



# Comhairle Contae Chorcaí

## Cork County Council

28/02/25

**RE: Part 8 Planning Report for a Maintenance Compound and Park at Kilcoolishal, Glanmire/ Little Island, Co. Cork**

To whom it concerns,

The proposed development is a new works compound to house equipment and staff welfare facilities for maintenance works to Cork County Council cycle/pedestrian pathway sites. Site works will include a new vehicular entrance, equipment storage shed, staff canteen, toilet, green waste/mulch and material storage bays and electric sliding gate. The proposed development also includes the provision of a pocket park and all associated boundary treatments and ancillary site works.

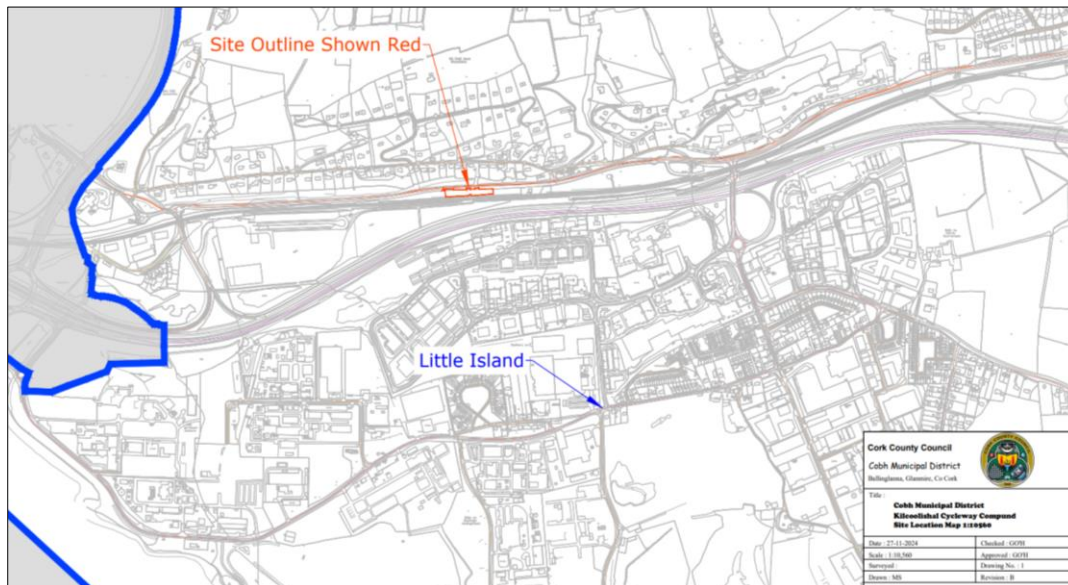


Fig 1. Site Location Plan

### Location and context

The site bounded by the L3004 to the north and the Cork - Cobh - Midleton rail line to the south. The site was recently used as a temporary construction compound related to the construction of the greenway/ active travel route and is currently vacant, cleared of all vegetation, bounded by 'rigid' fencing and tree planting to the roadside edge.

The site is part of the interface between the built environment and the undeveloped landscape. The site is linear and has been an intrinsic part of undeveloped lands acting as a buffer from the Rail-line and the N25. There is a leafy suburban residential character to lands to the north, coupled with local

scale commercial developments, some of which is remnant of the former function of the local road when it was the primary road route to east Cork. Note that the temporary use of site as a construction compound does not have the benefit of permission, nor does the works (fencing and surfacing) to the adjoining lands to the east of the site. The current condition of these lands is due to recent interventions and as such does not in itself legitimise a proposal for continued use.

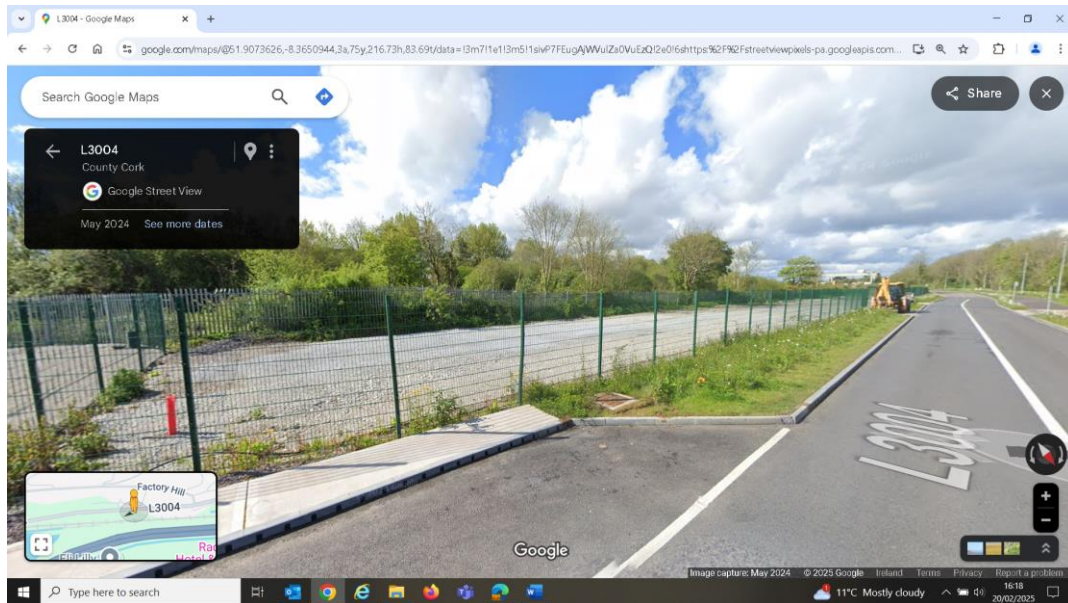


Fig 2 Google Streetview of site (west)

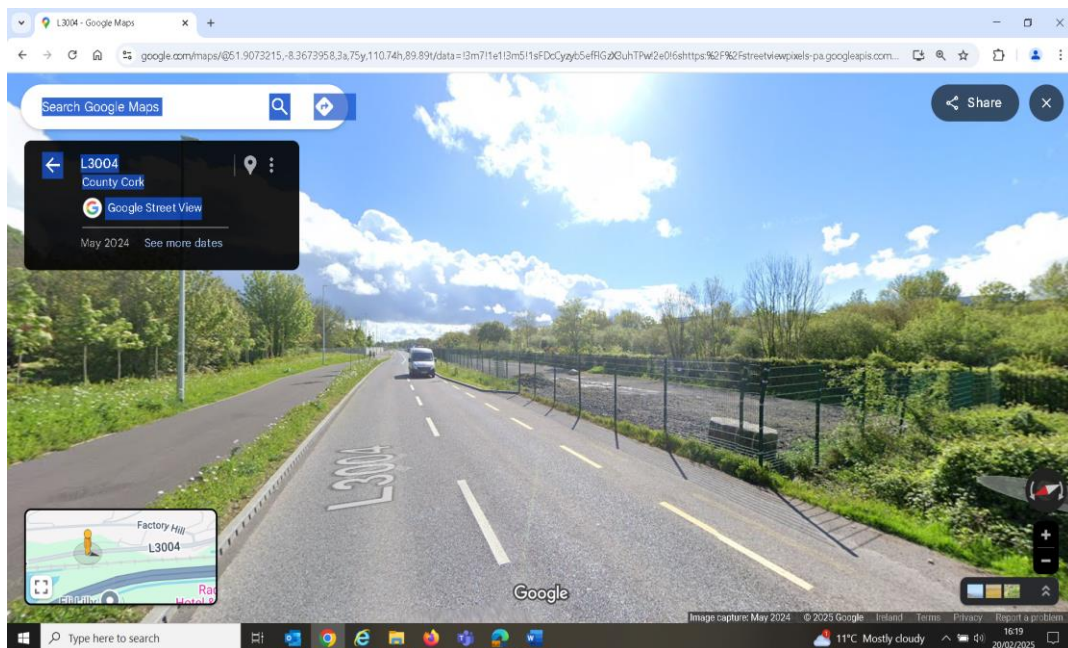


Fig. 3 Google Streetview of site (east)

In summary, the site comprises of an area of built land consisting of recolonising bare ground and is bound to the south by a vegetated drain and treeline comprising of Ash and Sycamore which is also a medium impact invasive species.

## County Development Plan 2022

The subject site is designated Prominent and Strategic Metropolitan Greenbelt in the County Development Plan 2022. It is an objective to preserve from development under the following policy objectives.

**RP 5-11 County Metropolitan Cork Greenbelt ‘to maintain the County Metropolitan Cork Greenbelt,’**

**RP 5-12 Purpose of Greenbelt, (a) ‘for the purposes of retaining the open and rural character of lands between and adjacent to urban areas... and provide for appropriate land uses that protect the physical and visual amenity of the area.’**

**RP5-13 Land Uses within the County Metropolitan Greenbelt, ‘preserve the character of the Metropolitan Greenbelt... and to reserve the generally for use as agriculture, open space, recreation uses and protection / enhancement of biodiversity of those lands that lie within it.’**

**RP5-15 Active Uses of Greenbelt lands, to ‘facilitate active uses ... and to encourage proposals which would involve the development of parks, countryside walks or other recreational uses within the Greenbelt.’**

**and GI 14-16 Prominent and Strategic Metropolitan Greenbelt, ‘Protect those prominent open hilltops, valley sides and ridges that define the character of the Metropolitan Cork Greenbelt and those areas which form strategic, largely undeveloped gaps between the main greenbelt settlements These areas are the Prominent and Strategic Metropolitan Greenbelt and it is an objective to protect them from development.’**

The proposal to develop the subordinate part of the site as a maintenance compound for the recently developed greenway, within a park/ public amenity setting is considered to accord/ align with the listed objectives and is acceptable in principle.

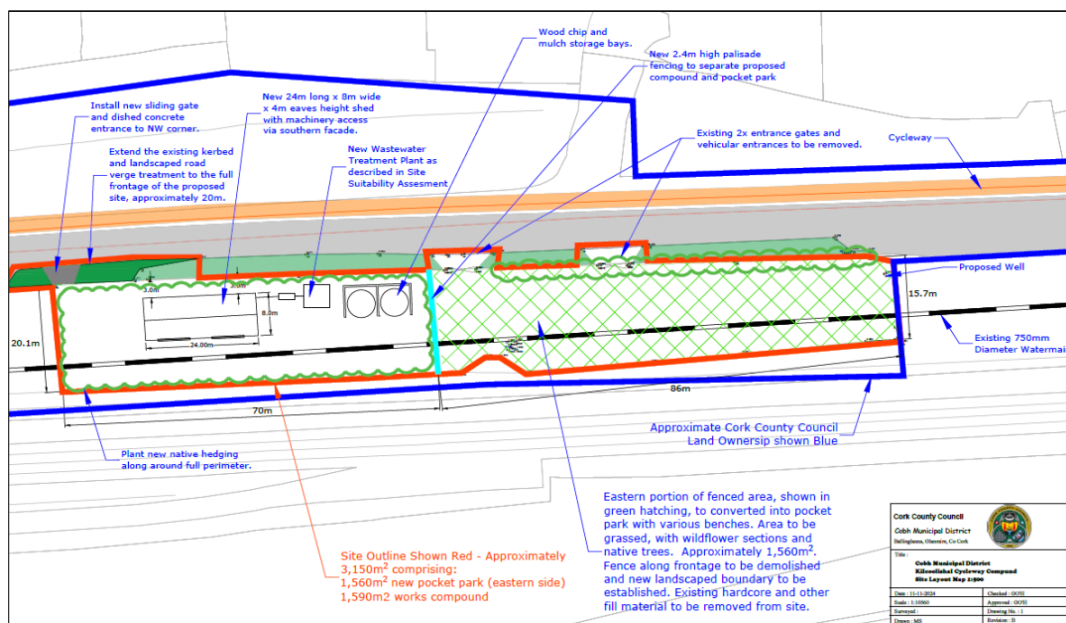


Fig 4. Site Layout Plan



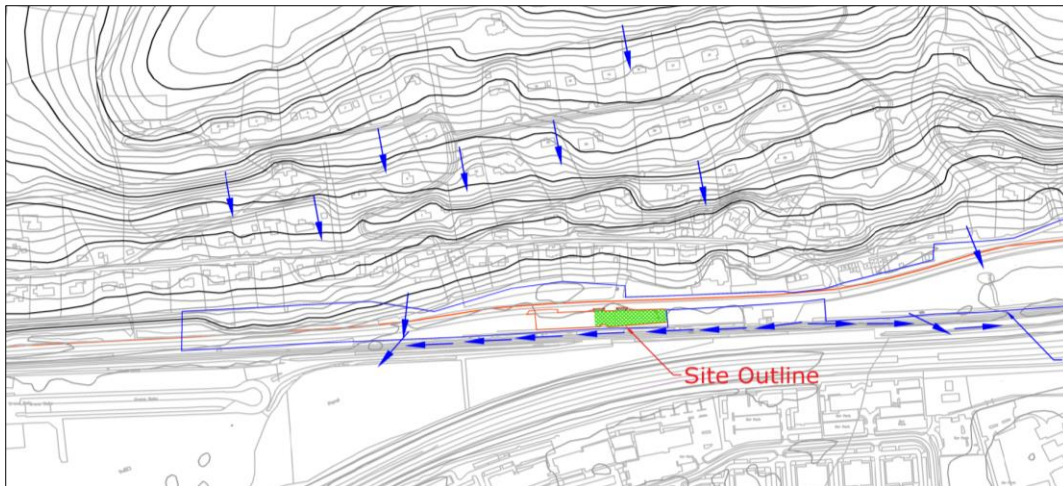


Fig 5. Site Drainage/ Topography

The drainage ditch which runs to the south of the site outfalls c.1.4km to the east into the Great Island Channel Special Area of Conservation (Site code: 1058) and 1.7km to the west into the River Lee and Cork Harbour Special Protection Area (Site Code: 4030). The nearest watercourse comprises of the Tibbstown Stream located c. 240m to the east of the site and discharges into the transitional waterbody of Lough Mahon. According to EPA mapping for the area the ecological status of the Tibbstown is Good and risk status is under 'Review' while the Lough Mahon transitional waterbody was classed as 'Good' and its risk is also under 'Review' under the 2016 – 2021 cycle of the Water Framework Directive. Surface waters and wastewater from the site during construction will be directed to the proposed on-site wastewater treatment system.

It is considered that the proposed development is well located given its proximity to the leisure route/ infrastructure it will serve and the amenity space can complement the 'local' commercial businesses.

#### Active Travel

It is a policy to support active travel within the County and connectivity with the City including the Cork Harbour Cycle Network and inter -urban Route IU-1, under **Objective TM 12-2 Active Travel**

The proposal generally accords with CDP **Objective TO10-1 Promotion of Sustainable Tourism in County Cork; TO 10-7 Long Distance Walks, TO 10-8 Walking/ Cycling and Greenways; TO 120-9 Greenways**

The proposal generally aligns with the County Development Plan, specifically, the Vision statement *"to protect and enhance the unique identity and character of County Cork's towns and villages and improve quality of life and well being through the delivery of placemaking underpinned by good urban design, with the creation of attractive public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate positive social interaction and supports the needs of the community."*

#### Built Heritage

There is no known features, structures of importance in the area and as such no concern is raised at this time. Conservation Officer report by email states satisfaction with same. Archaeologist report required.

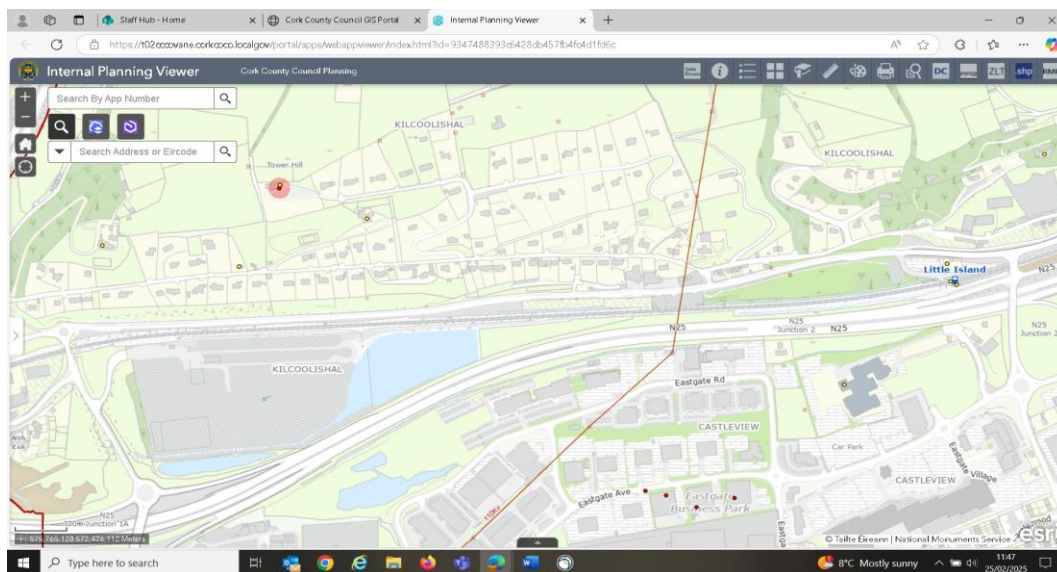


Fig 6 Plan-

ning GIS Layers. Built Heritage and Archaeology.

### Flood Risk Assessment

Report prepared by JBA Consultants, Sept. 2024.

The site lies within Flood Zone A/B, fluvial and in particular tidal flooding. Data is utilised indicating depths of up to 1.5metres. The ground levels at the site range from 1.46mOD at the southwest of the site to 3mOD at the northwest of the site. There is a drain on southern boundary indicated to be 2.0metres below site ground levels.

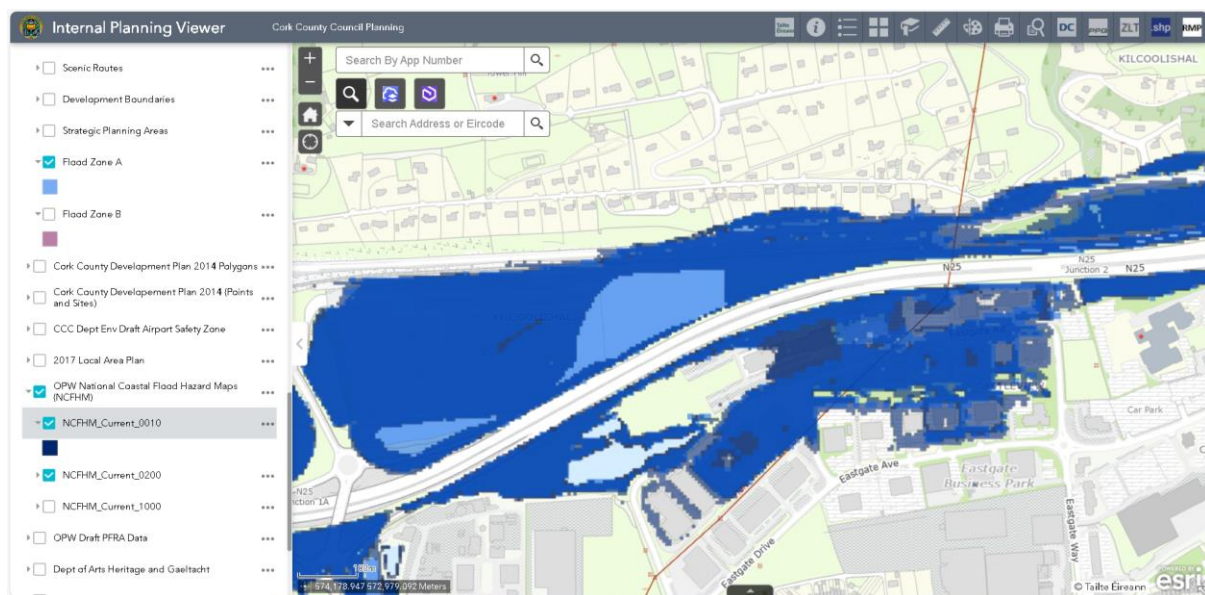


Fig 7. Flood Zone 'A' Layers: CDP & National Coastal Flood Hazard Maps

Flood risk information in the area is provided by the CFRAM (fluvial & coastal), the NCFHM (coastal) studies. According to the datasets the site is located in Flood Zone A & B. There is no flood relief scheme that covers the site. The report describes modelling to be conservative, and suggests that the railway acts as a barrier to tidal floodwaters, (without verifiable evidence). The Dunkettle Interchange Upgrade model of water levels and risks is not available at this time. In short, reliable information is not available at this time.

The report states that it is not feasible to raise FFLs of the compound to the standard of 500mm freeboard above the 0.5% coastal plus climate change event. Note. It would be contrary to best practice to raise lands within flood zone as it may result in adverse impacts on adjoining lands.

Therefore, the report proposes that risks be managed through Resilience Measures, Flood Emergency Response Plan and appropriate SWM measures.

Flood resilient construction should be implemented, which could be achieved by using wall and floor materials that can be cleaned and dried relatively easily, provided that the substrate materials are also resilient. Electronics, appliances and water sensitive fittings should be kept as high as practicable above FFLs. It would be advisable to keep these fittings at least 2m above finished floor levels to account for extreme water depths in the unlikely event that the flapped outfalls to the drain fail and allow the drain to overtop and let tidal waters on to the site. Any fuel/oil or hazardous material storage should also be kept at or above this level. Non return valves on the surface water/foul system may also be appropriate. It is essential that the wastewater treatment facility is a suitable level above ground (or is in a sealed unit) to protect against inundation due to failure of the flapped outfalls on the nearby drain. This may present some significant design challenges and/or require pumping. Any WC facility within the building would need to have a non-return valve fitted. Detailed design measures should be completed.

Flood Emergency Response Plan including contingency measures such as the timely evacuation of the site prior to the onset of flooding. The plan should be prepared for agreement.

It is essential that the wastewater treatment facility is a suitable level above ground (or a sealed unit) to protect against inundation due to failure of the flapped outfalls on the nearby drain. Due to the risk of the L-3004 becoming inaccessible, risks should be limited by warning and preparedness as set out in Section 4.1.2 of this report. There is no risk of pluvial (surface water) or fluvial (river) flood risk identified at the site and the small wastewater treatment facility will handle stormwater drainage on site. The new building would not (materially) increase surface water risk as it will be built on existing ground and is managed by discharging to the existing local stormwater drains. Final design details should be prepared for agreement.

All surface water runoff from hard surfacing areas will also be managed on the site by the on-site Wastewater Treatment Systems. The system must be in full compliance with the guidance and codes of practice as specified in the Cork City Development Plan 2022-2028 SFRA. Final design details should be prepared for agreement.

## **AA Screening**

Screening report prepared by the Ecology unit and concludes as follows:

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the objective information provided in this report, it is concluded beyond reasonable scientific doubt that the proposed works, individually or in combination with other plans/projects will not have a significant effect on a European site (Natura 2000 site). It is therefore considered that a Stage 2 Appropriate Assessment under Section 177V of the Planning and Development Act 2000 (as amended), is not required.

**EIAR** Preliminary examination attached.

## **Conclusion**

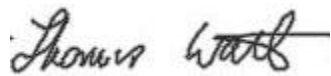
It is considered that the proposed development generally accords with the County Development Plan 2022.

However, detailed design drawings is incomplete, such as internal floor plans, contiguous elevations of proposed structures, boundary fencing and screen planting, detailed site layout plan of compound and park, distinguishing hard and soft landscaping, vehicle parking areas, vehicle entrance detail, planting plans, park seating and furniture. The full suite of statutory drawings should be completed, prior to advertising the scheme, publishing notice.

Brief report from Archaeologist should be sought to confirm requirements, if any.

Flood risk is to be mitigated by a range of methods and details of same should be finalised and incorporated into the design drawings and application suite of documents prior to advertising the scheme and publishing the notice.

AA nor EIAR is not required.

A handwritten signature in black ink, appearing to read 'Thomas Watt', with a stylized flourish at the end.

Thomas Watt  
Senior Planner



# Comhairle Contae Chorcaí

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## Cork County Council

### **RE: Environmental Impact Assessment- Preliminary Examination**

28/02/25

To whom it concerns.

I have examined the Part 8 proposal to develop a Maintenance Compound and Park to serve the Greenway/ Active travel amenity route along the L3004, at Kilcoolishall (east of North Esk, West of Little Island), Co. Cork.

The proposed development does not fall within a class set out in Annex I of the EIA Directive or Schedule 5, Part 1 of the Planning & Development Regulations 2001, (as amended); and is sub threshold of Annex II or Schedule 5, Part 2, in particular Class 10 (b)(iv) Infrastructure projects of the Planning & Development Regulations 2001, (as amended), and as such the proposed development is not subject to the EIA directive, and no screening is required.

The need for environmental impact assessment can be excluded. The proposal is not subject to the EIA Directive.

Thomas Watt  
Senior Planner