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# Specific Planning Assessment on Residential Amenity

Kinsale Road LRD

Prepared in April 2025 on behalf of  
**BML Duffy Property Group Limited**

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## 1.0 INTRODUCTION AND PURPOSE

1.1 BML Duffy Property Group Limited is seeking planning permission for the development of a new residential neighbourhood in the form of a Large-scale Residential Development LRD at the infill, brownfield site of the former Vita Cortex Plant, Kinsale Road/Pearse Road, Cork City.

1.2 This report responds to Item 5 the LRD Opinion (07-24) which seeks the following:

5. *At application stage, the applicant shall provide a specific planning assessment of how the proposed development will impact on the residential amenity of the local area surrounding the site and in particular the existing neighbouring residential dwellings along Pearse Road and Kinsale Road. All potential impacts such as impacts on amenity, impacts on privacy/overlooking, impacts on daylight supply/overshadowing, potential overbearance, impacts at both construction and operational phased of the proposed development shall be set out for consideration by the Planning Authority. To minimise and/or alleviate any negative impacts on local residential amenity, revisions to the proposed development may be required.*

## 2.0 PROPOSED DEVELOPMENT SITE

2.1 The proposed development will consist of a Large-Scale Residential Development (LRD), comprising 170no. residential units (158no. apartments and 12no. townhouse apartments, to include 51no. 1-bed units, 84no. 2-bed units, 35no. 3-bed units) arranged in 4no. blocks varying in height from four to nine storeys over ground on the site of the Former Vita Cortex Facility, Kinsale Road and Pearse Road, Cork.



Plate 1: Proposed Site Layout

2.2 Of note, for the purposes of this assessment, are the following points:

- The site is the former Vita Cortex Plant, which ceased production in 2011, has since been demolished, and the site has been remediated.
- To the immediate south-east is the former Top Tile, a retail warehouse, which has recently had the benefit of a Part 8 permission for a 5-storey apartment block of 39no. apartments (15no. 2-bed units; 24no. 1-bed units), and the site is now cleared for development.
- J.C Desmond & Co Motor Factors is located to the immediate north of the proposed development site, between the 1 and a half storey semi-detached no.4 Pearse Road and the single storey detached bungalow known as Lyman.
- Virgin Media Park is located to the immediate south. Virgin Media Park, which is the Cork home of Munster Rugby and is also home to two of the All-Ireland League Senior Club sides, Dolphin RFC and Sundays Well RFC. The Park also hosts concerts and has a capacity of 8,008 persons.
- A McDonalds Restaurant including drive-thru is also located to the immediate south.
- Further north is the Tory Top Road neighbourhood centre anchored by an Aldi store. Further north again is the Turner's Cross Football Stadium, home to Cork City Football Club.
- Further south-east is the Turner's Cross Retail Park, with Woodies and Home Store + More as some of the tenants.
- Further south is the permitted Creamfields SHD residential development of between 1, 3, 4, 6, 9-15 storeys (ABP Ref. No. ABP-312866-22) and the adjacent permitted Primary Care Centre (PA Ref. No. 22/40906) of between 4-7 storeys to the south.
- Further south-west is a mix of predominantly light industrial and related uses including Musgrave Head Office, the Tramore Commercial Park, Irish International Trading Corporation.
- Kinsale Road itself is a generous urban highway that forms a vital connection between the City and South Cork.

The context within which the proposed development is presented is by no means a quiet residential suburb, but a busy, mixed-use, evolving, urban environment.



Plate 2: View from Kinsale Road to the site to the south-west



Plate 3: View from Kinsale Road to the site to the south-west (with scheme)



Plate 4: View from Kinsale Road to the site to the north-west



Plate 5: View from Kinsale Road to the site to the north-west (with scheme)



Plate 6: View from Pearse Road to the site to the north-east



Plate 7: View from Pearse Road to the site to the north-east (with scheme)



Plate 8: View from Pearse Road to the south-west



Plate 9: View from Pearse Road to the south-west (with scheme)



Plate 10: View from Kinsale Road towards Pearse Road to the south-east



Plate 11: View from Kinsale Road towards Pearse Road to the south-east (with scheme)

### 3.0 ASSESSMENT

#### 3.1 Design

The Architectural Design Statement prepared by BKD Architects sets out the following considerations in detail:

- The approach to the design of the site has been to:
  - pull back from the boundaries with the neighbouring houses
  - set back from Kinsale Road for the proposed future BusConnects corridor
  - set back on Pearse Road to allow for an own door accessed unit which will help activate Pearse Road and tie in with the receiving environment.
- Blocks 1 and 2 facing Pearse Road are within the acceptable range set out in Table 11.2 of Chapter 11 of the Cork City Development Plan 2022 (the Plan), which specifies that the target height for the Inner Urban Suburbs is 2-4 storeys. Their configuration and separation distance between Block 1 and 4 Pearse Street of 9.5m addresses any potential for an overbearing design on this elevation. Both Blocks comprise two-storey townhouse apartment units which front onto Pearse Road, and an additional two storeys of traditional apartments. Translucent glazing is proposed on the northern elevation of Block 1 to avoid any overlooking of 4 Pearse Street.
- The 4-storey presentation of Block 4 to the north and north-east acknowledges the low-scale of the immediately adjoining residential development on Kinsale Road – Block 4 is c. 21m from the nearest dwelling (Lyman) on Kinsale Road to avoid any overbearing, and steps up in height to 6 storeys to the east and south to address the corner fronting Kinsale Road, the internal plaza, and the permitted 5 storey Part 8 scheme. Translucent glazing is also proposed on the northern elevation of Block 4 to avoid any overlooking of Lyman.
- The location and configuration of Block 3 relative to Virgin Media Park to the south also avoids the potential for overbearing or overlooking of any sensitive receptors.

#### 3.2 Landscape and Visual Impact

The Landscape and Visual Impact Assessment prepared by CSR concludes that:

- From a landscape perspective,
  - the landscape effect resulting from a Medium landscape sensitivity, and a Medium magnitude of change, is considered to be Moderate. The proposed development will incur change contemplated in the zoning objective and reflected in developments permitted in the vicinity.
  - The proposed apartment buildings, which range from four to nine storeys in height, will incur a change to the character and perception of the local area within which traditional two-storey suburban housing will be punctuated by higher density development.
  - However, the nature of the proposed development is reflective of on-going change in the wider locality, the proximity of the site to the city centre and the zoning of the lands for *Neighbourhood and Local Centre*.

- The development will deliver a high-quality neighbourhood which is evident in the design characteristics of the proposed buildings and the integration of accessible, up-lifting public realm spaces and green infrastructure.
- Overall, the landscape effect is considered to be Beneficial.
- From a visual perspective,
  - There are no adverse effects arising from the proposed development on views in the vicinity of the site or on any views included in Cork City Council's View Management Framework including Strategic Linear Views from Tramore Valley Park.
  - Having regard to the verified views included in the photomontages prepared for the proposed development, the majority of the views are within 200m of the subject site, the furthest being 600m away in Tramore Valley Park. The views are concentrated along local streets and thoroughfares and within residential neighbourhoods.
  - The visual effects associated with the proposed development are found to be Moderate for 3no. views, High for 9no. views, and No Change for 1no. view. The quality of visual effects is found to be Neutral for 6 of the views, Beneficial for 6 of the views and No Change for the remaining view. There is a predominance of beneficial and neutral findings arising from the assessment.
  - Careful consideration of the form, height, massing and materiality of the proposed buildings ensures the delivery of a high-quality residential development appropriate to the site and locality, designed in compliance with housing design and planning standards in respect of avoidance of adverse overlooking or overshadowing.
  - Proposed tree planting on the site will have a softening effect along boundaries, through the public realm and public open spaces and at main entrance points to the development from Pearse Road and Kinsale Road. The effect will be enhanced as the planting matures in the medium to long term.

### 3.3 Daylight, Sunlight and Overshadowing

A Daylight and Sunlight Analysis has been prepared by 3D Design Bureau (3DDB), which concludes that:

- The Vertical Sky Component (VSC) analysis indicates adverse impacts on two properties: the granted Part 8 scheme fronting Kinsale Road and a house at 4 Pearse Road.
  - A total of three adversely affected windows/rooms have been identified in the house at 4 Pearse Road, with two of the windows located on the gable wall that directly faces the proposed development.
  - Most of the affected windows and rooms are associated with the granted Part 8 apartment. The severity of the impact, on this Part 8 scheme, ranges from '*minor*' to '*major*' (12 no. windows/rooms), depending on the specific façade and floor level. Notably, this building has inherent constraints such as large balconies or windows facing directly onto opposing walls within its own design, which increase its sensitivity to potential impacts from neighbouring developments. Furthermore, supplementary information on the internal layouts of the Part 8 scheme enabled an additional No Sky Line (NSL) assessment. The NSL results are very positive, with only three rooms shown

to be adversely affected. All of these rooms are located on the ground floor and are part of single-aspect apartments facing directly toward the proposed development. However, and it is to be noted, that the Part 8 scheme is built right along the boundary of the two sites and it is evident that it would be impacted to a greater degree under a 'Mirror Image' study. Therefore, the setback of Block 4 of the proposed scheme should be taken as a positive.

- Regarding impact to sunlight levels, the Annual and Winter Probable Sunlight Hours (APSH/WPSH) studies show overwhelmingly positive results. No windows were found to be adversely affected in either study. In fact, two rooms/windows of existing surrounding properties, demonstrated a beneficial impact in the APSH results.
- The impact Sun on Ground (SOG) study also yielded positive outcomes. One of the two assessed areas experienced a negligible impact, while the other showed a beneficial impact due to the removal of existing evergreen trees.
- It can be concluded that the scheme is performing favourably from a daylight and sunlight perspective.

### 3.4 Noise Assessment

A Noise Impact Assessment has been prepared by CLV Consulting which concludes:

- During the construction phase of the project, there is only expected to be a slight to moderate noise impact on the nearest residential dwelling to the northeast (4 Pearse Road) during some construction phases when they occur in close proximity. Predicted construction noise emission levels at all other noise sensitive receptors in the vicinity would be compliant with the recommended thresholds. Construction activities in close proximity to the 4 Pearse Road dwelling should therefore be managed / coordinated with local residents to minimise their potential noise impact. Limiting the hours of noisy operations and continuous noise monitoring along with implementation of appropriate noise control measures will also serve to minimise noise impact as far as practicable in this instance.
- The predicted operational noise levels associated with the proposed development are considered to be negligible.

### 3.5 Microclimate

A Wind and Microclimate report has been prepared by B-Fluid Ltd, which concludes that:

- the proposed development is designed to be a high-quality environment for the scope of use intended of each area/building and does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings.

### 3.6 Traffic

The Traffic and Transportation Assessment prepared by PUNCH Consulting Engineers concludes that:

- Access to the site is proposed via both Pearse Road and Kinsale Road. Pedestrian access is to be provided via both Pearse Road and Kinsale Road with vehicular access for the residential dwelling units and management offices proposed via a dedicated ramp into the proposed undercroft basement from Pearse Road. Kinsale Road will provide vehicular access to the crèche and dedicated retail space. The ground floor units along Pearse Road will be directly accessible along the road.
- The proposed development will have very little impact on the surrounding existing junctions and road network.
- The junctions analysed will not experience any significant impact from the proposed development.
- A significant emphasis on pedestrian and cycle connectivity for the development and its surrounds has been incorporated into the design to assist with connectivity to the Cork City.

### 3.7 Construction

An Outline Construction Environmental Management Plan (OCEMP) prepared by PUNCH Consulting Engineers, which states that:

- Construction will be carried out in accordance with all applicable legislation.
- All remediation and monitoring works will be closed out prior to construction works commencing on site.
- A maximum of a 36-month construction programme is envisaged.
- The Contractor will, as required, liaise with owners of local properties in advance of works commencing onsite and coordinate works to have minimum impact on the operation of local properties. The Contractor will use a competent sign provider, and all signage used will meet the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual.
- An upper limit of 100no. construction staff is expected to be involved during construction at any given time. The majority of the construction activity is expected to occur during normal working hours. Working hours during site clearance and construction shall be restricted to 0800-1800 hours on Monday to Fridays and to 08:00-16:00 hours on Saturdays. Activities outside these hours shall require the prior approval of the Planning Authority. Typically, construction vehicles will arrive before 8am and depart after 6pm or in accordance with any condition attached by Cork City Council in the event of a grant of planning permission. It will be the responsibility of the appointed contractor to prepare and submit a full detailed Construction Traffic Management Plan (CTMP) to Cork City Council and An Garda Síochána for agreement and approval, prior to commencement of construction.
- The site will be enclosed with hoarding details of which are to be agreed with Cork City Council.
- There are no proposals to alter the existing lighting arrangements in the area. It is not envisaged that any existing public lighting will need to be disconnected as a result of the proposed works.
- Effective site management regarding dust emissions will be the responsibility of appointed contractor and the preparation of a dust management plan (DMP).

- Public roads in the vicinity of the site will be maintained and kept clean for the duration of the works.
- Construction vehicles will access the site from Kinsale Road and Pearse Road via existing access points. Most of the material to be delivered to site will travel via Pearse Road or Kinsale Road. Materials from quarries and other suppliers are also likely to travel via the N27 and regional roads.

### 3.8 Operations

The proposed development will be subject to a management company, with a dedicated management office provided on site. The management company will be responsible for ensuring all public areas are regularly maintained. The hours of operation of the retail, café and creche uses will be subject to the requirements of Cork City Council.

An Outline Operational Waste Management Plan prepared by PUNCH Consulting Engineers Ltd. Dedicated bin stores are provided throughout the scheme, the quantum of which is based on an assessment of the total weekly waste arisings. The management company will enter into a contractual arrangement with a licenced waste collection company.

## 4.0 CONCLUSION

4.1 The context within which the proposed development is presented is by no means a quiet residential suburb, but a busy, mixed-use, evolving, urban environment.

4.2 From a residential amenity perspective:

- in respect of Daylight and Sunlight impacts on two properties are identified:
  - no. 4 Pearse Road, 3no. windows/rooms are predicted to be adversely affected, of which 2no. windows which are located on the gable wall that directly face the proposed development, are predicted to experience a Moderate Adverse impact, and 2no. windows in a ground floor room are predicted to experience a Minor Adverse impact, but not uncharacteristic in an evolving urban environment.
  - the granted Part 8 scheme fronting Kinsale Road, although it is noted that the Part 8 scheme has inherent constraints such as large balconies or windows facing directly onto opposing walls within its own design, which increase its sensitivity to potential impacts from neighbouring developments. The setback of Block 4 of the proposed scheme will assist in mitigating this impact.
- a slight to moderate noise impact on 4 Pearse Road is predicted during some construction phases when they occur in close proximity. Construction activities in close proximity to the 4 Pearse Road dwelling should therefore be managed / coordinated with local residents to minimise their potential noise impact.

4.3 Otherwise, no significant impacts on residential amenities in the vicinity of the proposed development site are expected.