

Planning Report

Large Scale Residential Development
(LRD) at the site of the former DELL
EMC premises, Innishmore, Ballincollig,
Cork

Prepared for:

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1.0 INTRODUCTION

Tom Phillips + Associates¹, in association with a multi-disciplinary project team, are submitting this planning application for a Large-Scale Residential Development (LRD) to Cork City Council on behalf of our client Castle Peak Properties Ltd².

The subject site to which this planning application pertains is located at the former Dell EMC premises, Innishmore, Ballincollig, Cork.

1.1 Multi-Disciplinary Project Team

A project team with significant experience in the preparation of residential planning applications has been appointed by Castle Peak Properties Ltd.

The team includes:

- Tom Phillips + Associates (TPA), Town Planning Consultants
- Meitheal Architects, Architects
- DOSA Engineers (DOSA), Civil Engineers
- Cunnane Stratton Reynolds (CSR), Landscape Architects and Visual Impact Assessment Specialists
- Building Performance Consulting (BPC), Daylight and Sunlight Assessment
- MHL & Associates Ltd (MHL), Traffic Engineers
- CLV Consulting, Noise Impact Assessment
- AWN Consulting Ltd, Operational Waste Management
- Greenleaf Ecology, Ecology Consultants
- Pedersen Focus Ltd, Photomontages.

The design team has undertaken numerous assessments and surveys which have assisted in informing the design of the proposed scheme.

1.2 Structure of Planning Report

This report is structured as follows:

- SECTION 1.0 INTRODUCES THE PROPOSED DEVELOPMENT AND THE PROJECT TEAM.
- SECTION 2.0 DESCRIBES THE SITE LOCATION AND DEVELOPMENT CONTEXT.
- SECTION 3.0 OUTLINES DETAILS OF THE PROPOSED DEVELOPMENT.
- SECTION 4.0 SETS OUT THE RELEVANT PLANNING HISTORY.
- SECTION 5.0 PROVIDES AN OVERVIEW OF THE PLANNING POLICY CONTEXT.
- SECTION 6.0 ADDRESSES THE KEY PLANNING CONSIDERATIONS.
- SECTION 7.0 LISTS THE ACCOMPANYING SUPPORTING DOCUMENTATION AND DRAWINGS.
- SECTION 8.0 CONCLUDES THIS PLANNING REPORT.

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1.3 Section 247 Pre-Planning Meeting and engagement with the Planning Authority

A meeting was held between the Project Team and Cork City Council Planning Authority representatives in relation to the proposed development on 22nd July 2025 on MS Teams (Meeting ref. LRD83-25).

The Planning Authority were generally supportive of the proposed development of this brownfield site. Feedback was provided covering a range of topics such as compliance with planning policies; development design; drainage; roads maintenance; transport; parks and recreation and the environment. Ongoing engagement also took place with the Planning Authority, including agreement on viewpoints for the Visual Impact Assessment. Updated plans, elevations, and massing studies were shared to demonstrate how the scheme evolved in response to the feedback received.

The project team has had regard to the matters raised at the Section 247 pre-planning meeting, and the subsequent Section 32B submission and current planning application have incorporated and responded to the feedback provided by Cork City Council.

The subsequent S32B submission responded to the feedback received throughout the course of pre-planning discussion as does this planning application.

1.4 Section 32B LRD Meeting

A Section 32B LRD meeting was held between the Project Team and Cork City Council representatives in relation to the proposed development on the 19th of November 2025 via MS Teams (Meeting Ref. LRD 25-12). The following departments provided comments on the proposed development.

- Planning Development Management;
- Planning Policy;
- Planning and Integrated Development;
- City Architecture;
- Water Services;
- Parks and Recreation;
- Road Maintenance.

Cork City Council noted that the proposed residential use of this brownfield site is in line with the land use zoning objective 'ZO 01 – Sustainable Residential Neighbourhoods' and is acceptable in principle. Several matters were raised in respect of which the applicant was requested to provide further supporting documentation, including density, height, private amenity space, boundary treatments, and site entrances.

The Design Team have had regard to the feedback received in full and has integrated this feedback into the proposed scheme. This is outlined further through the entirety of the planning application.

Following the Section 32B meeting, Cork City Council issued a Written LRD Opinion in respect of the proposed Large-Scale Residential Development on the 17th of December, 2025. The LRD Opinion confirmed that the proposed development, in accordance with Section 32B of the *Planning and Development Act 2000 (as amended)*, falls within the definition of a large-scale residential development.

The Opinion Report also identified a number of items that the Local Authority requested be addressed in any subsequent planning application. Please refer to the accompanying *LRD Opinion Response Report*, prepared by Tom Phillips + Associates, which addresses each of these items accordingly

2.0 SITE LOCATION AND DEVELOPMENT CONTEXT

The subject site of c. 1.0 Ha is located in Innishmore, Ballincollig. It comprises the former DELL EMC premises. It is situated approximately 1km west of Ballincollig Town Centre.

The site is roughly square in shape and comprises a large commercial property and associated car parking that has been disused since DELL EMC vacated it in 2021. The site is enclosed along its eastern and southern boundaries by metal fencing and hedging. The western boundary abuts West City Retail Park and there is a vacant site to the north.

There is existing vehicular access in the south west corner and pedestrian steps into the site from the south on Mechterstadt Road.

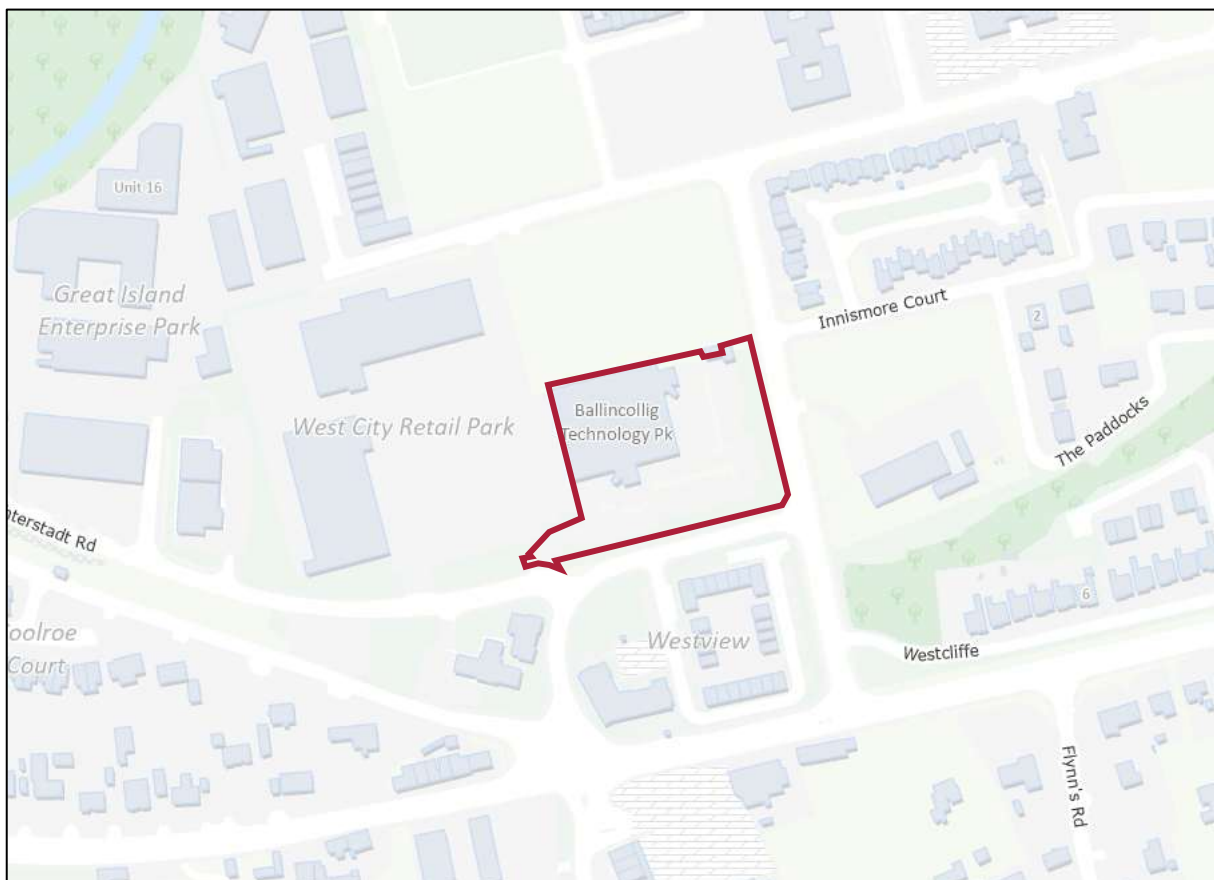


Figure 2.1: Subject Site indicatively outlined in red (Source: OSI Geo Hive Viewer, extracted and annotated by TPA)

There is a noticeable topographical difference between the site and Mechterstadt Road. The finished floor level of the main structure is approximately +16.0m, while the adjacent public road to the south is at a significantly elevated level of +17.0m to +19.0m, creating a noticeable change in level across the site. The eastern extent of the site is bounded by Innishmore Lawn Road.

There is a vacant site directly adjacent to the north that has recently been granted planning permission for residential development as part of a Part 8 proposal, which is discussed in greater detail later in this report.

The site directly abuts West City Retail Park (which includes Lidl, Chemist Warehouse and Jysk to the west.)

The development context of the site area is mixed which is typical for an urban town like Ballincollig. It comprises residential, commercial/ retail, recreational and educational uses.



Figure 2.2: Subject Site indicatively outlined in red (Source: Google Earth, extracted and annotated by TPA)

There are mature residential estates, including Westcliffe and Innishmore Estate to the east and more recent residential development at Westview to the south of the site.

The site is served by two Neighbourhood/Local Centres, one at West City Retail Park, with a second at Quish's Supervalu further south of the site.

The site is within close walking distance of Ballincollig playground to the southwest and Ballincollig Regional Park which is located further north of the site. Ballincollig Regional Park is a popular amenity of c. 55Ha which includes several playing pitches, a skate park, playground and external gym areas, river walks and running routes, numerous picnic areas, woodland trails and paved walkways.

There are a number of primary and secondary schools serving Ballincollig, including Scoil Barra, Ballincollig Community School and Le Chile Secondary School which are located within 500m of the site.

The site has excellent access to services and facilities on foot, by bicycle and using public transport. The site is within short walking distance of the closest bus stops on the Main Street south of the Westview development.

Ballincollig has benefited from public transport improvements in recent years, most notably the introduction of Ireland's first 24-hour bus service which connects Ballincollig to Carrigaline via the City Centre.

This will be further built on initially with the introduction of BusConnects, a high frequency bus service linking the town with the City Centre and other suburbs, and a local bus service within the settlement, followed by Light Rail which will connect Ballincollig with Mahon via the City Centre and Kent Station providing significantly improved connectivity for the area.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The development will consist of 130 no. residential units comprising 108 no. apartments and 22 no. duplex units. The development includes play areas, and open spaces/ amenity areas, car and bicycle parking, and all associated and ancillary services and infrastructure required for the construction and operation of the development.

The proposed development is to be described as follows in the statutory notices for the future LRD planning application:

“Castle Peak Properties Ltd intend to apply for planning permission for a Large-Scale Residential Development (LRD) at this c. 1.0 ha site of the former DELL EMC premises, Innishmore, Ballincollig, Cork.

The proposed development will consist of the demolition of the existing former 2 no. storey DELL EMC building (c. 3882 sq m) and ancillary plant area, with associated site clearance works. The proposed development will provide for the 130 no. residential units, arranged in 3 no. blocks in a development ranging in height from 3 to 6 no. storeys.

The development will comprise a mix of 108 no. apartments (total apartment blocks area - c. 10,657 sqm), arranged in 2 no. blocks, providing a unit mix of 52 no. 1-bed and 56 no. 2-bed apartment units. In addition, the proposed development will provide 22 no. duplex units (total duplex block area - c. 2,159 sqm), arranged in 1 no. block, providing a unit mix of 4 no. 1-bed, 9 no. 2-bed, and 9 no. 3 beds.

Vehicular, cyclist and pedestrian access to the proposed development will be via 2 no. entrances from Innishmore Lawn (to the north east) and Mechterstadt Road (to the south west) and the development will include for pedestrian and cyclist permeability. Additionally, pedestrian access points are provided to the west of the subject site and to the south, off Mechterstadt Road.

The development will also include the provision of private, communal and public open space (including all balconies); car parking at ground floor level and undercroft; bicycle parking; internal roads and pathways; bin stores; hard and soft landscaping; boundary treatments; the provision of new surface water and foul drainage pipes and any associated pipe diversion works; retaining walls; changes in level; services provision and related ducting, piping and cabling; electric vehicle charging points; attenuation tanks; SUDS; signage; 1 no. ESB substation; wayfinding structures; public realm works including public lighting; and all site development and excavation works above and below ground.”

The proposed development is outlined in further detail below.



Figure 3.1: Extract of Proposed Site Layout Plan (Source: Meitheal Architects Drawing Ref. 2301064-MA-ZZ-00-DR-A-1004-P07)

Table 3.1 below provides an overview of the key statistics of the proposed development.

Site Area	1.0 Ha
Building Height	3-6 storeys
Proposed No. of Units	130
Unit Mix	56 no. 1 bedroom units 65 no. 2 bedroom units 9 no. 3 bedroom units
Density	130 u/ha
Plot Ratio	1.322
Public Open Space	c. 10%
Communal Open Space	c. 8%
Total Open Space (Incl. Communal Open Space)	c. 18%
Total number of car parking spaces	68
Total number of bicycle spaces	220 no. long stay spaces and 28 no. visitor spaces

Table 3.1: Overview of the Proposed Development, please refer to the accompanying Architectural Design Statement and Schedule of Accommodation prepared by Meitheal Architects for further information.

4.0 PLANNING HISTORY

The planning history relevant to the subject site is set out in Table 4.1 below.

The planning history was reviewed using the Cork City Council Planning Application Portal.

Planning Reference	Applicant	Proposed Development	Decision
18/6067	Declan McElhinney	To construct pedestrian entrance from Innishmore Lawn Road to existing industrial building (Dell/EMC)	Cork County Council Planning permission granted 19/11/2018
12/5971	EMC ² Information Systems International	Erection of 4no. internally illuminated signs, 2.7m x 0.9m each, 2 no. on south elevation, 1 no. on east elevation and 1no. on west elevation of existing industrial building including boundary railing with pedestrian and vehicular access gates	Cork County Council Planning permission granted on 13/12/2012
07/7445	Peleton Developments Ltd	Construction of electrical substation and switch rooms to serve permitted mixed use retail and commercial development (05/8401)	Cork County Council Planning permission granted on 26/07/2007
06/8598	Declan McElhinney	Erection of railing enclosure including gates to existing car park	Cork County Council Planning permission granted on 03/10/2006
04/5908	D&L Properties	4 no. 2 storey offices and reduction in size of first floor offices of showrooms and change of use of 1 no. showroom unit into Co-Op, provision of service yard, moving of front and rear vehicular access to east and general revisions to parking areas	Cork County Council Planning permission granted on 29/10/2004

Table 4.1: Planning History of Subject Site

We have also reviewed the planning history of the wider area including sites to the north and south. Relevant planning permissions on these sites are set out in Table 4.2.

Planning Reference	Applicant	Proposed Development	Decision
Part 8 Innishmore, Ballincollig Published on 3 rd April 2025	Proposed to be carried out for Cork City Council by way of a Project Agreement with DOB Plant Hire (Holding) Co. Unlimited Company T/A OBR Construction Group.	Construction of 56 no. homes, comprising 1 no. 4 bed house, 17 no. 3 bed houses, 12 no. 1 bed ground floor apartments, 12 no. 2 bed duplex units, 7 no. 2 bed ground floor apartments and 7 no. 3 bed duplex units, and all ancillary site works. The proposed development ranges in height from 2 storeys to 3 storeys and is located at Innishmore, Ballincollig, Cork.	Approved by vote of Cork City Council on 09/06/2025
17/6860/ An Board Pleanála (ABP) Ref. ABP301736-18	Moreinis Developments Ltd.	Construction of 45 residential units consisting of the construction of 7 no. residential blocks consisting of 3 no. 1 bed apartments, 16 no. 2 bed apartments, 20 no. 3 bed apartments, 2 no. 2 bed townhouses and 4 no. 3 bed townhouses. Vehicular access is to be provided to the north onto Innishmore Lawn. Permission is sought for three additional pedestrian access points located to the west [onto Coolroe], the south [onto the R608] and south-east of the site of the site [onto Innishmore Lawn]. Permission is sought for the development outlined including, but not limited to, 60 no. car parking spaces, bin storage and bike storage, landscaping and play areas, boundary treatments, and all ancillary site development works.	Cork County Council Notification of Grant Permission 02/05/2018 It is noted that was a First Party Appeal of a Special Development Contribution. A modified decision was issued by ABP on 12/11/2018
07/8444	Peleton Developments Ltd	Construction of discount foodstore, showroom and office building with basement car park, erection of totem sign at eastern entrance and all associated service yards and site development works	Cork County Council Planning permission refused 31/07/2007
05/8401	Peleton Developments Ltd	Demolition of existing vacant Topp's buildings and construction of single new co-op store/retail warehouse, stock room with associated garden centre, 4 no. showrooms, erection of an industrial office building on north eastern portion of site, the use of existing vehicular access and provision of 2 no. additional vehicular accesses, the erection of totem sign and southern entrance, all associated car parking, service yards and site development works	Cork County Council Planning permission granted on 04/05/2006

Table 4.2: Planning History of Subject Site Area

5.0 PLANNING POLICY CONTEXT

This section provides a concise overview of the national and local planning policy context of the proposed development.

This Planning Report includes a *Statement of Consistency* prepared by TPA which addresses in detail the compliance of the proposed development with relevant national, regional and local policies.

The Statement of Consistency considers the following:

- *National Planning Framework, First Revision April 2025 (NPF)*
- *Southern Regional Assembly Regional Spatial & Economic Strategy 2020-2032*
- *Cork Metropolitan Area Transport Strategy 2024 (CMATS) (2020)*
- *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)*
- *Urban Design Manual: A Best Practice Guide (2009)*
- *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)*
- *Childcare Facilities Guidelines (2001)*
- *Part V of the Planning and Development Act 2000: Guidelines (2017)*
- *Design Manual for Urban Roads and Streets (DMURS) (2019)*
- *The Planning System and Flood Risk Management (2009)*
- *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009)*
- *Housing for All – A New Housing Plan for Ireland (2021)*
- *Climate Action Plan (2025)*
- *Cork City Development Plan, 2022-2028*

For further detail on compliance with relevant national, regional and local policies, refer to the enclosed *Statement of Consistency* prepared by TPA.

5.1 Project Ireland 2040 – National Planning Framework First Revision April 2025

The *National Planning Framework (NPF)* is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040.

The NPF is based on 10. No. National Strategic Outcomes (NSO's). The proposed development will positively assist in the achievement of a number of the NSO's, including:

- NSO 1: Compact Growth.
- NSO 5: Sustainable Mobility.
- NSO 7: Enhanced Amenity and Heritage.
- NSO 8 : Transition to a Carbon Neutral and Climate Resilient Society.
- NSO 9: Sustainable Management of Environmental Resources.
- NSO 10: Access to Quality Childcare, Education and Health Services.

The NPF notes a requirement to accommodate approximately 50,000 additional households per annum to 2040. The NPF indicates a significant projected increase in population of 96,000 for Cork City and Suburbs to achieve a minimum population of 320,000 in this area by 2040. It sets out an ambitious vision for the development of Cork, noting the need to accommodate a greater proportion of the growth it generates within its metropolitan boundaries, while offering improved housing choice, transport mobility and quality of life.

The following key future growth enablers for Cork are of relevance to the proposed development:

- *“The development of a much-enhanced Citywide public transport system based on the Cork Metropolitan Area Transport Strategy (CMATS), incorporating the implementation of BusConnects Cork plus the Cork Area Commuter Rail Programme, and including enhanced connectivity to the Airport;*
- *Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high-capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area”.*

The NPF states that in order to enable brownfield and infill development, such as the subject site, planning policies and standards need to be flexible, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases.

National Policy Objective (NPO) 22 refers *“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.”*

There are a number of other NPO's that are relevant to the proposed development. In particular, we draw attention to the following:

NPO 3

“Southern Region: 330,000 additional people over 2022 levels (c. 450,000 additional people over 2016-2040) i.e. a population of just over 2 million”.

NPO 4

“A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs”.

NPO 7

“Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth”.

NPO 8

“Deliver at least (50%) of all new homes that are targeted in the five cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth”.

NPO 10

“Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.”

NPO 12

“Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being”.

NPO 13

“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity”.

NPO 14

“Regenerate and rejuvenated cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals”.

NPO 16

“To ensure that the targeted pattern of population growth of Ireland’s cities to 2040 is in accordance with the targets set out in Table 4.1”.

NPO 20

“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”.

NPO 38

“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages,”

NPO 39

“Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.”

NPO 42

“To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040”.

NPO 43

“To target the delivery of housing to accommodate approximately 50,000 additional households per annum to 2040”.

NPO 44

“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location”.

NPO 45

“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, areas or site-based regeneration, increased building height and more compact forms of development”.

NPO 46

“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development”.

As set out in the enclosed Statement of Consistency prepared by Tom Phillips + Associates, the proposed development accords with the relevant National Policy Objectives, providing much-needed residential accommodation in an area experiencing acute housing demand, in a sustainable, compact and well-designed manner.

5.2 Urban Development and Building Heights Guidelines for Planning Authorities 2018

As part of the publication of the *National Planning Framework*, the Government signalled the preparation of new statutory guidelines for planning authorities on urban development and building heights. ‘*The Building Heights Guidelines*’ outline wider and strategic policy considerations and a more performance criteria driven approach that planning authorities should apply alongside their statutory development plans in securing the strategic outcomes of the *National Planning Framework*.

The Guidelines seek the development of compact and sustainable growth which means focusing on reusing previously developed brownfield land, building up infill sites and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities.

The Guidelines recognise that increased building height is a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability. The need to optimise the effectiveness of public transport investment is also recognised with the Guidelines stating that development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors and networks.

Specific Planning Policy Requirement (SPPR) 3 of the Guidelines states the following:

“It is a specific planning policy requirement that where;

- A) 1. *An applicant for planning permission sets out how a development proposal complies with the criteria above; and*
- 2. *the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters sets out in the National Planning Framework and these guidelines;*

Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.”

The enclosed *Statement of Consistency* describes how the proposed development complies with the relevant criteria outlined within *The Building Height Guidelines*. Having regard to wider national planning policies and objectives as addressed within this *Statement of Consistency*, it is our opinion that the development is consistent with the *Urban Development and Building Heights Guidelines* and should be supported by the Planning Authority.

5.3 Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines* for Planning Authorities (*'The Compact Settlements Guidelines'*) set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The guidelines expand on the higher-level policies of the *National Planning Framework (NPF)* in relation to the creation of settlements that are compact, attractive, liveable and well designed.

There is a renewed focus in the Guidelines on the regeneration and consolidation of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

The Guidelines constitute Ministerial Guidelines under Section 28 of the *Planning and Development Act, 2000 (as amended)*. Section 28 provides that planning authorities and An Bord Pleanála shall have regard to Ministerial Guidelines and shall apply any specific planning policy requirements (SPPRs) of the Guidelines, within the meaning of Section 28(1C) of the *Planning and Development Act 2000 (as amended)*.

The subject site can be described as being within the *'City - Urban Neighbourhoods'* category in Table 3.1 of the Guidelines – *Areas and Density Ranges Dublin and Cork City and Suburbs*.

This category is defined as follows.

'The city urban neighbourhoods category includes:

(i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses;

(ii) strategic and sustainable development locations;

(iii) town centres designated in a statutory development plan, and;

(iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.

It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork'. (Our Emphasis)

Table 3.8 is extracted below at Figure 5.1.

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange

- Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

Figure 5.1: Extract of Table 3.8 Accessibility (Source: *Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)*)

Chapter 4 of the Guidelines - *Quality Design and Place Making*- sets out policy and guidance in relation to quality design and placemaking to be applied in the plan making process and in the assessment of individual planning applications. This Chapter addresses what are considered to be the '*Key Indicators of Quality Design and Placemaking*'. The enclosed *Architectural Design Statement* prepared by Meitheal Architects provides details on how the proposed development has been designed based on these key indicators.

Chapter 5 outlines Development Management standards and includes Specific Planning Policy Requirements (SPPRS). The enclosed Statement of Consistency outlines how the proposed development is consistent with the relevant development management standards of the guidelines.

5.4 Cork City Development Plan 2022-2028

Ballincollig is identified as one of four '*Urban Towns*' in the Core Strategy of the *Cork City Development Plan 2022 – 2028 ('The Development Plan')*. The town has been earmarked for the most significant increase in population growth to 2028 of any of the identified sub areas in the City at 9,828 (or 19.3% of the total city growth over that period).

Urban Towns have the following stated role in the *Development Plan* Core Strategy:

"Phased delivery of strategic sites by targeting growth proportionate to the existing population within the four urban towns. All development shall focus on prioritising walking, cycling and public transport use. Apply a mixed-use approach to regenerating key underutilised locations. Use a range of designs and densities that reflect and enhance the individual character of each town".

Core Strategy 2028: Compact Liveable Growth ¹						
Cork City	Baseline Populations (2016)		Future Population Growth (2028)		Targeted Population Growth (2028)	
	Existing Population	% of Total Population	Future Population	% of Total Growth	Targeted Population Growth	Proportionate Growth Rate Target
City Centre	22,732	10.8%	26,218	7%	3,486	15%
City Centre Regeneration (new build)	–	–	23,945	2.4%	1,213	5%
City Centre Consolidation (re-use)	–	–	2,273	4.5%	2,273	10%
Docklands	1,667	0.8%	7,737	12%	6,070	364%
City Docks	1,667	0.8%	7,239	11%	5,572	334.3%
Tivoli Docks	0	0%	498	1%	498	–
City Suburbs	141,808	66.7%	161,258	38%	19,450	14%
North East Suburb	26,841	12.7%	36,038	18.2%	9,197	34.3%
North West Suburb	23,125	11%	23,917	1.6%	792	3.4%
South East Suburb	51,605	24.5%	58,679	14%	7,074	13.7%
South West Suburb	40,237	19.1%	42,625	4.7%	2,388	5.9%
Urban Town	33,886	16.1%	54,737	41%	20,851	62%
Ballincollig	18,159	8.6%	27,987	19.3%	9,828	54.1%
Blarney	2,550	1.2%	6,238	7.2%	3,688	144.6%
Glanmire	9,903	4.7%	16,076	12.1%	6,173	62.3%
Tower	3,274	1.6%	4,437	2.3%	1,163	35.5%
Hinterland	10,521	5%	11,611	2%	1,091	10%
Hinterland Settlements (3)	1,792	0.8%	2,281	1%	491	10%
City Hinterland (Single Dwellings)	8,729	4.1%	9,330	1.2%	600	6.9%
NET Total	210,853 ²	100%	261,561	100%	50,948	24%

Figure 5.2: Table 2.2 Core Strategy Table of the *Cork City Development Plan 2022-2028*

The *Development Plan* indicates that future housing and population growth in Ballincollig will be concentrated in the Maglin Area to the south of the town, on other zoned lands to the west and on infill and brownfield lands within the existing built-up area of the town.

The subject site is zoned *ZO 01 Sustainable Residential Neighbourhoods*, the zoning objective which is:

“To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses”.

The *Development Plan* notes that the *“provision and protection of residential uses and residential amenity is a central objective of this zoning.”*

This zone covers large areas of Cork City’s built-up area, including inner-city and outer suburban neighbourhoods. While they are predominantly residential in character these areas are not homogenous in terms of land uses and include a mix of uses. The vision for sustainable residential development in Cork City is one of the sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents.

It is further noted that development in this zone should generally respect the character and scale of the neighbourhood in which it is situated.

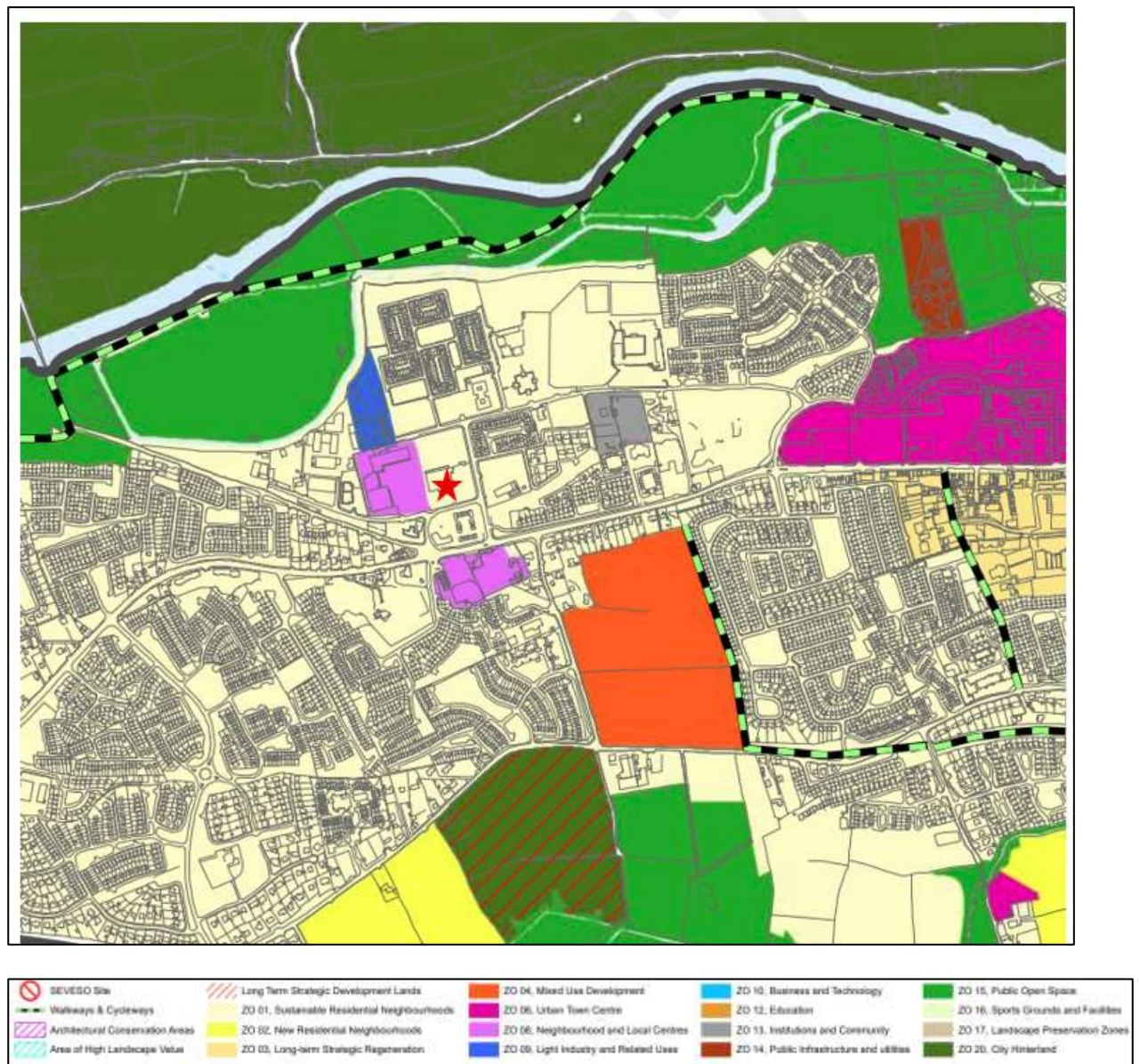


Figure 5.3: Land Use Zoning Map showing Subject Site indicated by Red Star (Source: *Cork City Development Plan*, Volume 2, Mapped Objectives, Map 16 Ballincollig and Hinterland)

Whilst Ballincollig is an Urban Town in the Cork City Core Strategy, the subject site is illustrated as being within the 'Outer Suburbs' in the Density and Height Maps of Volume 2 of the *Development Plan*. Table 11.2 of the *Development Plan* indicates a target density range of 40-60 dph and a target height range of 2-4 storeys for the Outer Suburbs.

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*		Prevailing		Target	
				Lower	Upper	Lower	Upper	Lower	Upper
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	35	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	40	60	2	3	2	4

* Assuming resi-led scheme.

** Potentially suitable for exceptional tall building(s).

Figure 5.4: Extract of Table 11.2 Cork City Density and Building Height Standards (Source: *Cork City Development Plan 2022-2028*)

Table 11.9 *Urban Towns and Hinterland Villages Dwelling Size Mix for Housing Developments* sets out the Development Plan unit mix requirements that would apply to the subject site.

	Min	Max	Target
Studios / PBSA (at LRT Stops / Urban Centre Only)	0%	5%	0%
1 Bedroom	15%	25%	21%
2 Bedroom	30%	40%	34%
3 Bedroom	25%	35%	30%
4 Bedroom / Larger	10%	20%	15%

Figure 5.5: Extract of Table 11.9 Urban Towns and Hinterland Villages Dwelling Size Mix for Housing Developments (Source: *Cork City Development Plan 2022-2028*)

The subject site is located within Car Parking Zone 3 as set out in Variation 1 of the *Cork City Development Plan 2022-2028*. The maximum parking provision for 3-3+ bed residential units in this parking zone is 2.25 spaces per unit and 1.25 space per unit for the smaller apartments.

The *Development Plan* specifies a requirement for 0.50 bicycle parking spaces per unit in the suburbs.

6.0 PLANNING CONSIDERATIONS

6.1 Compliance with Land Use Zoning

The proposed development of 130 no. residential units in a high-quality development that includes generous provision of public and communal open space is compliant with the 'ZO 01 Sustainable Residential Neighbourhoods' land use zoning objective.

The subject site is in an excellent location that will provide future residents with safe and convenient access to shops, employment, community services and facilities, schools and sports and recreational infrastructure, and is therefore consistent with the vision for sustainable residential development in Cork.

The S32B LRD Meeting feedback from Cork City Council confirmed that residential use is acceptable in principle within this zoning.

6.2 Compliance with relevant Planning Policies

In our opinion the proposed development is compliant with the relevant planning policies as confirmed by this Planning Report.

The development's compliance with the relevant policies is outlined in greater detail in the accompanying *Statement of Consistency* prepared by Tom Phillips + Associates.

6.2.1 Density and Building Height

In feedback from the S32B LRD Meeting, Cork City Council referred to the *Development Plan* standards for density and height as they apply to the subject site. It was noted that the applicant would be required to provide a suitable justification for exceeding the height and density targets of the *Development Plan*.

The feedback also noted the density guidelines as outlined in the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024* ('*The Compact Settlement Guidelines*') and stated that any application should be in line with Ministerial Guidelines.

Regarding the implementation of The Compact Settlements Guidelines, it is noted that:

*"In accordance with the provisions of Section 34 of the Act when making a decision in relation to an application that includes a residential element or other elements covered by these guidelines, **the planning authority is required to have regard to the policies and objectives of the Guidelines and to apply the specific planning policy requirements (SPPRs)**". (Our Emphasis)*

Policy and Objective 3.1 of the Guidelines states that:

"It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate". (Our Emphasis)

It is noted that Planning Authorities are also required to have regard to *The Building Heights Guidelines* and apply any SPPRS of those guidelines, within the meaning of Section 28 (1C) of the *Planning and Development Act 2000 (as amended)*, in carrying out their functions.

The SPPRS stated that the *Building Heights Guidelines* take precedence over any conflicting policies and objectives of development plans, local area plans, and strategic development zone planning schemes.

Having regard to the application of above-mentioned Ministerial Guidelines, these guidelines have been reviewed in considering the appropriate density and height for the subject site.

The subject site is considered to fall within the *City - Urban Neighbourhoods* Category of Table 3.1 of the *Compact Settlements Guidelines*.

This category is most appropriate as the site is close to planned high-capacity public transport (Bus Connects Sustainable Transport Corridor) and has good access to employment, education and institutional uses and public transport.

The subject site benefits from excellent connectivity due to its proximity to services and facilities, access to existing frequent bus services (the 220 and 220X routes) and adjacent cycle routes. There are also significant planned transport infrastructure proposals that would benefit the subject site as proposed under The Cork Metropolitan Area Transport Strategy (CMATS). These include Bus Connects Cork and the proposed Cork Light Rail project (Cork LUAS).

The proposed density of 130 u/Ha is suitable for this City-Urban Neighbourhood site.

The proposed development ranges in height from 3-6 storeys. Whilst it is in excess of the *Development Plan* standards, it is a high-quality scheme that has been successfully designed to integrate with its urban context. The positioning of the 3 storey duplex units to the north of the site is a direct response to the recently approved Part 8 scheme on the site to the north.

The taller elements of the proposed development are proposed to the south of the site where it steps up to 5 storeys with a pop up 6th storey element. It will generally appear as 4 to 5 storeys due to the level difference between Mechterstadt Road and the subject site.

The photomontages prepared by Pedersen Focus and the Landscape Visual Impact Assessment (LVIA) prepared by Cunnane Stratton Reynolds (CSR) submitted with this application demonstrate the sites capacity to accommodate the building heights proposed.

The Landscape Visual Impact Assessment (LVIA) notes that the development will enliven the local streets and provide passive supervision along Mechterstadt Road and Innishmore Lawn Road. Whilst there will be partial loss of views northward to the distant ridge, however, these views are not aligned with vistas or landmarks recognised in *Cork City Development Plan 2022 – 2028*. It is noted that the Westview housing development already blocks views of the ridge, and interruption of views along the R608 main route through Ballincollig occurs at numerous locations. There are no overlooking or overshadowing issues associated with the development.

While the proposed density exceeds the Development Plan's indicative range, it is considered that, having regard to the site's characteristics and locational attributes, a higher density is appropriate and consistent with relevant national planning guidance. In this regard, and having regard to the Compact Settlement Guidelines, the subject site more closely aligns with the characteristics of a City–Urban Neighbourhood location, where higher densities are encouraged.

Overall, the density proposed is considered appropriate having regard to the site context, the provision of a mix of unit types and sizes, the availability of existing and planned public transport services, and the proximity of a range of community facilities and services accessible to future residents.

The development has been sensitively designed to ensure that there are no significant adverse impacts on adjoining existing and permitted residential properties in terms of overlooking or daylight/ sunlight, as outlined in the accompanying suite of assessments that assess the potential impact of the proposed development on existing residential amenity. The enclosed Landscape and Visual Impact Assessment, prepared by Cunnane Stratton Reynolds concludes;

“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 Ballincollig, transforming the former office site to a new neighbourhood comprised of apartments buildings, duplex units along with well-defined open spaces, parking areas and access infrastructure...”

The nature of the proposed development is reflective of on-going change in urban centres with good transport links to Cork City, the relative proximity of the site to the city centre and the zoning of the lands for Sustainable Residential Neighbourhoods. The design qualities of the development are expressed in its form, materiality, and in the detailing of elevations which includes variations in the building line and in height, balconies, fenestration, colour contrasts in finishes, and recesses in the building line. The development also incorporates accessible, up-lifting public realm spaces, green infrastructure and overall, the landscape effect is considered to be beneficial...

The site has the capacity to accommodate the proposed development by virtue of the careful consideration of building heights, offset distances from existing housing to the south of the site, the placement of the lower duplex apartments along the northern boundary which adjoins the proposed Part 8 housing site, and the overall effect of the scheme in delivering a high-quality development with a strong sense of place.

The design qualities of the development are expressed in its form, materiality, and in the detailing of elevations which include variations in height, façade recessions, balconies and colour contrasts in material finishes. The development will complement the local residential setting and provide passive supervision along Mechterstadt Road and Innishmore Road. Hard and soft landscape treatments will enhance breakout spaces within the site, and tree and hedge planting along the site boundaries will have a softening effect which will increase as the vegetation matures in the medium to long term. While there will be partial loss of views northward to the distant ridge from some viewpoints, axial views along Innishmore Road will be retained, and no vistas or landmarks recognised in Cork City Development Plan 2022 – 2028 will be affected by the proposed development. There are no overlooking or overshadowing issues associated with the development and there are no adverse effects recorded in the assessment.” [Quote cropped and emphasis added]

Please refer to the enclosed Landscape and Visual Impact Assessment Report for further information in this regard.

6.2.2 Unit Mix

Whilst the *Development Plan* sets out particular mix standards for areas of the City, the *Planning Design Standards for Apartments – Guidelines for Planning Authorities 2025* Specific Planning Policy Requirement 1 (SPPR 1) states that:

“A) with the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.

B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.”

The proposed development comprises 56 no. 1 bedroom units, 65 no. 2 bedroom units and 9 no. 3 bedroom units. Whilst not fully compliant with Table 11.9 of the *Development Plan*, the proposed development contains a varied mix of 1, 2 and 3 bedroom units.

It is noted that SPPIs take precedence over any conflicting policies and objectives of statutory plans and that the national Apartment Guidelines apply to any planning application that is submitted after the issuing of the Guidelines. Therefore, the proposed unit mix is considered appropriate.

6.2.3 Car and Bicycle Parking Provision

The subject site is located within Car Parking Zone 3 where a maximum of 172 no. car parking spaces would be allowed under the *Development Plan* standards. This is assessed in the context of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*.

The enclosed Traffic and Transportation Assessment prepared by MHL & Associates notes the following:

“The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities prepared by the Department of Housing, Local Government and Heritage states that in city centres and urban neighbourhoods of the five cities, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

Urban neighbourhoods are highly accessible urban locations with good access to employment, education and institutional uses and public transport. The site location of the proposed development is located in ‘Zone 3’ of the CCiDP car parking zones map which states maximum parking standards as 1.25 spaces for 1-2 bed units and 2.25 spaces for 3-3+ bed units. However, the location classes as an urban neighbourhood of Cork City based on the above definition and therefore the maximum rate of car parking provision for this Large Scale Residential Development shall be 1no. space per dwelling”.

Giving due consideration to the site location that benefits from high quality pedestrian and cyclist infrastructure and is served by high quality public transport with further planned upgrades, the car parking for the proposed development has been substantially reduced.

A total of 68 no. car parking spaces is proposed to serve the development. This includes 2 no. visitor spaces, 4 no. accessible spaces and 19 no. spaces with EV infrastructure.

This quantum is considered to be an appropriate balance in meeting the needs of the proposed development and reducing car parking provision which is appropriate in such a sustainable location.

The location of the car parking has also been carefully considered in accordance with the guidelines. The majority of parking will be located in the undercroft and therefore largely not visible at street level. The surface level parking is located within the centre of the development and will be broken up with landscaping to soften its appearance. The surface level car parking will be treated as part of a shared surface approach.

The proposed development is consistent with SPPR 4. In total, 220 no. private bicycle parking spaces and 28 no. visitor spaces are provided. For the apartment units, bicycle parking is accommodated within communal bike stores located within the undercroft. The *Development Plan* indicates a requirement for 66 no. bicycle spaces.

This level of bicycle parking is in accordance with the *Compact Settlements Guidelines* which indicate a requirement for 1 no. cycle storage space per bedroom for residential units that do not have ground level open space or smaller terraces. The scheme also provides visitor bicycle parking which is in line with the *Compact Settlement Guidelines* and the *Development Plan*. Please refer to the enclosed Traffic and Transportation Assessment prepared by MHL & Associates for further information in this regard.

6.3 Design and Servicing Approach

6.3.1 Layout and Design

The proposed development is underpinned by the *Compact Settlement Guidelines* and Strategic Objective 9 of the *Development Plan*, which outlines the Council's commitment to facilitating the creation of a compact and liveable city. The residential scheme is therefore designed to enhance accessibility, promote permeability, and is informed by the core principles of the 15-minute city, within proximity to essential services, employment centres, and retail amenities. A design-led approach has been enacted, incorporating innovative architecture, landscaping, and urban design that respects and complements the character of the receiving environment and the wider Ballincollig area.

The subject site currently comprises a large, underutilised commercial property with extensive surface car parking and limited integration with its surroundings. A notable change in levels between the site and the adjoining southern road, together with strong boundary treatments and an inward-facing layout, has resulted in poor physical and visual connectivity with the public realm. The existing building lacks active frontage and makes a minimal contribution to the streetscape and urban character.

However, its substantial footprint, central location, and accessible urban context present a significant opportunity for regeneration. The site is ideally suited to accommodate residential development, with scope to intensify land use, improve connections to the surrounding network, and deliver an active, high-quality environment that contributes positively to the urban fabric.

The Architectural Design Statement prepared by Meitheal Architects outlines that the proposed development demonstrates a sensitive and context-driven design approach through a series of key urban design strategies. These strategies are derived from and in line with the policies outlined in the *Compact Settlements Guidelines* and the *Planning Design Standards for Apartments: Guidelines for Planning Authorities*. The three storey duplex units located to the north are a direct response to the permitted Part 8 scheme to the north, enabling a smooth transition to taller apartment blocks.

A step-down in height at key points, such as the eastern entrance, enhances human scale and creates a welcoming arrival experience.

Landmark buildings at the southern corners provide a strong urban presence and gateway, supported by a new public plaza that enhances identity and placemaking. Along the eastern and western frontages,

apartment blocks define the streetscape, improve passive surveillance, and strengthen the relationship with the adjacent street and retail park.

The residential scheme originally presented at the Section 247 meeting included a series of townhouses to the north of the site. While the Council acknowledged that these provided a good transition, it was suggested that replacing them with duplex units would create a more cohesive appearance within the scheme and its surrounding context. In response to this feedback, the scheme was revised accordingly. The Client has continued to engage proactively with the Council throughout the design process, incorporating their comments at each stage.

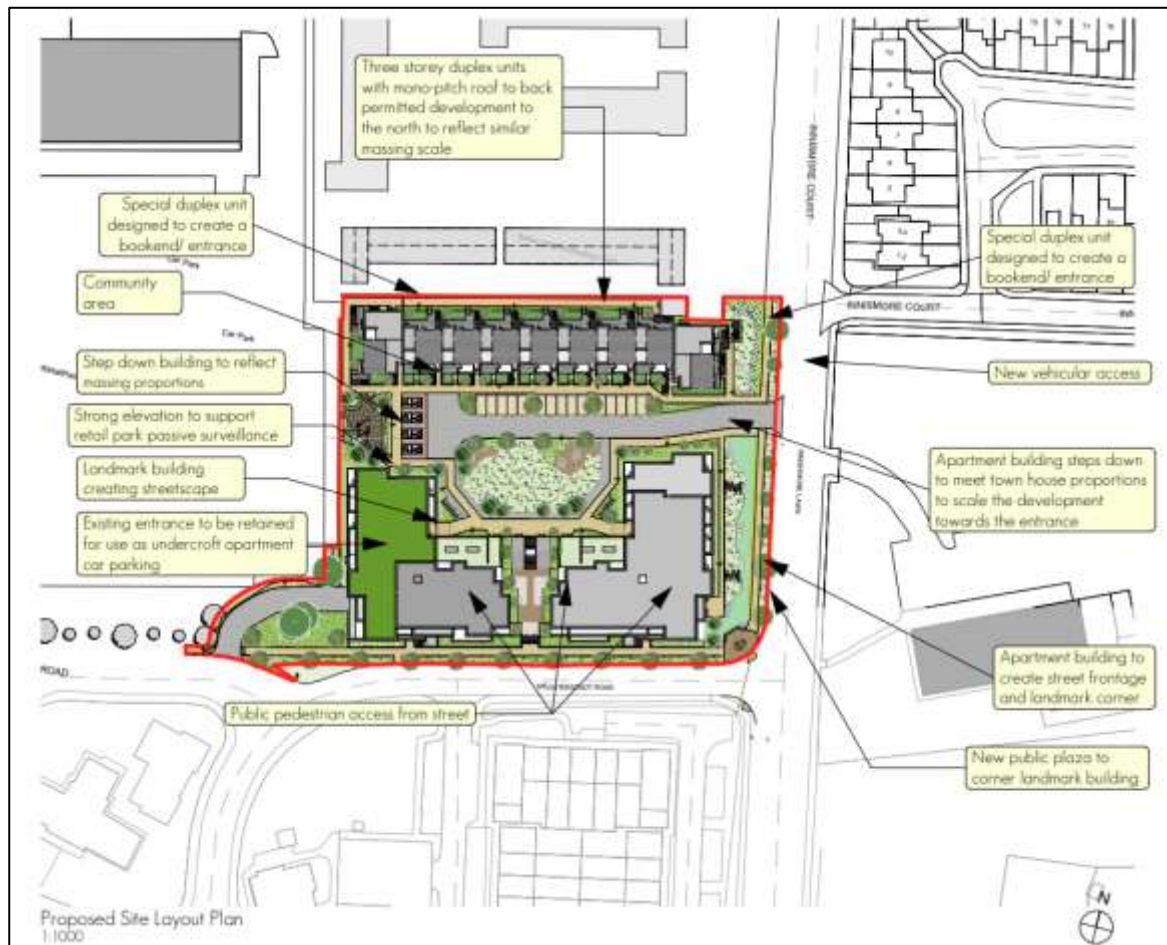


Figure 6.1 Proposed Site Layout (including design strategy). (Source: Architectural Design Statement prepared by Meitheal Architects, cropped by TPA 2026)

Please refer to Section 03 of the accompanying Architectural Design Statement for further information on the design approach to the site layout.

6.3.2 Landscaping and Open Space Strategy

The Landscape Design Rationale prepared by CSR describes the proposed landscaping and open space strategy in detail.

The report notes that:

“The emerging landscape design rationale for this site is underpinned by the principles of green and blue infrastructure. These components are integral to creating a resilient, sustainable, and high-quality

living environment. The proposed landscape strategy prioritises ecological connectivity, biodiversity enhancement, sustainable water management, and improved well-being for future residents. By embedding these principles at the core of the design, the development aligns with current best practices in planning policy and contributes meaningfully to the wider environmental and social context of the area”.

The report differentiates between the various types of open space that are to be provided within the development and the roles that they will play. Generous, high-quality public and communal open spaces are proposed amounting to c. 18% of the site area. These areas are illustrated in the CSR Masterplan and Landscape Design Rationale report.

The report also indicates how pedestrians will move within and through the site through the connected open spaces. The report outlines details of the proposed Sustainable Urban Drainage System strategy for the development.



Figure 6.2 Extract of Landscape Masterplan. (Source: Landscape Design Rationale prepared by Cunnane Stratton Reynolds, cropped by TPA 2026)

6.3.3 Servicing Strategy

DOSA Engineers have prepared an Infrastructure Report to accompany this Planning Report.

This report outlines details of the proposed servicing strategy for the development, including water supply, foul drainage, and surface water management.

Water Supply

It is proposed to provide a new 100mm (internal diameter) HDPE connection to the public water main with associated valves and metering requirements. Water distribution supply to each building will be sized to cater for the requirements of those particular uses.

A Pre Connection Enquiry to Uisce Eireann confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Uisce Eireann network could be facilitated.

Foul Drainage

A Pre Connection Enquiry submitted to Uisce Eireann confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Uisce Eireann network on Innishmore Lawn could be facilitated.

Surface Water Management

The proposed surface water drainage system has been designed to manage runoff from all hard surfaces within the development, including roadways, roofs, footpaths, and parking areas. Surface water will be collected via a piped network and discharged through one designated outfall point to the existing stormwater network traversing the site.

DOSA Engineers have developed a comprehensive Stormwater Management Plan for the proposed development that aims to:

- *“Manage surface water runoff close to source.*
- *Treat runoff on the surface for a range of contaminants.*
- *Minimise sediment remobilisation and impacts from accidental spills.*
- *Enhance biodiversity and local amenity”.*

The proposed Stormwater Management Plan intends to include a range of Sustainable Urban Drainage (SuDS) features, such as:

- Permeable paving to promote infiltration and reduce surface runoff.
- Bio-retention planting areas to treat and filter runoff while supporting biodiversity.
- Full retention petrol/ oil interceptors to treat runoff from roadways and parking areas.
- Attenuation tanks to store excess runoff and regulate discharge rates.
- Hydrobrake flow control devices to restrict discharge to greenfield runoff rates.
- Green/Blue roof to be applied.

Please refer to the enclosed Infrastructure Report and Drainage Impact Assessment for further details of the proposed servicing strategy.

6.4 Summary of Supporting Documentation/ Assessments

6.4.1 Landscape Visual Impact Assessment

CSR have been instructed to prepare a Landscape Visual Impact Assessment (LVIA) of 12 no. viewpoints for the proposed development. The viewpoints for assessment have already been agreed with the Planning Authority, and also in response received in Cork City’s LRD Opinion Report.

This Appraisal is based on Photomontages that have been prepared by Pedersen Focus Ltd and are enclosed with this submission.

Views from the south

- View from Castle Road
- View from R608 Main Road
- View from Supervalu site entrance

Views from the north

- View from Innishmore Housing Estate
- View from Innishmore Lawn

Views from the east

- View from Innishmore Crescent
- View from Innishmore Lawn

Views from the west

- View from Lidl site
- View from Innishmore Lawn
- View form Coolroe / R608 Junction

A list of the 12 no. viewpoints taken to represent a variety of visual receptors in the vicinity is included in Table 1.5 in the enclosed *Landscape and Visual Impact Assessment*, prepared by Cunnane Stratton Reynolds. They are illustrated in Figure 6.3.



Figure 6.3: Extract from Viewpoint Location Map within CSR Visual Impact Appraisal (Source: LVIA prepared by Cunnane Stratton Reynolds, cropped by TPA 2026)

The Visual Impact Appraisal prepared by CSR concludes as follows:

“The visual effects associated with the proposed development are found to be Moderate for views 1, 2, 4, 5, 6, 7, 8 & 10, No Change for view 3 and there will be No Change for views 9, 11 & 12. The quality of visual effects is found to be Neutral for views 7, 8 & 10, No Change for view 3 and Beneficial for views 1, 2, 4, 5 & 6. The proposed development has a relatively compact zone of visual influence with just three distant views included, two of which will not experience any visual effect...

While there will be partial loss of views northward to the distant ridge from some viewpoints, axial views along Innismore Road will be retained, and no vistas or landmarks recognised in Cork City Development Plan 2022 – 2028 will be affected by the proposed development. There are no overlooking or overshadowing issues associated with the development and there are no adverse effects recorded in the assessment”. [Cropped for emphasis]

Please refer to the enclosed Visual Impact Appraisal for further details.

6.4.2 Daylight and Sunlight Assessment

This planning application includes a Daylight and Sunlight Assessment prepared by BPC Engineers.

In terms of internal daylight levels within the proposed development, the results show that 86% of all rooms meet or exceed the BRE's minimum recommendations for internal daylight provision in dwellings.

It is submitted that the proposed development performs at a high level for a scheme of this scale and aligns to national policy to ensure high quality sustainable development.

The assessment results show the open spaces that receive greater than 2 hours of sunlight on March 21st. The cumulative area of the spaces exceeds the recommended criteria for sunlight. It should be noted that the amenity area is in excess of the required area for such a scheme.

The Daylight and Sunlight Assessment concludes as follows:

“Overall, the development has been designed with due consideration for sunlight and daylight and meets the recommendations as set out in the BRE Guide – BR 209 “Site Layout Planning for Daylight and Sunlight, A guide to good practice (2022).”

Please refer to the enclosed Daylight and Sunlight Assessment for further details.

6.4.3 Traffic and Transportation Assessment

MHL & Associates Ltd were instructed to prepare a Traffic and Transportation Assessment (TTA) for the proposed development. The scope of this TTA was agreed with Cork City Council’s Traffic & Transport Department at the TTA scoping stage. The methodology of the traffic assessment follows the May 2014, NRA Transport Assessment Guidelines format.

Traffic assessment was carried out at the following junctions in the vicinity of the site:

- Junction 1 – Inniscarra Lawn / R608 Main Street / Parknamore Road Signalised Junction.
- Junction 2 - R608 Main Street / Innishmore Lawn Signalised T-junction.
- Junction 3 –Mechterstadt Road / Innishmore Lawn T-junction.
- Junction 4 - Entrance to the RPS offices.

Traffic surveys were undertaken by a third-party traffic survey company, Irish Traffic Surveys In April 2025. These 12-hour traffic counts allow for the assessment of existing traffic conditions on the local road network at the development entrance and adjacent main road junction, and the determination of morning and evening peak traffic (08:00-09:00 in the AM and 17:00-18:00 in the PM).

The TTA describes the existing traffic conditions, estimates the future traffic generated by the proposed development and assesses the impact of this generated traffic on the surrounding road network.

The assessment concludes as follows:

“The overall impact of this proposed development in 2042 on the adjoining road network and the assessed junctions is to increase traffic % by an average of 1.1% at the Junction 1, 1.7% at Junction 2, 3.1% at Junction 3 and 4.6% at Junction 4.

It should be noted that by the year 2032, BusConnects routes should be in place which aims to significantly reduce the number of vehicles on the road and improve the public service infrastructure for the Cork City. In addition to this, the planned Cork City LRT (Light Rail Transit) route, as identified in CMATS, is proposed to commence at Ballincollig. Both of these public transport schemes will see a significant reduction in the number of vehicles in the area”.

Please refer to the enclosed TTA for further details.

6.4.4 Mobility Management Plan

MHL & Associates Ltd have also prepared a Mobility Management Plan (MMP) for the proposed development.

A MMP is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the residents of the proposed development. The aim is to reduce the demand and use of the private car and to highlight and facilitate the use of alternative modes of transport.

The stated focus in this instance is:

- *“To inform residents of the proposed development of alternative modes of travel available to them for their commute journeys.*
- *To promote healthier, stress-free and cheaper travel options for all development commuters.*
- *To manage and increase the uptake of public transport options.*
- *To encourage active travel which includes walking, cycling, and scooting.*
- *To reduce trip generation to and from the site, thus reducing parking demand and traffic generation. Thereby enhancing the environment, improving accessibility, and resulting in economic benefits to building users.”*

The MMP sets out a number of key recommendations that will encourage and support sustainable travel.

Please refer to the enclosed MMP for further details of the proposed mobility management strategy.

6.4.5 Flood Risk Assessment

DOSA Engineers prepared a Site-Specific Flood Risk Assessment (FRA) that is submitted with this planning application.

The FRA assesses the risk to the proposed development from all potential sources of flooding. The site lies outside of the 0.1% AEP flood event and is therefore located with Flood Zone C for fluvial flood risk, where the risk of flooding is low.

The FRA determined that there is no requirement to undertake a detailed Flood Risk Assessment.

The FRA concludes as follows:

- *“Proposed residential development is appropriate for the site’s flood zone category.*
- *The sequential approach outlined in Planning System and Flood Risk Management Guidelines has been adhered to.*
- *The proposed development will not increase run-off rates when compared with the existing site and satisfies the requirement of the SSDRA to not increase flooding.*

In conclusion, the proposed development is considered to have a minimal risk of flooding and to have the required level of flood protection up to and including the 1% AEP storm event”.

Please refer to the enclosed FRA for further details.

6.4.6 Construction and Environmental Management Plan (CEMP)

DOSA Engineers have prepared a Construction and Environmental Management Plan (CEMP) for the proposed development.

The CEMP provides details of the intended construction practice for the development including construction access and sequencing, the proposed hours of working, noise management measures and off-site disposal of construction waste. The CEMP addresses potential construction stage impacts and how these are to be mitigated.

The CEMP will be provided to the Main Contractor for implementation during the site clearance and construction stages. It will be considered as a 'live document' and will be updated accordingly throughout the project as required.

The main purpose of the CEMP is to:

- Identify stakeholder requirements.
- Ensure compliance with the grant of planning permission.
- Effectively avoid any potential significant adverse environmental effects during site clearance and construction.
- Translate mitigation measures set out in the planning documentation into committed site procedures.

The Main Contractor is required to implement the mitigation and protective measures set out in this document and maintain environmental monitoring records for the duration of the project.

Please refer to the enclosed CEMP for further details.

6.4.7 Construction Resource Waste Management Plan (CRWMP)

DOSA Engineers have prepared a Construction Resource Waste Management Plan (CRWMP) to accompany this planning application.

The plan aims to provide sufficient information to ensure that the management of construction waste is undertaken in accordance with all relevant legislation and best practice standards. The stated principal aim of this plan is to ensure efficient use of material resources, reduce waste at source and reduce the quantity of waste that requires final off-site disposal to landfill in accordance with the waste hierarchy.

Secondly, the plan is to facilitate the transition to a more circular economy thereby minimising the need for new inputs of virgin materials and energy, while reducing environmental pressures linked to resource extraction, emissions and waste management.

The CRWMP has been prepared in accordance with Environmental Protection Agency (EPA) Guidance 2021 that recommends the inclusion of such plans with all construction and demolition projects as best practice to inform the planning consent process.

Please refer to the enclosed CRWMP enclosed for further details.

6.4.8 Construction Traffic Management Plan

The enclosed Construction Traffic Management Plan prepared by DOSA Engineers identifies an indicative sequence of the works for the proposed development, from the initial enabling works through to superstructure construction. It should be noted that the final adoption of a Construction Traffic Management Plan would be agreed between the Main Contractor and the Planning Authority prior to construction commencing at the site. Please refer to the enclosed Construction Traffic Management Plan for further details.

6.4.9 Drainage Impact Assessment

DOSA Engineers have also prepared a Drainage Impact Assessment to accompany the planning application.

The aim of this assessment is to assess the impact of the proposed development on the existing stormwater drainage infrastructure and to outline the design approach for managing surface water runoff within the site. The assessment considers the existing site conditions, topography, catchment characteristics, and the proposed surface water drainage strategy, including attenuation, treatment, and controlled discharge measures.

The report demonstrates how surface water runoff will be managed in accordance with the national and local planning policy, the Greater Dublin Strategic Drainage Study guidelines, and best practice in Sustainable Drainage Systems.

Please refer to the enclosed Drainage Impact Assessment for further details.

6.4.10 Noise Impact Assessment

CLV Consulting Ltd were instructed to prepare a Noise and Vibration Assessment with an Inward and Outward Noise Impact Assessment accompany the report as appendix C, to accompany this Planning Application.

CLV initially provided an inward noise impact assessment for the proposed development which was provided under separate cover (included in Appendix C in the enclosed report; note that the minor modifications to the proposed development design do not have any material impact on this assessment report or its conclusions). CLV has now been engaged to carry out an outward noise impact assessment for the proposed development as well. The purpose of this assessment was to consider the potential for the proposed residential development to impact on identified noise sensitive receptors in the vicinity during both the construction and operational stages and either confirm acceptability or recommend necessary noise and vibration mitigation measures, as required. These measurements informed the construction and operational noise criteria, based on best practice guidance. Construction and operational noise levels were then predicted at nearby receptors in accordance with BS 8233, taking into account source levels, distance attenuation, screening, reflections, and usage patterns. The cumulative operational noise levels were compared against the established criteria to determine potential impacts. All calculations were carried out generally in accordance with *ISO 9613: Acoustics - Attenuation of sound outdoors, Part 2: General method of calculation, 1996* for the attenuation of sound outdoors.

The Noise and Vibration Assessment concluded:

- Construction noise impacts are temporary and manageable with appropriate mitigation outlined.
- Operational phase noise (plant and traffic) is within guideline limits.
- Additional traffic noise on public roads is negligible.
- Predicted vibration impacts during both construction and operation are negligible.

The purpose of the inward noise impact assessment was to quantify the external noise environment in the vicinity of the development buildings and determine the noise mitigation measures required to be incorporated into the design of the development in order to ensure that any potential noise impacts on the proposed development are minimised in accordance with the established criteria limits.

In relation to the external areas, the assessment concludes that:

- The 50 - 55dB(A) LAeq,16hr criteria is predicted to be achieved in all development balcony/ public and private amenity areas.
- A relatively quiet external amenity space was identified and incorporated into the development.

- The façade design of the development buildings incorporates sufficient sound insulation glazing / façade elements to achieve a quiet internal acoustic environment that will comply with criteria applicable to low level residential bedroom environments.

Based on the above results, the development was determined to be fully compliant with the external area noise requirements detailed within the *ProPG 2017* and *BS 8233* guidance documents.

In relation to the internal areas, the assessment concludes that provided the developed mitigation measures are appropriately incorporated into the proposed development design, the development should be fully compliant with the internal area noise requirements contained within the *ProPG 2017* and *BS 8233* guidance documents.

Please refer to the enclosed documentation for further information.

6.4.11 Operational Waste Management Plan

AWN Consulting Ltd were instructed to prepare an Operational Waste Management Plan for the proposed development. This Operational Waste Management Plan has been prepared to ensure that the management of waste during the operational phase of the proposed development is undertaken in accordance with the current legal and industry standards.

The plan aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. It also seeks to provide guidance on the appropriate collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g. contamination of soil or water resources). The plan estimates the type and quantity of waste to be generated from the proposed development during the operational phase and provides a strategy for managing the different waste streams.

Adherence to this plan will also ensure that waste management at the development is carried out in accordance with the requirements of the Cork City Council Waste Bye-Laws. The waste strategy presented in this plan will provide sufficient storage capacity for the estimated quantity of segregated waste. The designated areas for waste storage will provide sufficient room for the required receptacles in accordance with the details of this strategy

Please refer to the enclosed Operational Waste Management Plan for further details.

6.4.12 Childcare Requirement Assessment

This Planning Application includes a Childcare Demand Assessment that has been prepared by TPA. This assessment has been prepared to provide an overview and analysis of the overall provision of childcare facilities within the study area and the local demand, as well as the likely demand generated by the proposed development.

It is to be noted that the proposed development does not trigger the requirement for provision of a childcare facility, as set out in the *Apartment Guidelines*, and therefore, in accordance with the Guidelines, a childcare facility is not required as part of the proposed development.

The 15 no. childcare facilities that were assessed as part of the enclosed assessment, which provide a total of 896 No. childcare places within 15 minutes' walk or 15 minutes cycle of the Subject Site. These facilities have an estimated total enrolment of c. 772 no. children, with a total operating level of c. 86.1% for the facilities assessed. As set out in the assessment, there are c. 124 no. available childcare spaces within 15 minutes' walk and 15 minutes cycle of the subject site.

It is submitted that the limited childcare requirements that the development is likely to generate can be catered for by existing and proposed childcare facilities and other childcare options in Ballincollig.

Please refer to the enclosed Childcare Demand Assessment for further details.

6.4.13 School Demand Analysis

The *Cork City Development Plan 2022-2028*, sets out that lands zoned under land-use zoning Objective ZO 12 'Education' are for the following purpose:

"To provide for schools and educational facilities and related development."

Section ZO 12.1 of the *Development Plan* states:

"The main purpose of this zone is to provide for the wide range of education facilities, generally comprising primary and post primary schools and third-level education facilities. This zone accommodates all ancillary accommodation, facilities and development serving educational facilities, including sports facilities and playing fields and associated development." (Source: *Cork City Development Plan 2022-2028*, Section ZO12.1.) [Our emphasis.]

Section ZO 12.2 of the *Development Plan* states:

"Where it can be demonstrated that some of the lands associated with any parcel of land in this zone are not required for educational purposes, consideration may be given on this zone to local services and local centres uses as set out under ZO 8 Neighbourhood and Local Centres."

These uses, if permitted, must be appropriate to the scale and context of the site and surrounding neighbourhood and must serve local needs only." (Source: *Cork City Development Plan 2022-2028*, Section ZO12.2.)

Objective 2.34 'Supply of Zoned Land' of the *Development Plan* states:

"Monitor and review the Core Strategy to ensure that sufficient zoned and serviced land, located close to employment, community, transport and educational services, continues to be available to meet the City's housing requirements over the lifetime of the Plan." (Source: *Cork City Development Plan 2022-2028*, Objective 2.34.)

Table 3.8 of the *Development Plan* sets out the Department of Education's assessment / calculation for the likely future demand for new school developments (primary and post-primary) in the Ballincollig area, and notes that there is a need for 2 No. new or expanded primary schools; and 1 No. new or expanded post-primary school.

Section 3.90 of the *Cork City Development Plan* states:

"As it stands there are 10 public libraries in the City but as the City grows, more longer-term, library facilities will be required at the following locations:

- *A new City Centre Library*
- *Mayfield (extension and refurbishment of the Frank O'Connor Library, as a joint development with St. Joseph's Community Centre / SJCA)*
- *Blackrock*
- *Douglas*

- **Ballincollig**
- *Glanmire*
- *Blarney*
- *Blackpool.* (Source: *Cork City Development Plan 2022-2028*, Section 3.90.)

Section 10.221 of the *City Development Plan 2022-2028* states:

“Ballincollig has 4 primary schools and 2 secondary schools. There is also a special needs school, Our Lady of Good Counsel, in Innishmore. Ballincollig as a growing town requires additional educational facilities. The Maglin Urban Expansion Area in the south of the town is considered the optimum location for these schools.” (Source: Cork City Development Plan 2022-2028, Section 10.221.)

Objective 10.62 Ballincollig Education

“Cork City Council will work with the Department of Education and landowners to identify new school sites for the town and its wider catchment.” (Source: Cork City Development Plan 2022-2028, Objective 10.62.)

In this regard, we have assessed the provision of education facilities in Ballincollig as a part of this proposed development.

No.	School Name	Primary Secondary?	Male Students	Female Students	Total Students	Tre Ghaoileann?
1	Scoil Barra	Primary	245	203	448	Níl
2	Gaeilscoil an Chaisleáin	Primary	96	109	205	Tá
3	Scoil Naomh Mhuire	Primary	-	447	447	Níl
4	Scoil Naomh Eoin	Primary	391	-	391	Níl
5	Gael Scoil Ui Riordain	Primary	376	355	731	Tá
Primary School Totals:			1,108	1,114	2,222	N / A
5	Our Lady of Good Council	Special School	48	20	68	Níl
Special School Totals:			48	20	68	N / A
6	Le Cheile Secondary School	Secondary	101	94	195	Níl
7	Ballincollig Community School	Secondary	497	483	980	Níl
8	Colláiste Choilm	Secondary	684	680	1,364	Tá
Secondary School Totals:			1,282	1,257	2,539	N / A

Table 6.1: Overview of the Primary, Special and Post Primary Schools within 15 mins walk or cycle of the Subject Site. (Source: Department of Education, 2024 / 2025 Academic Year, compiled here by Tom Phillips + Associates, February 2026.)

As noted above, the proposed development does not reach the threshold requiring the provision of a childcare facility, as set out in the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2022)*. Accordingly, no on-site childcare facility is required as part of the proposed scheme. In this context, and having regard to the scale of the development, it is reasonable to conclude that the resultant demand for educational facilities will also be modest in quantum and will not give rise to undue or unsustainable additional pressure on existing services within the area.

In respect of wider educational provision, it is also noted that additional school capacity is planned within the settlement. The Department of Education and Youth is currently progressing proposals for a new shared campus at Lisheens, Ballincollig, comprising accommodation for approximately 1,000 pupils at Le Chéile Secondary School and 500 pupils at Gaelscoil an Chaisleáin. The Department has confirmed ongoing engagement with Cork City Council in relation to site acquisition, which is at negotiation stage. This is newest publicly available information on the project as of January 2026.

The project is being advanced under the Department's ADAPT Programme (Programme Innovate). The Brief Formulation Report provides for a new 1,000 pupil post primary school, including special educational needs accommodation, and a new eight classroom primary school with associated special educational needs provision, with future expansion of the primary school to a 16-classroom facility envisaged as a subsequent phase. The Integrated Project Team has been tasked with masterplanning the campus and progressing planning approval. The delivery of this educational infrastructure will assist in supporting the planned growth of Ballincollig and demonstrates that capacity is being planned in parallel with residential development in the area.

Accordingly, having regard to the scale of the proposed residential scheme, the availability of existing and the planned expansion of educational infrastructure, the development is considered acceptable in terms of educational provision.

6.4.14 Community Infrastructure Assessment

This Planning Application includes a Community Infrastructure Assessment that has been prepared by TPA.

This report assesses the proposed scheme in the context of existing social and community infrastructure in the surrounding area, including public transport, childcare, education, sports and recreation, healthcare, community and youth facilities, and convenience retail. It also provides a high-level demographic analysis of the current and projected population profile and evaluates the capacity of existing facilities to accommodate the needs arising from the proposed development.

The assessment concludes that the subject site is located in close proximity to existing community and social infrastructure, public transport services, and planned future public transport routes.

For further information please refer to the accompanying documentation accordingly.

6.4.15 Building Operational Management Report

This Planning Application includes a Building Operational Management Report that has been prepared by TPA. The Building Operational Management Report outlines how a development will be managed and maintained once operational. It sets out the procedures, responsibilities, and standards for the ongoing management of the building and its common areas to ensure the safety, functionality, and long-term quality of the development.

The report includes details on property management of the common areas, service charges, materials, and health and safety services, including security, fire alarm systems, sprinklers, dry and wet risers, lift maintenance, cleaning, landscaping, waste management, and transport management.

Additionally, Appendix A of the Building Operational Report includes a Building Life Cycle Report prepared by Meitheal Architects.

For further information please refer to the enclosed documentation accordingly.

6.4.16 Scheme Sustainability Statement

A Scheme Sustainability Statement has been prepared by BPC Engineers to accompany this planning application. The statement addresses the requirement for a *Scheme Sustainability Statement* set out in Cork City Council's 2022-2028 Development Plan for all residential developments of 25 or more homes. The purpose of this statement is to demonstrate how the proposal positively responds to the impact of climate change through mitigation and adaption measures.

The statement focuses on several areas which demonstrate how the design of the proposed scheme positively responds to the impact of climate change through climate change resilience measures - both mitigation and adaption measures.

For further information please refer to the accompanying documentation accordingly.

6.4.17 Environmental Impact Assessment (EIA) Screening

Article 93 and Schedule 5 of the *Planning and Development Regulations 2001 (as amended)* sets out the classes of development for which a planning application must be accompanied by an Environmental Impact Assessment.

Part 1 and Part 2 Schedule 5 of the *Planning and Development Regulations 2001* defines the categories and thresholds of developments requiring EIA. The subject proposal does not come under any of the stipulated categories contained in Part 1.

Part 2 Class 10

The proposed development comprising a large-scale residential development and all associated and ancillary works necessary for the construction and operation of the residential development falls within the category of "Infrastructure Projects" under Schedule 5 Part 2 Part 10(b) of the Planning and Development Regulations which provides that a mandatory EIAR must be carried out for the following projects:

"(b)

- i Construction of more than 500 dwelling units.*
- ii Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.*
- iii Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.*
- iv Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this*

paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)”

The proposed development in this case comprises a new large scale residential development of 130 no. units and all associated development, as outlined above, on a site of 1.0 Ha.

The subject site comprises an urban site which includes a vacant commercial property within the built-up area of Ballincollig and therefore the 2 Ha threshold is applicable.

Given that the subject site’s area of 1.0 Ha is below this threshold, and the number of units is well below the 500 unit threshold, we conclude that a mandatory EIAR is not required in respect of this development under Part 2(10)(b)(iv) of Schedule 5.

Part 2 Class 15

“Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.”

It is considered that the subject proposal comprises a development type which is listed within Part 2 but does not exceed the specified limits and is therefore considered to be a ‘sub threshold’ development.

Therefore, notwithstanding that the development does not trigger a mandatory EIA, it is considered prudent to investigate if the proposal would be likely to have significant effects on the environment, thus requiring a sub-threshold EIA.

It is considered that the proposed development in its own right is sub-threshold and is unlikely to result in cumulative environmental effects.

Please refer to the enclosed Environmental Impact Assessment Screening Report prepared by TPA for further details.

6.4.18 Appropriate Assessment (AA) Screening

Greenleaf Ecology were instructed to prepare an Appropriate Assessment (AA) Screening Report to accompany this Planning Application.

This AA screening report was completed with due regard to relevant European Commission guidance, national guidance and case law.

The potential impacts of the proposed development were considered in the context of the European sites potentially affected, their qualifying interests or special conservation interests, and their conservation objectives.

Through an assessment of the source-pathway-receptor model, which considered the zone of influence of effects from the proposed development and the potential in-combination effects with other plans or projects, the report concludes as follows:

“The proposed Large Scale Residential Development, West City, located at the former DELL EMC premises, Innishmore, Ballincollig, Cork, either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required”.

Please refer to the enclosed Appropriate Assessment Screening for further details.

6.4.19 Ecological Impact Assessment

Greenleaf Ecology were instructed to prepare an Ecological Impact Assessment (EcIA) to accompany this Planning Application.

The aim of this assessment is to;

- *“Establish baseline ecological data for the proposed development site;*
- *Determine the ecological value of the identified ecological features;*
- *Identify, describe and assess the likely significant effects of the proposed development on biodiversity;*
- *Propose effective mitigation measures to avoid, prevent or reduce and, if possible, offset adverse effects on biodiversity; and*
- *Identify any residual effects predicted to arise after mitigation”.*

It is noted that the assessment determined that no bats, otters, or badgers are present on site. The two species identified as potentially occurring in the surrounding area are avifauna and hedgehogs. There are no invasive species recorded on site or within its immediate surroundings. The assessment outlines appropriate mitigation measures to protect these species during both the construction and operational phases of the proposed development.

Please refer to the enclosed Ecological Impact Assessment for further information.

7.0 DOCUMENTATION AND DRAWINGS SUBMITTED WITH THIS APPLICATION

7.1 Application Form and Fee

- **Application Form** - Large-Scale Residential Development Application Form – Form 19 (Letters of Consent from Landowners Attached), prepared by Tom Phillips + Associates dated 20th February 2026.
- In addition, a duly signed copy of the **Cork City Council Planning Application** form has been prepared, as requested by Cork City Council.
- **Fee** – A cheque, as per Section (b) of the Fee section in the LRD app form - 130 no. Units x €130 fee per unit = €16,900 has been provided.
- An original copy of the **newspaper notice**, as published in The Echo, dated 19th February 2026
- A copy of the **site notice**, as erected on site on the 19th of February 2026, in locations outlined in the enclosed Site Location Map, prepared by Meitheal Architects.

7.2 Supporting Documentation

Tom Phillips + Associates

- Planning Application Form.
- Form 19 -Large Scale Residential Planning Application Form.
- Planning Report (this report).
- Part V Provisions Letter.
- Statement of Consistency.
- Childcare Demand Assessment.
- Community Infrastructure Assessment.
- Environmental Impact Assessment Screening Report.
- Building Operational Management Plan (Building Lifecycle Report Appended).

Meitheal Architects

- Architectural Design Statement (with layout plans and Housing Quality Assessment appended).
- Appendix 01 – Schedule of Accommodation.
- Universal Access Statement.
- Drawing Register.

DOSA Engineers

- Infrastructure Report.
- Drainage Impact Assessment.
- Site Specific Flood Risk Assessment.
- Construction and Environmental Management Plan.
- Construction Resource Waste Management Plan.
- Construction Traffic Management Plan.

CSR

- Landscape Design Rationale.
- Visual Impact Appraisal.

BPC Consulting Engineers

- Daylight and Sunlight Assessment.
- Scheme Sustainability Statement.

MHL & Associates Ltd

- Traffic and Transportation Assessment.
- Mobility Management Plan.
- Combined Stage 1 & 2 Road Safety Audit

CLV Consulting

- Inward Noise Impact Assessment.

AWN Consulting Ltd

- Operational Waste Management Plan.

Greenleaf Ecology

- Appropriate Assessment (AA) Screening Report.
- Ecological Impact Assessment (EcIA).

Pedersen Focus

- Photomontage booklet.

Kelliher's Electrical

- Outdoor Lighting Report.

7.3 Drawings

The following drawings are submitted with this application:

Meitheal

Drawing Title	Drawing Reference
Site Location Map	231064-MA-ZZ- -DR-A-1001
Existing Site Layout Plan	231064-MA-ZZ-00-DR-A-1002
Existing Site Layout Plan	231064-MA-ZZ-00-DR-A-1003
Proposed Site Layout Plan (Roof)	231064-MA-ZZ-00-DR-A-1004
Proposed Site Layout Plan (Roof)	231064-MA-ZZ-00-DR-A-1005
Existing Building	231064-MA-XX-ZZ-DR-A-1108
Existing Building - Demolition Drawings	231064-MA-ZZ-00-DR-A-1032
Proposed Lower Ground Floor Plan - Site Plan	231064-MA-ZZ-00-DR-A-1013
Proposed Upper Ground Floor Plan - Site Plan	231064-MA-ZZ-01-DR-A-1014
Proposed First Floor Plan - Site Plan	231064-MA-ZZ-02-DR-A-1015

Proposed Second Floor Plan - Site Plan	231064-MA-ZZ-03-DR-A-1016
Proposed Third Floor Plan - Site Plan	231064-MA-ZZ-04-DR-A-1017
Proposed Fourth Floor Plan - Site Plan	231064-MA-ZZ-04-DR-A-1018
Proposed Roof Plan - Site Plan	231064-MA-ZZ-05-DR-A-1019
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1026
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1027
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1028
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1029
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1030
Contextual Street Elevation _ Site Sections	231064-MA-ZZ-00-DR-A-1031
Site Ownership Map	231064-MA-ZZ-00-DR-A-1032
Proposed Apartment East + South Elevations	231064-MA-ZZ-00-DR-A-1201
Proposed Apartment West + North Elevations	231064-MA-ZZ-00-DR-A-1202
Proposed Apartment East + West Courtyard Elevations	231064-MA-ZZ-00-DR-A-1203
Proposed Duplex Elevations + Sections	231064-MA-ZZ-00-DR-A-1204
Proposed Apartment Sections	231064-MA-ZZ-00-DR-A-1301
Communal Bike Store (Duplex Unit)	231064-MA-BK-XX-DR-A-1101
Private Bike&Bin Store (Duplex Unit)	231064-MA-BK-XX-DR-A-1102
Private Bin Store (Duplex Unit)	231064-MA-BK-XX-DR-A-1103
Proposed Site Layout Plan (Bicycle and Refuse)	231064-MA-ZZ-00-DR-A-1010
Proposed Bicycle Parking Data Sheet	231064-MA-ZZ-00-DR-A-1012
Lower Ground Floor Plan - Apartment GA's	231064-MA-ZZ-00-DR-A-1101
Upper Ground Floor Plan - Apartment GA's	231064-MA-ZZ-01-DR-A-1102
Ground & First Floor Plan - Duplex GA's	231064-MA-ZZ-01-DR-A-1123
Duplex Types - 1A and 3A	231064-MA-ZZ-01-DR-A-1125
Duplex Types - 1B, 1C, 2A, 2B	231064-MA-ZZ-01-DR-A-1126
First Floor Plan - Apartment GA's	231064-MA-ZZ-02-DR-A-1103
Second Floor & Roof Plan - Duplex GA's	231064-MA-ZZ-02-DR-A-1124
Second Floor Plan - Apartment GA's	231064-MA-ZZ-03-DR-A-1104
Third Floor Plan - Apartment GA's	231064-MA-ZZ-04-DR-A-1105
Fourth Floor Plan - Apartment GA's	231064-MA-ZZ-05-DR-A-1106
Roof Plan - Apartment GA's	231064-MA-ZZ-06-DR-A-1107

DOSA

Drawing Title	Drawing Reference
Drawing Transmittal	
Proposed Site Levels Layout	6709-0010
Proposed Sightline Layout	6709-0011
Proposed Site Speed Control Measures Layout	6709-0012
Proposed Site Autotrack Analysis Layout	6709-0013
Proposed Drainage Layout	6709-0020
Surface Water Drainage Details (Sheet 1 of 2)	6709-0023
Surface Water Drainage Details (Sheet 2 of 2)	6709-0024
Proposed Wastewater Details (Sheet 1 of 2).	6709-0025
Proposed Wastewater Details (Sheet 2 of 2).	6709-0026



Proposed Watermain Layout	6709-0030
Proposed Watermain Details (Sheet 1 of 2).	6709-0035
Proposed Watermain Details (Sheet 2 of 2).	6709-0036
Proposed Combined Services Layout	6709-0040
Proposed SUDS Measures Layout	6709-0050
Proposed SUDS Measures Details Layout	6709-0051
Proposed Foul Sewer Longsection Layout (1 of 2)	6709-0060
Proposed Foul Sewer Longsection Layout (2 of 2)	6709-0061
Proposed Stormwater Longsection Layout (1 of 2)	6709-0070
Proposed Stormwater Longsection Layout (2 of 2)	6709-0071
Proposed Basement Entrance Layout	6709-1006

CSR

Drawing Title	Drawing Reference
Landscape Masterplan	25108-1-101
Site Sections	25108-2-200

Kelliher's Electrical

Drawing Title	Drawing Reference
Lighting Layout	KE/WCB/01

8.0 CONCLUSION

In summary, the proposal facilitates the regeneration of a zoned urban infill site that has remained vacant since 2021. The scheme provides for the construction of 130 no. residential units in a mix of apartments and duplexes, arranged within a high quality and coherent residential development.

The layout and design strategy seeks to reintegrate a presently inaccessible parcel of land, currently enclosed by secure boundaries, through a permeable and legible arrangement of streets and spaces that responds appropriately to the surrounding context in terms of scale, form and interface.

The proposed development accords with the relevant planning policy framework and is considered consistent with the principles of proper planning and sustainable development. It will contribute meaningfully to local housing supply through the delivery of a substantial number of units across a range of typologies and sizes.

The provision of public open space will enhance the wider Ballincollig area from a placemaking perspective while introducing new housing that is carefully integrated with the established community, benefitting both future occupants and existing residents.

Having regard to the enclosed drawings and particulars, it is submitted that the development of the site is fully compliant with the proper planning and sustainable development of the area.

We trust that you will find the accompanying documentation in order. Please do not hesitate to contact us should you have any questions regarding the documentation submitted with this Planning Application.

Yours Sincerely,



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