

**DEVELOPMENT PLAN REVIEW
OBSERVATION**

Observation on Draft Cork City
Development plan: Revision of Land
Zoning in Upper Glanmire, Cork City.

On behalf of...

COLM KELLEHER

of...

BALLINVRISKIG,

UPPER GLANMIRE,

CORK CITY,

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1. Introduction

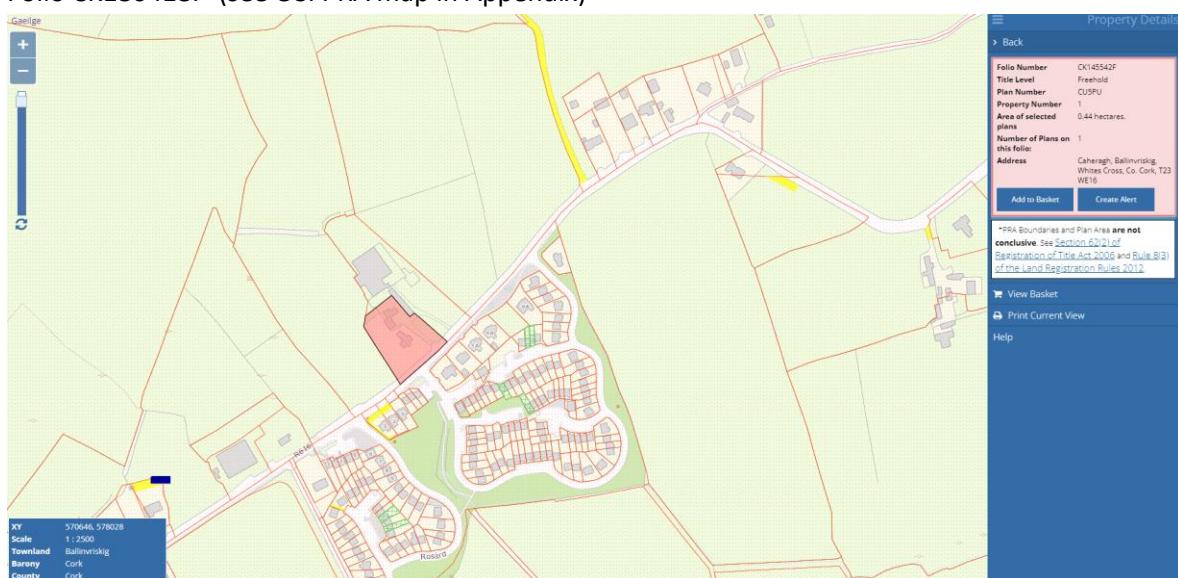
Our Client Colm Kelleher has contracted CEAarchitects to create and lodge an observation outlining his concerns regarding the amendments to his land in the draft City Development Plan which was presented for public opinion.

Mr. Kelleher is currently preparing a planning application to secure permission for a development of 20 dwelling units on his land at Ballinvriskig, Upper Glanmire, Cork City. Folio CK180418F and Folio CK145542F as mapped below (and on PRA compliant maps) in the Appendix.

Mr. Kellehers concerns surround Cork City Councils indicated intention to remove his land from the settlement boundary of Upper Glanmire within which he has resided (folio CK145542F) since purchasing his property 12 years ago. He observes that a more proper utilisation of his land would be as developable stock for the settlement of Upper Glanmire in accordance with the current local area plan and aspirations of the NPF and RSES.



Folio CK180418F (see OSI PRA map in Appendix)



Folio CK145542F (see OSI PRA map in Appendix)

2. Planning Policy Context

2.1 National Strategy

Project Ireland 2040 – National Planning Framework (NPF)

The NPF is the principal national planning policy document for the country. The NPF includes a list of 'shared goals' across the country framed as 10 National Strategic Outcomes including Compact Growth, Strengthened Rural Economies and Communities, Sustainable Mobility, Transition to a Low Carbon and Climate Resilient Society and Sustainable Management of Water, Waste and other Environmental Resources. National Policy Objective 3 sets out the population targets for the regions and cities as follows;

National Policy Objective 33 states that the locations of new homes should be prioritised at locations where sustainable development patterns can be encouraged and to reduce commuting times and congestion which negatively effects people's lives. Section 3.4 of the NPF indicates that within the CASP study area which approximates the Cork Metropolitan Area there will be a greater focus on achieving 'balanced and compact, connected growth'. This requires that future housing delivery should be based on factors including access to amenities and sustainable transport modes, in order to avoid long-distance commuting patterns and quality of life impacts.

The NPF espouses the principles of:

- Compact Growth
- Strengthened Rural Economies and Communities
- Sustainable Management of Water, Waste and other Environmental Resources
- Access to Quality Childcare, Education and Health Services

The NPF identifies a number of key future growth enablers for Cork City and its Metropolitan Area including:

- Cork City and Suburbs: +105,000 - 125,000 people (at least 315,000 total)
- 50% new city housing on within existing Cork, Limerick and Waterford Cities and Suburbs footprints
- Identifying infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas
- Progressing the sustainable development of new Greenfield areas for housing, especially those on public transport corridors.
- Enabling enhanced opportunities for existing communities as development and diversification occurs, particularly through employment, learning and education support;

2.2 Regional Strategy

Regional Spatial and Economic strategy for the southern region (RSES)

The RSES came into effect on January 31st 2020. The RSES profiles the Southern Region and establishes a strategy to enhance the region into future through 11 distinct strands which include;

- Compact Growth
- Transforming our transport systems towards well-functioning, sustainable integrated public transport, walking and cycling and electric vehicles.
- Providing infrastructure and services in a sustainable, planned and infrastructure-led manner to ensure the sustainable management of water waste and other environmental resources.

The RSES follows on from the NPF in promoting development with access to quality public transport opportunities. In particular section 6.3.5 of the RSES summarises the regional policy objectives for the integration of transport planning with spatial planning policies. The RSES promotes the prioritisation of new development in areas served by sustainable travel opportunities to achieve a modal shift from car dependency in favour of public transport, walking and cycling. This is enshrined in Regional Policy Objective (RPO) 151 of the RSES. RPO 152 of the RSES ‘Local Planning Objectives’ lists number of principles that need to be assessed in a local context when considering the interrelationship between land use and transport. Specifically, RPO 152 states that land use and transport integration will guide development by;

- Deliver a high level of priority and permeability for walking, cycling and public transport modes.
- Planning at the local level will prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools.
- New development areas will be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities

The realisation of the vision for the Cork MASP will need to be led by a number of Guiding Principles identified in Section 3.2 of the Cork MASP which include;

- **Metropolitan Engine** -Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic employment locations along public transport corridors
- **Integrated transport and land use** -Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy.....
- **Accelerate housing delivery** - Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply and the adoption of performance-based design standards as supported by NPF National Policy Objective 13 to achieve higher densities in the urban built up areas, supported by better services and public transport. Section 5 of the Cork MASP identifies ambitious housing and population targets for the Cork MASP up 2031. These can be summarised as follows;
- By 2026 the total Cork MASP population will need to grow by 70,281 no. people from 2016 figures (23.1%) and a further 34,376 no. people (11.3%) by 2031

- 20,281 no. people will be accommodated within the ‘Rest of Cork Metropolitan Area’ by 2026, increasing to 29,657 no. people by 2031.
- Based on Cork County Councils average household size of 2.5 people and a vacancy rate of 10%, this equates to 8,923 no. additional units by 2026 and a further 13,050 houses by 2031.

In addition, to a total population increase of 34.4% within the Cork MASP area, the RSES places a key emphasis on place-making and creating sustainable and inclusive communities for future residents. Regional Policy Objective (RPO) 176 ‘10 minute City and Town Concepts’ aims to “attain sustainable compact settlements with the “10-minute” city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services”.

Cork Metropolitan Area Transport Plan (CMATS)

CMATS supports the delivery of the 2040 population growth target for the Cork Metropolitan Area and recognises that Metropolitan Cork will be a national driver of population growth and economic activity over the lifetime of CMATS. CMATS has been prepared in the context of a number of national and regional policy documents seeking to reverse national trends whereby car dependency has become a prominent trend. CMATS refers to guidance contained within the ‘Smarter Travel – A Sustainable Future’ document where a national target of 55% of total commuter journeys to work in the State will be via walking, cycling and public transport. CMATS refers that Cork has performed poorly in terms of promoting public transport as a viable commuting option with currently only 3% of all work commuting journeys in Metropolitan Cork are via public transport and 74% of trips by car throughout the region. Chapter 4 of CMATS specifies a number of ‘strategy development priorities’ for the distribution of land-use have been identified for the Metropolitan Area including.

- Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated Development (PTOD). PTOD is consolidated development that provides higher density, a balanced mix of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high capacity public transport.
- This will result in a high-intensity, mix of uses being directed to locations at existing or planned stations along the suburban and light rail lines in Cork and along the high frequency bus corridors.
- Deliver consolidated development in a manner that can avail of existing transport infrastructure.
- Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

2.3 Local Strategy

Cobh Local Area Plan 2017 (as Extended)

Upper Glanmire

5.2.50

The vision for Upper Glanmire to 2023 is to secure an increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.

5.2.51

Upper Glanmire is designated as a village within Metropolitan Cork the aim of this Plan is to promote sensitive development in tandem with the provision of services and to retain and build upon existing services and community facilities.

Local Context

5.2.52

Upper Glanmire is located in an elevated position to the west of the Glashaboy River valley, approximately 7 kilometres north east of Cork City and 1 kilometre from Riverstown/Glanmire.

5.2.53

Upper Glanmire is a long, linear residential settlement straddling the R616 regional road with most of the development located to the south of the road. To the east of the village, the land falls steeply to the Glashaboy River.

5.2.54

The village provides a number of important services such as church, school and community centre.

Planning Proposals

5.2.55

The development boundary of Upper Glanmire reflects the extent of the existing settlement, includes some additional lands where future development could be considered. The boundary is tightly drawn, to the east of the village in particular, where the land falls steeply to the Glashaboy River.

5.2.56

It is envisaged that a maximum growth of 20 units over the lifetime of the plan would represent a more sustainable level of growth in Upper Glanmire and would respect the established grain of development in the village.

5.2.57

This figure, however, does not reflect the infrastructural capacity of the village. The risk to water quality of the River Glashaboy is a significant constraint to further development in Upper Glanmire. If this constraint is not overcome then the development potential of Upper Glanmire will be limited to a small number of individual houses with their own wastewater treatment facilities. Due to the potential for cumulative environmental effects, development will be limited to 5 individual houses.

5.2.58

In accordance with DoEHLG guidance on the scale of future development in villages it is considered that any new individual housing schemes should normally not exceed 3--4 units.

5.2.59

There are a number of opportunities for residential development within the development boundary, including some opportunity for infill.

5.2.60

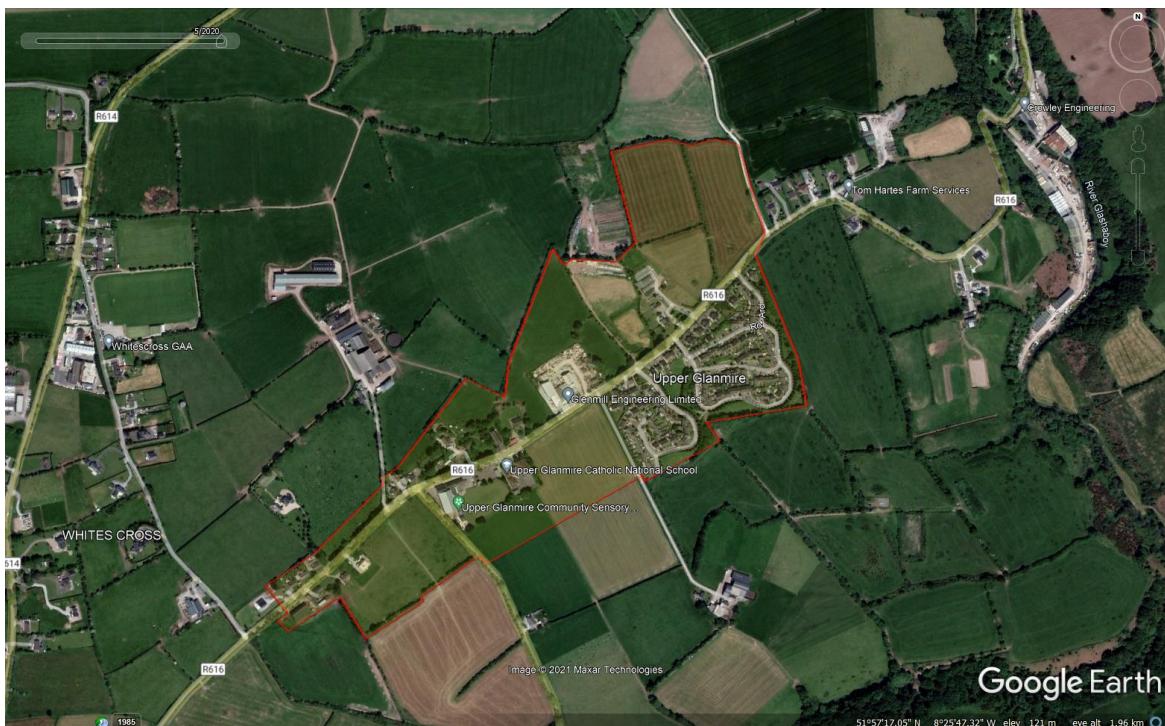
There is a large site within the development boundary to the north east of the village and sites to the east and west of the school which remains available and has the potential to accommodate residential development.

3. Landscape and Amenity

3.1 Population and Economic Growth

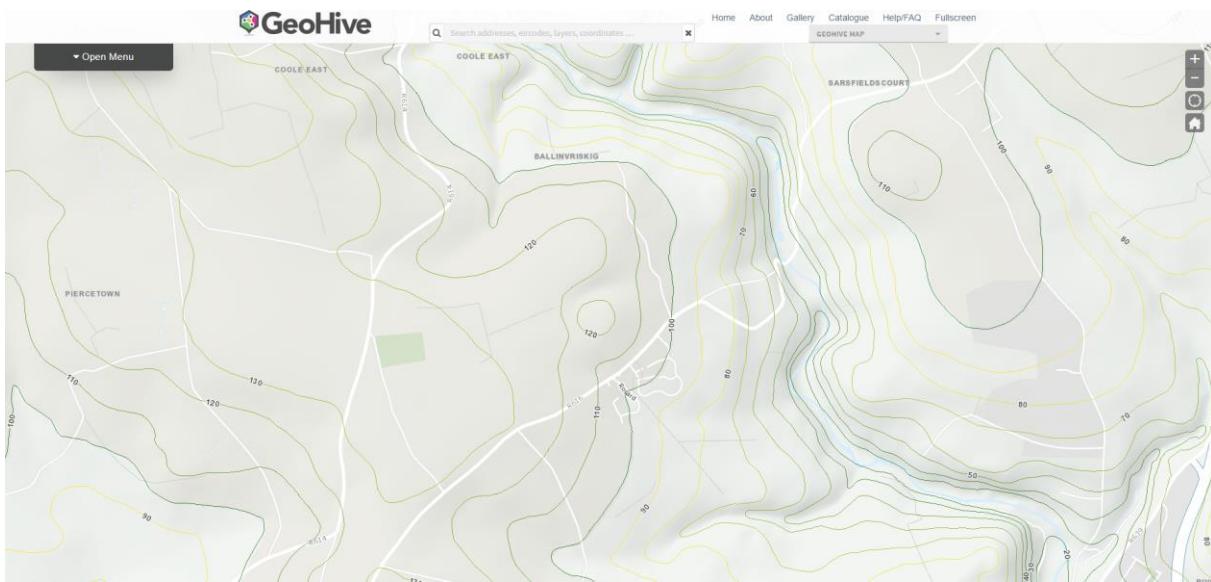


March 2017 : At the time of publication of the current Cobh local area plan the above satellite mapping was taken of the settlement.



May 2020: The imagery above is the most recent of the settlement having been taken in May 2020. Given the disruption of Covid 19 on the construction industry represents a current image of the settlement layout.

It is clear from the imagery that the development has not grown substantially in the interim period. It is apparent that only one house has been developed within the boundary with one additional house being accessed within the boundary but being outside the settlement area.



The geology of the area will not support significant development within the context and as such developable land in the flatter settlement boundary should not be limited. The settlement will need to reach a critical mass greater than is existing (as stated in the Cobh Local area plan) to retain services and town centre conveniences. Rezoning these lands in total represents a 180 degree shift from development policy and will negatively impact the ongoing development of the settlement and hinterland.

3.2 Roads and Infrastructure

The R616 Upper Glanmire Road which passes the site has a speed limit of 80 km/h connecting Watergrass Hill to Whites Cross and onto Blarney and Blackpool.

Watergrass Hill has received access to the M8 allowing direct connection to the Dunkettle Interchange. As such the traffic on the R616 is depleted and has capacity to provide quick and easy access to the city and the M8 from a development at the site.

3.3 Services

Irish Water (Supply and Foul Water)

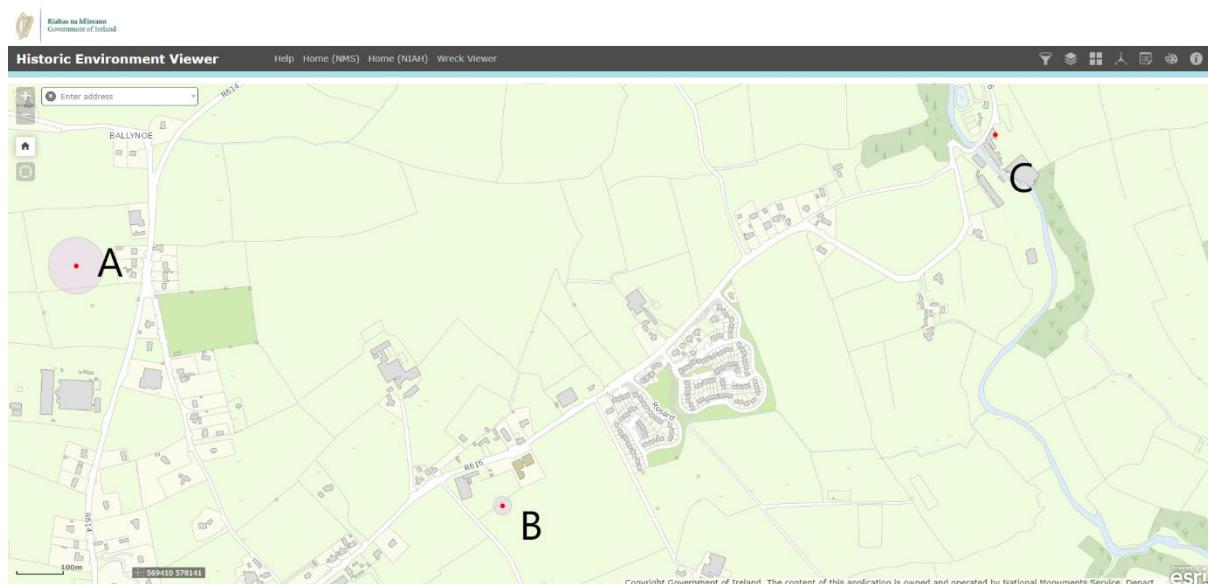
See the confirmation of feasibility for a development which confirms services available locally. Our client is approaching the relevant private entities to obtain the required permissions.

Storm water

The proposed site layout intends to attenuate all storm water collected onsite. The Stormtech system will be supported by a silt trap and petrol interceptor. The runoff will be limited to the QBAR flow in accordance with SUDS best practices.

3.4 Archaeology and Built Heritage

National Monuments Act



A 1500 m

CO063-075

Class: Ringfort - rath

Townland: BALLYNOE (Cork By.)

Scheduled for inclusion in the next revision of the RMP: Yes

Description: In pasture, on N-facing slope. Shown on 1842 OS 6-inch map as circular enclosure (diam. c. 20m). Levelled; no visible surface trace.

The above description is derived from the published 'Archaeological Inventory of County Cork. Volume 2: East and South Cork' (Dublin: Stationery Office, 1994). In certain instances the entries have

been revised and updated in the light of recent research.

Date of upload/revision: 14 January 2009

B 480 m

CO063-077

Class: Standing stone

Townland: BALLINVRISKIG

Scheduled for inclusion in the next revision of the RMP: Yes

Description: In pasture, on S-facing slope. No visible surface trace.

The above description is derived from the published 'Archaeological Inventory of County Cork. Volume 2: East and South Cork' (Dublin: Stationery Office, 1994). In certain instances the entries have been revised and updated in the light of recent research.

Date of upload/revision: 14 January 2009

C 800 m

CO063-004

Class: Mill - spade mill

Townland: SARSFIELDSCOURT

Scheduled for inclusion in the next revision of the RMP: Yes

Description: On E side of Glashaboy river. Indicated on 1842 OS 6-inch map as rectangular structure (long axis N-S) with central projection to E. Two storey roughly rectangular building survives. Front (E) of 3 bays with 2-bay addition at S end built at slightly different angle. Gabled roof; blocked semicircular window/recess with brick surround at attic level in S gable; similar circular blocked ope in N gable. Central brick chimney on W elevation. Modern additions to rear (W). Now used as workshop.

The above description is derived from the published 'Archaeological Inventory of County Cork. Volume 2: East and South Cork' (Dublin: Stationery Office, 1994). In certain instances the entries have been revised and updated in the light of recent research.

Date of upload/revision: 14 January 2009

National Inventory of Architectural Heritage

No Instances within the direct context

Protected Structures

RPS 00388 is 1.75 km is the closest RPS item and will not be impacted by any development on the site.

3.5 Environment and Wildlife

ACA

There is no ACA in the area of the site.

NHA

There is no NHA or plausible route for development at the site to impact up on an NHA form the site.

SPA & SAC

Great Island Channel SPA and Cork Harbour SPA are down stream of the Glashaboy River via the River Lee. The river does not run adjacent to the site and at its closest meander the river is over 700m from the site. It should be noted all water leaving the site to the water table will have been processed through a petrol interceptor and Silt trap in accordance with SUDS.

The CEMP to be prepared for the planning application will indicate all measures to be taken to prevent any injurious repercussions from the development or occupation of the site.

3.6 Public open space

The land zoned directly to the West of the site is zoned public open space which would bolster the provided open space provision in the development further enhancing the quality of the development.

The zoned open space is flanked to the west by commercial zoning and would form the edge condition of the settlement should the proposed alterations be upheld. The proposed development on the site would provide a passive supervision element to the open space provision rather than allowing it to become a peripheral antisocial behaviour prone space.

4. Layout and House Types.

4.1 Proposed Site Layout

Please see attached in Appendix 2. A 1:500 site layout indicating the potential works proposed to be developed on the land.

4.2 Proposed House Types

Please see attached in Appendix 2. A 1:200 House Type Drawings indicating the potential works proposed to be developed on the land.

5. Conclusion

5.1 Planning Policy and Site legislative suitability

The planning strategy which should be applied to the zoning of the site is informed from the national and regional level by the NPF and RSES respectively while the local strategy is a Cork County Council document as extended from before the City Expansion.

The NPF tenets of **Compact Growth, Strengthened Rural Economies and Communities, Sustainable Management of Water, Waste and other Environmental Resources, Access to Quality Childcare, Education and Health Services** support the development of the site.

The proposed development would support the existing suburban **Community and Economy** as suggested in the Cobh Local area plan...

- The vision for Upper Glanmire to 2023 is to secure an increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.
- Upper Glanmire is designated as a village within Metropolitan Cork the aim of this Plan is to promote sensitive development in tandem with the provision of services and to retain and build upon existing services and community facilities.
- “It is envisaged that a maximum growth of 20 units over the lifetime of the plan would represent a more sustainable level of growth in Upper Glanmire and would respect the established grain of development in the village.”
- “There is a large site within the development boundary to the north east of the village and sites to the east and west of the school which remains available and has the potential to accommodate residential development.”

The Attached Irish water connection feasibility confirmation shows the unused potential for development in the area and means the proposal would represent a **Sustainable Management of Water, Waste and other Environmental Resources**.

Upper Glanmire has a significant education facility and the proposed development would seek to maximise the potential of that facility while minimising required commutes and unnecessary vehicular journeys. The proposed development would support economic and environmentally conscious access to **Quality Childcare, and Education Services**. Proximity to the city and the lee clinic would provide close available **Healthcare Services**.

The RSES key tenets of **Metropolitan Engine, Integrated transport and land use and Accelerate housing delivery –**

The development of Corks suburban hinterland into a sustainable economic support structure will enable the development of the **Metropilitan Engine** and create a variety of living environments within the city espoused by the RSES.

Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic employment locations along public transport corridors such as the R616. The existence of the Upper Glanmire Catholic National School would suggest an existing public

transport function which with additional housing stock could be developed to formal public transport service.

The lack of need for additional services to immediately commence and develop the site satisfies the identified goal of promoting developments which allow the **accelerated delivery of Housing Stock**.

Within the current planning framework this site presents an economic, sustainable option for the development of a community within the suburban hinterland of Cork City, contributing to difficult targets set by the NPF and RSES documents.

5.2 Receiving Environment and Site Physical Suitability

Having assessed the sites landscape and amenities, the receiving environment of a potential development at this site is well equipped to support the proposed density and population.

Regarding services, the site is well serviced by a bypassed road with sufficient capacity to support the development.

There is no historic or protected material / buildings in the area which might cause the site to be unsuitable for development.

There are no environmental considerations or nearby protected habitats to cause the site to be unsuitable for development.

Existing waste water infrastructure is not being used within the area which would allow the supply of this development without requiring upgrades.

There are existing social amenities such as schools and community centre in the existing town centre, In accordance with the Cobh Local area plan this development would contribute to the critical mass required to develop retail amenity within the town.

5.3 Executive Conclusion

Physically the site is well suited to receive a development and legislatively its development is in line with the tenets of the presiding planning frameworks and strategic documents which inform the proper and appropriate development of an area.

As stated in the Cobh Local Area Plan the removal of the developable lands to the north east of the settlement would have a negative impact on the economic development of the community. As such the land should remain within the settlement and the proposed development should receive the support of the City Council.

6. Appendix 1...

6.1 Irish Water Confirmation of Development Feasibility

Annette Walsh
CEA Architects
15 Mill Road
Midleton
Co. Cork

02 July 2018

Dear Sir/Madam,



Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
Éire

Irish Water
PO Box 6000
Dublin 1
Ireland

T: +353 1 89 25000
F: +353 1 89 25001
www.water.ie

Re: Customer Reference No 218831421 pre-connection enquiry - Subject to contract | Contract denied

19 unit housing development at Upper Glanmire, Ballinvariskig, Co. Cork

Irish Water has reviewed your pre-connection enquiry in relation to water and wastewater connections at Upper Glanmire, Ballinvariskig, Co. Cork. Based upon the details that you have provided with your pre-connection enquiry and on the capacity currently available in the network(s), as assessed by Irish Water, we wish to advise you that, subject to a valid connection agreement being put in place, your proposed connection to the Irish Water network(s) can be facilitated.

In the case of wastewater connections this assessment does not confirm that a gravity connection is achievable. Therefore a suitably sized pumping station may be required to be installed on your site. All infrastructure should be designed and installed in accordance with the Irish Water Code of Practice.

Sewerage from the proposed development will be treated at the existing Ros Ard WWTP. There is sufficient capacity in the WWTP for the proposed 19 house development. The design capacity of the WWTP is 550PE, with available capacity of 105PE (35 Houses). A development of more than 35 houses would require upgrade works to the WWTP.

It shall be noted that Irish Waters ownership of the sewer running from the Ros Ard housing estate to the Ros Ard WWTP has been challenged. Irish Water advise you that written permission may need to be obtained from the owner of this foul sewer prior to entering into a connection agreement with Irish Water. Irish Water are investigating this challenge and will revert back to you when more clarity has been received.

All infrastructure should be designed and installed in accordance with the Irish Water Codes of Practice and Standard Details. A design proposal for the water and/or wastewater infrastructure should be submitted to Irish Water for assessment. Prior to submitting your planning application, you are required to submit these detailed design proposals to Irish Water for review.

You are advised that this correspondence does not constitute an offer in whole or in part to provide a connection to any Irish Water infrastructure and is provided subject to a connection agreement being signed at a later date.

A connection agreement can be applied for by completing the connection application form available at www.water.ie/connections. Irish Water's current charges for water and wastewater connections are set out in the Water Charges Plan as approved by the Commission for Regulation of Utilities.

If you have any further questions, please contact Brian O'Mahony from the design team on 022 52205 or email bomahony@water.ie. For further information, visit www.water.ie/connections

Yours sincerely,

Maria O'Dwyer
Connections and Developer Services

Stiúrthóiri / Directors: Mike Quinn (Chairman), Jerry Grant, Cathal Marley, Brendan Murphy, Michael G. O'Sullivan
Oifig Chláraithe / Registered Office: Teach Covill, 24-26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86 / Covill House, 24-26 Talbot Street, Dublin 1, D01 NP86
Is cuidéachta ghniorúchácht ainnrithe atá faoi theoirí an scáileanna é Ulus Éireann / Irish Water is a designated activity company, limited by shares.
Uimhir Chláraithe in Eirinn / Registered in Ireland No.: 530363

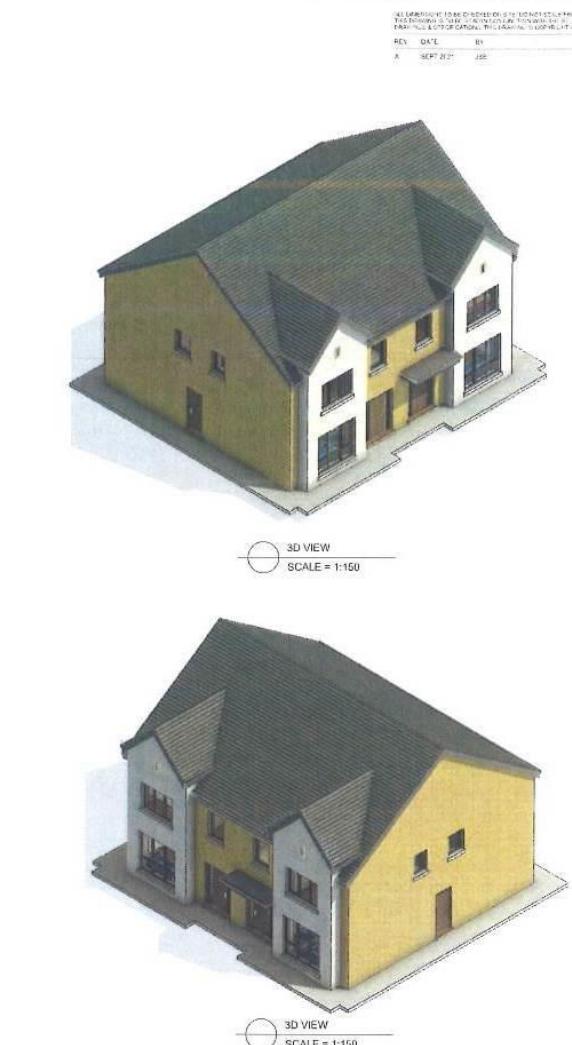
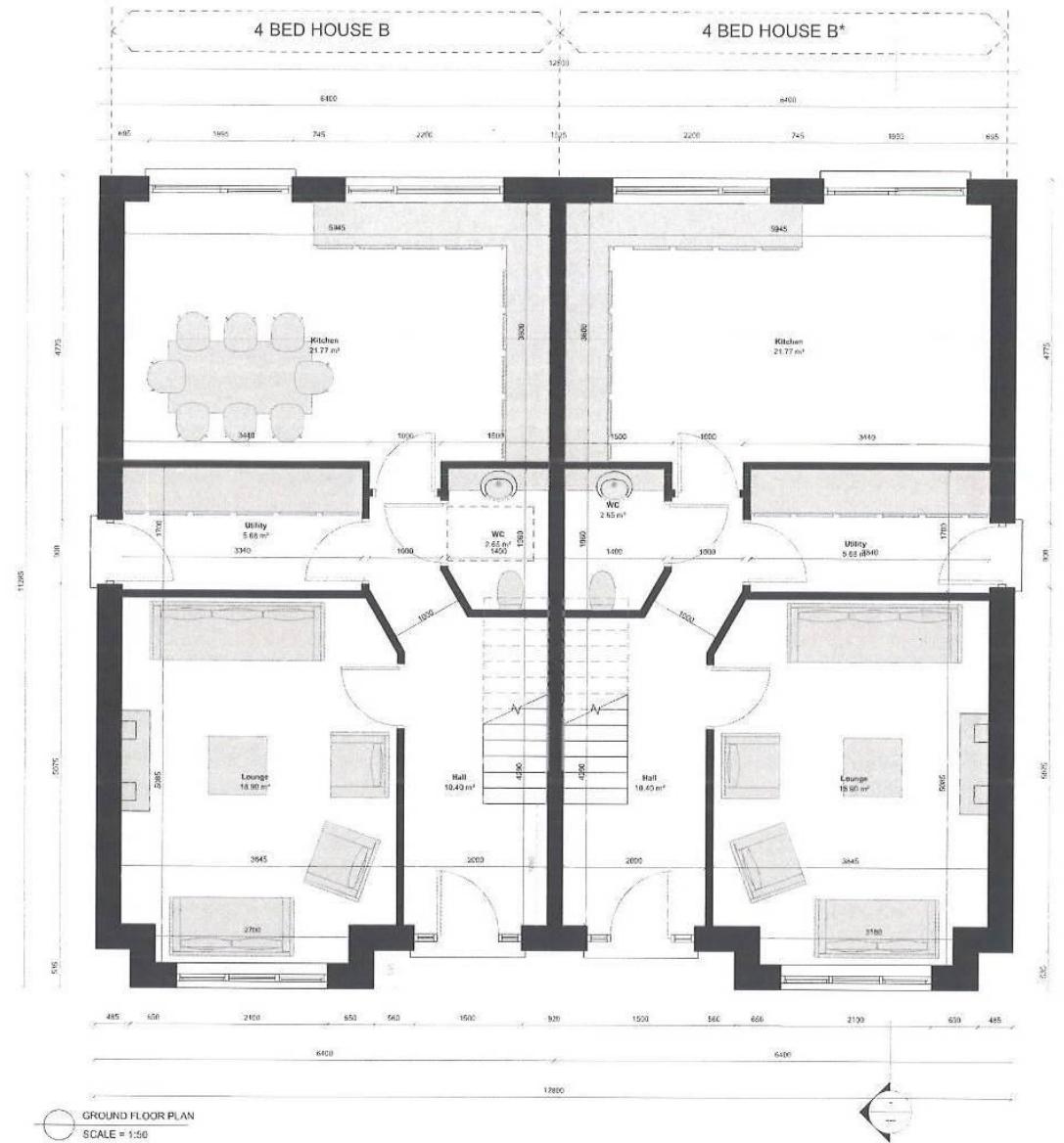
7. Appendix 2 ...

7.1 Sample Proposed Development Drawings

Note Drawings not to scale, for information purposes only.

Total Site Area	8668.6 m ² (0.87 Ha)
# of Units	20 Units
Density of proposal	23 units / Ha
Total Open Space	2027.5 m ² (0.20 Ha)
% Open Space	19.9 %
Total Private Amenity Space	1704.6 m ² (0.17 Ha)
Resident Parking spaces (In-Curtilage)	40 (2 per unit)
Resident Parking spaces	5 (0.25 per Unit)





MATERIAL PALLET



AMBER / YELLOW BRICK



WHITE RENDER FINISH



BLUE BLACK STATE ROOF TILES



DARK GREY WINDOWS



BLACK RAINWATER GOODS



CEA
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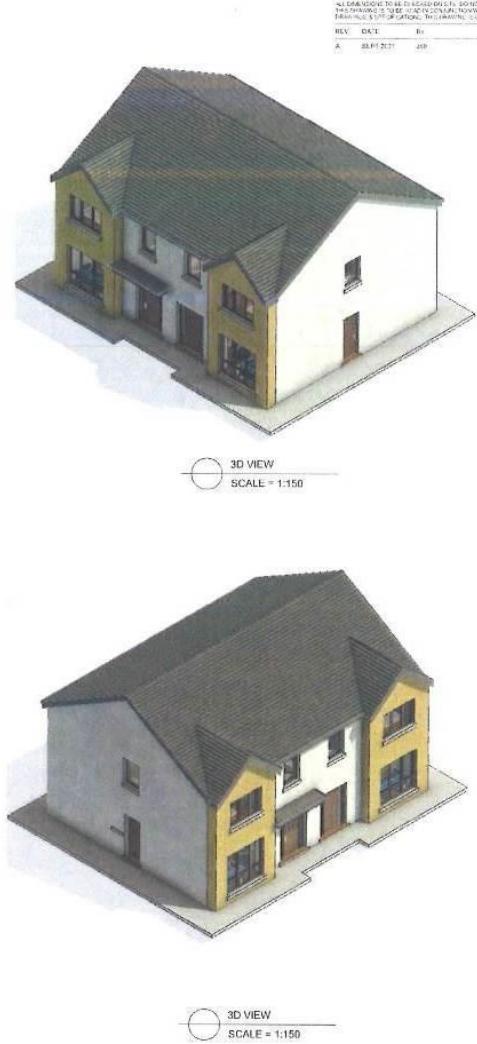
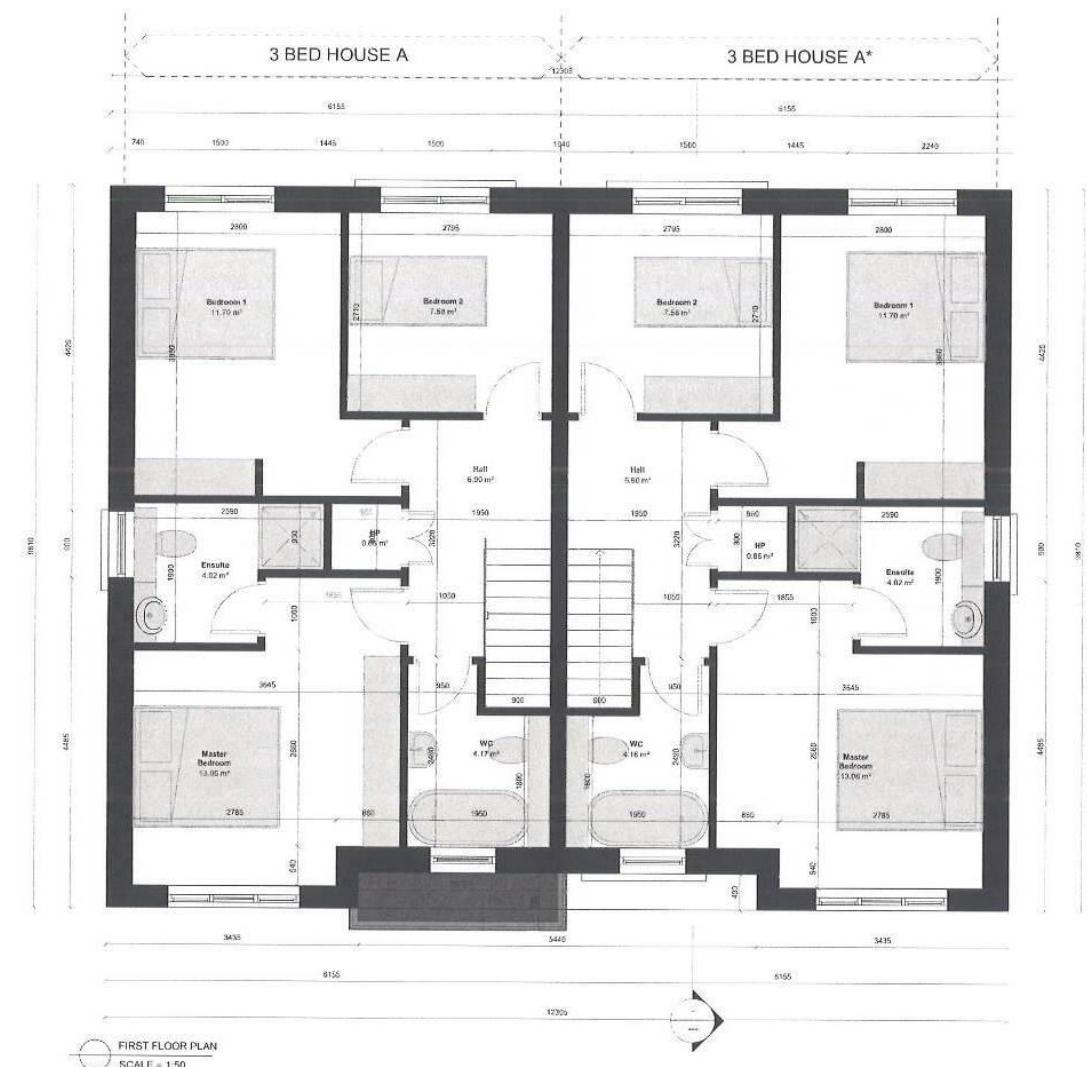
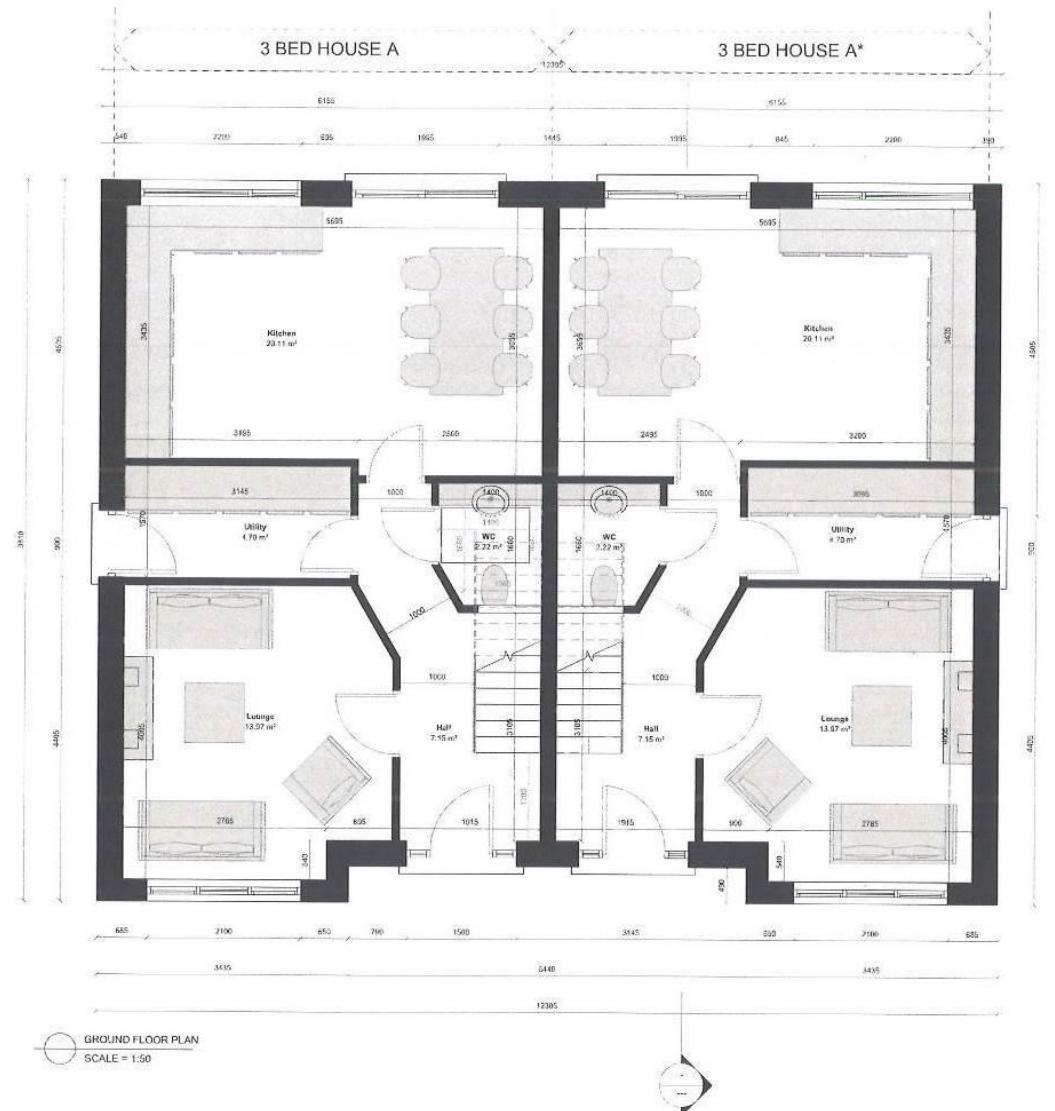
Planning
Residential
Development
Upper Glanmire,
Cork City

Block Type B
21281
1:50
JSD SC

21281 - CEA - PL - A - L1013

• DENOTES INDICATED HOUSE TYPE IS HANDED
FOR INDIVIDUAL UNIT ORIENTATION AND FINISHED
FLOOR LEVELS PLEASE SEE THE SITE LAYOUT PLAN
VALUES MAY NOT RELATE TO INDIVIDUAL UNITS
GROUND FLOOR AREA: 61.2 m² 658 ft²
FIRST FLOOR AREA: 61.2 m² 658 ft²
TOTAL FLOOR AREA: 122.4 m² 1317 ft²

SEPT 2021



MATERIAL PALLET



AMBER / YELLOW BRICK



WHITE RENDER FINISH



BLUE BLACK STATE ROOF TILES



DARK GREY WINDOWS



BLACK RAINWATER GOODS



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Planning
Residential
Commercial
Upper Glanmire,
Cork City

SEPT 2021

21281

JSB SC

21281 - CEA - PL - A - L1010

* DIFFERS TO THE INDICATED HOUSE TYPE IS HANDLED
FOR INDIVIDUAL UNIT ORIENTATION AND FINISHED
FLLOOR LEVELS IN CASE SITE LAYOUT PLAN
VALUES BELOW RELATE TO INDIVIDUAL UNITS

GROUND FLOOR AREA: 50.6 m² 545 ft²
FIRST FLOOR AREA: 50.6 m² 545 ft²
TOTAL FLOOR AREA: 101.2 m² 1089 ft²

FRONT ELEVATION
SCALE = 1:50

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Planning Pack Map



**CENTRE
COORDINATES:**
ITM 570681,578029

PUBLISHED: 24/07/2018 **ORDER NO.:** 50017033_1

MAP SERIES: 1:2,500 **MAP SHEETS:** 6291-B

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