café, 3 no. retail units and 42 no. apartments overhead.

Construction has yet to commence on site.

Cork City Council Ref: 23/42154

O'Flynn Construction Co. Unlimited Company lodged a Large-Scale Residential Development (LRD) for 130 no. residential units which was

permitted to the south of the subject site, and at the time of writing, the final phase is under construction.

Cork City Council Ref: 24/43051

A planning application for a small-scale residential development comprising 15 no. townhouses was submitted by DCN Development Ltd in July 2024, located c. 800m to the northwest of the site, and Cork City Council requested further information on the 27th of August 2024. A decision is due on February 25th, 2025.

Cork City Council Ref: 24/43414

A planning application for a Large-Scale Residential Development (LRD) comprising the construction of 550 no. residential units, 1 no. creche, 3 no. commercial units and all associated ancillary development works was submitted by O Flynn Construction Co. Unlimited Company in November 2024 1km to the southwest of the site. Further information was requested by the Planning Authority on 21st January 2025.

Glanmire Roads Improvement Scheme

The Glanmire Roads Improvement Part 8 Scheme includes a suite of projects to improve the transport network in Glanmire. Four of the projects in this scheme are currently under construction.

Glashaboy Flood Relief Scheme

The Glashaboy Flood Relief Scheme commenced in July 2023 and the construction of these flood defence works are expected to take 32 months.

2.4 Zoning & Planning Policy Context

2.4.1 Cork City Development Plan 2022

In the Cork City Development Plan 2022 the site is proposed to be zoned for both 'New Residential Neighbourhoods' under ZO 02 and Sustainable Residential Neighbourhoods ZO 01 where the following objectives apply.

ZO 01 – To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.

ZO 02 – To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.

Appendix 4 of this report provides a Statement of Compliance (in a tabular format) which demonstrates compliance with the relevant objectives of the Cork City Development Plan 2022.

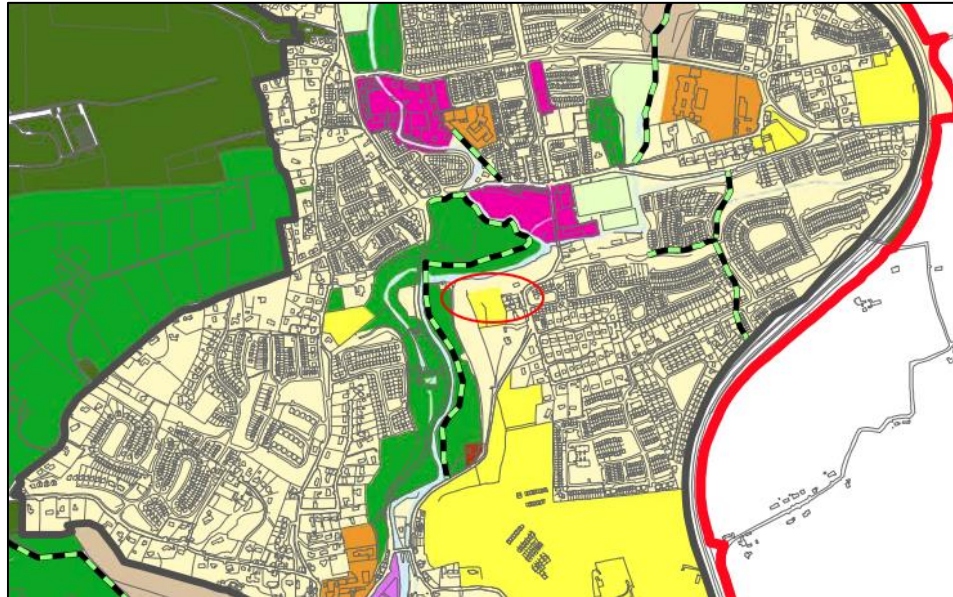


Figure 2 Extract from Cork City Development Plan Map 19

The Cork City Development Plan identifies Glanmire as being an Urban Town. In accordance with the Cork City Development Plan 2022, the site is located in the Outer Suburbs for building heights where a target of 2 to 4-storeys in height is proposed. Similarly, a density of 40-60 dwellings per hectare is the target for residential led schemes in the Outer Suburbs.

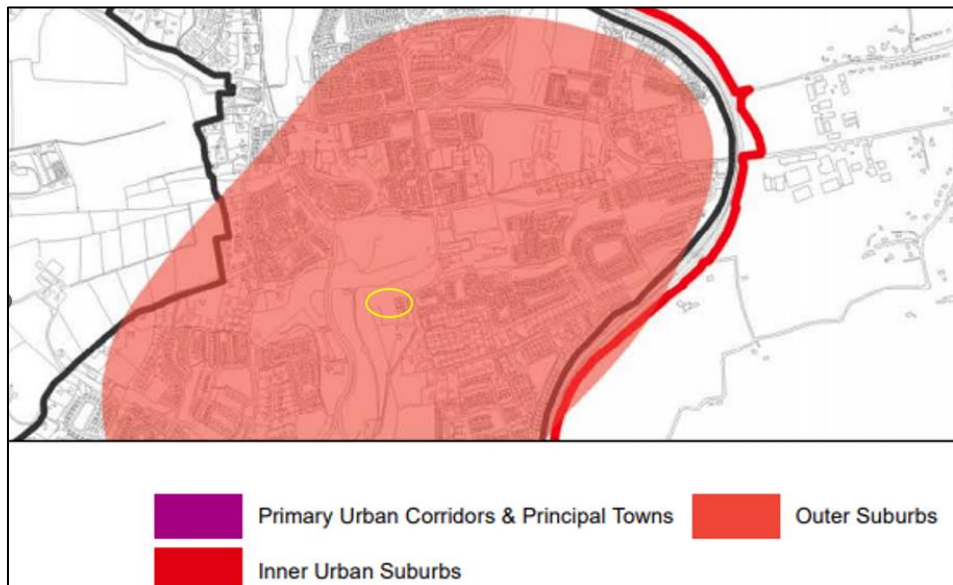


Figure 3 Extract from Cork City Development Plan – Density and Building Height

The scale/density of the scheme has been informed by national and local planning guidance, which is unanimously promoting higher density development, especially on infill sites on transport corridors. As noted in the National Planning Framework Project Ireland 2040 (NPF) more people, jobs and activity are encouraged within existing urban areas as opposed to developing greenfield sites. National Policy Objective 11 which is relevant to the proposed development site states that “in meeting urban development

requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth”.

National Policy Objective 13 of the NPF also states that “in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected”.

The proposed development is compliant with the 2022 Cork City Development Plan (CDP) where Objective 3.5 in relation to residential densities states that:

Cork City Council will seek to:

a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and

b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;

c. Ensure that urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;

d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.

The proposed density of 47.3 units per hectare is appropriate for a site zoned for Residential use on an existing public transport corridor and is consistent with other similar residential densities permitted across the city, including areas in the inner and outer suburbs. In this context, we consider that the proposed density is consistent with national and local planning policy to increase residential densities and reflects the existing and emerging pattern of development in the surrounding area and will act as a natural infill development providing an attractive addition to the area.

In terms of height, the Department of Housing, Planning and Local Government have issued Guidelines for Planning Authorities on “Urban

Development and Building Heights” (December 2020). The overall objective of the Guidelines is to encourage more sustainable development through greater densities and heights, particularly in built up areas and advises against the implementation of generic maximum height limits:

“In recent years, local authorities, through their statutory development and local area plan processes, have begun to set generic maximum height limits across their functional areas. Frequently, such limits have resulted from local-level concerns, like maintaining the character of an existing built-up area, for example. However, such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built-up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.”¹

Of particular relevance to the current proposal, is the acceptance that planning policy and decisions have to promote a transition to greater heights within traditional residential areas where heights are often two storeys, to increased heights:

“Reflecting the National Planning Framework strategic outcomes in relation to compact urban growth, the Government considers that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas. For example, if much of the future development in and around existing urban areas, where two- storey development is currently the norm, was of four-storey form as the default objective, it would be possible to provide substantially more population growth within existing built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services. Therefore, these guidelines require that the scope to consider general building heights of at least three to four storeys, coupled with appropriate density, in locations outside what would be defined as city and town centre areas, and which would include suburban areas, must be supported in principle at development plan and development management levels” (emphasis added).²

As can be seen from the above excerpt, the reason behind the increase in heights is to provide substantially more population growth within existing

¹ Department of Housing, Planning and Local Government, *Urban Development and Building Heights - Guidelines for Planning Authorities*, p.1 Section 1.4 (August 2018).

² Department of Housing, Planning and Local Government, *Urban Development and Building Heights - Guidelines for Planning Authorities*, p.2 Section 1.9 (August 2018).

built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services.

Given the site's location and the position of apartment blocks and houses, it is considered that the additional height as part of the proposed development can be facilitated without having an adverse impact on the residential amenities of the area.

3. Proposed Development

The Glanmire proposed development, comprises of the construction of a residential development of 80 no. dwelling units. The development site area is approximately 1.69 hectares. The site is located in Glyntown, Ballinglanna, Glanmire, Cork. Access to the development will be via East Cliff Road.

The proposed development will comprise of:

1. The construction of 80 no. dwelling units comprising:
 - 4 no. 3-storey buildings to provide a total of 30 no. units consisting of the following breakdown:
 - 7 no. 3-bedroom duplex apartments;
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 - 16 no. 3-bedroom apartments,
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3. The provision of 101 no. car parking spaces and 204 no. bicycle parking spaces; and
4. All ancillary site works, and signage as outlined in the plans and particulars

SCHEDULE			
HOUSE TYPE	NO OF BEDS	AREA	NO OF UNITS
DUPLEXES			
A1/A1(m)	2 BED (3P)	69.2 SQ.M	3
B1/B1(m)	3 BED (5P)	101.0 SQ.M	3
C1/C1(m)	1 BED (2P)	49.4 SQ.M	8
D1/D1(m)	2 BED (4P)	87.9 SQ.M	8
E1/E1(m)	1 BED (2P)	49.4 SQ.M	4
F1/F1(m)	3 BED (5P)	99.6 SQ.M	3
F2	3 BED (5P)	99.6 SQ.M	1
APARTMENT BLOCKS			
APARTMENT TYPE 01	3 BED	95.4 SQ.M	16
APARTMENT TYPE 02	2 BED	77.9 SQ.M	16
APARTMENT TYPE 03	1 BED	48.9 SQ.M	16
COACH HOUSE APARTMENTS			
DUPLEX APARTMENT UNIT TYPE H1	3 BED	102.2 SQ.M	01
DUPLEX APARTMENT UNIT TYPE H1(m)	3 BED	99.8 SQ.M	01
TOTAL UNITS			80

SCHEDULE OF AREAS			
AREA CALCULATIONS			
	HECTARES	ACRES	
SITE AREA	1.69	4.18	
USABLE OPEN SPACE	13.5% (2280 sq.m.)		
TOTAL RESIDENTIAL UNITS	80		
	UNITS/HECTARE		
DENSITY (UNITS)	(80 UNITS ÷ 1.69) =47.3 UNITS/HA		

Table 1 Schedule of Accommodation



Figure 4 Proposed Site Plan

Each unit has access to a private amenity space. Along with private amenity space, the units will have access to landscaped open space area. All homes

will be constructed to prevent acoustic transfer. Windows are sited to prevent overlooking into adjacent private gardens. Homes will have adequate storage areas and areas for sorting of recyclables. The layout responds to the nature of the site and the existing development in the area by exploiting features and orientation to maximise the potential of the site.

The proposed development includes a large open space area to the centre of the site.

4. Site Suitability

4.1 Suitability of Site

The site is located close to services, amenities and public transport and is zoned for residential development in the current 2022 Cork City Development Plan. As the zoning provisions and previous planning permissions secured on the site demonstrate, the site is suitable for residential development.

Vehicular access to the subject site is facilitated from the East Cliff Road. The entrance/access road into the site is already partially completed and can easily be fully completed as part of any proposed development. The required minimum clear widths for fire safety access can be accommodated to allow for fire safety compliance. Turning facilities for appliances can be provided in any dead-end access routes that are more than 20m long in accordance with Table 5.2 of Technical Guidance Document B published by the Minister for Environment under Article 7 of the Building Regulations.

The report by Denis O'Sullivan & Associates Consulting Engineers (DOSA) demonstrates that all drainage and water supply services are available to serve the site. This, along with the previous grants of permission demonstrates that the site is adequate and suitable to provide a successful residential neighbourhood.

4.2 Access and Transportation

A bus stop for the 214-bus route is located less than 140 metres from the entrance to the site at Glyntown Heights and runs at 20-minute intervals to Cork City centre from 0600 to 2340. This will allow the development to be served by frequent bus services to ensure connectivity to Cork City, Mahon, Little Island/Carrigtwohill and other nearby employment centres.



Figure 5 Subject Site and the 214 Bus Route

The subject site is well served for pedestrians. Similarly, a number of road improvements are currently underway in the area as permitted under a Part 8 planning application by Cork County Council in mid-2018. These road improvements consist of the construction of pedestrian footpaths, new controlled raised table pedestrian crossings, greenways, footways, new road surfaces and new construction to reduce corner radii. Improvement works are also included at the access point to the subject site as shown in Figure 6 below.



Figure 6 Permitted Part 8 Road Improvements and Sustainable Transport Works

The proposed Glanmire Riverstown Greenway is proposed to the west of the subject site. These works will deliver a primary spine for walking and cycling through Glanmire. This link will also connect Glanmire Community School to St. Josephs National School in the north with Colaiste an Pharsaigh in the south and in turn link residential developments with facilities in Riverstown and Glanmire villages. The provision of a high-quality continuous walking and cycling greenway will promote active and sustainable modes of transport in

this area and will provide pedestrians and cyclists a safe route to schools, services and facilities.



Figure 7 Permitted Part 8 Road Improvements and Sustainable Transport Works

4.2.1 Cork Metropolitan Area Transport Strategy CMATS 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040. It takes its lead from the NPF 2040 and the National Development Plan (NDP) 2018-2027 which envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population by 2040.

The Strategy provides a coherent transport planning policy framework and implementation plan to support the planning authorities land use zonings and to help promote higher densities along transport corridors.

4.3 Social and Community Facilities

There is access to commercial, social and community services within walking distance of the site, such as John O' Callaghan Park, Riverstown Family Practice Doctors Clinic and St. Josephs National School. Figure 8 and Table 2 below identify services, amenities, schools and neighbourhood centres in proximity of the subject site.

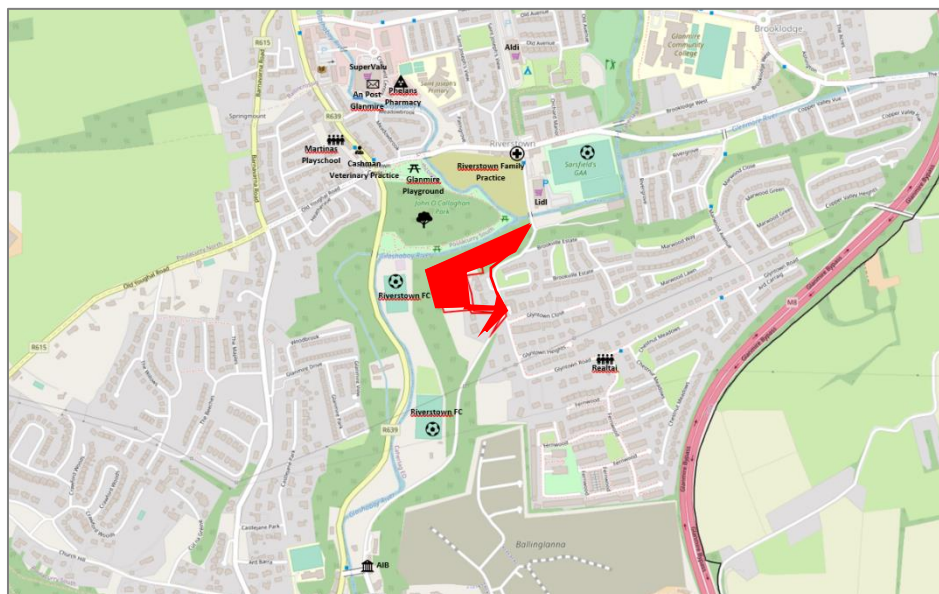


Figure 8 Location of services/facilities in context of site. Site outlined in red.

Type of Infrastructure	Social	Type of Service	Distance from Site
Service/Facility			
Riverstown Practice	Family	Doctors	350m
An Post Glanmire		Post Office	550m
AIB		Bank	700m
Cashmans Clinic	Veterinary	Veterinary Clinic	340m
Retail			
Lidl		Supermarket	260m
SuperValu		Supermarket	950m
Phelans		Pharmacy	460m
Aldi		Supermarket	700m
School			
St. Josephs School	National	Primary School	510m
Glanmire College	Community	Secondary School	890m
Realtai		Childcare Facility	420m
Martinas Playschool		Childrens Playschool	420m
Amenity			

Type of Social Infrastructure	Type of Service	Distance from Site
John O’Callaghan Park	Public Park	60m
Sarsfield GAA	GAA Club	360m
Riverstown FC	Soccer Club	240m
Glanmire Playground	Public Playground	250m

Table 2 Services/Facilities in the area

4.4 Heritage and Archaeology

There are no protected structures or national monuments located on the subject site. The closest national monument is a Coach House (RMP Ref. CO075-069) located 100m away to the south. The proposed development will not have any impact on the existing Coach House to the south.

The site also contains a former Coach House which is not listed on the Record of Monuments and Places (RMP) but is listed on the National Inventory of Architectural Heritage (NIAH). The former Coach House is a detached five-bay two-storey over basement former coach house, built in circa 1810, with central three-bay breakfront with pediment. The Coach House will be retained, and the residential use proposed for the structure will provide a long-term sustainable use for this building. Further details on same can be found in Appendix 1.

Please refer to enclosed reports by John Cronin and Associates for further details.

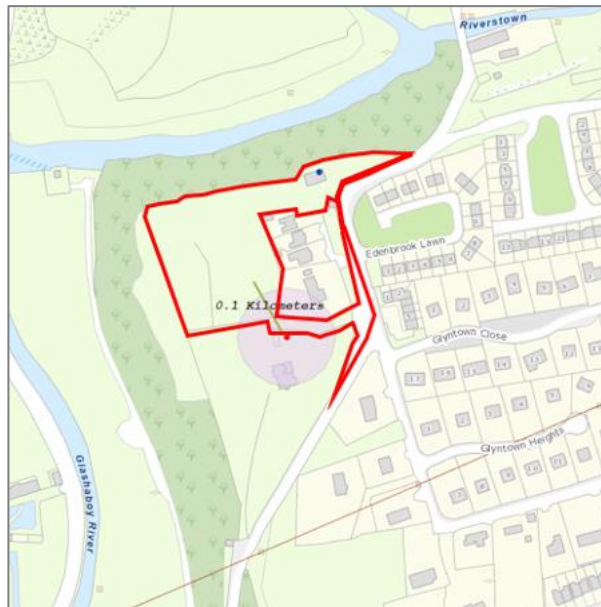


Figure 9 Location of site in context of National Monuments (Monument in red dot. Site outlined in red. Blue dot NIAH building)

5. Planning Application

The planning application related to the subject site will be overseen by McCutcheon Halley Planning Consultants in conjunction with Deady Gahan Architects and DOSA Consulting Engineers.

Deady Gahan Architects have designed the scheme to maximise the development potential of the site with an objective of providing a high standard of residential amenity for future residents. Please refer to the Design Statement included as part of this submission.

DOSA Consulting Engineers will advise on the engineering side of the proposal. Please refer to the engineering report included as part of this submission.

The owners of the site have compiled a very experienced design team to work on this proposal. It is considered, based on the current zoning attached to the site and the experience of the design team in working on residential schemes, that planning permission will be forthcoming either through the Part VIII process or by way of Section 34 application to the Planning Authority.

The proposed scheme will comply with the zoning and development standards of the 2022 Cork City Development Plan and the relevant national guidelines, including:

- Project Ireland 2040: National Planning Framework, 2018
- Rebuilding Ireland: Action Plan for Housing and Homelessness, 2016
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024
- Design Manual for Urban Roads and Streets, 2013
- Sustainable Urban Housing: Design Standards for New Apartments, 2022
- Urban Development and Building Heights, 2018
- Cork Metropolitan Area Transport Strategy (CMATS) 2040
- Cork City Development Plan 2022.

During the process of this application, a detailed response of all issues raised in the third-party submissions was submitted by McCutcheon Halley Planning Consultants in September 2022. Further to this submitted report, it should be noted that a letter of support has been provided by Niall O' Donovan of Glyntown House, Glanmire in relation to the proposed Part 8 Application by Ceitti Limited. Please refer to Appendix 2 of this report for a copy of the letter of support.

Appendix 1 – Extract from NIAH

NATIONAL INVENTORY
of ARCHITECTURAL HERITAGE

English Gaelige

"Identifying, recording and evaluating the post 1700 architectural heritage of Ireland."

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BALLINGLANNA, Riverstown, CORK

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Survey Data

Reg No	20907502
Rating	Regional
Categories of Special Interest	Architectural, Artistic, Historical
Original Use	Outbuilding
In Use As	House
Date	1800 - 1820
Coordinates	173135, 74883
Date Recorded	10/07/2007
Date Updated	--/--

Description

Detached five-bay two-storey over basement former coach house, built c. 1810, with central three-bay breakfront with pediment. Now in use as house. Hipped artificial slate roof with red brick chimneystacks. Moulded red brick eaves course and pediment. Rubble limestone walls with red brick stringcourse dividing stories. Oeil de boeuf window openings to pediment and first storey, having red brick surrounds and timber casement windows. Elliptical-arched openings to ground floor having red brick surrounds and voussiors, and having timber framed windows. Former elliptical-arched carriage arch to vaulted basement to north-east elevation, now in filled and having camber-arched opening with red brick voussiors. Elliptical-arched former carriage arch to breakfront with replacement timber panelled door, sidelights and fanlight.

Appraisal

Late Georgian coach house formerly serving Gyntown House to the south. The latter was the seat of Samuel McCall and, now ruinous, was romantically located on a hill above the Glanmire River. A classically inspired outbuilding built as an architectural set-piece. Its formal proportions and detailing reveal references to the Palladian style, most evidently in the inclusion of a pediment and the arcade motif on the ground floor. The remains of a carriage arch in the front façade suggests its prior usage as a coach house, but the intriguing basement may illustrate a secondary usage perhaps for food storage. The site retains an approach clearance for turning coaches along with mature woodlands.

Appendix 2 – Letter of Support

Niall O'Donovan
Glyntown House
Glanmire
Cork

Berrings Property Investments Limited
35 Cornmarket Street
Cork

12 December 2023

Re: Part 8 Housing Development at Glyntown, Glanmire, Cork involving Cetti Limited and/or Berrings Property Investments Limited

Dear Directors,

I, Niall O'Donovan, of Glyntown House, Glanmire, Cork, confirm that I will not, nor will I influence any party to, lodge any further submission (other than a letter of support) to Cork City Council and/or An Bord Pleanála in respect of any planning application made by Berrings Property Investments Limited and/or any related or connected entity (to include Cetti Limited) in respect of lands at Glyntown, Glanmire, Cork, in particular the lands contained in folios CK17135F and CK103276F County Cork.

I confirm my full support for the Cetti Part 8 Application which was advertised in July 2022.

Yours faithfully,


Niall O'Donovan

Appendix 3 - Documents Required

Document Required	Scale Required	Responsible Party
Design Statement to include <ul style="list-style-type: none"> ▪ 1.0 Schedule of accommodation ▪ 2.0 Site (Location, Suitability, Characteristics & Aerial Photos) ▪ 3.0 Site Strategy ▪ 4.0 Development Plan Objectives ▪ 5.0 Urban Design Criteria (Context, Connections, Inclusivity, Variety, Efficiency, Distinctiveness/Layout, Public Realm, Adaptability, Privacy and Amenity, Parking, Detailed Design) ▪ 6.0 Site Services 	N/A	Deady Gahan Architects
Site Location Map	1:1000	Deady Gahan Architects
Site Plan - Existing	1:500	Deady Gahan Architects
Site Plan -Proposed	1:500	Deady Gahan Architects
Roof Plan	1:500	Deady Gahan Architects
Schedule of Accommodation (either table or drawing format)	N/A	Deady Gahan Architects
Site Sections (sections showing the proposed housing elevations)	1:250	Deady Gahan Architects
Plans, elevations and sections for each housing unit type	1:250	Deady Gahan Architects

Document Required	Scale Required	Responsible Party
Services Report to include: <ul style="list-style-type: none"> ▪ 1.0 Proposed surface water discharge ▪ 2.0 Proposed foul water discharge ▪ 3.0 Water & fire fighting supply ▪ 4.0 Proposed site layout ▪ 5.0 Historical aerial photo of site ▪ 6.0 Proposed drainage layout ▪ 7.0 Proposed watermain layout 	N/A	DOSA Consulting Engineers
Proposed Watermain Layout	1:500	DOSA Consulting Engineers
Proposed Drainage Layout	1:500	DOSA Consulting Engineers
Pipe Bedding Details	1:25	DOSA Consulting Engineers
Manhole Details	1:25	DOSA Consulting Engineers
Watermain Details	1:25	DOSA Consulting Engineers
AA (Appropriate Assessment) Screening Report	N/A	MH Planning
EIA (Environmental Impact Assessment) Screening Report	N/A	MH Planning
Fire Consultants Report	N/A	DOSA Consulting Engineers

Document Required	Scale Required	Responsible Party
Irish Water Pre-connection Enquiry	N/A	DOSA Consulting Engineers
Additional Reports Required	Scale Required	Responsible Party
Visual Impact Assessment	N/A	Please find enclosed by MH Planning in conjunction with Deady Gahan Architects
Ecological Study including Bat Survey	N/A	The Ecological Study including Bat Survey has been completed by Carl Dixon
Architectural/Conservation Assessment - Coach House	N/A	John Cronin and Associates
Condition Report – Coach House	N/A	John Cronin and Associates
Landscaping Plan	1:500	Deady Gahan Architects
Colour Palette (showing how new buildings will be tied in with the existing Coach House)	N/A	Design Statement and associated drawings by Deady Gahan Architects
Site Plan showing shared surface details, footpaths within the development, corner radii at junctions	1:500	Deady Gahan Architects
Response from Fire Dept re the Coach House	N/A	DOSA Consulting Engineers

Document Required	Scale Required	Responsible Party
Fire Safety Certificate	N/A	DOSA Consulting Engineers
Archaeological Assessment	N/A	John Cronin and Associates

Appendix 4 -Statement of Compliance

Statement of Compliance

For Development at Glyntown, Glanmire, Cork
on behalf of Cetti Limited

February 2025



Document Control Sheet

Client	Cetti Limited	
Project Title	Glyntown Glanmire Part 8	
Document Title	Statement of Compliance	
Document Comprises	Volumes	1
	Pages	22
	Appendices	0
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Office of Issue	Cork	
Document Information	Revision	A
	Status	Final
	Issue Date	February 2025

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Contents

Cork City Development Plan 20223

Cork City Development Plan 2022

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 2: Core Strategy	Objective 2.10: The 15 Minute City	To support the delivery of a 15- minute City delivering Company Liveable Growth through walkable neighbourhoods, towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, socially inclusive and responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability.	<p>The proposed development which incorporates a mix of 1, 2 and 3 bed residential units is located within a highly accessible area in terms of access to public transport facilities which supports the delivery of a 15-minute company city. A bus stop for the 214-bus route is located less than 140 metres from the entrance to the site at Glyntown Heights and runs at 20-minute intervals to Cork City centre from 0600 to 2340. This will allow the development to be served by frequent bus services to ensure connectivity to Cork City, Mahon, Little Island/Carrigtwohill and other nearby employment centres.</p> <p>The walkability of the development to local shops and services within Glanmire neighbourhood centre serves well to support the use of sustainable transport measures over private transport methods.</p>
	Objective 2.14: Walkable Neighbourhoods	<p>New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <p>A) Delivering the right mix of uses at a</p>	<p>A mix of unit types and sizes at a scale and design that creates high quality buildings</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>scale and design that creates high quality buildings and spaces</p> <p>B) Creating attractive, safe and vibrant places designed at a human scale (i.e., places that relate to people, streetscape and local character).</p> <p>C) Ensuring a child friendly and age friendly environment with a mix of household types.</p> <p>D) Designing a safe place that enables access for all.</p> <p>E) Creating a healthy neighbourhood with direct access to high quality parks and public spaces.</p> <p>F) Being well-connected with easy access to public transport and active travel.</p>	<p>and spaces have been provided within the proposed development.</p> <p>The proposed scheme has been designed to be of the highest standard in terms of design, accessibility and surveillance to create an attractive, safe and vibrant place designed at a human scale.</p> <p>Open space areas are designed to suit different age groups within the open space areas.</p> <p>The development has been designed to be universally accessible to all members of the community, regardless of age or ability.</p> <p>The proposed scheme provides excellent pedestrian and cycling facilities which connect to the existing facilities within Riverstown Neighbourhood/Town Centre which will provide a direct link from the subject site to Cork City. The site is situated in close proximity of several bus stops and will benefit from the pending improvements to transport services and infrastructure in the area.</p> <p>Pedestrian and cyclist connectivity are priority throughout the scheme. Generous</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		G) Providing enhanced permeability for walking and cycling	pedestrian paths are provided as part of the streetscape. The proposed development is based on encouraging sustainable transport
	Objective 2.17: Neighbourhood Design	The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approached to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.	The proposed development has been developed having regard to the 12 no. urban design principles as outlined. The design focuses on the creation of distinctive residential development and its integration with the surrounding area. The creation of a community is central to the design.
Chapter 3: Delivering Homes and	Objective 3.3	New Housing Supply Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by: Zoning sufficient lands for residential or a mix of residential and other uses	The proposed development will provide 80 no. dwellings on zoned residential lands and will help achieve the City Council's New Housing Supply target.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		to facilitate the delivery of housing;	
Chapter 3: Delivering Homes and Communities	Objective 3.5: Residential Density	<p>Cork City Council will seek to:</p> <ul style="list-style-type: none"> a) Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standard set out in Chapter 11: Placemaking and Managing Development and mapped Objectives, and, b) Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, 	<p>The proposed development seeks permission for a net residential density of 47.3 units/ha on a greenfield site.</p> <p>The proposed scheme is a high quality sustainable residential development and protects the established character of the surrounding area and existing residential amenities.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</p> <p>c) Ensure the urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods</p> <p>d) Ensuring high quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development</p>	<p>The density is in accordance with the guidance set out in the Cork City Development Plan and appropriate for the area.</p> <p>As outlined in the Design Statement by Deady Gahan Architects, the scheme provides a high quality architectural design.</p>
	Objective 3.6 Housing Mix	Cork City Council will seek to:	
		a. Implement the provisions of the Joint Housing Strategy and HNDA	

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>as far as they relate to Cork City;</p> <p>b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in "Density Done Well" in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;</p> <p>c. Within all new residential developments it will be necessary to ensure an appropriate</p>	<p>The proposed development provides a good mix of units comprising 28 no. 1 bed apartments; 27 no. 2 bed apartments; and 25 no. 3 bed apartments and will provide affordable units and a balanced and inclusive community in the area.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards</p> <p>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</p> <p>e. Encourage the provision of</p>	

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;</p> <p>f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.</p>	
Chapter 4: Transport and Mobility	Objective 4.3 Strategic Location of New Development	To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.	The proposed development is located within close proximity to employment and commercial areas of Little Island, Mahon, Cork City Centre and Carrigtwohill. The Glanmire and Ballinglanna areas are also served by good quality public transport/bus services.
Chapter 5: Climate Change and the	Objective 5.24 b. Green and Blue	All development proposals will be expected to fully	

Reference	Policy Objective	Policy Provision	Statement of Compliance
Environment	Infrastructure	explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.	N/A
Chapter 9: Environmental Infrastructure	Objective 9.2 Waste Water	<p>To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.</p> <p>As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.</p>	The proposed development incorporates SUDS and has obtained a Confirmation of Feasibility from Irish Water.

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 9: Environmental Infrastructure	Objective 9.4 a. Sustainable Urban Drainage Systems (SUDS)	To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.	SUDS has been incorporated into the proposed scheme – see Engineering Report/Drawings by DOSA Consulting Engineers.
Chapter 9: Environmental Infrastructure	Objective 9.5 a. Discharging	To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.	The proposed scheme includes petrol/oil interceptors – see Engineering Report/Drawings by DOSA Consulting Engineers.
Chapter 9: Environmental Infrastructure	Objective 9.6 Storm Water	To provide adequate storm water infrastructure in order to accommodate the planned levels of growth within the plan area and to ensure	The proposed scheme provides for adequate storm water infrastructure/attenuation –

Reference	Policy Objective	Policy Provision	Statement of Compliance
		that appropriate flood management measures are implemented to protect property and infrastructure.	see Engineering Report/Drawings by DOSA Consulting Engineers.
Chapter 11: Placemaking and Managing Development	Objective 11.2 Dwelling Size Mix	<p>All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.</p> <p>Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.</p> <p>Where a clear justification can be provided on the basis of market evidence that demand / need for a</p>	<p>The proposed development provides a good mix of units comprising 28 no. 1 bed apartments; 27 no. 2 bed apartments; and 25 no. 3 bed apartments. The proposed mix will help achieve the housing mix outlined in Table 11.3 and 11.8 (City Suburbs Dwelling Size Mix for Housing Developments).</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.	
Chapter 11: Placemaking and Managing Development	Objective 11.3 Housing Quality and Standards	<p>a. High quality functional design: Housing developments should be of a high-quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures.</p> <p>b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the</p>	<p>The proposed development provides a high-quality functional design – refer to the Design Statement by Deady Gahan Architects.</p> <p>The development is compliance with the design criteria outlines in Table 11.10, refer to schedule of accommodation, HQA and Design Statement by Deady Gahan architects.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>design of housing developments.</p> <p>c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.</p> <p>d. Daylight Sunlight and Overshadowing: The design of</p>	<p>The proposed development provides a high-quality functional layout with generous dual aspect house sizes which are compliant with Table 11.10</p> <p>The proposed development provides a good quality of daylight/sunlight within the scheme and has generous separation distances to</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space.</p> <p>e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste.</p> <p>f. Minimum spatial standards: Housing developments are required to meet the minimum</p>	<p>neighbouring properties so that there will be no adverse impacts or overshadowing.</p> <p>The proposed units have generous storage space – refer to HQA by Dedy Gahan Architects.</p> <p>The development meets minimum standard requirements.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		standards defined below	
<p>Chapter 11: Placemaking and Managing Development</p>	<p>Objective 11.4 Daylight Sunlight and Overshadowing (DSO)</p>	<p>All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement.</p> <p>The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated.</p> <p>Cumulative impacts of committed schemes will also need to be assessed.</p>	<p>All habitable rooms have access to appropriate levels of natural / daylight and ventilation (see Design Statement and Drawings by Deady Gahan Architects).</p> <p>All habitable rooms have access to appropriate levels of natural / daylight and ventilation (see Design Statement by Deady Gahan Architects) and will not have a negative impact on the amenities enjoyed by adjoining properties.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and	
Chapter 11: Placemaking and Managing Development	Objective 11.5 Private Amenity Space for Houses	Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site. The following factors will be material in assessing whether adequate space has been provided a. The density of the proposed development.	All housing and apartment units have generous private amenity provision above the required standards

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<ul style="list-style-type: none"> b. The context of the development in relation to the size and layout of existing residential plots and the pattern of development c. The orientation of the outdoor area in relation to the path of the sun d. The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings e. The overall shape, access to and usability of the whole space to be provided. f. Clear delineation public and private space (avoiding rear boundaries onto streets and public realm). 	

Reference	Policy Objective	Policy Provision	Statement of Compliance
		g. The location of the plot in relation to publicly accessible open space and the offer of that space.	
Chapter 11: Placemaking and Managing Development	Table 11.11: Residential Public Open Space Provision.	Public Open Space Provision: Greenfield Sites / Areas 15% General Provision 10%	The proposed development has an open space provision of 13.5% which is above the CDP standards.
Chapter 11: Placemaking and Managing Development	Table 11.13: Maximum Car Parking Standards.	Residential (1-2 Bedroom) 1.0 space Residential (3 - 3+ Bedroom) 2.0 space	The proposed development is in line with the CDP i.e. 2 per unit for the 25 no. 3 bed units and 1 per unit for the 1 and 2 bed units.
Chapter 11: Placemaking and Managing Development	Table 11.14: Bicycle Parking Requirements.	Standard Apartments: 0.50 Per Unit in Suburbs	N/A – each house has space for ample bicycle parking and shared bicycle parking is also provided for the apartment units.
Chapter 12: Land Use Zoning Objectives	ZO 01 Sustainable Residential Neighbourhoods	Protect and provide for residential uses and amenities, local services and	The proposed development is fully compliant with this zoning objective. As per Section ZO 1.3 of the Plan <i>“Primary uses in this zone include residential uses, crèches, schools, home-</i>

Reference	Policy Objective	Policy Provision	Statement of Compliance
	ZO 2 New Residential Neighbourhoods	community, institutional, educational and civic uses. To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.	<i>based economic activity, open space and places of public worship."</i>