

Response to LRD Opinion

Proposed Large Scale Residential Development (LRD) at the Site of the Former DELL EMC Premises, Innishmore, Ballincollig, Cork

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1.0 INTRODUCTION

This LRD Opinion response aims to address each issue and item raised in the 'Large Scale Residential Development Opinion' (LRD Opinion') issued by Cork City Council on 17th December 2025. This follows the LRD Meeting held on the 19th of November 2025, regarding the proposed development which comprises 130 no. residential units located at the site of the former DELL EMC premises, Innishmore, Ballincollig, Cork (please refer to the enclosed Site Location Plan prepared by Meitheal Architects).

This Response to LRD Opinion report makes references to additional documentation that is included in the LRD application pack and to the relevant information in the application documentation in order to show that the issues raised in the CCC's LRD Opinion have been fully and satisfactorily addressed as part of the subject application.

Importantly, the LRD Opinion included the following:

"Based on the information submitted by the applicant in accordance with section 32B of the Planning and Development Act 2000 (as amended), the proposed development falls within the definition of large-scale residential development, as set out in section 2 of the Planning and Development Act 2000 (as amended)"

The LRD Opinion Report stated that upon Cork City Council's review of the S32B documents, there were 7 no. items that required further consideration, stating the following.

"Having examined and considered the information submitted by the applicant, the submissions from the internal and external consultees and the discussions that took place at the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Planning and Development Act 2002 (as amended) requires further consideration and amendment to constitute a reasonable basis on which to make an application for a Large-Scale Residential Development".

Accordingly, these 7 no. items have been reviewed by the design team and are addressed in Section 2.0 of this Report. Cork City's LRD Opinion Report also listed a further 26 no. items that the Applicant is required to respond to, arising directly from the seven items that require further consideration.

In our opinion, each of the 33 No. items included in the LRD Opinion have been comprehensively addressed, as detailed in the response statement below. This response document should be reviewed in conjunction with the accompanying supporting information prepared by the Design Team and other suitably qualified consultants, as cross-referenced throughout the statement below.

A Planning Report / Statement of Consistency that demonstrates the extent of consistency with the pertinent *Development Plan (the Cork City Development Plan 2022-2028)* and the relevant Section 28 National Guidelines, as required, have been prepared by Tom Phillips + Associates ('TPA'). This document should also be read in conjunction with this response.

A number of other documents submitted with the LRD Meeting Request have been updated, and additional information has been included in this planning application as prescribed by the LRD Opinion and the *Cork City Development Plan 2022-2028 ('Development Plan')*. These updates respond to the LRD Opinion, ensuring that the Planning Authority has all the necessary information to make a well-informed decision on the proposed development. Each item is individually assessed overleaf.

2.0 RESPONSE TO ISSUES RAISED IN CCC'S LRD OPINION THAT REQUIRE FURTHER CONSIDERATION

2.1 Item No. 1

Item No. 1 states:

"Urban Design/Architecture

Further consideration and amendment of the proposed development in terms of its layout, design form noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development Management Section as outlined below.

In particular it is recommended that:

- (i) the site's ground level be further reduced and/or the overall height of the apartment structures be decreased so as to minimise the overall height of the development in particular where it abuts Mechterstadt Road and to result in a greater interaction (visually and physically) between the streetscape and the units (See also Item 2 below). A revised design approach should be adopted so as to minimise the ramps and steps infrastructure to Mechterstadt Road and to create a clean landscaped edge with street tree planting - Note this may involve relocation of the entrances to the shared podium between the blocks.*
- (ii) a revised design of the entrance to the underground car parking should be presented which narrows this road, tightens the radii and provides for a pedestrian priority crossing in accordance with DMURS (see also Item 3 below).*
- (iii) a revised layout/window positioning of the apartment blocks either side of the podium entrance onto Mechterstadt Road should be considered having regard to the separation distances and the consideration of overlooking/privacy issues".*

Response

We would like to highlight to the Local Authority that, due to the nature of the subject site, the required utility connections, and the proposed development's engineering strategy, the ground level has not been further reduced. The design team's engineers, DOSA, following the 32B meeting, and in the context of reducing the levels on the site, undertook a review of the existing topography, the proposed levels, and the existing site services in the vicinity of the development.

From that review we find that the existing Cork County Council 750 mm diameter storm sewer traversing the development, and the existing foul sewer on the adjacent Innishmore Road dictate the levels of the proposed services within the site. We conclude that the levels indicated are considered the most reasonably practicable while ensuring that all required separation distances are maintained in accordance with the Uisce Éireann Code of Practice and the Cork County Council Engineering Standards.

Therefore, we submit to the Local Authority that the proposed site levels have been carefully considered and are based on the existing site conditions, providing an efficient and minimally disruptive solution.

While the site levels have not been altered, in response to the above, Meitheal Architecture has prepared an updated Architectural Design Statement to incorporate the following;

- Section 5 of the accompanying statement addresses Cork City Council's feedback as set out in the LRD Opinion Report.
- The previously proposed ramps along Mechterstadt Road have been removed, and Part M access will no longer be provided from the front of the apartment blocks. This allows the development to address the street more directly and clearly, creating a stronger and more legible urban edge and improving the relationship between the buildings and the public realm.
- A revised landscape strategy, prepared by CSR, includes a c. 2.5 m planted buffer along Mechterstadt Road, a c. 2.0 m pedestrian footpath, and additional planting to define the transition from public to semi-private space. Enhanced tree planting will strengthen the streetscape, support biodiversity, and improve the overall street environment. Footpath levels have also been adjusted to reduce level differences, thereby improving accessibility and providing a safer, more coherent pedestrian route.
- Alterations have also been made in response to the Local Authority's comments regarding window positioning to address separation distances and residential privacy. The windows of the apartment blocks on either side of the podium entrance onto Mechterstadt Road (Apt. Nos. 18, 19, 21, and 31) have been relocated, and additional buffer planting has been introduced to provide enhanced privacy.

Accordingly, we submit to the Local Authority that this item has been addressed, where possible. For further detail, please refer to the accompanying Architectural Design Statement and drawing pack submitted with this planning application.

2.2 Item No. 2

Item No. 2 states:

"Height/Sunlight Daylight Analysis

Further consideration and amendment of the proposed development in terms of its overall height viz-a-viz stated target height for the location, local views and the impact on the quality of public open space noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development Management Section -

In order to assist with an informed appraisal of the overall scheme and the impact of the height of the southern blocks on the extent of daylight to the courtyard space, a comparative Daylight/Sunlight study should be made of the impact of a 4, 5 and 6 storey scheme on the quality of the proposed public open space. Alternative proposals such as omission/reduction of surface level car parking and/or relocation of the public open space area should be considered. The Planning Authority would welcome further discussion on this aspect of the development prior to the lodging of any planning application.

Please note that in addition, a robust justification for any additional height above 4 storeys would be required having regard to the specified height targets for the site outlined within the Cork City Development Plan vs height targets for Ballincollig Town Centre which is the main urban centre in the area".

Response

The planning application is supported by a comprehensive Daylight and Sunlight Assessment prepared by BPC Engineers. While the applicant acknowledges the Planning Authority's request for further consideration regarding the proposed building height, its alignment with stated height targets, local views, and the extent of daylight and sunlight to the courtyard and public open space. The planning application submission does not include a comparative study of a 4 no. and 5 no. storey building; we respectfully submit that the planning application documents already demonstrate compliance. In particular, the Daylight and Sunlight Assessment clearly confirms that the proposed 6 no. storey apartment blocks fully meet the relevant guidelines. Furthermore, we are of the opinion that the accompanying photomontages and Landscape Visual Impact Assessment (LVIA) demonstrate that the proposed development will not have a harmful impact on the surrounding environment and is entirely appropriate for this location. Taken together, the submitted evidence confirms that the proposal is consistent with both planning objectives and environmental considerations.

Notwithstanding this, the submitted assessment comprehensively evaluates the performance of the proposed scheme and demonstrates that the courtyard and public open space achieve appropriate levels of daylight and sunlight having regard to established BRE guidance and best practice methodologies. The assessment confirms that the quality of the proposed public open space will be acceptable and fit for purpose, providing a usable and well-designed amenity area for future residents.

The accompanying assessment evaluates the proposed development's principal communal open spaces against the BRE Guidelines for daylight and sunlight. The assessment concludes that the proposed open spaces exceed the recommended sunlight criteria, with these areas receiving more than two hours of sunlight on 21st March, in accordance with best practice standards.

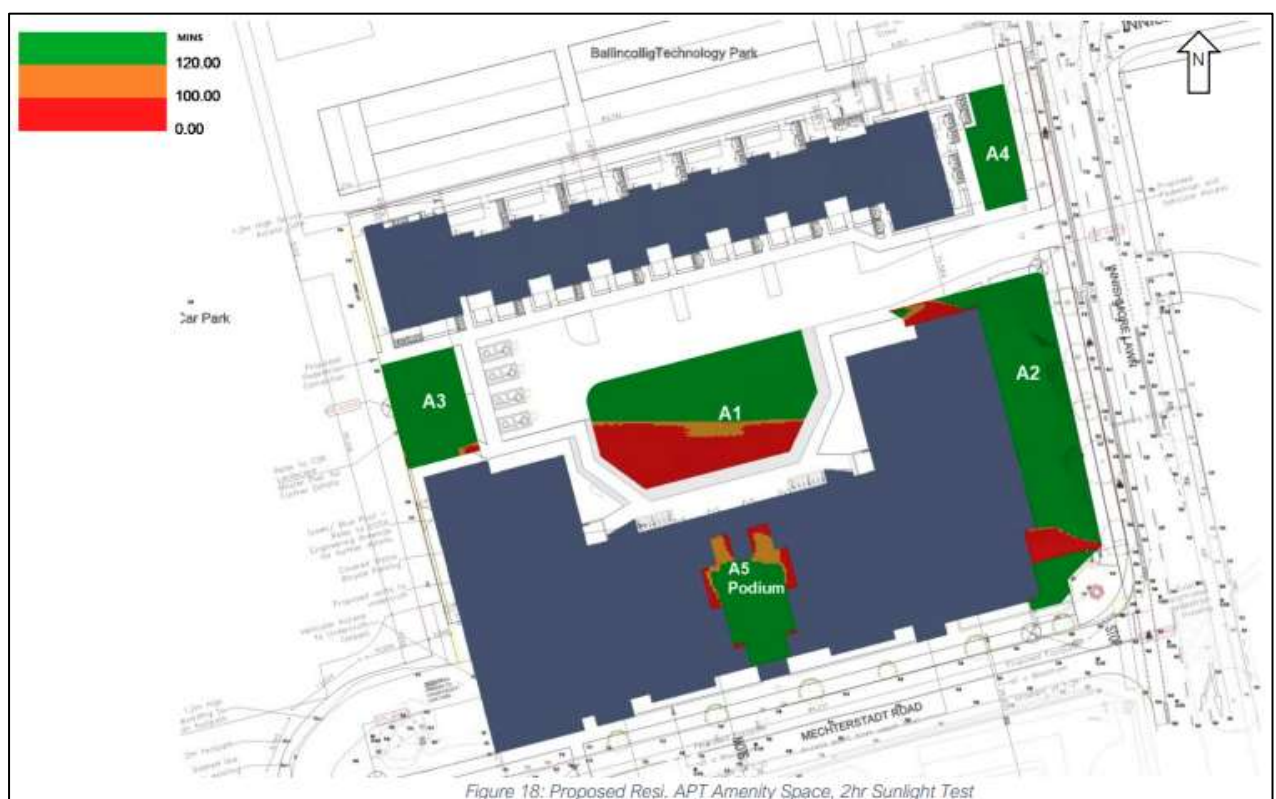


Figure 2.2 Proposed Development 2hr Sunlight Test. [Source: Daylight and Sunlight Assessment, prepared by BPC Engineers]

Accordingly, we submit to the Local Authority that the proposed development not only complies with the relevant guidelines but demonstrably surpasses them. This outcome reflects the considered design approach adopted throughout the scheme, ensuring that high-quality, usable, and well-oriented amenity spaces are provided for future residents.

The layout, massing, and spatial arrangement of the buildings have been carefully configured to optimise sunlight access and enhance residential amenity, resulting in a development of strong architectural and urban design quality that prioritises the long-term wellbeing of its occupants.

Additionally, we note that the assessment finds that 86% of all rooms meet or exceed the BRE's minimum recommendations for internal daylight provision in dwellings. Therefore, we submit to the Local Authority 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.

In light of the satisfactory results achieved by the proposed development in the relevant assessments, the Applicant does not consider it necessary to submit a comparative study in this instance. The scheme has demonstrably met, and in certain respects exceeded, the applicable performance criteria and guideline standards.

In addition, a Landscape and Visual Impact Assessment has been prepared by Cunnane Stratton Reynolds. This report provides a detailed and robust appraisal of the visual implications of the development within its receiving environment. The assessment concludes that the proposed development is acceptable from a landscape and visual impact perspective and that the height and massing proposed can be accommodated without giving rise to significant adverse effects. Given the above, and in light of the comprehensive nature of the submitted supportive technical documentation, it is considered that a further comparative visual analysis of reduced height scenarios would not materially alter the overall conclusions of acceptability reached in the Landscape and Visual Impact Assessment.

The proposed height has been carefully considered in the context of the site's location, the provisions of the Cork City Development Plan, and the objective to promote compact growth in accordance with national and regional planning policy. The scheme represents an efficient and sustainable use of a serviced site within an area of established and emerging residential demand.

The removal or reduction of floors, as suggested, would have significant implications. It would materially reduce the financial viability of the scheme and, more critically in the current housing context, would result in a reduction in the number of residential units delivered in an area of high demand during a recognised housing crisis. Furthermore, any reduction in overall unit numbers would proportionally reduce the quantum of Part V provision applicable to the development. This would directly diminish the number of social and affordable housing units available to the Local Authority's Housing Section, thereby undermining the delivery of vital housing supply in this regard.

The proposed height, massing and layout have been informed by detailed technical assessment, including the above referenced assessment. The submitted documentation clearly demonstrates that the development achieves an acceptable standard of residential amenity and visual integration. In this context, it is respectfully submitted that the proposed height is justified, appropriate to its setting, and consistent with the proper planning and sustainable development of the area.

Furthermore, we submit that as designed, the proposed is of an acceptable and high standard and will not give rise to adverse impacts on the residential amenity of the surrounding area or on the amenity of future occupants.

The accompanying Planning Report and Statement of Consistency, prepared by Tom Phillips + Associates, provide a comprehensive analysis of the height policies set out in the *Cork City Development Plan 2022-2028*. Please refer to these reports for further detail in this regard.

2.3 Item No. 3

Item No. 2 states:

*“Transport & Infrastructure (C.C.C.)
Further consideration and amendment of the proposed development to take account of the changes required/ issues outlined in the report of the S.E.E. Strategic Transport Officer (See Appendix C) in relation to the following:
(a) Active Travel Accessibility and
(b) Car Parking”.*

Response

The proposed development has considered and incorporated the comments received from the S.E.E. Strategic Transport Officer into the design.

In response to Item No. 3, Meitheal Architects have reviewed the proposed development’s linkages and car parking provision. A new pedestrian path connects Mechterstadt Road to the lower ground floor parking, with stair access replacing ramps to improve landscaping, while existing crossing points are retained to maintain pedestrian access. Additionally, the proposed development has increased its car parking provision by 10 no. spaces and now includes 68 no. parking spaces in total, equating to a ratio of 0.52 parking spaces per dwelling.

The Applicant’s detailed response to the comments included in the Strategic Transport Planning Report (Appendix C of the LRD Opinion) can be found in Section 4.8.4 below. Additionally, please refer to the documentation prepared by Meitheal Architects accompanying this planning application.

2.4 Item no. 4

Item No. 4 states:

*“Uisce Éireann
Further consideration and amendment of the proposed development in terms of water infrastructure procedural requirements as outlined in the report of Uisce Éireann (See Appendix D)”.*

Response

In response to the above, DOSA engineers have prepared an engineering pack to accompany this planning application, addressing the procedural requirements from Uisce Éireann as outlined in Appendix D of Cork City Council’s LRD Planning Opinion. For further information, please refer to the enclosed documentation and Section 5.3 of this document.

2.5 Item No. 5

Item No. 5 States:

“Childcare Facility

Further consideration and amendment of the proposed development in terms of the provision of childcare facilities as outlined in the report of Cork City Childcare (See Appendix D).

Cork City Childcare in its submission to the Planning Authority considers that the inclusion of even a modest childcare facility would significantly benefit the local community as it continues to receive a high volume of enquiries from parents in the area seeking both early years childcare and after-school care for school-aged children, indicating a clear and ongoing demand that is not currently being met. Furthermore, CCC advises that 'there is a particular shortage of childcare places for children aged 0-3 years, which presents a significant barrier for many parents attempting to return to work after parental leave. Securing a childcare place for this age group is increasingly difficult, and the lack of availability places considerable stress on families. The availability of after-school childcare for school-aged children in the Ballincollig area has also been identified as limited, with many parents facing significant challenges in securing suitable care during the evenings. These further highlights the need for additional childcare provision within the community.' On this basis and having regard to the number of two bed units proposed and evidential shortage of spaces the provision of a childcare facility is considered necessary”.

Response

In response to the above, Tom Philips + Associates have prepared a Childcare Demand Assessment. The assessment provides an overview and analysis of the existing childcare provision within the study area, including local demand, as well as the anticipated demand arising from the proposed development. Section 7.1 of the assessment addresses and incorporates the feedback received from both Cork City Council and Cork City Childcare. This document should be read in conjunction with the Childcare Demand Assessment, and we would like to draw the Local Authority’s attention to the fact that it highlights the availability of 124 no. childcare spaces in neighbouring facilities.

We reiterate and emphasise to the Council that the proposed development is below the threshold at which a residential scheme is required to provide a childcare facility. As outlined in the supporting documentation prepared by Tom Philips + Associates, our calculations indicate that the proposed development comprises 74 no. units that could potentially generate a childcare demand. This is below the threshold of 75 no. units set out in the *Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)*. Therefore, the proposed development does not trigger the requirement to provide childcare facility.

The proposed development, together with the local provision and availability of childcare facilities, is discussed further in Section 5.1 of this document.

2.6 Item No. 6

Item No. 6 states:

“Public Open Space/Biodiversity

Further consideration and amendment of the design of the scheme where necessitated by the results of ecological site surveys as required the Biodiversity Officer in her report including surveys (See Appendix C and the comments of the Senior Parks and Landscape Officer”.

Response

In response to Item No. 6 and Appendix C of Cork City Council’s Planning Opinion, Greenleaf Ecology has prepared an Ecological Impact Assessment (EclA), which has been submitted with this planning application. Accordingly, please refer to the enclosed documentation and Section 4.2.3 of this document.

2.7 Item No. 7

Item No. 7 states:

“Urban Roads and Streets Design

Further consideration and amendment to any taking in charge proposals having regard to the comments of the S.E.E. (Urban Roads and Streets Design Section) (See Appendix C)”.

Response

In response to the above, please refer to the accompanying Architectural Design Statement prepared by Meitheal Architects. Section 10 of the Statement sets out the detailed design of the proposed development, including the parking provision, overall design rationale, and site layout. This section also addresses the proposed development’s taking in charge rationale, and is supported by a Taking in Charge drawing, which outlines the areas proposed for future adoption.

The report from the Urban Roads and Streets Design Section is discussed in further detail in Section 4.9 of this document, where the relevant comments and the applicant’s response are outlined.

3.0 STATEMENT OF RESPONSE TO ISSUES RAISED IN CCC’S LRD OPINION

3.1 Item No. 1 A

Item No. 1A states:

“Revised drawings and documentation to take into account amendments arising from the further consideration of the issues raised in Items 1-7 above and the reports/comments/recommendations outlined in the reports and submissions in Appendices C and D”.

Response

The proposed development has responded to and incorporated the feedback received, and accordingly the scheme has undergone a number of design revisions. The planning application is accompanied by a comprehensive suite of documentation outlining the amended proposal, reflecting the feedback from the Section 32B meeting, the Cork City Council LRD Opinion Report, along with Appendices C and D.

3.2 Item No. 2 A

Item No. 2 A states the following:

“Revised drawings and documentation to take into account the submission received from Uisce Éireann including any necessary wayleave arrangements and updated COF letters and SODA”.

Response

In response to the above DOSA engineers have prepared a suite of documentation to accompany this planning application. DOSA’s pack includes an Infrastructure Report which details the proposed development’s water and wastewater connections.

Accordingly, the Infrastructure Report submitted is accompanied by a Confirmation of Feasibility (COF) from Uisce Éireann which forms Appendix A of the Report. The COF states that the proposed development is feasible to connect to both the water and wastewater connections without infrastructure upgrades by Uisce Éireann.

It should be noted that DOSA has received a Statement of Design Acceptance (SODA) from Uisce Éireann. In accordance with the Large-Scale Residential Development (LRD) process, please find enclosed the SODA as a standalone document.

Notwithstanding the above, the Applicant will sign a Connection Agreement, which constitutes the appropriate approval and associated documentation from Uisce Éireann. This will ensure that all water services infrastructure is fully agreed and compliant prior to connection.

Please refer to the enclosed documentation provided by DOSA engineers.

3.3 Item No. 3 A

Item No. 3 A states the following:

“Revised drawings and details including site layout, plans and elevations/sections, and landscaping details to take into account the requirements of the City Architect's Section and Development Management Section as outlined above (Items 1 and 2) and in Appendix C”.

Response

In response to the above, Meitheal Architects have prepared an architectural pack that addresses and incorporates the comments of the City Architects and Development Management Sections. Likewise, Cunnane Stratton Reynolds (CSR) have prepared a landscape design pack that incorporates the design inputs from Cork City Council’s relevant departments, as outlined in Appendix C of the LRD Planning Opinion Report.

Please refer to the accompanying documentation accordingly.

3.4 Item No. 4 A

Item No. 4 A states the following:

“The Submission of an updated Daylight and Sunlight/Shadow Study to take full account of all proposed development and proposed amenity spaces within the scheme (individually rather than collectively) and on existing surrounding residential properties and their amenity spaces following amendments to the Scheme as outlined above.

In order to assist with an informed appraisal of the overall scheme and the impact of the height of the southern blocks on the extent of daylight to the courtyard space, the submission of a comparative study should be submitted of the impact of a 4, 5 and 6 storey schemes. Any alternative design proposals arising from these studies should be submitted.

The Daylight and Sunlight/Shadow Study should include a comprehensive daylight and sunlight assessment examining the proposed dwelling units and amenity/garden/open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides such as the BRE 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 - 'Lighting for Buildings - Part 2: Code of Practice for Daylighting' and the new guidelines published in 2022. The assessment should provide a comprehensive view of the performance of the entire development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed, these should be clearly identified and justified, and their effect appropriately described and/or quantified. Note - it is very important that all measures of daylight (Vertical Sky Component, Average Daylight Factor and No Skyline) and sunlight (annual probable sunlight hours) are assessed in order to avoid presenting a partial, or biased, analysis of performance.

The Daylight and Sunlight/Shadow Report should pay particular attention to the quality of light which would be available to the plaza area serving the apartments and including any revised drawings/details to satisfy minimum standards in this regard. Please note that each of the public open space area which count towards the calculation of public open space should be assessed - and that a cumulative combination of the areas is not acceptable in terms of assessment of whether standards will be met.

A robust justification for any additional height above 4 storeys should be submitted having regard to the specified height targets for the site outlined within the Cork City Development Plan vs height targets for Ballincollig Town Centre which is the main urban centre in the area”.

Response

In response to the above the planning application is accompanied by a Daylight and Sunlight Assessment prepared by BPC Engineers. The assessment confirms that the proposed communal open spaces exceed BRE sunlight guidelines and that 86% of rooms meet or exceed the recommended internal daylight standards.

Overall, the findings demonstrate that the scheme provides a high standard of residential amenity and is appropriate in scale and design. For full details of the assessment and methodology, please refer to Section 2.0 of this document.

As previously stated, Tom Philips + Associates provides a robust justification for the proposed development's height which is outlined in the Planners Report and Statement of Consistency submitted with this planning application.

3.5 Item No. 5 A

Item No. 5 A states the following:

"Revised and updated photomontages to take account of any alterations to the proposed design and to provide 2 additional viewing locations - from a point nearer to the scheme from that shown on View 3 (i.e. further eastwards near the Lidl totem sign which takes in (partially at least) the existing development to the south) and from an additional location on Innismore Lawn Road on north of the entrance to Westcliffe housing estate which takes in (partially at least) the existing development to the south".

Response

In response to the above, the Applicant has instructed Pedersen Focus to incorporate the two additional viewing locations into the photomontages. The photomontage booklet accompanying the planning application now presents the proposed development from 12 no. viewpoints.

The additional viewpoints requested by Cork City Council can be identified as follows:

- View 2 – *"An additional location on Innismore Lawn Road on north of the entrance to Westcliffe housing estate which takes in (partially at least) the existing development to the south";*
- View 6 – *"Further eastwards near the Lidl totem sign which takes in (partially at least) the existing development to the south"*

For further information please refer to the enclosed documentation accordingly.

3.6 Item No. 6 A

Item No. 6 A states the following:

"An Urban Design Statement which describes how the development has incorporated placemaking and how the how the proposal would respect, reflect or contribute to the character and vibrancy of the particular neighbourhood, centre or area, commensurate with the nature and scale of the development, and how the development would deliver or contribute towards a quality urban environment and public realm with a focus on accessibility, pedestrian priority and permeability".

Response

In response to the above, Meitheal Architects have prepared an Architectural Design Statement. Sections 8 and 9 of the statement outline the proposed development's urban design, placemaking, and compliance with the 12 urban design criteria set out in the *Urban Design Manual* (2009).

The supporting document explains that the proposed development has been designed to prioritise pedestrian permeability and to ensure that it respects, reflects, and enhances the character and vibrancy of the surrounding neighbourhood, centre, or area in a manner appropriate to its scale and nature.

It also outlines how the development will contribute to the creation of a high-quality urban environment and public realm.

Please refer to the enclosed documentation accordingly.

3.7 Item No. 7 A

Item No. 7 A states the following:

“Revised drawings and full details as required to take account of all requirements of T.I.I.’s report (See Appendix D) including the following:

- *A Construction Traffic Management Plan which takes account of impacts on the national road network.*
- *A mobility management plan should accompany the transport assessment;*
- *Modal share targets should be outlined and how any PT modal share is accommodated;*
- *Measures proposed to reduce car dependency should be outlined;*
- *Detailed phasing proposals of development with associated transport infrastructure provision is required;*
- *Consider and address cumulative impacts of other development and impacts on limited national road capacity;*
- *The traffic and transport assessment should consider all road users;*
- *Mitigation measures should be aligned with phasing of road infrastructure improvements and required public transport interventions; all clearly outlined”.*

Response

In response to the above the following documentation has been prepared and submitted with this planning application.

MHL have prepared both a Traffic and Transportation Assessment and Mobility Management Plan, to be read in conjunction with each other and the other documents submitted.

The Traffic and Transport Assessment evaluate the impact of both existing and future road users on the surrounding road network, as well as the effects of the proposed development on traffic patterns and trip generation. It considers how the development will influence vehicular, pedestrian, and cyclist movements, and assesses potential congestion, safety, and accessibility issues. The assessment also identifies mitigation measures where necessary to ensure that the development integrates effectively with the surrounding transport infrastructure while promoting efficient and sustainable travel.

The Mobility Management Plan aims to inform residents about alternative travel options for their commuting journeys and to promote healthier, less stressful, and more cost-effective modes of travel. It seeks to manage and increase the use of public transport while encouraging active travel, including walking, cycling, and scooting. By reducing trip generation to and from the site, the development will help lower parking demand and traffic levels, enhancing the local environment, improving accessibility, and delivering economic benefits to building users.

DOSA engineers have prepared a Construction Traffic Management Plan (CTMP) to accompany the planning application. The CTMP outlines the construction site works, assesses the impact of construction traffic, identifies haulage routes, and sets out the proposed working hours throughout the construction phase.

The documentation submitted has addressed the comments raised in the Planning Opinion Report and Appendix D.

3.8 Item No. 8 A

Item No. 8 A states the following:

“Revised design details and proposal to take into account the requirements outlined in the Strategic Transport Planning Section's report (See Appendix C) to specifically include the provision of the following design details/changes:

- *Pedestrian facilities to connect Mechterstadt Road with the footpath running to the west of the proposed development at the proposed entrance to the basement car park.*
- *The omission of ramped access points leading to the main building entrances along Mechterstadt Road which creates a negative pedestrian environment. Access to the buildings and the street should be from a similar level to create a more animated street frontage with good passive surveillance.*
- *Provision for informal crossing points (i.e. tactile paving) across Mechterstadt Road to ensure good quality pedestrian access to the proposed development.*
- *Revised drawings and details to show the provision of parking in compliance with a parking rate closer to 0.80 space per residential unit.*
- *A revised/updated Transportation Assessment which takes account of the following comments:*
 - *The volume of generated traffic associated with the proposed development seems low considering the level of existing traffic generation in the area and when compared to other planned residential developments in the area and needs to be reconsidered.*
 - *The volume of generated traffic associated with Cork City Council's Part VIII residential scheme to the north of the proposed development seems low considering the type of units proposed within this scheme. The level of traffic generation should be revisited;*
 - *The volume of generated traffic associated using each entrance should be based on the quantum of parking served by each entrance, and not by the type of units as some of the parking accessible from the northern entrance will serve the parking needs of the apartments;*
 - *The distribution of traffic seems incorrect with over 60% of traffic directed north from the northern entrance while the strategic road network lies to the south of the proposed development which you would expect to attract more vehicular trips. Additionally, over 60% of traffic attracted towards the Mechterstadt Road entrance is expected to arrive via Inniscarra Road, which does not reflect the strategic traffic routes in the area. The distribution of trip needs to be revised;*
 - *The distribution of traffic associated with the Part VIII proposals should be presented separately and should follow a similar pattern of distribution as the northern entrance to the proposed development;*
 - *It would be beneficial to present the projected increase in traffic associated with the proposed development along each link (and junction) within the study area;*
 - *The assessment of the future operation of the neighbouring junctions needs to be redone reflecting on the resultant changes associated with the above queries”.*

Response

In response to the above, please refer to the Architectural Design Statement and proposed Site Layout prepared by Meitheal Architects, which outline the design of the proposed development and its interaction with Mechterstadt Road.

Additionally, MHL has prepared a Traffic and Transport Assessment, submitted with this planning application, which incorporates the comments raised in the Strategic Transport Planning Section's submission.

For further details, please refer to Section 4.8 of this report, which sets out the Applicant's response to the Strategic Transport Planning Section's submission (Appendix C of the LRD Planning Opinion Report).

3.9 Item No. 9 A

Item No. 9 A states the following:

"Revised drawings and details to address the requirements and concerns of the S.E.E. (Urban Roads and Street Design Section in relation to taking in charge and EV spaces".

Response

For further information regarding the proposed areas to be taken in charge and the provision of EV car parking, please refer to Section 10 of the accompanying Architectural Report. This matter is also addressed in greater detail in Section 4.9 of this document.

3.10 Item No. 10 A

Item No. 10 A states the following:

"Revised drawings and details to address the requirements and concerns of the Area Engineer (see Appendix C) including the following:

- 1. An Independent Stage 1/2 Road Safety Audit;*
- 2. Clarification on the future maintenance of the development;*
- 3. Details of the required high friction surfacing required for the proposed new vehicular entrance to the east".*

Response

In response to the above and Appendix C of Cork City's LRD Planning Opinion, MHL has prepared a Combined Stage 1 & 2 Road Safety Audit.

The Architectural Design Statement prepared by Meitheal Architects outlines that the majority of the proposed development will be managed by a management company, with a small portion of the site proposed to be taken in charge by Cork City Council. This is described in greater detail in Section 4.9 of this document and Section 10.6 of the enclosed Architectural Design Statement.

Additionally, the Architectural Design Statement details the proposed surfacing materials to be used at the site's vehicle entrance points.

For further information please refer to the enclosed documentation accordingly.

3.11 Item No. 11 A

Item No. 11 A states the following:

“Revised drawings and details including floor plans and elevations to provide for the inclusion of a childcare facility which has been designed in consultation with Cork City Childcare”.

Response

The proposed development will not include a childcare facility. As outlined in this document and the accompanying Childcare Demand Assessment prepared by Tom Philips + Associates, the development comprises 74 no. units, which could potentially generate a childcare demand. This is below the threshold of 75 no. units set out in the *Apartment Guidelines*. Therefore, in accordance with the *Guidelines*, a childcare facility is not required as part of the proposed development. Accordingly, engagement with Cork City Childcare has not been undertaken in this instance.

3.12 Item No. 12 A

Item No. 12 A states the following:

“A Public Lighting Report. (Note This should consider the need to ensure the protection of any bat species where appropriate)”.

Response

In response to the above an Outdoor Lighting Report along with a Lighting Layout Plan (Drawing Ref. KE/WCB/01) has been prepared by Kelliher's Electrical and submitted with this planning application accordingly.

It should be noted that in the accompanying Ecological Impact Assessment (EcIA) prepared by Greenleaf Ecology determined there are no bats present on site.

For further information please refer to the enclosed documentation.

3.13 Item No. 13 A

Item No. 13 A states the following:

“The following Environment/Waste Management Reports/Surveys including details of any necessary revised layouts/mitigation measures:

- (i) A Construction Environmental Management Plan;*
- (ii) A Construction and Demolition Waste Management Plan and a Resource Waste Management Plan;*
- (iii) An Operational Waste Management Plan;*
- (iv) Swept Path Drawing for Refuse Vehicle;*
- (v) Energy & Climate Action Statement;*
- (vi) Noise impact assessment;*

(vii) *Consideration of any possible land contamination issue that may arise”.*

Response

In response to the above, DOSA Engineers have prepared a Construction Environmental Management Plan, a Construction and Demolition Waste Management Plan, a Resource and Waste Management Plan, and Swept Path Analysis drawings for fire tender and refuse vehicles. Additionally, the documentation submitted by DOSA Engineers addresses any potential land contamination issues, please refer to the Construction Resource and Waste Management Plan for further details.

A Noise and Vibration Impact Assessment has been prepared by CLV Consulting and is submitted with this planning application.

A Scheme Sustainability Statement has been prepared by BPC Engineers, outlining how the proposed development complies with national, regional, and local energy and climate policies. This document has also been produced to meet the requirements of the Cork City Development Plan, which states that a Scheme Sustainability Statement is required for all planning applications involving developments of 25 or more homes or over 500 sq m of commercial floorspace. The statement demonstrates how the proposal positively responds to the impacts of climate change through mitigation and adaptation measures and, therefore, also satisfies the requirements of an Energy and Climate Action Statement.

An Operational Waste Management Plan has been prepared by AWN and is submitted with this planning application.

3.14 Item No. 14 A

Item No. 14 A states the following:

“Revised drawings and details to address the requirements of the Senior Engineer (Drainage) (see Appendix C) including the following:

- A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report;*
- Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.*
- Assuming discharge to a storm sewer with no known flooding risk or capacity issues, the permitted discharge rate is the 1-in-1 year greenfield runoff;*
- A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location;*
- Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off;*
- Justification and references for any coefficients or infiltration rates used, including GI I SI reports;*
- Allowances for the reduction in effectiveness of any SuDS I NBS features over time;*
- All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years;*
- All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas;*

- The maximum permitted depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section;*
- *All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow;*
 - *In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort;*
 - *Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks;*
 - *Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section;*
 - *Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100;*
 - *All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries;*
 - *Permeable paving is not permitted in public areas to be taken in charge_ It can be included within private properties but its contribution to reducing the storm water run-off should not be considered;*
 - *The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks)".*

Response

In response to the above, DOSA Engineers have prepared a suite of documents, including, among others, an engineering drawing pack, a Site-Specific Flood Risk Assessment, a Drainage Impact Assessment, and an Infrastructure Report.

Section 4.4 and 4.5 of this document outline the Applicant's detailed response to the above item and the comments received from the Drainage Section.

For further information please refer to the documents enclosed in this planning application.

3.15 Item No. 15 A

Item No. 15 A states the following:

"A Universal Design Statement".

Response

Please refer to the Architectural Design Statemen prepared by Meitheal Architects. The Design Statement outlines how the proposed development has been designed with inclusivity and promotes equality of access for all users, including people with disabilities, older adults, and families with young children. Therefore, creating a proposed development with buildings, spaces, and environments that are accessible and usable by everyone, regardless of age, ability, or mobility.

3.16 Item No. 16 A

Item No. 16 A states the following:

“An Operational Management Plan /Report (inc. Lifecycle Report)”.

Response

Please refer to the accompanying Building Operational Management Plan prepared by Tom Philips and Associates. Additionally, Appendix A of the Building Operational Report is a Building Life Cycle Report prepared by Meitheal Architects.

3.17 Item No. 17 A

Item No. 17 A states the following:

- I. *“An Appropriate Assessment report to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 2000 sites;*
- II. *A Natura Impact Statement should the proposed development be screened in to have a significant impact on the Natura 2000 sites;*
- III. *An Ecological Impact Assessment (EclA) to include all relevant surveys including the additional information recommended by the Biodiversity Officer (See Report in Appendix C including details on species data on bird or bats that utilise the site, further detail in relation to flower species, seed mix, use of SuDS and bio retention swales and further biodiversity enhancements;*
- IV. *Any necessary alterations to the scheme arising from the aforementioned surveys and information and the comments of the Biodiversity Officer should be submitted”.*

Response

In response to the above, an Appropriate Assessment (AA) Screening Report has been prepared by Greenleaf Ecology to accompany this planning application. The report has been prepared in accordance with relevant European Commission guidance, national guidelines, and applicable case law. It assesses the potential impacts of the proposed development on nearby European sites, their qualifying interests or special conservation interests, and their conservation objectives. Using a source–pathway–receptor approach, which considers the development’s zone of influence and potential in-combination effects with other plans or projects, the report concludes that a Stage 2 Appropriate Assessment is not required. Accordingly, the proposed development is not accompanied by a Natura Impact Statement (NIS).

An Ecological Impact Assessment (EclA) was also prepared by Greenleaf Ecology to address the points raised in the Biodiversity Report. The assessment found no bats, otters, or badgers on site.

Only avifauna and hedgehogs may occur nearby, and no invasive species were recorded. Mitigation measures are proposed to protect these species during both construction and operation.

Please refer to the accompanying documentation for further information.

3.18 Item No. 18 A

Item No. 18 A states the following:

“A detailed Landscape Masterplan which takes into account the issues raised in the reports of the Senior Parks & Landscape Officer, and the Biodiversity Officer which shall include amongst other items and considerations:

- *A Landscape Design Rationale which should include:*
- *Detailed Management and Maintenance Plans;*
- *Detailed Landscape Masterplan with all details of planting species, sizes, quantities and schedules. Species should reflect biodiversity gain;*
- *Confirmation of the area/extent of public open space to serve the development excluding ancillary/road side areas;*
- *Full details of all SUDs and Nature Based Solutions including maintenance and management details;*
- *No tree planting should take place over any attenuation tanks;*
- *The provision of green/blue roofs to the apartment blocks including full details of same;*
- *A Hardscape Plan including materials and species number type and size prioritising the use of native species;*
- *Full details on the proposed play area including finishes and play equipment to relevant standards and maintenance details;*
- *Boundary treatment details for all parts of the site (i.e. overall and individual site boundaries). Creche open space area should be suitable demarcated where visible;*
- *Full details of the size, species and quantities of any trees proposed should be submitted;*
- *The identification of defects period and maintenance periods. The species selected should be appropriate for long term retention in the given locations;*
- *Provision of private patio spaces for ground floor duplex/apartment units - including the landscaped delineation of the boundaries to same”.*

Response

In response to the above, Cunnane Stratton Reynolds (CSR) have prepared a Landscape Design Rationale, to be read in conjunction with the accompanying Landscape Masterplan (Drawing Ref. 25108-1-101) and Landscape Sections (Drawing Ref. 25108-2-200).

Section 04 of the Landscape Design Rationale outlines the proposed development's maintenance and management arrangements for the establishment and ongoing care of the landscape elements. A minimum 18-month defects liability period will apply to all implemented soft landscaping works. After this period, the landscaping will be maintained in perpetuity by a management company under successive 12-month maintenance agreements.

The submitted Landscape Masterplan (Drawing Ref. 25108-1-101), along with Sections 02 and 03 of the Landscape Design Rationale, provide full details of planting species, sizes, quantities, schedules, and biodiversity gain. This plan also outlines the proposed play areas and both soft and hard landscaping that will accompany the development.

Section 03 of the Landscape Design Rationale addresses the proposed development's SuDS and nature-based solutions, including their maintenance and management details. Additionally, this report should be read in conjunction with the Drainage Impact Assessment prepared by DOSA Engineers.

It should be noted that no tree planting is proposed in areas that would overlap with the development's attenuation system. The system will be located beneath the large open spaces within the development, ensuring adequate soil cover. This will allow for appropriate landscaping and the installation of play equipment, enabling future residents to fully utilise these spaces.



For details regarding the proposed development's blue/green roof provision, please refer to Section 2.2.5 of the Drainage Impact Assessment and the enclosed drawing, "Proposed SuDS Measures Layout" (Drawing Ref. 6709-0050-D), prepared by DOSA Engineers.

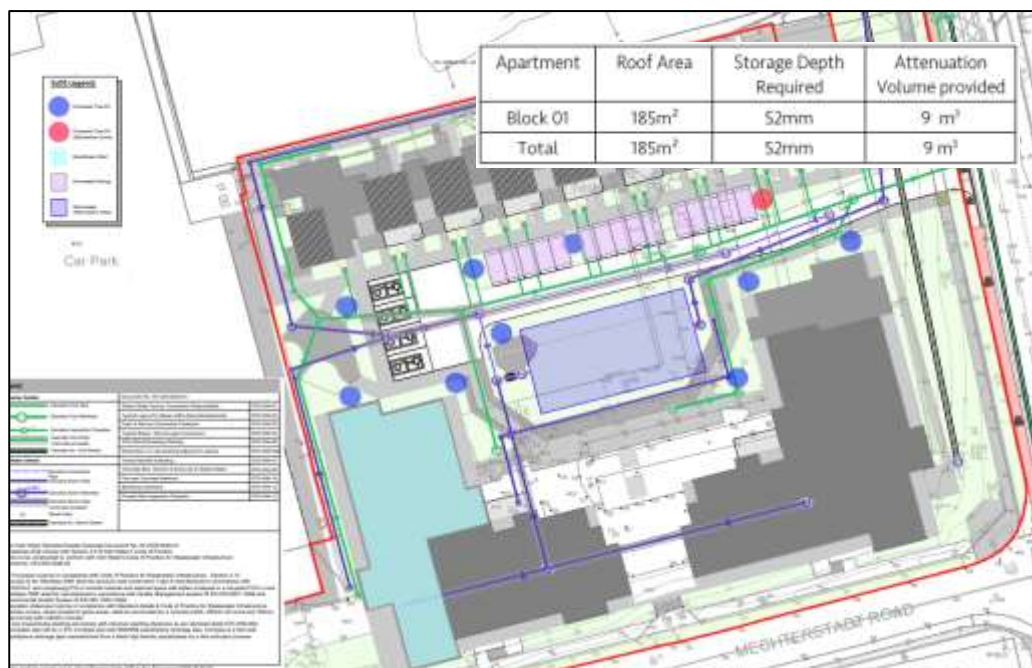


Figure 3.19 Proposed SUDS Measures Layout. Includes extract of the Green/Blue Roof net attenuation. [Source: Proposed SUDS Measures Layout (Drawing Ref. 6709-0050-D), and the Drainage Impact Assessment, prepared by DOSA Engineers. Cropped and annotated by TPA 2026]

Please refer to Section 02 of the Landscape Design Rationale and the Landscape Masterplan (Drawing Ref. 25108-1-101) prepared by CSR for the full details of the proposed development's play areas. The proposed development includes a natural play area to the west of the site, which has been integrated with the site's nature-based SuDS.

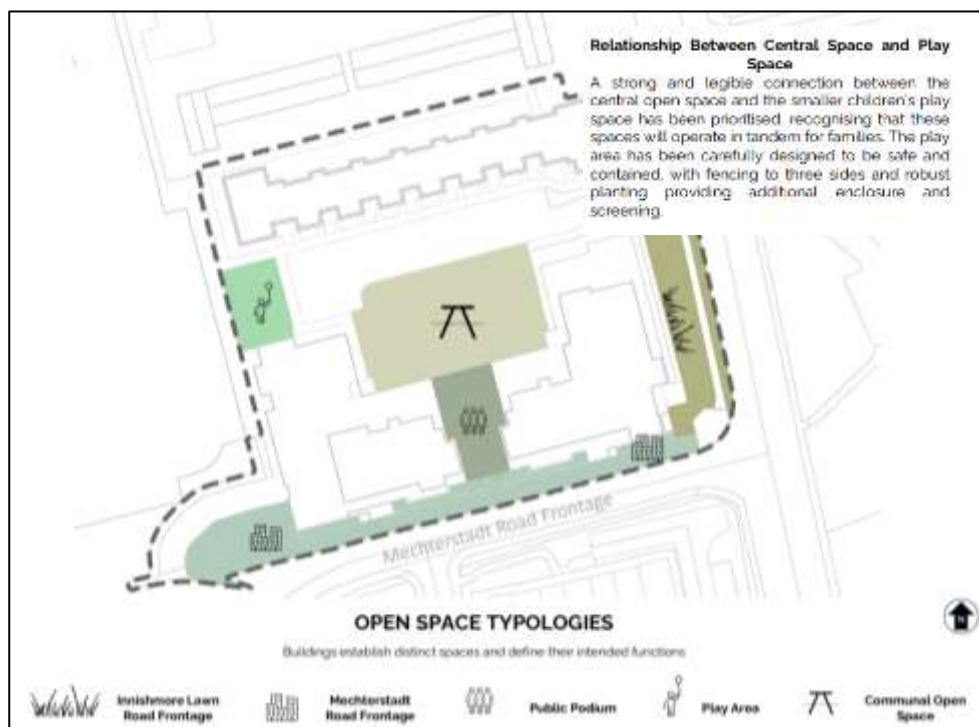


Figure 3.19 Open Space Typologies. The extracts above highlight the proposed play areas. Includes text extract from section 02 of the submitted Landscape Design Rationale. [Source: Landscape Design Rationale, prepared by CSR, cropped and annotated by TPA 2026]

Please refer to Section 02 of the Landscape Design Rationale and the Landscape Masterplan (Drawing Ref. 25108-1-101) prepared by CSR for full details of the proposed development's boundary treatments. These documents should be read in conjunction with the Proposed Site Layout Plan prepared by Meitheal Architects. It should be noted that a childcare facility is not part of the development; therefore, details of such a building have not been included in the planning application or the landscaping package.

For information on the proposed development's private open space strategy, including details of the proposed apartment balconies, please refer to Section 10.3 of the Architectural Design Statement.

3.19 Item No. 19 A

Item No. 19 A states the following:

"Additional site sections through the proposed structures to adjoining developments in a north-south direction running through the proposed apartment blocks through to existing developments to the south. These sections shall be through points either side of the podium entrance and shall take in existing structures to south of the site including the apartment element of the 'Respond' development which fronts the main road. The sections shall illustrate the proposed height of the blocks at various points to allow for assessment of the various heights".

Response

In response to the above please refer to following drawings prepared by Meitheal Architects, Contextual Street Elevation Site Sections (Drawing Ref. 231064-MA-ZZ-00-DR-A-1030-P04-) and Contextual Street Elevation Site Sections (Drawing Ref. 231064-MA-ZZ-00-DR-A-1031-P04-).

3.20 Item No. 20 A

Item No. 2 A states the following:

"The provision of adequate communal/bulky storage facilities for the apartment blocks easily accessible by future residents as required under the 2025 Apartment Design Guidelines".

Response

In response to the above please refer to the Architectural Design statement prepared by Meitheal Architects. The following is stated;

"Bulk storage totalling 123.2m³ is provided at lower ground floor level. It should be noted that 43% of apartment units within the apartment blocks are provided with private storage in excess of the minimum standards set out in the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025)".

Please refer to the accompanying Proposed Lower Ground Floor Site Plan (Drawing Ref. 231064-MA-ZZ-00-DR-A-1013-P12) and Section 5.6 of the Architectural Design Statement.

3.21 Item No. 21 A

Item No. 21 A states the following:

“A statement on how the development has considered climate resilience from design to implementation stages”.

Response

In response to the above, BPC Engineers have prepared a Scheme Sustainability Statement, which demonstrates how the proposed development addresses climate change through both mitigation and adaptation measures.

3.22 Item No. 22 A

Item No. 22 A states the following:

“A Scheme Sustainability Statement (Objective 5.16 and Chapter 11 of the Plan) demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures. It should be noted that as per Paragraph 11.273 of the Plan 'As part of the Scheme Sustainability Statement, applicants will be required to demonstrate how these considerations were explored and taken forward through the evolution of the development proposal and where they have not been taken forward, reasons are given as to why the measures were not technically feasible or viable. The level of information and commitments within the Statement should be proportionate to the scale and complexity of the development proposal”.

Response

In response to the above BPC Engineers have prepared a Scheme Sustainability Statement.

The statement has been prepared to support the planning application for the proposed Large-Scale Residential Development at the former DELL EMC site, Innishmore, Ballincollig, Cork. It addresses the requirement for a Scheme Sustainability Statement, as set out in the *Development Plan*, which applies to all residential developments of 25 no. or more units. The purpose of the statement is to demonstrate how the proposed development responds positively to climate change through both mitigation and adaptation measures. The report illustrates how the scheme's design incorporates these measures to enhance climate resilience.

3.23 Item No. 23 A

Item No. 23 A states the following:

“A Taking in Charge Plan noting comments from the S.E.E. (Urban Streets and Roads Design Section, Area Engineer and other Sections”.

Response

In response to the above please refer Section 10.6 the Architectural Design Statement prepared by Meitheal Architecture. Section 10.6 of the report outlines the proposed development's taking in charge plan.

3.24 Item No. 24 A

Item No. 24 A states the following:

“A Schools Demand Assessment following liaison with the Department of Education clarifying demand levels and numbers of pupils on waiting lists for enrolment years in schools within Ballincollig and the wider catchment”.

Response

In response to the above please refer to the Planners Report prepared by Tom Philips + Associates. Section 6.4.13 outlines a school’s demand analysis for the proposed development. Additionally, please refer to the Community Infrastructure Assessment and the Childcare Demand Assessment, which also address the educational infrastructure in the surrounding area.

This section of the planning report outlines the *Cork City Development Plan’s* projected future need for two educational facilities in the Ballincollig area. Given the anticipated significant growth in Ballincollig, the Plan forecasts the provision of additional educational developments to meet the needs of the expanding population.

The analysis includes table 6.1 which consists of a review of the surrounding areas existing educational facilities (primary, special, and post primary). The analysis concludes that additional school capacity is planned in Ballincollig, with a new shared campus at Lisheens proposed for 1,000 no. post-primary pupils and 500 no. primary pupils, including special educational needs facilities. Site acquisition is under negotiation with Cork City Council, and the project is being advanced under the Department of Education’s ADAPT Programme. This planned infrastructure supports the area’s growth, and taking existing and future provision into account, the proposed development is considered acceptable in terms of educational capacity.

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 childcare and educational facilities will be modest in quantum and will not give rise to undue or unsustainable additional pressure on existing services within the area.

For further information please refer to the enclosed Planners Report prepared by Tom Philips + Associates.

3.25 Item No. 25 A

Item No. 25 A states the following:

“A revised Schedule of Accommodation/ Housing Quality Assessment and Housing Mix updated to reflect any design changes and to demonstrate compliance with all the relevant national minimum standards”.

Response

Please refer to Appendix 01 – Schedule of Accommodations, of the Architectural Design Statement prepared by Meitheal Architects.

3.26 Item No. 26 A

Item No. 26 A states the following:

“An updated Statement of Consistency”.

Response

Accordingly, an updated Statement of Consistency has been prepared by Tom Philips + Associates and is submitted with this planning application.

4.0 APPENDIX C OF CORK CITY COUNCILS LRD OPINION

4.1 Area Engineer

4.1.1 Item No. 1

Item No. 1 States the following:

“An Independent Stage 1/2 Road Safety Audit shall be included in the Planning Application particularly in relation to the proposed new vehicular entrance on the eastern side and the proposed amendments to the existing vehicular entrance to the southwest”.

Response

Please refer to the Combined Stage 1 & 2 Road Safety Audit prepared by MHL.

4.1.2 Item No. 2

Item No. 2 states the following:

“Clarification on the future maintenance of the development should be provided in the lodged application. It is my opinion that the development is not conducive to being taken in charge by Cork City Council given the pipeline and manhole locations, attenuation tank location, permeable paving to parking areas, level of planting, play areas, etc”.

Response

Please refer to Section 10.6 of the accompanying Architectural Report for further information regarding the proposed area to be taken in charge. Note that it is proposed for the Council to take in charge the area outlined in red, which interfaces/overlaps with Inishmore Lawn and Mechterstadt Road. This aligns with the Cork City Area Engineer's Report.

4.1.3 Item No. 3

Item No. 3 states the following:

“The proposed new vehicular entrance to the east - the existing cycle lane red surface does not meet the skid resistance requirements to be trafficked at a junction; a high friction surfacing is required similar to the RPS entrance opposite - this is more a detailed design issue and can be dealt with by way of condition/compliance”.

Response

Please refer to the enclosed drawing, "Proposed Site Speed Control Measures Layout" (Drawing Ref. 6709-0012-E), which outlines the design and materials for the proposed vehicle entrance to the east off Inishmore Lawn.

Additionally, please refer to the drawing "Proposed Basement Entrance Layout" (Drawing Ref. 6709-10069-F), which details the proposed design and materials for the entrance off Mechterstadt Road.

4.2 Biodiversity

4.2.1 Landscape Rationale

The following is stated regarding the proposed development's Landscape Design Rationale;

- *“I have reviewed the Landscape design Rationale in relation to any biodiversity concerns.*
- *I have noted that bluebells are to be included some of the recommended blubs to be planted. I would recommend to either remove this species unless the bulbs can be guaranteed to be native Irish bluebells and not non-native bluebell species.*
- *Wildflower meadows - In relation to a wildflower seed mix that is going to be sown within the wildflower meadows, I am recommending that the seed mix used is of local provenance and the management of the meadows following the guidelines set out within the All-Ireland Pollinator Plan.*
- *I recommend a review of the types of SuDS features and incorporate more bio-retention swales than tree pits where feasible.*
- *I would like to see more biodiversity enhancements within the development. Include where possible in building bird nest boxes, solitary bee posts either in house or within the pollinator-friendly planting”.*

Response

In response to the above, please refer to the enclosed Landscape Design Rationale and Landscape Masterplan (Drawing Ref. 25108-1-101), prepared by CSR.

We would like to highlight that the proposed planting schedule does not include Bluebells. Additionally, the wildflower selection aligns with the guidelines of the All-Ireland Pollinator Plan, with a focus on using native tree species. Care will be taken to ensure that selected trees are suitable for each location, considering their ultimate size and crown spread. Any non-native shrubs and groundcover species selected will aim to maximise their contribution to biodiversity on the site.

The proposed development includes bat boxes, bird boxes, and insect hotels to promote biodiversity.

Please also refer to the Landscape Design Rationale, prepared by CSR, and the Drainage Impact Assessment, prepared by DOSA Engineers, which outline the proposed development's SuDS regime. The development incorporates both bio-retention swales and tree pits.

4.2.2 Appropriate Assessment

The following is stated;

"I have reviewed the Appropriate Assessment, and I agree with the conclusion that the proposed development will not have a significant impact on any Natura 2000 sites".

Response

The Applicant acknowledges the Biodiversity Departments comments that the proposed development will not have a significant impact on any Natura 2000 sites. Please refer to the accompanying Appropriate Assessment Screening Report prepared by Greenleaf Ecology, which reaches the same conclusion.

4.2.3 Other Observations

The following is stated;

- *"There was no Ecological Impact Assessment report produced for this proposed development. A habitat survey and walkover IAPS survey to record any third Schedule plant species was conducted for the Appropriate Assessment;*
- *There is no species data on birds or bats that utilise the site. This information would give more information on the species that are currently on site and help with biodiversity enhancement of the proposed development;*
- *I would recommend that breeding bird surveys and bat surveys be conducted to give more accurate data on what species are present on site to inform biodiversity enhancements for the site. Both bird surveys to follow CBS guidelines and bat surveys to follow the survey standards set out in the Bat Mitigation Guidelines for Ireland, 2022".*

Response

In response to the above please refer to the enclosed Ecological Impact Assessment (EclIA) prepared by Greenleaf Ecology.

The objective of this assessment is to:

- Gather baseline ecological data for the proposed development site.
- Evaluate the ecological significance of the identified features.
- Identify, describe, and assess the potential significant impacts of the proposed development on biodiversity.
- Recommend effective mitigation measures to prevent, reduce, or, if possible, offset negative effects on biodiversity.
- Identify any remaining impacts predicted after the application of mitigation measures.

The assessment found that no bats, otters, or badgers are present on the site. The two species that may potentially be present in the surrounding area are avifauna and hedgehogs. No invasive species have been recorded on the site or in its immediate vicinity.

The assessment also provides mitigation measures to safeguard these species throughout both the construction and operational phases of the proposed development.

4.3 City Architect's Department

The following is stated;

"In summary the scheme is of good design quality and in order to constitute a reasonable basis for a formal application, consideration should be given to:

- Minimising the ramps and steps infrastructure to Mechterstadt Road and creating a clean landscaped edge with street tree planting;*
- Presenting a design for the vehicular junction to the podium parking entrance that narrows the road, tightens the radii and provides for good pedestrian-priority crossing in accordance with DMURS;*
- The effect of the 5th storey on the daylight levels to the courtyard, through studies of both 5-storey and 6-storey versions of the scheme".*

Response

In response to the above, please refer to Section 5 of the enclosed Architectural Design Statement and the architectural drawing pack prepared by Meitheal Architects.

As outlined in Section 2.2 of this document, the submitted Daylight & Sunlight Assessment confirms that the proposed development complies with the BRE Guidelines. Therefore, the applicant has not conducted a comparative study or produced documentation to assess a 4 and 5-story building, as the building already performs well in all assessments of impact on residential and visual amenity.

4.4 Drainage

The following is stated;

"The proposed storm water drainage strategy appears acceptable. The permitted discharge rate is limited to the 1-in-1-year greenfield runoff rate. SuDS and NBS have been implemented within the site where possible, considering the layout and proposed density. The proposed development includes blue/green roofs, tree pits and a bioretention area. It is not intended for the development to be taken-in-charge, so the use of permeable paving and geo-cellular attenuation tanks is acceptable. Overall, the proposal constitutes a reasonable basis for submitting an LRD planning application".

Response

The applicant acknowledges the statement from Cork City's Drainage Department regarding the proposed development.

4.5 Storm Water and Flood Risk Management Requirements

4.5.1 Chapter 5 – Climate Change and the Environment

The following is stated;

“Chapter 5 - Climate Change and the Environment

- *Objective 5.23- Rainwater Harvesting: To encourage all development proposals to include rainwater harvesting measures.*
- *Objective 5.24(b)- Green and Blue Infrastructure: b) All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.*
- *Section 5.45 - Sustainable Urban Drainage Systems”.*

Response

In response to the above, please refer to the Infrastructure Report and Drainage Impact Assessment prepared by DOSA Engineers.

In accordance with Chapter 5 of the *Development Plan* and objectives 5.23-5.24, the proposed development incorporates rainwater harvesting measures, green and blue infrastructure, and Sustainable Drainage Systems.

4.5.2 Chapter 9 – Environmental Infrastructure

The following is stated:

- *“Objective 9.4(a) (b)-Sustainable Urban Drainage Systems (SUDS):*
 - *(a) To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) insofar as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality;*
 - *(b) To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.*
- *Objective 9.5(a) - Discharging:*
 - *(a)To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.*
- *Section 9.8 - Sustainable Urban Drainage Systems”.*

Response

In response to the above, please refer to the Infrastructure Report and Drainage Impact Assessment prepared by DOSA Engineers.

In accordance with Chapter 9 of the *Development Plan* and objectives 9.4-9.5, and Section 9.8 the proposed development incorporates green and blue infrastructure, and Sustainable Drainage Systems.

In line with objective 9.5 (a) the submitted Drainage Impact Assessment outlines the management strategy for the subject site's existing ditches, trees, and hedgerows begins with source control, using bio-retention systems, tree pits, and permeable paving to reduce peak runoff and lessen the strain on downstream facilities. The second stage, silt control, involves hydrocarbon interceptors and silt traps to provide initial treatment before water is directed to the attenuation system. The final stage, regional control, is achieved through the attenuation area, which slows stormwater discharge and removes any remaining silt.

4.5.3 Chapter 11 – Placemaking and Managing Development

The following is stated:

"Section 11.217 & 11.218 - Green and Blue Infrastructure and Sustainable Urban Drainage Systems (SUDS)

Development proposals shall be designed to integrate naturalised and biodiverse SUDS into the site and wider green and blue infrastructure network. Schemes should replicate natural drainage as closely as possible, maximising benefits for water quality, biodiversity and amenity;

Development proposals should integrate green and blue infrastructure measures to offset peak flood flows including the following options;

- 1. Nature-based solutions and "slow-the-flow" initiatives;*
- 2. Incorporation of SUDS to limit runoff from existing and new development;*
- 3. Wetland enhancement on flood plains;*
- 4. Native tree planting and landscaping schemes;*
- 5. Green roofs and green walls;*
- 6. Rainwater harvesting and rainwater boxes;*
- 7. Natural banks, water dykes and water squares;*
- 8. Natural flood management techniques;*

Section 11.219 to 11.221- Development Adjoining Watercourse Corridors

Development proposals in or adjoining watercourse corridors should;

- 1. Preserve the biodiversity value of the area subject to Ecological Assessment by a suitably qualified Ecologist;*
- 2. Not involve landfilling, diverting, culverting or realignment of river and stream corridors;*
- 3. Not have a negative effect on the distinctive character and appearance of the waterway corridor and the specific characteristics and landscape elements of the individual site and its context;*
- 4. Protect and enhance wetland areas;*
- 5. In new major development locations, preferably retain and protect existing riparian habitats while providing parks in waterside locations to maximise the potential linkages between landscape, natural heritage and recreational opportunity;*

Development proposals should incorporate an appropriately-sized buffer zone to maintain natural fluvial processes and to protect the water environment. Greenways and blueways within the protection zone should be considered on a case-by-case basis, subject to appropriate safeguards and assessments;

Where appropriate, development proposals should enhance the green and blue infrastructure network by de-culverting, re-meandering or removing redundant structures or barriers to fish passage and enhancing bankside habitats;

Development proposals should protect watercourses in accordance with Inland Fisheries Ireland's "Planning for Watercourses in the Urban Area" including the protection of riparian sections of rivers and streams, where possible, as set out below. Existing development will be taken into account;

- 1. Protection of the streamside zone, (within 15m of riverbanks);*
- 2. Utilisation of outer riparian buffer zone (>5m) for treatment and reduction of stormflow runoff;*
- 3. Minimal disturbance of the corridor 15-30m from the river;*
- 4. Explore opportunities for river corridors for access and use as local amenity; and*
- 5. Encourage riparian buffer strips on agricultural land;*

Section 11.257 - Surface Water

Surface water attenuation and disposal details shall be included with any application. Details should show how surface water from the site can be disposed of within the boundaries of the site and shall not discharge onto the public road or adjoining property;

Section 11.258 - Sustainable Urban Drainage Systems (SUDS)

All new developments (including amendments/ extensions to existing developments) will generally be required to incorporate Sustainable Urban Drainage Systems (SUDS), which offers a total solution to rainwater management and is applicable in both urban and rural situations. SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. Development proposals will be required to be accompanied by a comprehensive SUDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality".

Response

The proposed development demonstrates compliance with Sections 11.217, 11.218, 11.257, and 11.258 of the *Development Plan*, as outlined in the submitted Drainage Impact Assessment prepared by DOSA Engineers.

For compliance with Sections 11.219 to 11.221 of the *Development Plan*, please refer to the submitted Ecological Impact Assessment (EcIA) prepared by Greenleaf Ecology.

4.5.4 Other References

The following is stated;

"The Applicant should also refer to the following documents:

- o Nature Based Management of Urban Rainwater and Urban Surface Water Discharges - issued by the Department of Housing, Local Government and Heritage;*
- o Implementation of Urban Nature-Based Solutions Guidance Document for Planners, Developers and Developer Agents- issued by LAWPRO".*

Response

The proposed development has taken into account the following documents: Nature-Based Management of Urban Rainwater and Urban Surface Water Discharges and the Implementation of Urban Nature-Based Solutions: Guidance Document for Planners, Developers, and Developer Agents. Please refer to the enclosed Drainage Impact Assessment prepared by DOSA Engineers for further details.

4.5.5 Drainage Section – Specific Requirements

The following is stated;

“As part of the application the following will be required:

- *A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report;*
- *Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations;*
- *Assuming discharge to a storm sewer with no known flooding risk or capacity issues, the permitted discharge rate is the 1-in-1 year greenfield runoff;*
- *A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location;*
- *Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off;*
- *Justification and references for any coefficients or infiltration rates used, including GI / SI reports;*
- *Allowances for the reduction in effectiveness of any SuDS / NBS features over time;*
- *All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years;*
- *All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section;*
- *All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow;*
- *In relation to attenuation tanks/ cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort;*
- *Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks;*
- *Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section;*
- *Attenuation/ detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100;*
- *All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries;*
- *Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered;*

- *The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks);*
- *Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development”.*

Response

In response to the above, please refer the Drainage Impact Assessment prepared by DOSA Engineers.

4.6 Environment

The following is stated;

“Environment will be Looking for the following:

- *Noise impact assessment;*
- *Construction/Demolition Waste management plan and resource waste management plan for the development;*
- *Operational waste management plan;*
- *Energy usage proposals and assessment for the development”.*

Response

In response to the above please refer to the following documents.

- Noise & Vibration Impact Assessment prepared by CLV Consulting;
- Construction Environmental Management Plan and the Construction Resource Waste Management Plan prepared by DOSA Engineering;
- Operational Waste Management Plan, prepared by AWN Consulting;
- Scheme Sustainability Statement, prepared by BPC Engineers.

4.7 Parks and Recreation

The following is stated;

- *“Woodchip is proposed for the Playground -who is maintaining this? All play equipment will need to conform to relevant standards;*
- *Green/blue roof maintenance & management details required;*
- *Need to provide details on planting plan - implementation, management and maintenance of same/ recommend management and maintenance of site by a private company;*
- *Also require size and quantities of planting material”.*

Response

In response to the above, the majority of the proposed development, including the play area, green/blue roof details, and landscaping maintenance, will be managed by a private management company. Please refer to the accompanying documentation provided by Meitheal, DOSA, and CSR, which outlines the management specifics for each element of the proposed development.

Additionally, please refer to Section 10.6 of the accompanying Architectural Design Statement, which details the areas fronting Mechterstadt Road and Inishmore Lawn that will be taken in charge by the Local Authority. The majority of the subject site is clearly indicated as being under the control of a private management company.

4.8 Strategic Transport

4.8.1 Active Travel Accessibility

The following is stated;

- *“Provide pedestrian facilities to connect Mechterstadt Road with the footpath running to the west of the proposed development at the proposed entrance to the basement car park;*
- *The provision of ramped access points leading to the main building entrances along Mechterstadt Road creates a negative pedestrian environment. It would be preferable that the access to the buildings and the street were at a similar level to create a more animated street frontage with good passive surveillance;*
- *Provide for informal crossing points (i.e. tactile paving) across Machterstadt Road to ensure good quality pedestrian access to the proposed development”.*

Response

In response to the above Section 5.4 of the Architectural Design Statement outlines the proposed development’s active travel accessibility rationale and how this has been influenced by the Strategic Transports recommendations.

A dedicated pedestrian pathway has been introduced along the streetside of Mechterstadt Road, providing a clear and direct connection to the internal courtyard between the two apartment blocks. This route improves permeability and ensures safe and convenient access for residents and visitors approaching the site on foot.

Access to the apartment blocks from Mechterstadt Road is now provided via a set of stairs at each individual entrance door. The removal of the previously proposed ramped access has allowed for a more efficient use of the frontage, creating additional space for high-quality streetscaping and landscaping strips. These areas will accommodate planting and planters designed to animate and soften the front elevation of the development, contributing positively to the public realm and overall visual amenity.

Existing uncontrolled crossing points are to be retained where indicated, maintaining strong pedestrian connectivity and ensuring the development remains well integrated with the surrounding streetscape and wider neighbourhood.

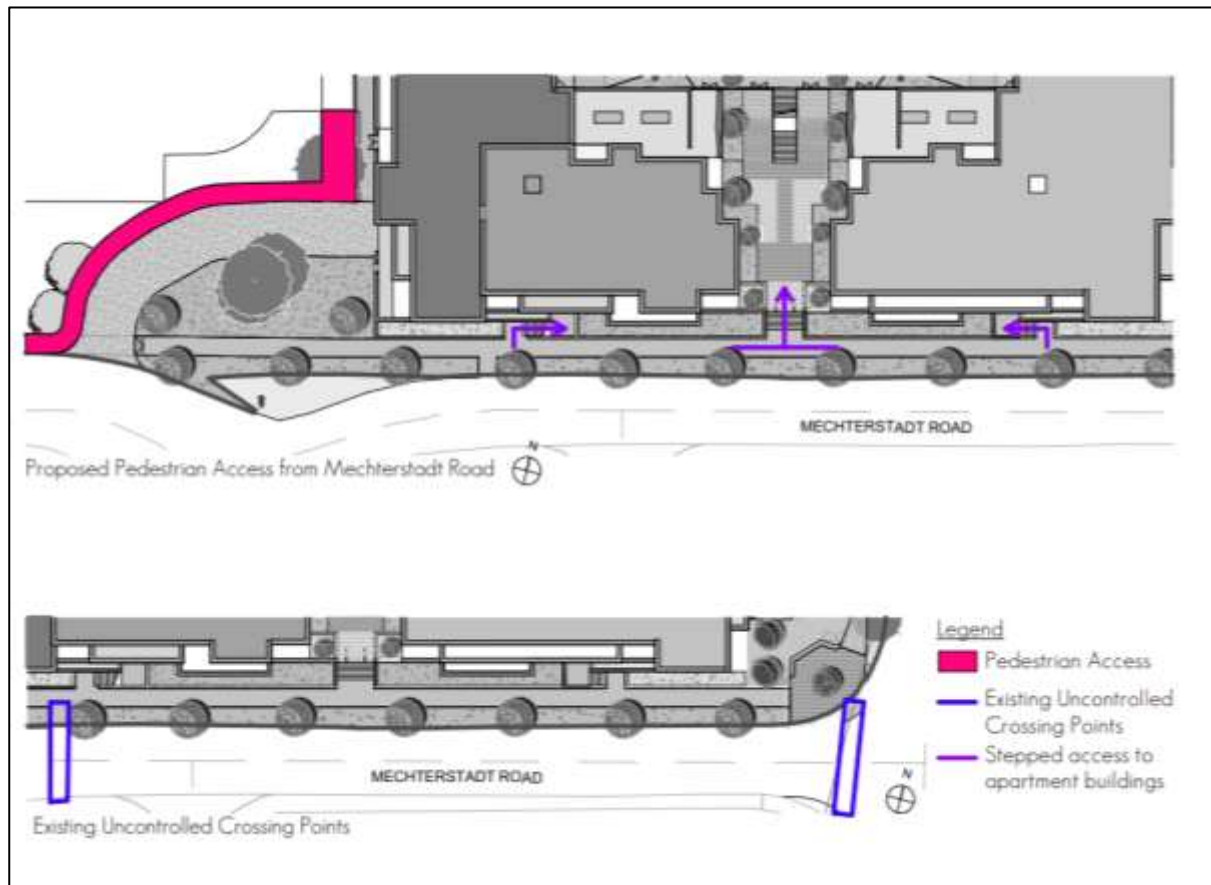


Figure 4.8.1 Access to Proposed Development. [Source: Architectural Design Statement, prepared by Meitheal Architects, cropped and annotated by TPA 2026]

For further information, please refer to the accompanying Architectural Design Statement and Proposed Site Layout Plan. Additionally, CSR's Landscape Design Rationale outlines the proposed development's circulation strategy, as well as the public, communal, and private open spaces, and explains how the development is intended to interact with the surrounding streets and wider area.

4.8.2 Cycle Parking Provision

The following is stated;

"The proposed cycle parking provision meets the requirements of the 2022-2028 Cork City Council Development Plan Standards, in addition the distribution of the cycle parking throughout the scheme is welcome".

Response

The Applicant acknowledges the Strategic Transport Report's statement that the layout of the proposed cycle parking provision is well designed and appropriately located. The Applicant also notes that the Strategic Transport Section confirmed that the proposed cycle parking provision is in accordance with the requirements of the *Development Plan*.

For further information on the proposed development's cycle parking provision please refer to the accompanying documentation prepared by Meitheal Architecture.

4.8.3 Vehicular Accessibility

The following is stated;

“Access Junction

The location and type of access point serving the proposed development is supported, final details with respect to the geometry and materials will need to be agreed through condition;

Car Parking

The quantum of car parking proposed to serve the proposed development is low considering the location of the proposed development within Ballincollig, notwithstanding the plans for improved public transport services through the delivery of the BusConnects programme of works. It is worth noting that the nearest stop associated with the proposed route of Luas Cork is approximately 1300 metres away (18 minutes walk). Although, parking rates lower than those presented in the 2022-2028 Cork City Council Development Plan can be supported, the appropriate rate needs to ensure that any overspill parking does not negatively affect either traffic safety and/or the general flow of traffic. The rates proposed for the apartments is too low, based on Census 2022 the current parking rate in the centre of Ballincollig (where much of the housing stock are apartments) is just slightly over 1 space per apartment;

In summary, the proposed parking rate is too low and the scheme should allow for a parking rate closer to 0.80 space per residential unit considering the planned investment in public transport in the area but also reflecting on the more remote location the development is with respect to the centre of Ballincollig”.

Response

In response to the above Meitheal Architects have provided a breakdown of the proposed development's car parking provision in Section 5.5 of the Architectural Design Statement.

The total number of car parking spaces has increased by 10 no. compared to the previous layout, rising from 58 no. spaces (a ratio of 0.43 spaces per unit) to 68 no. spaces, equating to a ratio of 0.52 spaces per unit. This revised provision has been carefully assessed and is considered appropriate for the site context. The quantum of parking has been calculated and designed in accordance with the Sustainable Residential Development and *Compact Settlements Guidelines* and the *Cork City Development Plan*, having regard to the site's location and accessibility.

As stated above a rate closer to 0.80 spaces per residential unit was referenced by the Local Authority, however, we submit that the proposed provision of 68 no. spaces (0.52 ratio) is appropriate. This provision has taken into account the specific characteristics of the site and its sustainable transport credentials.

The site benefits from strong public transport connectivity, with multiple bus stops located c. 100 m south of the site serving the 220 and 220X routes, as well as the 233 Cork–Macroom route. The 220X provides a high-frequency 24-hour service connecting Ballincollig, Cork City, Carrigaline, and Crosshaven, ensuring excellent day and night accessibility. These services provide reliable and direct links to Cork City Centre, surrounding suburbs, and regional destinations. Please refer to the accompanying Mobility Management Plan prepared by MHL for further information regarding the surrounding areas public transport.

Given this level of accessibility, the proposed parking provision appropriately reflects the site's urban context and supports sustainable travel patterns, including low-car and car-free lifestyles, in line with national policy objectives promoting compact growth and reduced car dependency.

For further information please refer to the accompanying documentation accordingly.

4.8.4 Transport Assessment

The following is stated;

“Although the proposed development is acceptable in principle in terms of traffic impact, there are a number of queries with respect to the submitted transportation assessment namely;

- The volume of generated traffic associated with the proposed development seems low considering the level of existing traffic generation in the area and when compared to other planned residential developments in the area and needs to be reconsidered;*
- The volume of generated traffic associated with Cork City Council's Part VIII residential scheme to the north of the proposed development seems low considering the type of units proposed within this scheme. The level of traffic generation should be revisited;*
- The volume of generated traffic associated using each entrance should be based on the quantum of parking served by each entrance, and not by the type of units as some of the parking accessible from the northern entrance will serve the parking needs of the apartments;*
- The distribution of traffic seems incorrect with over 60% of traffic directed north from the northern entrance while the strategic road network lies to the south of the proposed development which you would expect to attract more vehicular trips. Additionally, over 60% of traffic attracted towards the Machterstadt Road entrance is expected to arrive via Innishcarra Road, which does not reflect the strategic traffic routes in the area. The distribution of trip needs to be revised;*
- The distribution of traffic associated with the Part VIII proposals should be presented separately and should follow a similar pattern of distribution as the northern entrance to the proposed development;*
- It would be beneficial to present the projected increase in traffic associated with the proposed development along each link (and junction) within the study area;*
- The assessment of the future operation of the neighbouring junctions needs to be redone reflecting on the resultant changes associated with the above queries”.*

Response

In response to the above the Applicant has instructed MHL to prepare a revised Traffic and Transportation Assessment (TTA) to accompany the planning application. This document should be read in conjunction with the Combined Stage 1 & 2 Road Safety Audit also prepared by MHL.

The accompanying Traffic and Transport Assessment (TTA) has incorporated the additional requirements arising at the Section 32B application stage, as reflected in the latest revision of the report. This includes the adoption of a significantly higher trip rate assumption for both the applicant's site and the adjoining Part 8 planning site, together with a revised trip distribution scenario.

The assessment focused on the following 4 no. junctions within the vicinity of the subject site, which are located predominately within the southern and eastern road networks.

- J1: Inniscarra Lawn / R608 Main Street / Parknamore Road (signalised)
- J2: R608 Main Street / Inniscarra Lawn (signalised T-junction)
- J3: Mechterstadt Road / Inniscarra Lawn (priority T-junction)
- J4: Entrance to RPS offices (priority junction)

Traffic surveys were conducted by Irish Traffic Surveys on 29 April 2025, capturing 12 hour counts to determine existing conditions and morning/evening peak flows (08:00–09:00 and 17:00–18:00). The proposed development is expected to generate 67 no. trips in both the morning and evening peaks. We would like to highlight to the Local Authority that the recently granted Part 8 development trips are included in “with development” modelling.

The assessment found minimal impact on the surveyed junctions:

- J1: AM peak DOS reaches 91% in 2025, increasing to 100% in 2042 with or without development, indicating negligible additional impact.
- J2: Operates under capacity throughout, with maximum delays of 44 seconds in 2042 with development.
- J3: Remains under capacity, with maximum RFC of 90% in the 2042 AM peak.
- J4: Remains well under capacity, with RFCs of 14% (AM) and 8% (PM) in 2042 with development.

Overall, the assessment demonstrates that the proposed development will have a minimal effect on local junction performance, with strong potential for modal shift via public transport and active travel further mitigating traffic impacts.

For further information please refer to the accompanying documentation accordingly.

4.9 Urban Roads and Street Design

The following is stated;

“The applicant is required to clarify and confirm on a drawing the public infrastructure provided by the development which is proposed to be subject to a taking in charge application or if a management company will be put in place prior to occupation to maintain communal infrastructure. Cork City Council does not take in charge private car parking spaces. The applicant must confirm the parking spaces are public and remove any numbering of spaces should the spaces to proposed to be subject to a taking in charge application;

Furthermore, to that end, the applicant is required to re - route any public/UE below ground infrastructure assets from private car parking spaces. Should the applicant not be in a position to re - route these services, then wayleaves are required to be put in place prior to the conclusion of the taking in charge process;

Observation - 4 no. EV surface car parking spaces are incorporated into the 4 no. disabled parking spaces - is there a rationale for this? Noted - there will be 8 no. EV spaces located elsewhere”.

Response

In response to the above, please refer to the accompany Architectural Design Statement prepared by Meitheal Architects.

It is envisioned that the majority of the site will be subject to a management company who will manage and maintain any communal infrastructure, with a limited section of the site to be taken in charge by the Local Authority, please figure 4.9.1 below. Additionally, please refer to Section 10.6 of the accompanying Architectural Report for further information regarding the proposed area to be taken in charge.



Figure 4.9.1 Taking in Charge Drawing. [Source: Architectural Design Statement prepared by Meitheal Architects, cropped by TPA 2026]

Please note that none of the proposed development's car parking spaces will be taken in charge by the Local Authority. Therefore, they will not be available for public use and are intended for the communal use of future residents and visitors. These spaces will be maintained by a private management company.

Please refer to Section 10.4 of the accompanying Architectural Design Statement for details of the proposed development's parking provision, including a breakdown of EV spaces. The development provides a total of 68 no. car parking spaces, of which 19 no. are designated for EVs. We would like to highlight to the Local Authority that this exceeds the *Development Plan's* requirement of 14 no. spaces for a development of this scale.

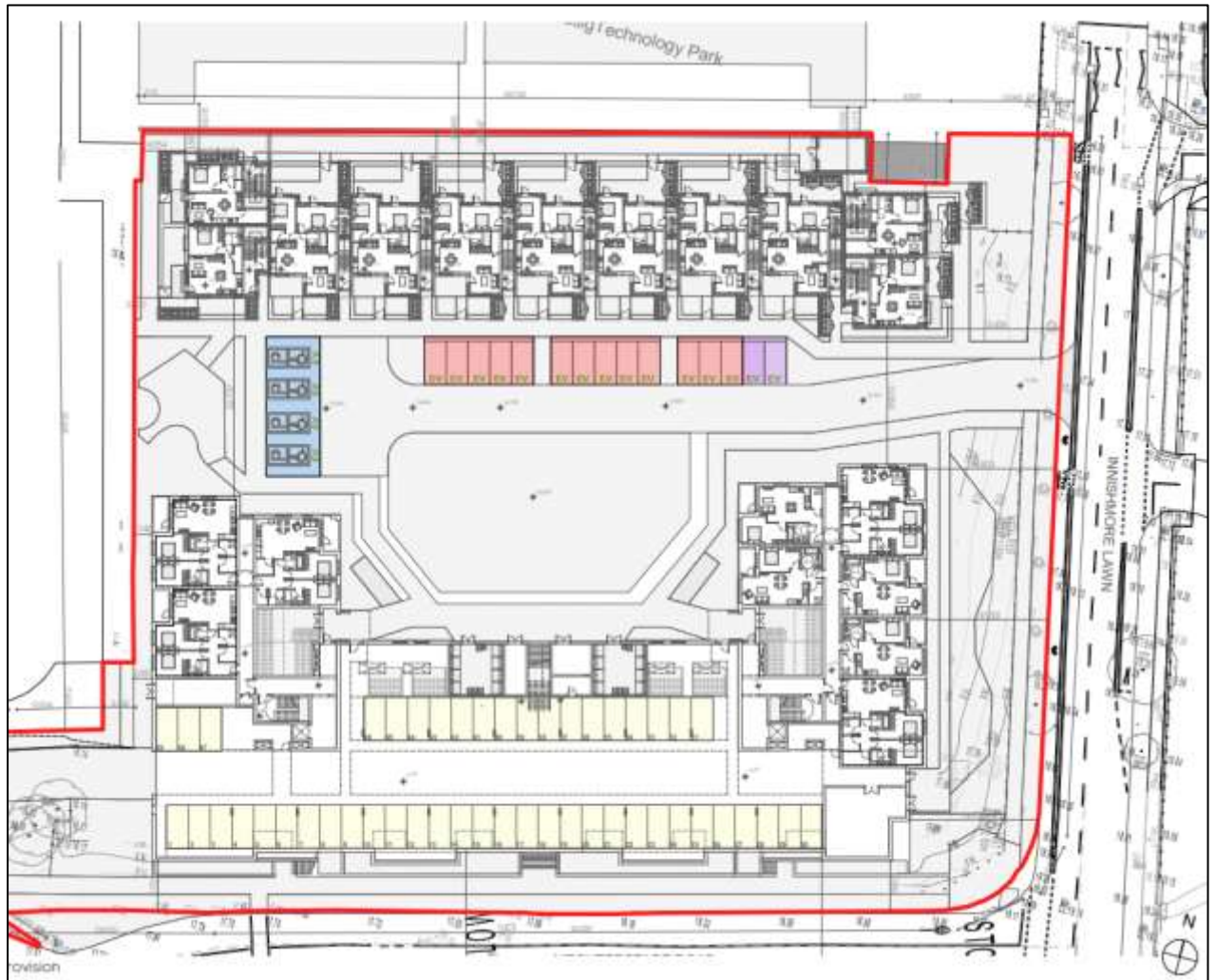


Figure 4.9.2 Proposed Site Layout – Parking Provision. [Source: Architectural Design Statement prepared by Meitheal Architects, cropped by TPA 2026]

5.0 APPENDIX D OF CORK CITY COUNCILS LRD OPINION

5.1 Letter from Cork City Childcare

We have reviewed the Letter from Cork City Childcare included in Appendix D of Cork City Council's LRD Opinion. The main points raised within the letter are addressed and identified below.

- *"The letter stated that the proposed development is in Ballincollig, an area with significant childcare shortages. Cork City Childcare carried out a needs assessment using Tusla data (Oct 2025), which under the 2001 Childcare Planning Guidelines, the development generates a need for 19.7 no. childcare places.*
- *The Letter states that recent residential growth has outpaced childcare provision in Ballincollig. There is high unmet demand, especially for:*
Full-day childcare
Children aged 0–3
After-school care
- *The letter states that most of the existing services are preschool-only (15 hours/week), unsuitable for working families, have waitlists of up to two years, and with limited baby places.*
- *Cork City Childcare strongly recommends including even a small full-day childcare facility within the development".*

Response

In response to the above Tom Philips + Associates have prepared a Childcare Demand Assessment. Section 7.1 of the enclosed audit responds directly to the Letter from Cork City Childcare and the points raised.

The Audit analyses the local childcare provision, demand, and the likely demand generated by the proposed development. The assessment concludes that the development does not trigger the requirement for a childcare facility as outlined in the *Apartment Guidelines*.

Additionally, the study identified 15 no. childcare facilities within a 15-minute walk or cycle from the site, offering 896 childcare places, with 124 no. available spaces.

Therefore, we submit to the Local Authority that the limited demand generated by the development can be met by existing and proposed childcare facilities in Ballincollig.

Within the enclosed Audit we note that Cork City Childcare also conducted an assessment of the area, but its methodology lacked a clearly defined study area and included facilities beyond a reasonable 15-minute walk or cycle, which raises questions about its robustness. The revised TPA assessment updates the study area to align with Cork City's 15-minute City principles and disregards facilities accessible only by car, as they conflict with the City's transportation goals.

For further information please refer to the enclosed documentation accordingly.

5.2 Transport Infrastructure Ireland (TII)

The following is stated;

- *“With respect to the material forwarded on this development proposal, TII provides that following requirements which need to be considered:*
- *Any proposals related to future public and sustainable transport provision are a matter for the NTA. Consultation with the NTA would be essential on Active Travel, Luas Cork and BusConnects;*
- *Construction traffic management should take account of impacts on the national road network;*
- *The Council should ensure that supporting transport analysis should consider.*
 - i. A mobility management plan should accompany the transport assessment;*
 - ii. Modal share targets should be outlined and how any PT modal share is accommodated;*
 - iii. Measures proposed to reduce car dependency should be outlined;*
 - iv. Detailed phasing proposals of development with associated transport infrastructure provision is required;*
 - v. Consider and address cumulative impacts of other development and impacts on limited national road capacity;*
 - vi. The traffic and transport assessment should consider all road users;*
 - vii. Mitigation measures should be aligned with phasing of road infrastructure improvements and required public transport interventions; all clearly outlined”.*

Response

In response to the above, please refer to the enclosed Mobility Management Plan and Traffic and Transport Assessment, prepared by MHL, for further information.

5.3 Uisce Éireann

The following is stated;

“Pre-Connection Enquiry (PCE)

UE notes a Pre-Connection Enquiry (PCE) application was submitted to Uisce Eireann for c.160 no units on the site and a Confirmation of Feasibility (COF) was issued on the 28th March, 2025, stating both water and wastewater connections were feasible without infrastructure upgrade by Uisce Eireann.

The COF notes, that according to UE records there is an existing watermain running through this site. It will not be permitted to build over any Uisce Eireann infrastructure. The layout of the development must ensure that this pipe is protected, and adequate separation distances are provided between Uisce Eireann infrastructure and any structures on site;

Alternatively, you may enter into a diversion agreement and divert the pipe to accommodate your development. If you wish to proceed with this option, please make contact with Uisce Eireann Diversions team at Diversions@water.ie. It will be necessary to provide a wayleave over this pipe to the benefit of Uisce Eireann and ensure that it is accessible for maintenance. UE can confirm that a Diversions COF was issued for the site;



All COF letters are usually valid for a period of c.12 months from date of issuance. After this period and in this instance, it will be required for the applicant to submit a new PCE in order to obtain an updated COF letter. The applicant is required, under the Large-scale Residential Development Regulations to submit a valid Confirmation of Feasibility (COF) when lodging their LRD planning application;

UE can confirm that the applicant has lodged plans in order to obtain a Statement of Design Acceptance (SODA). The SODA application is currently being assessed and will be issued in due course”.

Response

Please refer to Appendix A of the enclosed Infrastructure Report, prepared by DOSA Engineers, for the Uisce Éireann Confirmation of Feasibility. Additionally, please refer to the Statement of Design Acceptance enclosed with this planning application.

6.0 CONCLUSION

In conclusion, it is respectfully submitted that all the issues raised by Cork City Council in the LRD Opinion have been comprehensively addressed as outlined above as part of the subject LRD planning application.

The accompanying Planning Report and Statement of Consistency includes a full rationale for the proposed development, primarily based on the oversupply of offices and the acute undersupply of housing.

The design strategy has been shaped by several additional factors, and various adjustments have been made in direct response to the feedback received from the Planning Authority during the pre-application consultation stages.

The proposed development will provide an appropriate form of high-quality apartment accommodation at this site, which integrates effectively with the wider area. It is consistent with national, regional, and local planning policies at all levels and represents an efficient use of a serviced infill site. Located near existing employment nodes and well served by public transport, the development will meet contemporary urban living standards.

It is submitted that the proposed development therefore is in accordance with the proper planning and sustainable development of this area and that the issues raised in the Planning Authority's LRD Opinion have been fully addressed by this Response and the accompanying planning application documents.

We trust you will find this Application in order and look forward to your decision.

Yours sincerely,



Órla Casey
Associate
Tom Phillips + Associates



Appendix A – Copy of LRD Opinion

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APPENDIX A – Section 247 Consultation Minutes

LRD Meeting held on 22/07/2025 under Section 247 of the Planning and Development Act 2000 (as amended)



Cork City Council
Culture, Community and Placemaking Directorate
Pre-Planning Meeting Minutes Ref: LRD83-25

Section 247 (2) of the Planning & Development Act 2000 (as amended) states “*the planning authority shall advise the person concerned of the (1) procedures involved in considering a planning application including any requirements of the permission regulations, and shall, as far as possible, indicate (2) the relevant objectives of the development plan which may have a bearing on the decision of the planning authority.*”

1. Site Location/Site Address	Former DELL EMC premises, Innishmore, Ballincollig.
2. Person Requesting Meeting	Orla O’Callaghan, Tom Phillips + Associates
3. Applicant	Castle Peak Properties Ltd
4. Person’s Interest in Land/Letter of Consent	Written consent included
5. Meeting attendees	<u>Applicants:</u> Orla O’Callaghan, TPA Lucy O’Keeffe, TPA Paul Carroll, Castle Peak Properties Limited Yvonne Courtney, Castle Peak Properties Limited Patrick O’Toole, Meitheal Architects Brendan Dwyer, Meitheal Architects Mark Dignam, Meitheal Architects. Darragh Johnston, Cunnane Stratton Reynolds Ciaran O’Sullivan, Denis O’Sullivan Engineers Stephen O’Donoghue, Denis O’Sullivan Engineers Brian Murphy, MHL Engineers Christina Dring, MHL Engineers <u>Cork City Council:</u> Hugh Killen, Executive Planner, Planning Development Management Evelyn Mitchell, Senior Executive Planner, Planning Development Management Kevin Cullen, Senior Executive Architect, City Architects Tony Lynch, Senior Executive Transport Officer, Planning Policy Tony Donovan, Senior Executive Engineer, Warter Services Emer O’ Callaghan, Senior Parks and Landscape Officer, Parks and Recreation Liam Buckley, Executive Engineer, Road Maintenance Robert Farrell, Executive Engineer, Planning Policy Anthony Angelini, Assistant Staff Officer, Planning & Integrated Development

	Apologies: Robert Woulfe, Executive Engineer, Environmental Management
6. Meeting	Meeting took place on 22/07/25 at 14.00 via MS Teams

DOCUMENTATION SUBMITTED

Yes

BRIEF DESCRIPTION OF DEVELOPMENT/PROPOSAL

Include Uses and Characteristics

The demolition of the existing DELL EMC building and the construction of 115 no. residential units in a development ranging in height from 3 to 6 storeys. The development will comprise a mix of 96 no. apartments and 19 no. townhouses as follows: • 5 no. studios. • 38 no. 1 bedroom units. • 39 no. 2 bedroom units. • 29 no. 3 bedroom units. • 4 no. 4 bedroom units.

RECENT PLANNING HISTORY ON SITE

18/6067, 12/5971, 07/7445, 06/8598, 05/8401, 04/5908

COMPLIANCE WITH LRD THRESHOLDS

Yes > 100 units

APPLICANT MUST READ COMMENTS BELOW IN CONJUNCTION WITH & REFER TO CORK CITY DEVELOPMENT PLAN:
[HTTPS://WWW.CORKCITY.IE/EN/CORK-CITY-DEVELOPMENT-PLAN/](https://www.corkcity.ie/en/cork-city-development-plan/) OR VIEW HARD COPY AT CORK CITY COUNCIL

KEY DEVELOPMENT PLAN OBJECTIVES: CORK CITY DEVELOPMENT PLAN 2022

Zoned ZO 01 Sustainable Residential Neighbourhoods - where it is an objective 'To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.' Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated.

Chapter 11 Volume 1 re DM standards.

MINISTERIAL AND OTHER GUIDELINES

- Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities.
- Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025
- Quality Housing for Sustainable Communities (2007), Best Practice Guidelines (2007).
- Urban Development and Building Heights, Guidelines for Planning Authorities (2018).
- Design Manual for Urban Roads and Streets (2019), and the National Cycle Manual.
- Guidelines for Planning Authorities on Architectural Heritage Protection 2004 (re-issued 2011) (DoELG).
- Childcare Facilities Guidelines for Planning Authorities (2001).
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment 2018.
- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities 2009.

MEETING AGENDA

Any recording devices including AI tools are not permitted at this meeting.

- **Introduction**

1.1 Development Management:

- The site itself falls within ZO1 1 Sustainable Residential Developments within the Cork City Development Plan 2022-2028
- Any application should be in line with Ministerial Guidelines including the recently published Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 and Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025

- **Applicant Team**

2.1 Orla O'Callaghan:

Outlined / overview presentation.

- 115 units – 96 apartments and 19 town houses.
- Open space – 23%.
- Corner site Mechtersadt road and Innishmore Lawn.
- Existing vehicular access to SW of site.
- Railing fencing to southern boundary.
- New Part 8 scheme to the North.
- Retail Park located to the West.
- Respond residential development located to the south of the site.
- Area to the east of the site is residential.
- Retail and commercial units are a short distance from the site.
- A number of schools located near the proposed scheme.
- Ballincollig Regional Park is a short distance from the site – offers a wide range of amenities.
- High frequency bus routes in the area – will be improved further following the implementation of the Bus Connects scheme.
- Excellent existing cycling and pedestrian routes.
- Ballincollig is the area with the highest potential uplift according to the City Development Plan.

2.2 Patrick O'Toole:

- Very significant way leave running north to south at eastern edge of site.
- Presence of a somewhat hostile boundary to the south.
- Aim to energize Mechtersadt road with this proposal.
- In previous discussions with CCC suggested that design was too suburban – have aimed to make it more urban.
- Underground car parking designed to address previous concerns about volume of traffic on the site.

2.3 Brendan Dwyer:

- Change of levels from road levels from south and east of site.
- Respond housing scheme to the south – significant change in levels.
- Hostile boundary with respond scheme.

- Good north south building already.
- 3-storey town houses to north side addresses 2/3 storey site to north – turn corner??? with Innishmore Lawn.
- 50% car parking at grade and 50% undercroft.
- Massing approach – sympathetic to development to north.
- Large massing to the south.
- Maximum 5 storey onto Mechterstadt road... stepping down to 3 storey level.
- Massing of buildings located to allow good public realm – pushed back building lines and activate the street scene – defensible space – large SE landscape approach on corner.
- Increasing connectivity to the site.

2.4 Darragh Johnston:

- Focus on landscaping edges of the site.
- Public/communal open spaces are a key consideration.
- Flow from public area to communal area to private area.

• Planning Authority Response

3.1 Planning Policy:

- Residential use is acceptable in principle within this zoning. Notes it is a brownfield site.
- Figure 11.1, Table 11.1 and Table 11.2 of the CDP provide an illustration of the density and height targets for areas throughout the city. The subject site is located to the west of Ballincollig town centre, in an area of land that falls under the 'Outer Suburbs' designation. In this zone the targeted heights range from 2 to 4 storeys while the floor area ratio (FAR) is 0.2 – 1.5. Sections 11.45 and 11.46 of the CDP discuss the definition of tall buildings within Cork, where buildings above 18m/6 storeys are considered 'tall'. Specific locations for tall buildings have been outlined in the CDP and the subject site is **not** one such location.
- With regard to density, the CDP again utilises the same categories for height to determine appropriate densities throughout the city. The Outer Suburbs have a prevailing density of 25 units per hectare and have a targeted density ranging from 40 to 60 units per hectare (uph). The proposed development will have a stated density of 128 uph, which significantly exceeds the target range for the Outer Suburbs.
- The applicant will be required to provide a suitable justification for exceeding the height and density targets of the CDP.
- Residential Amenity

It is noted that the rear gardens of the townhouses appear to have a depth of approx. 4 metres and are north-facing. Concerns expressed regarding the useability of the private open space for these units, which could suffer significant overshadowing.

Queried the positioning of the highest part of the scheme to the south given potential overshadowing effect to communal open space. DM advised a detailed shadow analysis will be required for all areas of open space and should also identify impacts of the apartment blocks on other units. Natural surveillance of areas of public and communal open space should be maximised.

3.2 City Architects:

- Rationale behind site strategy noted.
- Good use of level change to hide parking associated with the apartment block.
- Apartments create a strong urban edge to Mechterstadt Rd.

- However, a consistent parapet height between both blocks would be preferable, and at 5-6 stories the apartment block will present significant overshadowing to the main public space to the north.
- The west elevation of the apartments is considered appropriate in terms of the verticality of the individual apartment bays and the rhythm of solid-to-void. It is suggested that this rhythm be applied to the south elevation also rather than the use of paired balconies.
- Townhouses present a good transition to the scheme to the north – both in scale and the more residential-style roofscape.
- Wider context is such that a consistent and coherent urban block is desirable, consideration should be given to whether the apartment block would be more coherent and provide a better streetscape/gable if the east return also consisted of apartments rather than townhouses.
- Similarly, consideration should be given to whether the townhouse terrace would be better as a more elemental form, without the bookend block, so that the roofscape motif remains fully legible.
- Consideration should be given to defining the boundaries of the main landscaped court, so that it reads as a semi-private space, without compromising permeability
- The opportunity should be taken to rationalise the southwest carpark entrance so as to make this more pedestrian friendly as per DMURS and establish whether or not it acts as a pedestrian link to Lidl.
- It would be of great benefit to both schemes involved if OCP could establish ownership of the 'no-man's-land' wayleave to the north and incorporate that into their scheme.

3.3 Drainage:

- The permitted discharge rate will be limited to the 1-in-1-year greenfield runoff rate, not QBar as proposed. Full details of the calculation must be provided with the application.
- There is a wayleave on the site for an existing 750mm dia. storm water sewer. The original wayleave which was established in 1983 was 20m wide. It was likely put in place to facilitate future road works. These works didn't materialise and recently the wayleave was reduced by agreement to facilitate the development. The agreement was that the wayleave would extend at least 3m from the eastern face of the pipe and that all works would be kept outside of the wayleave.
- It is accepted that the proposed foul pipe will have to cross the existing 750mm storm sewer at one location to connect to the public foul sewer. However, the current proposal shows a 225mm dia. foul pipe within the wayleave running parallel with the existing storm sewer. This is not acceptable and must be relocated outside the wayleave.
- It should also be noted that internal drainage should be labelled as pipes or drains. They are not sewers and would be unlikely to be taken in charge. Where a pipe is to be taken in charge as a public sewer it must be a minimum of 5m from buildings. We would also have concerns over access to the proposed tank for O&M.

(Please see Additional Details Section for Drainage Requirements below)

3.4 Transport:

- The permeability into the site is good and orientating the buildings to directly address the street is welcome, clarification on the level of permeability within the neighbouring Retail Park requires clarification including the extent of footpaths proposed along the boundary, the preference is that direct connectivity between the proposed development and the retail park is provided for;

- The design detailing of the entrance junction serving the basement parking requires some modification to improve pedestrian accessibility both across it and along the side of the road itself; this may require changes to the red line site boundary area;
- The level of parking provision is considered to be at the low end, even considering the level of accessibility to public transport services and local services some concerns re local overspill.

3.5 Roads Maintenance:

- Further details are required on the raised table at the eastern entrance are required and how it incorporates the new recently constructed cycle lane scheme.
- The development is not suitable for taking in charge due to the proposed permeable paving areas, drain locations and the attenuation tank location, the amount of planting proposed, the play area, etc. A management company shall be appointed to maintain the development.
- The existing entrance at the SW corner – the junction should be tightened and accessibility improved for pedestrians; tactile paving to be provided.
- Additional comment further to the meeting - a Stage 1/2 Road Safety Audit will need to be submitted with the application.

3.6 Parks and Recreation:

- Would echo the taking in charge concerns outlined above – would recommend management and maintenance of site by a private company.
- Concerned about the flow from public open space to communal open space to private space.
- Would recommend natural play rather than the use of play equipment.
- Concerned about presence of attenuation tank beneath open space area.
- Concerned about proposed tree planting above attenuation tank – would advise against this.
- Would need further details on existing and proposed landscaping plans.
- Green/blue roof details required.
- Details on SuDS proposals needed and details on how it is envisaged the communal open spaces will work in terms of people moving through the site.
- Would need to provide details on planting plan, with recommendation for the incorporation of native and biodiverse friendly shrub and tree species.

3.7 Environment (read out by Hugh Killen):

In order to properly assess the proposed development, the following details will be required (Please see additional details section below):

- Construction Environmental Management Plan.
- Construction and Demolition Resource Waste Management Plan.
- Operational Waste Management Plan.
- Noise Impact Assessment.

3.8 Development Management:

- Irish Water statement of design acceptance letter – submit with any application – review of watermain and foul sewers is a matter for Irish Water to review.
- Re-iterated Table 11.1 of the Plan which notes that for Central Ballincollig the height targets range from 3-5 whereas this site is located in the Outer Suburbs which has a target range of 2-4 storeys. Noted that other issues such as visual impact, overbearance and overshadowing could impact also on the height/form of buildings. Note also the density

guidelines as outlined in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

- A full Visual Impact Assessment would be required in order to fully assess the height proposed – would advise developing some photomontages to illustrate relationship between proposed developments and surrounding sites. CSR to engage with CCC on same.
- Concerns reiterated re quality of the north facing gardens for the houses along the northern boundary – Applicant's agent advised these units were a new typology with private open space in a balcony facing south at first floor level and the north facing element is therefore not envisaged as the primary amenity area. Design may change in any event with new apartment guidelines.
- Noted housing mix targets superseded by latest Apartment Design standards 2025.
- Would suggest further discussions on the urban design/architectural design of the development which can be facilitated by CCC.

3.9 Paul Carroll:

- Regarding 6-storey elements; the application was made pre-ministerial guidelines. The scheme will be reviewed in line with these changes. i.e. change of town houses to apartments.
- Existing entrance is owned by LIDL; will work with them to develop the area further.

3.10 Ciaran O'Sullivan:

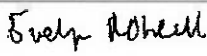
- L-shaped building is an ESB substation and will be repositioned in site.
- There are no services live along northern boundary of site.
- Will aim to get way leave area resolved.

• AOB

• Close

Additional points post meeting:

- Spaces and EV infrastructure for cars and bicycles along with sheltered / lockable bike parking details to be included. Pedestrian and cycling connectivity should be maximised.
- Creche facilities– shortage of places in Ballincollig area – requirement for such facilities in schemes in excess of 75 units – See Paragraphs 11.162-11.170 of the Plan and national Guidelines 2001 – recommend liaising with Cork City Childcare in relation to demand in the area.
- CDP supports the use of carbon reduction measures and renewable energies. See Paragraphs 11.274-11.276 re requirement for a Scheme Sustainability Statement for developments in excess of 25 units.
- See also Paragraph 11.271 re brownfield sites.

ATTENDEE	SIGNATURE	DATE
Evelyn Mitchell		12.08.2025

*The applicant is advised in accordance with **Section 247 (3)** of the Planning and Development Act 2000 (as amended), that “the carrying out of any consultations shall not prejudice the performance by a Planning Authority of any other of its functions under this Act, or any regulations made under this Act & cannot be relied upon in the formal planning process or in legal proceedings”.*

Additional Details:

Drainage:

Specific Requirements

As part of the application the following will be required:

- A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.
- Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.
- Assuming discharge to a storm sewer with no known flooding risk or capacity issues, the permitted discharge rate is the 1-in-1 year greenfield runoff.
- A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.
- Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off.
- Justification and references for any coefficients or infiltration rates used, including GI / SI reports.
- Allowances for the reduction in effectiveness of any SuDS / NBS features over time.
- In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.
- Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.
- Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.
- Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.
- All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries.
- Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered.

- The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).
- Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development.

Environment:

Construction Environmental Management Plan

A Construction Environmental Management Plan shall be submitted, this plan shall provide details of intended construction practice for the development, including piling requirements, mitigation measures for noise & vibration, dust and air quality. Detail in relation to lighting, pedestrian safety, water quality protection measures and hours of work to be included.

Construction and Demolition Resource Waste Management Plan

The developer shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness. Tonnage of the various waste generated shall be included within the plan submitted.

Operational Waste Management Plan

It is noted that provisions have been made for bin storage for duplexes/townhouses. The applicant shall ensure storage area is fully screened from view for all residential units. An Operational Waste Management Plan is required detailing how the waste arising in the development will be managed. Details shall include proposals for waste reduction, reuse, recycling, vented bin storage, as well as who will manage the waste, present it for collection, and dispose of it. The plan should outline who will present the communal waste bins from the Apartment Blocks for collection. Provisions should be made within the properties for internal bins to match those that are presented for waste - i.e. provide, general waste, recycling and compost bins.

Apartment Blocks & Townhouses - Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided in each storage area. Drawings of Bin Stores to be provided and location of bin stores to provide ease of access for residents as well as those presenting waste for collection.

All bin storage drawings to be submitted in Appendix of the Operational Waste Management Plan. A Refuse Auto-Track Drawing shall be provided illustrating movements of refuse vehicle can be facilitated within site when car parking spaces are occupied.

Noise Impact Assessment

Noise impact Assessment - Both an inward and outward noise impact assessment required to show the impact of the development during construction and operation on the surrounding receptors. Noise from play areas to be factored into assessment.

APPENDIX B – Section 32C LRD Meeting Minutes

Meeting held on 19/11/25 under Section 32C of the Planning and Development Act 2000 (as amended)



Section 32C. (1) of the Planning & Development Act 2000 (as amended) states *"Where the prospective LRD applicant submits a request in accordance with section 32B, the planning authority shall convene an LRD meeting to take place within the period of 4 weeks beginning on the date on which the request is received by the planning authority."*

1. Site Location/Site Address	Site of the Former DELL EMC premises, Innishmore, Ballincollig, Cork
2. Person Requesting Meeting	Orla O'Callaghan, Tom Phillips + Associates
3. Applicant	Castle Peak Properties Ltd
4. Person's Interest in Land/Letter of Consent	Letter of Consent included
5. Meeting attendees	<u>Applicant:</u> Paul Carroll, Castle Peak Properties Limited Yvonne Courtney, Castle Peak Properties Limited Orla O'Callaghan, TPA Lucy O'Keeffe, TPA Patrick O'Toole, Meitheal Architects Brendan Dwyer, Meitheal Architects Daniel O'Mahony, Meitheal Architects Darragh Johnston, Cunnane Stratton Reynolds Ciaran O'Sullivan, Denis O'Sullivan Engineers Stephen O'Donoghue, Denis O'Sullivan Engineers Brian Murphy, MHL Engineers Christina Dring, MHL Engineers John Gleeson, BPC Engineers <u>Cork City Council:</u> Evelyn Mitchell, Senior Executive Planner, Planning Development Management Sarah Carroll, Graduate Planner, Planning Development Management Kevin Cullen, Senior Executive Architect, City Architects Tony Lynch, Senior Executive Transport Officer, Planning Policy Liam Buckley, Executive Engineer, Road Maintenance Patrick Murphy, Technician Grade 1, Environmental Management Anthony Angelini, Assistant Staff Officer, Planning and Integrated Development <u>Apologies:</u> Tony Donovan, Senior Executive Engineer, Water Services

6. Meeting	Meeting held on 19/11/2025 @ 12pm via MS Teams

DOCUMENTATION SUBMITTED

Yes

BRIEF DESCRIPTION OF DEVELOPMENT/PROPOSAL

Include Uses & Characteristics

the demolition of the existing DELL EMC building, site clearance, and the construction of 132 no. residential units in a development ranging in height from 3 to 6 storeys.

ZONING OBJECTIVES

ZO1 Sustainable Residential Neighbourhoods

DEVELOPMENT PLAN OBJECTIVES

As per Development Plan – Chapter 11 (and 10 relating to Ballincollig)

MEETING AGENDA

Any recording devices including AI tools are not permitted at this meeting.

1. Introduction – Mute mikes

2. Applicant Team

2.1 Orla O' Callaghan:

- Believe that the site is appropriate from a zoning perspective.
- Total no. of units has changed to 132.
- Would consider that the height and density are justified in accordance with Local Development Plan, Section 11.33.
- Would also consider that, on a national policy level, there is support for increase in density and height level for this type of development.
- A number of documents have been supplied in response to some of the issues highlighted in the S.247 meeting.
- Have carried out our own audit regarding development of a creche – site is below threshold for providing it.

2.2 Brendan Dwyer:

- Red-line has been extended to incorporate previous no-man's land area to the north.
- Townhouse to the north have been changed to duplexes.
- Bookend façade to West overlooking car park.
- Communal bike storage located at back.
- Duplexes have been designed to mimic units to the North.
- Rooftops have been designed to maintain an aesthetic consistency.

- Language of design is to create passive surveillance over open space area and entrance.

2.3 Stephen O'Donoghue:

- Received a valid Confirmation of Feasibility from Uisce Eireann.
- Flood risk assessment – development was deemed appropriate.
- Waste Management Plan was also submitted.
- SuDS elements have also been included as part of plan for the scheme.

2.4 Darragh Johnston:

- One of the key objectives is to continue to maintain the architecture of the site and to use the landscape.
- Open space area at centre of development.
- Connection between main open space and children's play area.

2.5 Ciaran O' Sullivan:

- No evidence of contamination in lands to the North.
- Even lower potential for contamination to occur on this site as the buildings being demolished would have previously been office buildings and would not have handled any chemical material.

2.6 John Gleeson:

- Central green area is predominantly sunlit in the summertime.

3 Planning Authority Response:

Noted that not all CCC personnel were available.

3.1 Transport:

- Pedestrian connectivity is good.
- Regarding the front of Mechterstadt Road –the ramps and walls present a hostile pedestrian environment –queries whether there be some less restrictive elements designed to integrate the scheme with the streetscape.
- Quantum of parking is a concern – current proposal of 0.44 seems quite low – concern re overspill/on street car parking.
- Queried whether there could be additional parking spaces in basement area.

3.2 Area Engineer:

- An independent Road Safety Audit would need to be carried out for entrance.
- The red surface does not meet skid resistance.
- Development is not conducive to being taken in charge.

3.3 City Architects:

- In general urban design terms, the scheme is well designed.
- Good articulation in relation to balconies.
- Bookend to townhouse is welcomed. .
- Good to see that the no-man's land issue is being addressed.

3.4 Environment:

- Waste management and noise assessment reports are in order.

3.5 Biodiversity:

- Will have comments as part of final report.

3.6 Development Management

- Creche facility – has there been engagement with Cork City Childcare?
- Queried open space for duplex units – applicant advised not solely north facing.
- Land contamination queried – response from applicant as per above.
- Access to sunlight to public open spaces would be important – applicant advised the areas do not strictly meet the BER standards.

1. AOB

2. Close

ATTENDEE	SIGNATURE	DATE
Anthony Angelini Assistant Staff Officer	Anthony Angelini	17/12/2025

*The applicant is advised in accordance with **Section 32E** of the Planning and Development Act 2000 (as amended), that "Neither the taking place of an LRD meeting nor the provision of an LRD opinion shall prejudice the performance by the planning authority of its functions under this Act or any regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.*

APPENDIX C – Internal Consultee Reports

- Area Engineer
- Biodiversity
- City Architects
- Drainage
- Environment
- Parks and Recreation
- Transport
- Urban Roads and Street Design

Area Engineer:

1. An Independent Stage 1/2 Road Safety Audit shall be included in the Planning Application particularly in relation to the proposed new vehicular entrance on the eastern side and the proposed amendments to the existing vehicular entrance to the southwest.
2. Clarification on the future maintenance of the development should be provided in the lodged application. It is my opinion that the development is not conducive to being taken in charge by Cork City Council given the pipeline and manhole locations, attenuation tank location, permeable paving to parking areas, level of planting, play areas, etc.
3. The proposed new vehicular entrance to the east - the existing cycle lane red surface does not meet the skid resistance requirements to be trafficked at a junction, a high friction surfacing is required similar to the RPS entrance opposite – this is more a detailed design issue and can be dealt with by way of condition/compliance.

Regards,

Liam Buckley

Executive Engineer | Roads Operations | Cork City Council | Ballincollig Office | P31 CK26

Biodiversity

Landscape Design Rationale

- I have reviewed the Landscape design Rationale in relation to any biodiversity concerns.
- I have noted that bluebells are to be included some of the recommended blubs to be planted. I would recommend to either remove this species unless the bulbs can be guaranteed to be native Irish bluebells and not non-native bluebell species.
- Wildflower meadows – In relation to a wildflower seed mix that is going to be sown within the wildflower meadows, I am recommending that the seed mix used is of local provenance and the management of the meadows following the guidelines set out within the All-Ireland Pollinator Plan.
- I recommend a review of the types of SuDS features and incorporate more bio-retention swales than tree pits where feasible.
- I would like to see more biodiversity enhancements within the development. Include where possible in building bird nest boxes, solitary bee posts either in house or within the pollinator-friendly planting.

Appropriate Assessment

- I have reviewed the Appropriate Assessment, and I agree with the conclusion that the proposed development will not have a significant impact on any Natura 2000 sites.

Other Observations

- There was no Ecological Impact Assessment report produced for this proposed development. A habitat survey and walkover IAPS survey to record any third Schedule plant species was conducted for the Appropriate Assessment.
- There is no species data on birds or bats that utilise the site. This information would give more information on the species that are currently on site and help with biodiversity enhancement of the proposed development.
- I would recommend that breeding bird surveys and bat surveys be conducted to give more accurate data on what species are present on site to inform biodiversity enhancements for the site. Both bird surveys to follow CBS guidelines and bat surveys to follow the survey standards set out in the Bat Mitigation Guidelines for Ireland, 2022.



Rosemarie McDonald

Biodiversity Officer – Parks & Recreation Department.

City Architects Department Planning Report

Re.	LRD at Former Dell Premises, Innishmore	- Opinion Stage
Planning Ref.	LRD25-12	
Date	16 December 2025	

Context

The proposed scheme is located on the grounds of the former DELL EMC premises in Ballincollig. It faces onto Innishmore Lawn, a wide 3-laned road to the east, and a 2-3 storey housing scheme (rising to 4 stories towards the main road) on Mechterstadt Road to the south. The development pattern to the west and north is relatively low-level, consisting low-density housing and retail units with a large surface car park.

Proposed Development

The proposed development consists of 2 blocks that create a perimeter urban block, albeit held back from Innishmore Lawn due to the presence of a wayleave.

The main block is an apartment block which varies in height from 4 to 6 stories. The difference in levels across the site provides for a podium carpark which reduces the apparent height of the scheme onto Mechterstadt Rd. by approximately a half a storey.

To the north the smaller of the blocks is formed with 3-storey duplexes, which provide a transition in scale between the apartment block and the proposed 2-storey housing scheme to the north of the site.

Appraisal

In urban design terms the scheme is well conceived, creating a good urban edge to both the roads and the surface car park, and setting up a perimeter block with a generous courtyard space that is given a human scale through the use of the duplex terrace.

The scale and staggered roof form of the duplex block presents a good precedent for the type of medium density development envisaged in the Compact Settlements guidance. The bookend unit onto Innishmore Road is well designed and adds fine-grain detail to the streetscape.

The apartment block is well structured and continues the rhythm of the single plot size established by the duplex block through the use of set back terraces. This serves to break down the scale of the block, particularly at the corners.

In terms of architectural massing and streetscape the scheme is relatively high, but the height is considered appropriate as the quality of the design is such that it mitigates any potential negative

impact to a large degree. The main concern in relation to building height is the extent to which it overshadows the main north-facing public open space/courtyard.

We note that the Daylight and Sunlight Assessment combines the 5no. amenity spaces in determining that at least half of the available amenity area receives at least two hours of sunlight on 21 March in accordance with the BRE recommendations. However when considered in isolation only approx. 20% of the main courtyard space (amenity A1) receives such daylight. It is unclear to what extent the 6th storey affects this result.

Whilst it is acknowledged that daylight performance must be weighed against the quality of the design and the general presumption in favour of increased scales of urban development, to assist with an informed appraisal of the overall scheme and whether the 6th storey represents a disproportionate reduction in daylight, an assessment of the effect of the 6th storey on the extent of daylight to the courtyard space, whereby a similar study is carried out for a 5-storey version of the scheme, would be welcome.

The architectural language and materiality are of good quality.

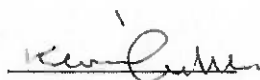
In terms of streetscape however the height of the main floor above the existing footpath levels is such that a significant extent of steps, ramps and guardings are required to negotiate access to the entrance level. This is detrimental to the streetscape which would benefit from retaining sufficient space to provide street trees.

Having some height difference between the podium and the adjacent street is good in that it provides a degree of privacy to the ground floor apartments, but it is our view that the height difference is excessive and the scheme would benefit if the height difference could be reduced, and perhaps entrances to the apartment blocks moved from Mechterstadt Road to the shared podium between the blocks so that there is a clean level landscaped edge to this street without such an extent of ramps, steps, railings etc.

Conclusion

In summary the scheme is of good design quality and in order to constitute a reasonable basis for a formal application, consideration should be given to:

- Minimising the ramps and steps infrastructure to Mechterstadt Road and creating a clean landscaped edge with street tree planting
- Presenting a design for the vehicular junction to the podium parking entrance that narrows the road, tightens the radii and provides for good pedestrian-priority crossing in accordance with DMURS
- The effect of the 6th storey on the daylight levels to the courtyard, through studies of both 5-storey and 6-storey versions of the scheme



Kevin Cullen,
Senior Executive Architect, **City Architects Department**

Drainage

Opinion

The proposed storm water drainage strategy appears acceptable. The permitted discharge rate is limited to the 1-in-1-year greenfield runoff rate. SuDS and NBS have been implemented within the site where possible, considering the layout and proposed density. The proposed development includes blue/green roofs, tree pits and a bioretention area. It is not intended for the development to be taken-in-charge, so the use of permeable paving and geo-cellular attenuation tanks is acceptable. Overall, the proposal constitutes a reasonable basis for submitting an LRD planning application.



Tony Donovan
A/Senior Engineer
Natural & Rural Water Section
Dated: 30/10/2025

Storm Water & Flood Risk Management Requirements

Storm Water

In accordance with the Cork City Development Plan 2022-2028, proposals should integrate green and blue infrastructure measures to offset peak flood flows. This includes the incorporation of SuDS, with a particular focus on Nature-Based Solutions, to limit run-off from existing and new development.

We would draw your attention to the following **Objectives** and **Sections** of the City Development Plan:

Chapter 5 – Climate Change and the Environment

- **Objective 5.23** – Rainwater Harvesting:
 - *To encourage all development proposals to include rainwater harvesting measures.*
- **Objective 5.24(b)** – Green and Blue Infrastructure:
 - *b) All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.*
- **Section 5.45** – Sustainable Urban Drainage Systems.

Chapter 9 – Environmental Infrastructure

- **Objective 9.4(a) (b)** – Sustainable Urban Drainage Systems (SUDS):
 - *(a) To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.*
 - *(b) To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.*
- **Objective 9.5(a)** – Discharging:
 - *(a) To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.*
- **Section 9.8** – Sustainable Urban Drainage Systems

Chapter 11 – Placemaking and Managing Development

- **Section 11.217 & 11.218** – Green and Blue Infrastructure and Sustainable Urban Drainage Systems (SUDS)
 - Development proposals shall be designed to integrate naturalised and biodiverse SUDS into the site and wider green and blue infrastructure network. Schemes should replicate natural drainage as closely as possible, maximising benefits for water quality, biodiversity and amenity.
 - Development proposals should integrate green and blue infrastructure measures to offset peak flood flows including the following options:
 1. Nature-based solutions and “slow-the-flow” initiatives;
 2. Incorporation of SUDS to limit runoff from existing and new development;
 3. Wetland enhancement on flood plains;
 4. Native tree planting and landscaping schemes;
 5. Green roofs and green walls;

6. Rainwater harvesting and rainwater boxes;
 7. Natural banks, water dykes and water squares;
 8. Natural flood management techniques.
- **Section 11.219 to 11.221 – Development Adjoining Watercourse Corridors**
 - Development proposals in or adjoining watercourse corridors should:
 1. Preserve the biodiversity value of the area subject to Ecological Assessment by a suitably qualified Ecologist;
 2. Not involve landfilling, diverting, culverting or realignment of river and stream corridors;
 3. Not have a negative effect on the distinctive character and appearance of the waterway corridor and the specific characteristics and landscape elements of the individual site and its context;
 4. Protect and enhance wetland areas;
 5. In new major development locations, preferably retain and protect existing riparian habitats while providing parks in waterside locations to maximise the potential linkages between landscape, natural heritage and recreational opportunity.
 - Development proposals should incorporate an appropriately-sized buffer zone to maintain natural fluvial processes and to protect the water environment. Greenways and blueways within the protection zone should be considered on a case-by-case basis, subject to appropriate safeguards and assessments.
 - Where appropriate, development proposals should enhance the green and blue infrastructure network by de-culverting, re-meandering or removing redundant structures or barriers to fish passage and enhancing bankside habitats.
 - Development proposals should protect watercourses in accordance with Inland Fisheries Ireland's "Planning for Watercourses in the Urban Area" including the protection of riparian sections of rivers and streams, where possible, as set out below. Existing development will be taken into account.
 1. Protection of the streamside zone, (within 15m of riverbanks);
 2. Utilisation of outer riparian buffer zone (>8m) for treatment and reduction of stormflow runoff;
 3. Minimal disturbance of the corridor 15-30m from the river;
 4. Explore opportunities for river corridors for access and use as local amenity; and
 5. Encourage riparian buffer strips on agricultural land.
 - **Section 11.257 – Surface Water**
 - Surface water attenuation and disposal details shall be included with any application. Details should show how surface water from the site can be disposed of within the boundaries of the site and shall not discharge onto the public road or adjoining property.
 - **Section 11.258 – Sustainable Urban Drainage Systems (SUDS)**
 - All new developments (including amendments / extensions to existing developments) will generally be required to incorporate Sustainable Urban Drainage Systems (SUDS), which offers a total solution to rainwater management and is applicable in both urban and rural situations. SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. Development proposals will be required to be accompanied by a comprehensive SUDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality.

Other References

The Applicant should also refer to the following documents:

- *Nature Based Management of Urban Rainwater and Urban Surface Water Discharges* - issued by the Department of Housing, Local Government and Heritage.
- *Implementation of Urban Nature-Based Solutions Guidance Document for Planners, Developers and Developer Agents* – issued by LAWPRO.

Drainage Section – Specific Requirements

As part of the application the following will be required:

- A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.
- Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.
- Assuming discharge to a storm sewer with no known flooding risk or capacity issues, the permitted discharge rate is the 1-in-1 year greenfield runoff.
- A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.
- Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off.
- Justification and references for any coefficients or infiltration rates used, including GI / SI reports.
- Allowances for the reduction in effectiveness of any SuDS / NBS features over time.
- All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years.
- All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section.
- All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow.
- In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.
- Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.
- Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.
- Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.

- All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries.
- Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered.
- The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).
- Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development.

Environment

Environment will be looking for the following:

- Noise impact assessment.
- Construction/Demolition Waste management plan and resource waste management plan for the development.
- Operational waste management plan.
- Energy usage proposals and assessment for the development.

Kind regards,

[Patrick Murphy]

Environmental Technician | Environmental Department

Parks and Recreation

- Woodchip is proposed for the Playground – who is maintaining this? All play equipment will need to conform to relevant standards.
- Green/blue roof maintenance & management details required
- need to provide details on planting plan – implementation, management and maintenance of same / recommend management and maintenance of site by a private company.
- Also require size and quantities of planting material

Regards

Emer O'Callaghan

**Senior Parks & Landscape Officer
Parks & Recreation**

Reference LRD 25-12	Applicant: Castle Peak Properties Ltd
Strategic Transport Planning Report	Date of Report 20 th of November 2025

Strategic Transport Planning Report

Introduction

The following report presents the opinion of the strategic transport planning team in response to the 'Large Scale Residential Development (LRD)' at the site of the former DELL EMC premises, Innishmore, Ballincollig, Cork by Castle Peak Properties Ltd. The proposed development will consist of the construction of 132 residential units along with ancillary infrastructure. Vehicular access to the proposed development is via 2 no. entrances, the first from Mechterstadt Road and the second from Innishmore Lawn.

The following report includes commentary on the following key issues:

- Active Travel Accessibility
- Vehicle Accessibility
- Transport Assessment

Active Travel Accessibility

Pedestrian Connectivity

The proposed development has included for good pedestrian connectivity with pedestrian access points provided via Innishmore Road, Mechterstadt Road and with the neighbouring retail development to the west. To further enhance the pedestrian environment serving the proposed development the following measures are proposed:

- Provide pedestrian facilities to connect Mechterstadt Road with the footpath running to the west of the proposed development at the proposed entrance to the basement car park.
- The provision of ramped access points leading to the main building entrances along Mechterstadt Road creates a negative pedestrian environment. It would be preferable that the access to the buildings and the street were at a similar level to create a more animated street frontage with good passive surveillance.
- Provide for informal crossing points (i.e. tactile paving) across Machterstadt Road to ensure good quality pedestrian access to the proposed development.

Cycle Parking Provision

The proposed cycle parking provision meets the requirements of the 2022-2028 Cork City Council Development Plan Standards, in addition the distribution of the cycle parking throughout the scheme is welcome.

Vehicular Accessibility

Access Junction

The location and type of access point serving the proposed development is supported, final details with respect to the geometry and materials will need to be agreed through condition.

Car Parking

The quantum of car parking proposed to serve the proposed development is low considering the location of the proposed development within Ballincollig, notwithstanding the plans for improved public transport services through the delivery of the BusConnects programme of works. It is worth

noting that the nearest stop associated with the proposed route of Luas Cork is approximately 1300 metres away (18 minutes walk). Although, parking rates lower than those presented in the 2022-2028 Cork City Council Development Plan can be supported, the appropriate rate needs to ensure that any overspill parking does not negatively affect either traffic safety and/or the general flow of traffic. The rates proposed for the apartments is too low, based on Census 2022 the current parking rate in the centre of Ballincollig (where much of the housing stock are apartments) is just slightly over 1 space per apartment.

In summary, the proposed parking rate is too low and the scheme should allow for a parking rate closer to 0.80 space per residential unit considering the planned investment in public transport in the area but also reflecting on the more remote location the development is with respect to the centre of Ballincollig.

Transportation Assessment

Although the proposed development is acceptable in principle in terms of traffic impact, there are a number of queries with respect to the submitted transportation assessment namely;

- The volume of generated traffic associated with the proposed development seems low considering the level of existing traffic generation in the area and when compared to other planned residential developments in the area and needs to be reconsidered.
- The volume of generated traffic associated with Cork City Council's Part VIII residential scheme to the north of the proposed development seems low considering the type of units proposed within this scheme. The level of traffic generation should be revisited.
- The volume of generated traffic associated using each entrance should be based on the quantum of parking served by each entrance, and not by the type of units as some of the parking accessible from the northern entrance will serve the parking needs of the apartments;
- The distribution of traffic seems incorrect with over 60% of traffic directed north from the northern entrance while the strategic road network lies to the south of the proposed development which you would expect to attract more vehicular trips. Additionally, over 60% of traffic attracted towards the Machterstadt Road entrance is expected to arrive via Innishcarra Road, which does not reflect the strategic traffic routes in the area. The distribution of trip needs to be revised;
- The distribution of traffic associated with the Part VIII proposals should be presented separately and should follow a similar pattern of distribution as the northern entrance to the proposed development;
- It would be beneficial to present the projected increase in traffic associated with the proposed development along each link (and junction) within the study area.
- The assessment of the future operation of the neighbouring junctions needs to be redone reflecting on the resultant changes associated with the above queries.

TONY LYNCH

Senior Executive Transport Officer
Strategic Planning & Heritage

Urban Roads and Street Design

The applicant is required to clarify and confirm on a drawing the public infrastructure provided by the development which is proposed to be subject to a taking in charge application or if a management company will be put in place prior to occupation to maintain communal infrastructure. Cork City Council does not take in charge private car parking spaces. The applicant must confirm the parking spaces are public and remove any numbering of spaces should the spaces to proposed to be subject to a taking in charge application.

Furthermore, to that end, the applicant is required to re - route any public/UE below ground infrastructure assets from private car parking spaces. Should the applicant not be in a position to re - route these services, then wayleaves are required to be put in place prior to the conclusion of the taking in charge process.

Observation – 4 no. EV surface car parking spaces are incorporated into the 4 no. disabled parking spaces – is there a rationale for this? Noted – there will be 8 no. EV spaces located elsewhere.

[Valerie Fenton BE CEng MSc cPDEng MIEI MCIHT PMP]

A/Senior Executive Engineer | Planning Development Management

APPENDIX D – External Consultee Reports

- Cork City Childcare
- Transport Infrastructure Ireland
- Uisce Eireann



Suite 1, John Dunlop House, Marina Commercial Park, Centre Park Road, Cork, T12 P9PV
Tel: 021 4310500, Email: info@corkcitychildcare.ie

Date: 20/10/2025

RE: LRD25-12 Site of the Former DELL EMC premises, Innishmore, Ballincollig, Cork.

To whom it may concern,

Cork City Childcare plays a key role in supporting the development of quality Early Learning and Care and School Age Childcare services within Cork City. We aim to ensure that Cork City has sufficient capacity to support the growing demand for childcare and support parents to access the free pre-school Early Childhood Care and Education (ECCE) scheme alongside other DCDE (Department of Children, Disability and Equality) related funding initiatives.

This letter is in relation to the proposed development of – **Proposed Large Scale Residential Development LRD25-12 Site of the Former DELL EMC premises, Innishmore, Ballincollig, Cork.**

Cork City Childcare carried out a childcare needs assessment in the surrounding area of the proposed development at the site of the Former DELL EMC premises, Innishmore, Ballincollig, Cork. The accompanying table is a list of Childcare Services located in the surrounding area of this development. The childcare needs assessment was conducted with information gathered from the Tusla register on the week of 20/10/2025. The Childcare Assessment reflects childcare services that are in operation within **Innishmore, Ballincollig, Cork**, area. Please note this is a mix of *full day care, sessional preschools, and/or part-time childcare services, combined Early Learning and care/school aged childcare/Stand-alone School Age Settings.*

Directors: Eibhlín Mhic Pharthalain, Eileen Wedel, Marian Quinn, Johanna Forde
CRO Number: 354923 Charity Number: 20204749



An Bhean Leanaí, i ndiaid na n-
Meitheal, Leathpháirtíocht agus Oip
Coimisiún na n-Óráid, Leanaí
Coimisiún na n-Óráid, Leanaí



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According to the ***Childcare Facilities Guidelines for Planning Authorities (2001)***, a standard provision of one childcare facility accommodating a **minimum of 20 childcare places per approximately 75 dwellings is recommended**. In the context of this proposed development, which comprises 74 dwellings (excluding 58 one-bedroom units), this equates to a notional requirement of approximately 19.7 childcare places.

It is important to acknowledge that the 2001 Guidelines are currently under review and are expected to be updated. Furthermore, Ballincollig has experienced significant residential growth in recent years, and the provision of childcare facilities has not kept pace with this expansion. While the Developers consider this Large-Scale Residential Development (LRD) to be relatively small and therefore not requiring a dedicated childcare facility, we believe the inclusion of even a modest facility would significantly benefit the local community. We continue to receive a high volume of enquiries from parents in the area seeking both early years childcare and after-school care for school-aged children, indicating a clear and ongoing demand that is not currently being met.

Furthermore, there is a particular shortage of childcare places for children aged 0–3 years, which presents a significant barrier for many parents attempting to return to work after parental leave. Securing a childcare place for this age group is increasingly difficult, and the lack of availability places considerable stress on families. The availability of after-school childcare for school-aged children in the Ballincollig area has also been identified as limited, with many parents facing significant challenges in securing suitable care during the evenings. This further highlights the need for additional childcare provision within the community.

It is therefore imperative that a full-day care facility be considered. This area is in genuine need of such a service, and even a small development would provide a much-needed resource for local families. The Childcare Needs Assessment included in the planning report submitted by Tom Philips and Associates references

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CRO Number: 354923 Charity Number: 20204749



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Míchúinn, Leanaíocht agus Oig
Department of Children, Equality,
Disability, Integration and Youth



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three other permitted childcare facilities within the Ballincollig area. While we acknowledge these as positive and necessary developments, we wish to emphasise that the overall provision of childcare in the area remains insufficient. Additional facilities of this nature are urgently required to meet the needs of the growing population and to ensure adequate support for new families within the community.

It is clear from the capacity assessment below undertaken by Cork City Childcare that there are minimal places available in the area. There are 10 childcare services offering preschool only sessions, operating on only a 15-hour week basis. In most cases additional childcare provision, alongside this three hour per day, is required to meet the needs of working families and parents engaged in training and education.

Within the area of the proposed development there are only five full day care settings. Only four of these settings is currently providing care for children under the age of two years. There is three Part-time childcare facilities, along with five School Age Childcare facility/facilities. Many of the childcare services listed below operate an internal waitlist, to meet the needs of families already within the service, that often **comprises of a two year wait**. Please note this is not inclusive of the external waitlist available to additional children and families in the area. The demand for baby places is at an all-time high.

The Annual Early Years Sector Profile Survey 2023/2024 states that There are only 17 available services for up to 1-year olds across Cork City, yet 371 babies are on waitlists. You can find more information here: <https://www.pobal.ie/childcare/capacity/>

Everchanging dynamics in how young families are now living has also added to the already existing childcare demand associated with the area.

According to *Census of Population 2022 Profile 3 - Households, Families and Childcare National*

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- Almost one-third (331,783) of children under the age of 15 in the State were in some form of childcare.
- A crèche or a similar facility was the most common form of childcare (42%), followed by an unpaid relative or family member (28%).
- A crèche was the most common type of childcare used among 0- to 4-year-olds. Over half (56%) used this childcare option and a further 19% used an unpaid relative or family member.
- Primary school children were most likely to be in some type of childcare (52%).

Cork City

- There were 146,235 families in Cork in April 2022, up from 138,895 (+5%) in 2016. The average number of children per family in the county was 1.32, compared with 1.34 nationally.
- There were 113,667 children aged 15 and under in Cork in April 2022. Of these, 38,604 (34%) were in childcare, compared with 33% nationally.

Thank you for the opportunity to submit this proposal and contribute to the development of much-needed childcare services in Cork City. Given the significant growth and development Ballincollig has experienced in recent years, I am hopeful that the inclusion of a childcare facility will be seriously considered as part

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of this project. Please don't hesitate to reach out if you require any further information, clarification, or support as this planning project progresses. I would be more than happy to assist in any way possible to support the consideration and successful implementation of a childcare facility within the development.

Kind regards,

Leanne Twomey

Development Officer

Cork City Childcare Committee

Directors: Eibhlín Mhic Pharthalain, Eileen Wedel, Marian Quinn, Johanna Forde

CRO Number: 354923 Charity Number: 20204749



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Mánuinní, Lámhainneacha agus Ogra
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ELC Childcare Services					
Name	Address	Service Type	Age Range	Capacity	Vacancies
Rainbow Rascals Montessori School	22 Hawthorn Ave, Inniscarra View, Ballincollig, Co. Cork	Sessional	2-6 yrs	11	0
Cheeky Cherubs Early Years Schools – Bishopstown	19 Uam Var Avenue, Bishopstown, Cork City, Co. Cork	Full Day/ Part Time/ Sessional	2-6 yrs	40	0
Cheeky Cherubs Early Years - Ballincollig	Highfield Park Carriganarra, Ballincollig, Co. Cork	Full Day/ Part Time/ Sessional	0-6 yrs	108	0
Child Vision Pre- school	c/o Guide Dogs HQ, Model Farm Road, Ballincollig, Co. Cork	Sessional	2-6 yrs	11	0
The Willows Montessori	The Willows, Model Farm Road, Co. Cork	Sessional	2-6 yrs	22	4
Kindercare Childcare	Unit 4,5,8,9,10, Classes Lake Retail Centre, Classes Lake, Ovens, Cork	Full Day/ Part Time/ Sessional	0-6 yrs	190	0

Directors: Eibhlín Mhic Pharthalain, Eileen Wedel, Marian Quinn, Johanna Forde
CRO Number: 354923 Charity Number: 20204749



An Roinn Leanaí, Comhionannas,
Meitheamh, Iomparthaíocht agus Oig
Département of Children, Equality,
Disability, Integration and Youth



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Positive Ideas T/A Highcare Childcare	Caisteán Drive, Ballincollig, Co. Cork	Full Day	0-6 yrs	160	0
Eileens Playschool	8 Glincool Drive, Maglin, Ballincollig, Co. Cork	Sessional	2-6 yrs	22	0
Spraioi Pre-school	9 The Paddocks, West Village, Ballincollig, Co. Cork	Sessional	2-6 yrs	19	0
Innishmore Family Resource Centre	Innishmore, Ballincollig, Co. Cork	Sessional	2-6 yrs	68	0
Na Seoda Oga	Community Centre, Station Road, Ballincollig, Co. Cork	Sessional	2-6 yrs	38	0
Ballincollig Early Years Pre school	The Village Centre, Station Road, Ballincollig, Cork, Co. Cork	Sessional	2-6 yrs	54	0
Montessori An Spiorad Naomh	Scoil an Spiorad Naomh Curraheen Road, Cork	Sessional	2-6 years	22	0
First Steps	Bridgefield, Curraheen Road Bishopstown, Co. Cork	Full Day	0-6 years	71	0

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CRO Number: 354923 Charity Number: 20204749



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Horizons Montessori	Curraheen Road Brigown, Curraheen Road, Bishopstown, Cork	Sessional	2-6 years	33	0
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School Aged Childcare Services

Name	Address	Service Type	Age Range	Capacity	Vacancies
Sherpa Kids Gaelscoil an Chaisleáin	Tanner Park, Coolroe, Ballincollig, Co. Cork	Stand Alone	4-12 yrs	48	0
Cheeky Cherubs	Highfield Park, Carriganarra, Ballincollig, Co. Cork	Combined	4-10 yrs	24	0
Kindercare Childcare	Unit 8, 9 & 10, Classes Lake Retail Park, Ballincollig, Co. Cork	Combined	4-12 yrs	22	0
Na Seoda Oga	Ballincollig Community Hall, Station Road, Ballincollig, Co. Cork	Combined	4-12 yrs	25	0

Directors: Eibhlín Mhic Pharthalain, Eileen Wedel, Marian Quinn, Johanna Forde
CRO Number: 354923 Charity Number: 20204749



At Home Learning, Community
Mechanisms, Longitudinal research
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An Chéadairiseacht le h-
Leasú agus an Tréimh
Chúil agus Páirtíochas



**National
CHILD CARE**
Early Learning & Care





Suite 1, John Dunlop House, Marina Commercial Park, Centre Park Road, Cork, T12 P9PV
Tel: 021 4310500, Email: info@corkcitychildcare.ie

Positive Ideas T/A Highcare Childcare	Caisleán Drive, Ballincollig, Co. Cork	Combined	4-12 yrs	60	0
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Directors: Eibhlín Mhic Pharthalain, Eileen Wedel, Marian Quinn, Johanna Forde
CRO Number: 354923 Charity Number: 20204749



An Bóird Leanaí, Comhionannais,
Meitheamh, Lámhainneacha agus Ogra
Department of Children, Equality,
Youth, Immigration and Youth



TÚSLA
An Ghníomhaireacht um
Leanaí agus an Toghluach
Child and Family Agency



National
CHILD CARE
Working Together
Let's Learn & Grow



Anthony Angelini
Development Management
Community, Culture & Placemaking Directorate,
Cork City Council,
City Hall,
Anglesea Street,
Cork City
T12 T997

By email : LRD@corkcity.ie,

Dáta|Date: 24 October 2023

Ár dTag|Our Ref.: TII25-133699

Re: - Planning Referral for LRD Opinion at Site of the Former DELL EMC premises, Innishmore, Ballincollig (LRD25-12).

Dear Mr. Angelini,

Transport Infrastructure Ireland (TII) acknowledges receipt of your LRD Opinion Meeting Request in respect of the above proposed project. TII are aware of the importance of streamlining the processing of these applications while also ensuring the development is in accordance with sustainable planning and development principles.

With respect to the material forwarded on this development proposal, TII provides that following requirements which need to be considered:

- Any proposals related to future public and sustainable transport provision are a matter for the NTA. Consultation with the NTA would be essential on Active Travel, Luas Cork and BusConnects.
- Construction traffic management should take account of impacts on the national road network.
- The Council should ensure that supporting transport analysis should consider.
 - i. A mobility management plan should accompany the transport assessment,
 - ii. Modal share targets should be outlined and how any PT modal share is accommodated,
 - iii. Measures proposed to reduce car dependency should be outlined,
 - iv. Detailed phasing proposals of development with associated transport infrastructure provision is required,
 - v. Consider and address cumulative impacts of other development and impacts on limited national road capacity,
 - vi. The traffic and transport assessment should consider all road users,
 - vii. Mitigation measures should be aligned with phasing of road infrastructure improvements and required public transport interventions; all clearly outlined.

Notwithstanding, any of the above, this commentary provided is non-exhaustive, therefore, the issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

Yours sincerely,



Tara Spain,
Head of Land Use Planning

Uisce Éireann Ref: PN25000031542

Planning Ref: Planning Referral for S32B LRD Opinion at Site of the Former DELL EMC premises, Innishmore, Ballincollig

Planning Authority: Cork City Council

Issue Date: 3 November 2025

Development Location:

Site of the Former DELL EMC premises, Innishmore, Ballincollig

Development Description:

Castle Peak Properties Ltd intend to apply for planning permission for a Large-Scale Residential Development (LRD) at the site of the former DELL EMC premises, Innishmore, Ballincollig, Cork. The proposed development is for the demolition of the existing DELL EMC building, site clearance, and the construction of 132 no. residential units in a development ranging in height from 3 to 6 storeys.

A Chara,

Uisce Éireann (UÉ) welcomes the opportunity to submit an opinion response on Castle Peak Properties Ltd. Request for a Section 32B LRD Meeting for a Large-scale Residential Development consisting of the construction of 132 no. residential units and all associated ancillary development works at the site of the Former DELL EMC premises, Innishmore, Ballincollig, Cork.

Pre-Connection Enquiry (PCE)

UÉ notes a Pre-Connection Enquiry (PCE) application was submitted to Uisce Éireann for c.160 no units on the site and a Confirmation of Feasibility (COF) was issued on the 28th March, 2025, stating both water and wastewater connections were feasible without infrastructure upgrade by Uisce Éireann.

The COF notes, that according to UÉ records there is an existing watermain running through this site. It will not be permitted to build over any Uisce Éireann infrastructure. The layout of the development must ensure that this pipe is protected and adequate separation distances are provided between Uisce Éireann infrastructure and any structures on site. Alternatively you may enter into a diversion agreement and divert the pipe to accommodate your development. If you wish to proceed with this option, please make contact with Uisce Éireann Diversions team at Diversions@water.ie. It will be necessary to provide a wayleave over this pipe to the benefit of Uisce Éireann and ensure that it is accessible for maintenance. UÉ can confirm that a Diversions COF was issued for the site.

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All COF letters are usually valid for a period of c.12 months from date of issuance. After this period and in this instance, it will be required for the applicant to submit a new PCE in order to obtain an updated COF letter. The applicant is required, under the Large-scale Residential Development Regulations to submit a valid Confirmation of Feasibility (COF) when lodging their LRD planning application.

UÉ can confirm that the applicant has lodged plans in order to obtain a Statement of Design Acceptance (SODA). The SODA application is currently being assessed and will be issued in due course.

Queries relating to the terms and observations above should be directed to planning@water.ie

Signed on behalf of Dermot Phelan
Connections and Developer Services

Advisory Notes:

In situ public Infrastructure

Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

Protection of Drinking Water Sources

Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s).

Statement of Design Acceptance (SODA)

Please note that a SODA is recommended to be in place and submitted at full LRD planning application lodgement stage.

Environmental Impact Assessment Report (EIAR)

If an EIAR is required to be submitted by the applicant, Uisce Éireann is requested to be consulted via an EIAR Scoping letter c. 6 months prior to the completion of the planning application. All scoping letters can be forwarded to our planning administration email address planning@water.ie

CORK CITY COUNCIL

Section 32D of Planning and Development Act 2000 (as amended)

**Written Opinion on a proposed Large-scale Residential Development
at the former Dell EMC premises, Innishmore, Ballincollig, Cork.**

Proposed Development:	<i>The proposed development is for the demolition of the existing DELL EMC building, site clearance, and the construction of 132 no. residential units in a development ranging in height from 3 to 6 storeys.</i>
Location:	The former Dell EMC premises, Innishmore, Ballincollig, Cork.
Applicant:	Castle Peak Properties Ltd.
Ref. and Date of S.247 meeting:	Ref: 83-25, 22.07.2025
Date of LRD Meeting:	19.11.2025
Cork City Council LRD Reference:	LRD 25-12

1. Introduction

Further to the Large-scale Residential Development (LRD) meeting that has taken place in relation to the proposed development, the purpose of this report is to form a recommended LRD opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an LRD planning application.

Such reports may also specify (a) the areas, or the issues, in respect of which the documents submitted do not constitute a reasonable basis on which to make the application, and (b) any issues that, if addressed by the relevant documents, could result in the documents constituting a reasonable basis on which to make the application.

2. Site Location and Description

The subject site is located to the southeast of Ballincollig village – an Urban Town located to the west of Cork City which was formerly located within the County Council administrative area. The site was originally developed as a confectionery factory (Topps) which ceased operations in 1998. At that stage the factory was acquired by EMC – later Dell Technologies which operated until 2021. The structure is currently vacant. Vehicular access is available into the site from the southwestern corner (Mechterstadt Road). The site is bounded to the east by Innishmore Lawn Road and the R.P.S. office campus. It is located at a lower level to the surrounding roads/development.

To the north lies the site of a permitted Part 8 development – site clearance works are currently being undertaken at that site. To the south of the site lies a relatively recently constructed 2-4 storey housing development (Respond Housing Agency). To the west lies the West City Retail Park (containing Lidl, Jysk Chemist Warehouse and Screwfix) whose large surface car park bounds the site's western boundary. The Ballincollig Regional Park and Allotments lie further to the north of the site as well as Christ the Light Church and several primary and secondary schools which are all located along Community Drive. A further small local shopping area consisting of Supervalu and smaller retail units lies to the south while the main village of Ballincollig lies to the east of the site (approx. 15m walk). A children's playground is located to the southwest of the site.

3. Proposed Large-Scale Residential Development

The development is described as follows in the application form:

'The proposed development is for the demolition of the existing DELL EMC building, site clearance, and the construction of 132 no. residential units in a development ranging in height from 3 to 6 storeys.

The development will comprise a mix of 110 no. apartments and 22 no. duplex units as follows:

- *58 no. 1 bedroom units.*
- *65 no. 2 bedroom units.*
- *9 no. 3 bedroom units.*

Vehicular access to the proposed development will be via 2 no. entrances from Innishmore Lawn (to the north east) and Mechterstadt Road (to the southwest) and the development will include for pedestrian and cyclist permeability.

The development includes play areas, and open spaces/amenity areas, car and bicycle parking, bin storage, lighting, and all associated and ancillary services and infrastructure required for the construction and operation of the development.'

Some of the key development parameters of the proposed development are summarised below:

Site area (ha)	0.95 hectares
Total Dwelling Units	132
Building Height	3-6 Storeys
Density (Net calculation)	139 d.p.h.
Apartment Units	110 units
Duplex Apartment Units	22 units
1 bed units (No. and as a % of total)	58 units (44%)
2 bed units	65 units (49%)
3 bed units	9 units (7%)
Part V provision	26 units consisting of: 25 No. one bed apartments, 1 No. two bed apartments,
Car spaces	58
Bicycle Spaces	224 (long stay) and 28 visitor spaces
Crèche	0

4. Relevant Planning History

On site/site to west (West City Retail Park):

24/43131: Permission granted for a change of use from retail warehouse to warehouse with trade counters (for the sale of building related products to trade and the general public) (Screwfix).

21/40174: Permission granted for development (total 5,081 sqm gross floor space) comprising the amalgamation and part demolition /extension of two existing single storey retail units (Unit No. 1 and Unit No.2) to facilitate the relocation of the existing Lidl Licensed Discount Foodstore, the change of use of all existing single storey retail units with associated internal and external alterations, subdivision of existing single storey retail unit (Unit No.4) into two retail units, anew café/coffee shop building, the repositioning of an enhanced entrance from Mecherstadt Road with amendments to part of the existing surface car park area and internal vehicular circulation route.

20/39470: Permission granted for development comprising internal alterations to the existing Ballincollig Lidl Licenced Discount Foodstore at a site of approximately 0.214 ha located at West City Retail Park, Mechterstadt Road, Innishmore, Ballincollig, Cork. The development will consist of: The internal reconfiguration of the existing Licenced Discount Foodstore by demolishing an existing internal wall between the existing storage area and retail sales area, and the construction of a new internal wall resulting in a reduction in the storage floor area from 278 sqm to 136sqm (a reduction of 142sqm) and an increase in the Net Retail Sales Area from 1,276sqm to 1,423 sqm (an increase of 147sqm).

18/6067: Permission granted to construct a pedestrian entrance from Innishmore Lawn Road to existing industrial building (Dell/EMC).

12/5971: Permission granted for the 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.

08/8102: Permission granted for an amalgamation, extension and change of use of existing showrooms 3 & 4 and portion of showroom 2 previously permitted under 05/8401 to provide for

discount retail store incorporating off licence, internal alterations to showroom 2, elevational alterations, provision of trolley bay, bin storage, compactor and all associated signage and site development works.

07/8444: Permission refused for the 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.

07/4994: Permission granted for the construction of electrical substation and switch rooms to serve permitted mixed use retail and commercial development (05/8401).

06/8598: Permission granted for the erection of railing enclosure including gates to existing car park.

05/8401: Permission granted for the 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. EOD granted under 11/4882.

04/5908: Permission granted for the development of 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.

On site to north:

Part 8 Innishmore: Permission approved by Cork City Council on 09.06.2025 for 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.

On site to south

17/6860: Permission granted by Cork County Council for the 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 to the north onto Innishmore Lawn, 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], 60 no. car parking spaces, bin storage and bike storage, landscaping and play areas, boundary treatments, and all ancillary site development works. A First Party Appeal of a Special Development Contribution (ABP Ref. ABP301736-18) resulted in a modified decision.

5. Planning Policy

5.1 National & Regional Planning Policy

- Revised National Planning Framework 2025
- Rebuilding Ireland – Action Plan for Housing and Homelessness 2016
- Housing for All – A New Housing Plan for Ireland 2021
- Southern Region Assembly – Regional Spatial and Economic Strategy 2020 (RSES)

5.2 Section 28 Ministerial Guidelines

- Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities.
- Quality Housing for Sustainable Communities (2007), Best Practice Guidelines (2007).
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025).
- Urban Development and Building Heights, Guidelines for Planning Authorities (2018).
- Design Manual for Urban Roads and Streets (2019), and the National Cycle Manual.
- Guidelines for Planning Authorities on Architectural Heritage Protection 2004 (re-issued 2011) (DoELG).
- Childcare Facilities Guidelines for Planning Authorities (2001).
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment 2018.
- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities 2009.

5.3 Local Planning Policy

- Cork Metropolitan Area Transport Strategy (CMATS).
- Cork City and County Joint Housing Strategy and Housing Need Demand Assessment.
- Cork City Development Plan 2022–2028.

6. Cork City Development Plan 2022–2028.

The site is zoned 'ZO 01 Sustainable Residential Neighbourhoods'. (Ref: Map 16 – Cork City Development Plan 2022-2028).

The Plan outlines the following objective for lands zoned as 'ZO1 Sustainable Residential Neighbourhoods': *'To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.'*

The site is also identified as a Tier 1 site within Figure 2.21 'Growth Strategy Map 2022-2028' (Chapter 2 'Core Strategy'). As per Paragraph ZO2.1 (Chapter 12) *'Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.'* Paragraph 2.51 of the Plan (Chapter 2) states that *'Tier 1 sites are zoned land that are currently serviced by physical infrastructure.'*

Paragraph 10.201 of the Plan states that *'Future housing and population growth in Ballincollig will be concentrated in the Maglin Area to the south of the town and other zoned lands to the west and on infill and brownfield lands within the existing built-up area of the town.'* Paragraphs 10.215-10.220 discuss connectivity and transportation for Ballincollig.

7. Section 247 Consultation with the Planning Authority

A S.247 meeting was held in relation to the site on 22.07.2025 (Ref: 83-25) with some informal discussion/feedback occurring subsequently in response to issues raised including in relation to viewpoints for the V.I.A. and also updated architectural design drawings. The minute of this meeting is available in Appendix B.

8. LRD Meeting

A meeting under Section 32C of the Planning and Development Act 2000 (as amended) took place via Microsoft Teams on 19.11.2025. A minute of this meeting is available within Appendix B.

9. Cork City Council Internal Consultation

In accordance with section 32B (4) of the Planning and Development Act (as amended), comments on the submitted documentation were received from the following sections/personnel within Cork City Council:

- Strategic Transport Officer.
- Urban Streets & Roads Design (Planning) Section.
- Area Engineer.
- City Architect's Section.
- Drainage Section.
- Environment & Waste Management Section.
- Parks & Recreation Section.
- Biodiversity Officer.

The responses to the request for comments on the Opinion documentation from internal consultees are included in Appendix C.

10. External Consultation/Prescribed Bodies

External submissions have been received from the following external referees:

- Cork City Childcare.
- T.I.I.
- Uisce Eireann.

These submissions are included in Appendix D.

11. Forming of the Opinion

11.1 Documentation Submitted

The prospective applicant has submitted documentation, including the information required under Article 16A (5), which includes drawings of the proposed development and various reports including the following:

- *Cover Letter.*
- *Planning Report.*
- *Statement of Consistency;*
- *Childcare Demand Assessment;*
- *Community Infrastructure Assessment;*
- *Environmental Impact Assessment Screening Report.*
- *Architectural Design Statement (with layout plans and Housing Quality Assessment appended).*
- *Infrastructure Report;*
- *Drainage Impact Assessment;*
- *Site Specific Flood Risk Assessment;*
- *Construction and Environmental Management Plan;*
- *Construction Resource Waste Management Plan;*
- *Construction Traffic Management Plan.*
- *Landscape Design Rationale;*
- *Visual Impact Appraisal.*
- *Daylight and Sunlight Assessment.*

- *Traffic and Transportation Assessment;*
- *Mobility Management Plan.*
- *Inward Noise Impact Assessment.*
- *Operational Waste Management Plan.*
- *Appropriate Assessment (AA) Screening Report.*
- *Photomontage booklet.*

11.2 Statement of Consistency

Section 32B (2) (ga) of the Act of 2021 requires the submission of a statement setting out how the proposed LRD has had regard to the relevant objectives of the development plan in whose area the proposed LRD would be submitted.

A Statement of Consistency has been submitted, which considers compliance with the provisions of the following policy documents¹:

- *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*

11.3 Recommendation & Opinion

Based on the information submitted by the applicant in accordance with section 32B of the Planning and Development Act 2000 (as amended), the proposed development falls within the definition of large-scale residential development, as set out in section 2 of the Planning and Development Act 2000 (as amended).

Having examined and considered the information submitted by the applicant, the submissions from the internal and external consultees and the discussions that took place at the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Planning and Development Act 2002 (as amended) **requires further consideration and amendment to constitute a reasonable basis on which to make an application for a Large-Scale Residential Development.**

¹ The Urban Development and Building Heights Guidelines (2018) are not mentioned in the list offered within the Planning Report however are mentioned in the text.

In the event that the applicant proceeds to submit a planning application, it is advised that the LRD application should be accompanied in the first instance by:

- A statement of response to the issues set out in the LRD opinion,
- A statement that in the applicant's opinion the proposal is consistent with the relevant objectives of the Development Plan for the area.

Furthermore, in accordance with Section 32D(a) and (b) of the L.R.D. Act, the applicant is hereby notified that the documents submitted in relation to the following issues do not constitute a reasonable basis on which to make an application. The applicant is advised that the following issues or areas must be addressed in any documents submitted in a future planning application, to constitute a reasonable basis on which to make an application.

1. Urban Design/Architecture

Further consideration and amendment of the proposed development in terms of its layout, design form noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development Management Section as outlined below.

In particular it is recommended that:

(i) the site's ground level be further reduced and/or the overall height of the apartment structures be decreased so as to minimise the overall height of the development in particular where it abuts Mechterstadt Road and to result in a greater interaction (visually and physically) between the streetscape and the units (See also Item 2 below). A revised design approach should be adopted so as to minimise the ramps and steps infrastructure to Mechterstadt Road and to create a clean landscaped edge with street tree planting – Note this may involve relocation of the entrances to the shared podium between the blocks.

(ii) a revised design of the entrance to the underground car parking should be presented which narrows this road, tightens the radii and provides for a pedestrian priority crossing in accordance with DMURS (see also Item 3 below).

(iii) a revised layout/window positioning of the apartment blocks either side of the podium entrance onto Mechterstadt Road should be considered having regard to the separation distances and the consideration of overlooking/privacy issues.

2. Height/Sunlight Daylight Analysis

Further consideration and amendment of the proposed development in terms of its overall height viz-a-viz stated target height for the location, local views and the impact on the quality of public open space noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development Management Section -

In order to assist with an informed appraisal of the overall scheme and the impact of the height of the southern blocks on the extent of daylight to the courtyard space, a comparative Daylight/Sunlight study should be made of the impact of a 4, 5 and 6 storey scheme on the quality of the proposed public open space. Alternative proposals such as omission/reduction of surface level car parking and/or relocation of the public open space area should be considered. The Planning Authority would welcome further discussion on this aspect of the development prior to the lodging of any planning application.

Please note that in addition, a robust justification for any additional height above 4 storeys would be required having regard to the specified height targets for the site outlined within the Cork City Development Plan vs height targets for Ballincollig Town Centre which is the main urban centre in the area.

3. Transport & Infrastructure (C.C.C.)

Further consideration and amendment of the proposed development to take account of the changes required/ issues outlined in the report of the S.E.E. Strategic Transport Officer (See Appendix C) in relation to the following:

- (a) *Active Travel Accessibility and*
- (b) *Car Parking.*

4. Uisce Eireann

Further consideration and amendment of the proposed development in terms of water infrastructure procedural requirements as outlined in the report of Uisce Eireann (See Appendix D).

5. Childcare Facility

Further consideration and amendment of the proposed development in terms of the provision of childcare facilities as outlined in the report of Cork City Childcare (See Appendix D).

Cork City Childcare in its submission to the Planning Authority considers that the inclusion of even a modest childcare facility would significantly benefit the local community as it continues to receive a high volume of enquiries from parents in the area seeking both early years childcare and after-school care for school-aged children, indicating a clear and ongoing demand that is not currently being met. Furthermore, CCC advises that *'there is a particular shortage of childcare places for children aged 0–3 years, which presents a significant barrier for many parents attempting to return to work after parental leave. Securing a childcare place for this age group is increasingly difficult, and the lack of availability places considerable stress on families. The availability of after-school childcare for school-aged children in the Ballincollig area has also been identified as limited, with many parents facing significant challenges in securing suitable care during the evenings. This further highlights the need for additional childcare provision within the community.'* On this basis and having regard to the number of two bed units proposed and evidential shortage of spaces the provision of a childcare facility is considered necessary.

6. Public Open Space/Biodiversity

Further consideration and amendment of the design of the scheme where necessitated by the results of ecological site surveys as required the Biodiversity Officer in her report including surveys (See Appendix C) and the comments of the Senior Parks and Landscape Officer.

7. Urban Roads and Streets Design

Further consideration and amendment to any taking in charge proposals having regard to the comments of the S.E.E. (Urban Roads and Streets Design Section) (See Appendix C).

Please note that the further consideration of these issues will require an amendment to the documents and/or design proposals submitted at the application stage.

Furthermore, pursuant to article 16A (7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23 the following specific information should be submitted with any application for permission. These are in addition to the information submitted at Opinion stage which

should be updated accordingly having regard to any changes which are proposed as a result of the above.

1a. Revised drawings and documentation to take into account amendments arising from the further consideration of the issues raised in Items 1-7 above and the reports/comments/recommendations outlined in the reports and submissions in Appendices C and D.

2a. Revised drawings and documentation to take into account the submission received from Uisce Eireann including any necessary wayleave arrangements and updated COF letters and SODA.

3a. Revised drawings and details including site layout, plans and elevations/sections, and landscaping details to take into account the requirements of the City Architect's Section and Development Management Section as outlined above (Items 1 and 2) and in Appendix C.

4a. The Submission of an updated Daylight and Sunlight/Shadow Study to take full account of all proposed development and proposed amenity spaces within the scheme (individually rather than collectively) and on existing surrounding residential properties and their amenity spaces following amendments to the Scheme as outlined above.

In order to assist with an informed appraisal of the overall scheme and the impact of the height of the southern blocks on the extent of daylight to the courtyard space, the submission of a comparative study should be submitted of the impact of a 4, 5 and 6 storey schemes. Any alternative design proposals arising from these studies should be submitted.

The Daylight and Sunlight/Shadow Study should include a comprehensive daylight and sunlight assessment examining the proposed dwelling units and amenity/garden/open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides such as the BRE 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting' and the new guidelines published in 2022. The assessment should provide a comprehensive view of the performance of the entire development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed, these should be clearly identified and justified, and their effect appropriately described and/or quantified. *Note - it is very important that all measures of daylight (Vertical Sky Component, Average Daylight Factor and No Skyline) and sunlight (annual probable sunlight hours) are assessed in order to avoid presenting a partial, or biased, analysis of performance.*

The Daylight and Sunlight/Shadow Report should particular attention to the quality of light which would be available to the plaza area serving the apartments and including any revised drawings/details to satisfy minimum standards in this regard. Please note that each of the public open space area which count towards the calculation of public open space should be assessed – and that a cumulative combination of the areas is not acceptable in terms of assessment of whether standards will be met.

A robust justification for any additional height above 4 storeys should be submitted having regard to the specified height targets for the site outlined within the Cork City Development Plan vs height targets for Ballincollig Town Centre which is the main urban centre in the area.

5(a). Revised and updated photomontages to take account of any alterations to the proposed design and to provide 2 additional viewing locations – from a point nearer to the scheme from that shown on View 3 (i.e. further eastwards near the Lidl totem sign which takes in (partially at least) the

existing development to the south) and from an additional location on Innismore Lawn Road on north of the entrance to Westcliffe housing estate which takes in (partially at least) the existing development to the south.

6a. An Urban Design Statement which describes how the development has incorporated placemaking and how the proposal would respect, reflect or contribute to the character and vibrancy of the particular neighbourhood, centre or area, commensurate with the nature and scale of the development, and how the development would deliver or contribute towards a quality urban environment and public realm with a focus on accessibility, pedestrian priority and permeability.

7a. Revised drawings and full details as required to take account of all requirements of T.I.I.'s report (See Appendix D) including the following:

- *A Construction Traffic Management Plan which takes account of impacts on the national road network.*
- *A mobility management plan should accompany the transport assessment,*
- *Modal share targets should be outlined and how any PT modal share is accommodated,*
- *Measures proposed to reduce car dependency should be outlined,*
- *Detailed phasing proposals of development with associated transport infrastructure provision is required,*
- *Consider and address cumulative impacts of other development and impacts on limited national road capacity,*
- *The traffic and transport assessment should consider all road users,*
- *Mitigation measures should be aligned with phasing of road infrastructure improvements and required public transport interventions; all clearly outlined.*

8a. Revised design details and proposal to take into account the requirements outlined in the Strategic Transport Planning Section's report (See Appendix C) to specifically include the provision of the following design details/changes:

- *Pedestrian facilities to connect Mechterstadt Road with the footpath running to the west of the proposed development at the proposed entrance to the basement car park.*
- *The omission of ramped access points leading to the main building entrances along Mechterstadt Road which creates a negative pedestrian environment. Access to the buildings and the street should be from a similar level to create a more animated street frontage with good passive surveillance.*
- *Provision for informal crossing points (i.e. tactile paving) across Mechterstadt Road to ensure good quality pedestrian access to the proposed development.*
- *Revised drawings and details to show the provision of parking in compliance with a parking rate closer to 0.80 space per residential unit.*
- *A revised/updated Transportation Assessment which takes account of the following comments:*
 - *The volume of generated traffic associated with the proposed development seems low considering the level of existing traffic generation in the area and when compared to other planned residential developments in the area and needs to be reconsidered.*
 - *The volume of generated traffic associated with Cork City Council's Part VIII residential scheme to the north of the proposed development seems low considering the type of units proposed within this scheme. The level of traffic generation should be revisited.*
 - *The volume of generated traffic associated using each entrance should be based on the quantum of parking served by each entrance, and not by the type of units as some of the parking accessible from the northern entrance will serve the parking needs of the apartments;*

- *The distribution of traffic seems incorrect with over 60% of traffic directed north from the northern entrance while the strategic road network lies to the south of the proposed development which you would expect to attract more vehicular trips. Additionally, over 60% of traffic attracted towards the Mechterstadt Road entrance is expected to arrive via Inniscarra Road, which does not reflect the strategic traffic routes in the area. The distribution of trip needs to be revised;*
- *The distribution of traffic associated with the Part VIII proposals should be presented separately and should follow a similar pattern of distribution as the northern entrance to the proposed development;*
- *It would be beneficial to present the projected increase in traffic associated with the proposed development along each link (and junction) within the study area.*
- *The assessment of the future operation of the neighbouring junctions needs to be redone reflecting on the resultant changes associated with the above queries.*

9a. Revised drawings and details to address the requirements and concerns of the S.E.E. (Urban Roads and Street Design Section in relation to taking in charge and EV spaces.

10a. Revised drawings and details to address the requirements and concerns of the Area Engineer (see Appendix C) including the following:

1. *An Independent Stage 1/2 Road Safety Audit.*
2. *Clarification on the future maintenance of the development.*
3. *Details of the required high friction surfacing required for the proposed new vehicular entrance to the east.*

11a. Revised drawings and details including floor plans and elevations to provide for the inclusion of a childcare facility which has been designed in consultation with Cork City Childcare.

12a. A Public Lighting Report. (Note This should consider the need to ensure the protection of any bat species where appropriate).

13a. The following Environment/Waste Management Reports/Surveys including details of any necessary revised layouts/mitigation measures:

- (i) *A Construction Environmental Management Plan.*
- (ii) *A Construction and Demolition Waste Management Plan and a Resource Waste Management Plan.*
- (iii) *An Operational Waste Management Plan.*
- (iv) *Swept Path Drawing for Refuse Vehicle.*
- (v) *Energy & Climate Action Statement.*
- (vi) *Noise impact assessment.*
- (vii) *Consideration of any possible land contamination issue that may arise.*

14a. Revised drawings and details to address the requirements of the Senior Engineer (Drainage) (see Appendix C) including the following:

- *A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.*
- *Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.*
- *Assuming discharge to a storm sewer with no known flooding risk or capacity issues, the permitted discharge rate is the 1-in-1 year greenfield runoff.*

- *A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.*
- *Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off.*
- *Justification and references for any coefficients or infiltration rates used, including GI / SI reports.*
- *Allowances for the reduction in effectiveness of any SuDS / NBS features over time.*
- *All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years.*
- *All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section.*
- *All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow.*
- *In relation to attenuation tanks / cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.*
- *Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.*
- *Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.*
- *Attenuation / detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.*
- *All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries.*
- *Permeable paving is not permitted in public areas to be taken in charge. It can be included within private properties but its contribution to reducing the storm water run-off should not be considered.*
- *The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).*

15a. A Universal Design Statement.

16a. An Operational Management Plan /Report (inc. Lifecycle Report).

- 17a. (i) An Appropriate Assessment report to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 2000 sites.
- (ii) A Natura Impact Statement should the proposed development be screened in to have a significant impact on the Natura 2000 sites.
- (iii) An Ecological Impact Assessment (EclA) to include all relevant surveys including the additional information recommended by the Biodiversity Officer (See Report in Appendix C) –

including details on species data on bird or bats that utilise the site, further detail in relation to flower species, seed mix, use of SuDS and bio retention swales and further biodiversity enhancements.

(iv) Any necessary alterations to the scheme arising from the aforementioned surveys and information and the comments of the Biodiversity Officer should be submitted.

18a. A detailed Landscape Masterplan which takes into account the issues raised in the reports of the Senior Parks & Landscape Officer, and the Biodiversity Officer which shall include amongst other items and considerations:

- *A Landscape Design Rationale which should include:*
 - *Detailed Management and Maintenance Plans,*
 - *Detailed Landscape Masterplan with all details of planting species, sizes, quantities and schedules. Species should reflect biodiversity gain.*
 - *Confirmation of the area/extent of public open space to serve the development excluding ancillary/road side areas.*
- *Full details of all SUDs and Nature Based Solutions including maintenance and management details.*
- *No tree planting should take place over any attenuation tanks,*
- *The provision of green/blue roofs to the apartment blocks including full details of same.*
- *A Hardscape Plan including materials and species number type and size prioritising the use of native species.*
- *Full details on the proposed play area including finishes and play equipment to relevant standards and maintenance details.*
- *Boundary treatment details for all parts of the site (i.e. overall and individual site boundaries). Creche open space area should be suitable demarcated where visible.*
- *Full details of the size, species and quantities of any trees proposed should be submitted.*
- *The identification of defects period and maintenance periods. The species selected should be appropriate for long term retention in the given locations.*
- *Provision of private patio spaces for ground floor duplex/apartment units – including the landscaped delineation of the boundaries to same.*

19a. Additional site sections through the proposed structures to adjoining developments in a north-south direction running through the proposed apartment blocks through to existing developments to the south. These sections shall be through points either side of the podium entrance and shall take in existing structures to south of the site including the apartment element of the 'Respond' development which fronts the main road. The sections shall illustrate the proposed height of the blocks at various points to allow for assessment of the various heights.

20a. The provision of adequate communal/bulky storage facilities for the apartment blocks easily accessible by future residents as required under the 2025 Apartment Design Guidelines.

21a. A statement on how the development has considered climate resilience from design to implementation stages.

22a. A Scheme Sustainability Statement (Objective 5.16 and Chapter 11 of the Plan) demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures. It should be noted that as per Paragraph 11.273 of the Plan *'As part of the Scheme Sustainability Statement, applicants will be required to demonstrate how these considerations were explored and taken forward through the evolution of the development proposal and where they have not been taken forward, reasons are given as to why the measures were not technically feasible or*

viable. The level of information and commitments within the Statement should be proportionate to the scale and complexity of the development proposal.'

23a. A Taking in Charge Plan noting comments from the S.E.E. (Urban Streets and Roads Design Section, Area Engineer and other Sections.

24a. A Schools Demand Assessment following liaison with the Department of Education clarifying demand levels and numbers of pupils on waiting lists for enrolment years in schools within Ballincollig and the wider catchment.

25a. A revised Schedule of Accommodation/ Housing Quality Assessment and Housing Mix updated to reflect any design changes and to demonstrate compliance with all the relevant national minimum standards.

26a. An updated Statement of Consistency.

PLEASE NOTE:

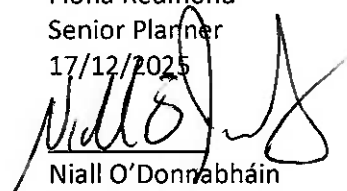
Under sections 32E and 247(3) of the Planning and Development Act 2000 (as amended), neither the carrying out of pre-application consultations nor the taking place of an LRD meeting and the provision of an LRD opinion (where applicable) shall prejudice the performance of the planning authority of its functions under this Act or any Regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.



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16.12.2025



Fiona Redmond
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17/12/2025


Niall O'Donnabháin
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