

Statement of Consistency

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

On behalf of the Applicant, Castle Peak Properties Ltd¹, this Statement of Consistency with planning policy has been prepared by Tom Philips + Associates (TPA)² in relation to a proposal for a Large-Scale Residential Development (LRD) at the former DELL EMC premises, Innishmore, Ballincollig, Cork.

In summary, the proposed development will consist of the construction of 130 no. residential units (108 no. apartments and 22 no. duplex units) consisting of 56 no. one-bed, 65 no. two-bed, and 9 no. three-bed units, the demolition of the existing former DELL EMC premises and all associated development above and below ground.

1.1 Legislative Context

In accordance with the *Planning and Development Act 2000 (as amended)*, Castle Peak Properties Ltd are applying for the Large-Scale Residential Development (LRD) as outlined above. This report constitutes the Statement of Consistency.

1.2 Outline of This Report

This Statement of Consistency has been compiled in a hierarchy according to National, Regional, and Local Policy. This statement seeks to demonstrate that the proposed development is consistent with the relevant policies in a clear and concise way. A summary of the relevant policies from each policy document has been provided and our response setting out how the proposed development is compliant with same.

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2.0 DESCRIPTION OF PROSPOSAL

2.1 Site Location

The subject site c. 1.0 Ha is located in Innishmore, Ballincollig, c. 1 km west of the town centre, and comprises the former DELL EMC premises with associated car parking. The site is bounded by Innishmore Lawn to the east and West City Retail Park to the west. Mechterstadt Road runs adjacent to the south of the site and the vacant site to the north was recently granted planning permission for a residential development under Part 8.

The site is located within a mixed-use context of established residential estates, retail, recreational, and educational uses, typical of a large urban town.

The subject site benefits from excellent pedestrian and cyclist infrastructure, is within walking distance of local centres, Ballincollig playground, and the 55 Ha Ballincollig Regional Park, and is well served by existing and planned public transport.

The enclosed Planning Report, prepared by TPA provides further details surrounding the site's locational context.

2.2 Proposed Development Description

Castle Peak Properties Ltd intend to apply for planning permission for a Large-Scale Residential Development (LRD).

The proposed development is for the demolition of the existing DELL EMC building, site clearance, and the construction of 130 no. residential units in a development ranging in height from 3 to 6 storeys.

The development will comprise a mix of 108 no. apartments and 22 no. duplex units as follows:

- 56 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 south west) 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. Please refer to the enclosed planning report and statutory notices for the formal description of proposed development.

3.0 NATIONAL POLICY COMPLIANCE

This section examines the consistency of the proposed development against the following national policy documents:

- *National Planning Framework (Project Ireland 2040) – First Revision (2025);*
- *Sustainable and Compact Settlements Guidelines for Planning Authorities (2024);*
- *The Urban Development and Building Heights Guidelines for Planning Authorities (2018);*
- *Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025;*
- *Housing for All - A New Housing Plan for Ireland 2021;*
- *Climate Action Plan 2025;*
- *The Design Manual for Urban Roads and Streets (DMURS) (2019);*
- *Part V of the Planning and Development Act 2000: Guidelines (2017);*
- *Department of the Arts, Heritage and the Gaeltacht 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011);*
- *The Urban Design Manual: A Best Practice Guide (2009);*
- *The Planning System and Flood Risk Management (2009);*
- *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009);*
- *Childcare Facilities Guidelines (2001).*

3.1 National Planning Framework (Project Ireland 2040) First Revision 2025 ('The NPF')

The *National Planning Framework (Project Ireland 2040), First Revision - 2025* sets out an updated strategic development framework for the Country to 2040.

This Framework was revised and updated to build on the policies in place and reflect the changes that occurred in the past 6 no. years, since the previous NPF was published in 2018. The first revision of the Framework was officially adopted on 30th April 2025 and retains the original focus on a more balanced distribution of growth across all of Ireland's regions. Emphasising the potential for regional growth to harness the attractiveness and assets of all regions and places.

The NPF 2025 includes several National Strategic Outcomes (NSO). These represent shared goals for multiple communities at a National Level.

The proposed development will positively assist in the achievement of a number of the NSOs, including:

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

Having taken into account the 2022 Census figures and the increased projected population, the NPF 2025 also identifies a need for approximately 50,000 additional households per annum to 2040, an increase from the 30,000 per annum figure stated in the original NPF. Identifying a projected increase in population of 96,000 for Cork City and Suburbs to achieve a minimum population of 320,000 in this area by 2040.

The NPF 2025 sets out significant growth projections for Cork, focusing on safeguarding balanced, connected, compact growth. There is an emphasis on ensuring future residential development and employment opportunities are located within existing urban centres.

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

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

The NPF 2025 states that in order to enable brownfield and infill development, such as the subject site, planning policies and standards need to be flexible, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases.

National Policy Objective (NPO) 22 refers *“in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.”*

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

- *“NPO 3 - Southern Region: 330,000 additional people over 2022 levels (c. 450,000 additional people over 2016-2040) i.e. a population of just over 2 million;*
- *NPO 4 - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs;*
- *NPO 7 - Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth;*
- *NPO 8 - Deliver at least (50%) of all new homes that are targeted in the five cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth;*
- *NPO 12 - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being;*
- *NPO 13 - Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity;*
- *NPO 14 - Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals;*
- *NPO 16 - To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1;*
- *NPO 20 - In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth;*

- *NPO 38 - Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages;*
- *NPO 39 - Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services;*
- *NPO 43 - To target the delivery of housing to accommodate approximately 50,000 additional households per annum to 2040;*
- *NPO 44 - Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location;*
- *NPO 46 - Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development". [Extracted by TPA for Relevance]*

The NPF 2025 highlights the significant growth projected for Cork City in the coming years and places strong emphasis on the need to expand the existing housing stock. The proposed development will directly support the achievement of these objectives.

Inherently aligned with the overarching themes of the NPF 2025, the scheme delivers a compact, well-designed, and sustainable residential development on an underutilised site within a designated urban town.

The subject site is excellently located with convenient access to a wide range of retail, commercial, educational, social and community uses and recreation and amenities. The proximity to public transport ensures strong connectivity and accessibility to Cork City and surrounding employment hubs. The location of the site will encourage residents to opt for more sustainable modes of transport.

The subject site comprises a large commercial property and associated car parking that has been disused since DELL EMC vacated it in 2021. The proposed development will redevelop a vacant site, increasing activity within the area and providing connectivity with the surrounding developments. This approach aligns with the NPF 2025 strategy to consolidate Cork by regenerating underutilised and infill sites.

3.2 Sustainable and Compact Settlements Guidelines for Planning Authorities (2024) ('The Compact Settlements Guidelines')

The Sustainable Residential Development and Compact Settlements Guidelines 2024 for Planning Authorities set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. The guidelines expand on the higher-level policies of the National Planning Framework in relation to the creation of settlements that are compact, attractive, liveable and well designed.

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

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

The Guidelines are set out in five Chapters as follows:

“Chapter 1 - ‘Introduction and Context’ - describes the key characteristics of sustainable and compact growth and sets out a summary of Government policy in the areas of spatial planning and housing, climate and sustainable mobility that inform the policy approach;

Chapter 2 ‘Implementation’ - addresses the interaction of these Guidelines with the plan making and development management processes and with other relevant Section 28 Guidelines;

Chapter 3 ‘Settlement, Place and Density’ - sets out policy and guidance in relation to the key growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density;

Chapter 4 ‘Quality Urban Design and Placemaking’ – sets out policy and guidance in relation to quality urban design and placemaking to be applied in the plan making process and in the assessment of individual planning applications;

Chapter 5 ‘Development Standards for Housing’ – sets out policy and guidance in relation to the design of housing and standards to be applied in support of greater innovation within the housing sector and to facilitate more compact forms of residential development”.

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

This category is defined as follows.

“The city urban neighbourhoods category includes:

- (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses;*
- (ii) strategic and sustainable development locations;*
- (iii) town centres designated in a statutory development plan, and;*
- (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.*

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

Table 3.8 is extracted below at Figure 3.1.

Table 3.8: Accessibility
High Capacity Public Transport Node or Interchange • Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop. • Highest densities should be applied at the node or interchange and decrease with distance. • 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.
Accessible Location • Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

Figure 3.1: Extract of Table 3.8 Accessibility. (Source: *Sustainable and Compact Settlements Guidelines for Planning Authorities* (2024), cropped and annotated by TPA 2025)

The subject site benefits from excellent connectivity due to its proximity to services and facilities, access to existing frequent bus services (the 220 and 220X routes) and adjacent cycle routes. There are also significant planned transport infrastructure proposals that would benefit the subject site as proposed under *The Cork Metropolitan Area Transport Strategy (CMATS)*. These include Bus Connects Cork and the proposed Cork Light Rail project (Cork LUAS). This is discussed in greater detail in Section 4.2 of this Report.

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

Chapter 5 outlines Development Management standards and includes 4 no. Specific Planning Policy Requirements (SPPRS) as outlined below.

SPPR 1 - Separation Distances

The SPPR states:

"When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms 16 at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to the front of

houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy....”

The minimum separation distance of 16m is maintained between windows serving habitable rooms of the proposed scheme and the approved Cork City Council Part 8 Scheme at Innishmore, Ballincollig to the north, as there are no habitable rooms along the northern elevation above ground level in the proposed development. Please see enclosed drawings prepared by Meitheal Architects.

Minimum separation distances are also maintained between the proposed development and the Westview residential development (Planning Reg. Ref. 17/6860) to the south and are in excess of 20m.

It is also noted that within the proposed development, the design and layout of the scheme allow for appropriate separation distances between windows of opposing habitable rooms, which are typically around 16 metres. This helps to minimise the potential for overlooking and enhances resident privacy. Within the podium area, where separation distances are less than 16 metres, additional measures have been incorporated to safeguard privacy, including the avoidance of directly opposing windows. These measures reduce overlooking and help to protect residential amenity.

For further information, please refer to the documents prepared by Meitheal Architects enclosed with this planning application.

SPPR 2 - Minimum Private Open Space Standards for Houses

“It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards: 1 bed house -20 sq m, 2 bed house- 30 sq m, 3 bed house - 40 sq m and 4 bed + house - 50 sq m....Apartments and duplex units shall be required to meet the private and semi private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates)...”

The proposed development comprises apartments and duplexes only and therefore SPPR2 above does not apply to the scheme. All apartments have been designed in accordance with the *Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025* as outlined below.

SPPR 3 - Car Parking

The SPPR sets out that:

“In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.”

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

“The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities prepared by the Department of Housing, Local Government and Heritage states that in

city centres and urban neighbourhoods of the five cities, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

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

MHL & Associates have determined that the Compact Settlement Guidelines guidance is more applicable to this site. Giving due consideration to the site location that benefits from high quality pedestrian and cyclist infrastructure and is served by high quality public transport with further planned upgrades, the car parking for the proposed development has been substantially reduced.

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

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

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

SPPR 4 - Cycle Parking and Storage

The SPPR states:

"It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers;*
- (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be*

designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided."

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

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

Within the duplex units, ground-floor dwellings have private stores to the rear that accommodate both bicycles and bins, while upper-floor duplexes are served by a communal bike store to the rear of the block.

Policy and Objective 5.1 of Chapter 5 addresses Public Open Space as follows:

"It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations..."

The proposed development includes both public and communal open space that will serve the needs of the residents consistent with Policy and Objective 5.1. The development includes 1,010.3 sq.m (10%) public open space and 847.8 sq.m (8%) communal open space, with a total open space of 1,858.1 sq.m (18%). The types of open space to be provided are described in detail in the enclosed Landscape Design Rationale Report prepared by Cunnane Stratton Reynolds.

In relation to the operation and management of developments, Section 5.3.6 of the guidance requires the following:

"For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required."

Please refer to the enclosed Operational Waste Management Plan prepared by AWN Consulting Ltd. This plan seeks to ensure that the management of waste during the operational phase of the proposed development is undertaken in accordance with the current legal and industry standards.

In response to the guidance on daylight, it is noted that BPC Engineers have prepared a Daylight and Sunlight Assessment to accompany this Planning Application. The Assessment concludes that the development has been designed with due consideration for sunlight and daylight and meets the recommendations as set out in the *BRE Guide – BR 209 “Site Layout Planning for Daylight and Sunlight, A guide to good practice (2022)”*.

3.3 The Urban Development and Building Heights: Guidelines for Planning Authorities (2018)

The Urban Development and Building Heights: Guidelines for Planning Authorities were published on foot of the *National Planning Framework*. The aim of the Guidelines is to ensure that height policies do not undermine national policy objectives to provide more compact forms of development and the consolidation and strengthening of existing built-up areas. In seeking to secure the NPF’s objective of achieving more compact urban growth, the Guidelines confirm a requirement to focus on:

*“Reusing previously developed “brownfield” land, **building up infill sites** (which may not have been built on before) and **either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities.**” [Our Emphasis]*

The Guidelines further acknowledge that:

*“While achieving higher density does not automatically and constantly imply taller buildings alone, **increased building height is a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability.**” [Our Emphasis]*

In submitting a planning application for increased building heights, the Guidelines set out a number of criteria which must be complied with.

This is outlined in further detail below.

A. At the Scale of the Relevant City/Town

“The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport;

Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views; Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect:

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape”.

Existing public bus stops are located approximately a 3-minute walk south of the proposed development on the R608 (Routes 233, 220, 220X). The 220 route runs 24-hours a day Monday to Sunday. The 220-bus route is a very high quality, high frequency 24 -hour service, the first 24-hour bus service made available in Ireland.

The proposed development is not located within an architecturally sensitive area nor are there any key landmarks or views in the site area. A *Landscape and Visual Impact Assessment* has been prepared by Cunnane Stratton Reynolds to accompany this Planning Application.

The proposed development is not a larger redevelopment site. However, the layout and design of the development will make a very positive contribution to placemaking in this area through the redevelopment of a site that is currently disused and with strong physical boundaries. The development proposed will provide connectivity through the site helping to better integrate it to the area. The development includes attractive landscaping and public realm that will address Innishmore Lawn and Mechterstadt Road.

B. At the Scale of the District/Neighbourhood/Street

“The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape;

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered;

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009);

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner;

The proposal positively contributes to the mix of uses and/or building/dwelling typologies available in the neighbourhood.”

The enclosed Architectural Design Statement describes in detail how the proposed development has been designed to respond to its context.

The duplex blocks are proposed at 3 no. storeys, reflecting the established height of the neighbouring Part 8 development to the north of the site. The duplexes therefore act as a transitional element within the urban fabric, mediating between higher density apartment typologies and medium-density housing.

A careful variation in scale, height, and building form creates a vibrant and innovative scheme on a currently underutilised brownfield site, contributing positively to the character of the area and supporting sustainable urban regeneration.

The building heights within the scheme have been carefully designed to respond to the existing site context. The primary apartment block fronts onto Mechterstadt Road to the south, opposite the existing Westview development, and presents a height of 4–5 no. storeys to this road frontage. The apartment blocks have been conceived as prominent architectural elements, establishing a strong urban edge along Mechterstadt Road. Their form, scale, and materiality have been carefully composed to respond to the surrounding context while asserting a confident and contemporary presence.

The eastern elevation plays a critical role in defining the developments interface with the public realm along Innishmore Lawn. The design establishes a strong and legible frontage, with active ground-floor units and entrances contributing to passive surveillance and pedestrian interest.

A key feature is the main vehicular and pedestrian entrance, which is architecturally marked by a subtle step-down in building scale. This reduction in height ensures that the development responds appropriately to the lower-scale housing directly opposite, softening the transition between new and existing built forms. The apartment block steps down in scale, while the duplex blocks, with their pitched roofs oriented to the street, rise to create definition along the frontage before stepping down again to respect the heights of the neighbouring scheme

The western elevation, overlooking West City Retail Park, presents a well-articulated frontage that plays a key role in redefining the site's relationship with its commercial neighbour. The elevation is a strong urban edge while respecting its surroundings through carefully considered massing transitions.

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered. The massing of the two apartment blocks has been deliberately designed to emphasise verticality, strengthening their street presence. Given the extent of the frontage along Mechterstadt Road, a 5 no. storey element has been introduced to the western block in order to break up the length of the elevation and create a more dynamic streetscape. The multiple entrances, presence of fenestration and landscaping along Mechterstadt Road avoids long stretches of building walls.

Vertical proportions carefully considered fenestration patterns, and strategic stepping in both plan and elevation collectively serve to break down the massing and reinforce a sense of human scale.

Again, the building transitions and presence of entrances, fenestration and landscaping along Innishmore Lawn help to reduce the presence of long uninterrupted walls of building.

The proposed development will also improve the relationship of the site with existing development to the west of the site at West City Retail Park. The inclusion of entrances, windows, and balconies along this frontage provides active passive surveillance and encourages pedestrian movement along the scheme edge, supporting the transition from a previously inward-facing commercial zone to a vibrant, mixed-use environment.

The proposed development includes a number of public open spaces and connections through the site which will improve the sites relationship with its existing context. The proposed approach to the landscaping of public open spaces and the public realm is described in detail in the Landscape Design Rationale Report by CSR, and the Architectural Design Statement by Meitheal Architects enclosed with this submission.

A Site-Specific Flood Risk Assessment prepared by DOSA Engineers concludes that:

- The proposed residential development is appropriate for the site flood zone category (Flood Zone C).
- The sequential approach outlined in The Planning System and Flood Risk Management Guidelines has been adhered to.
- And the proposed development will not increase run-off rates when compared with the existing site and satisfies the requirement of the SSFRA to not increase flooding.

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

Pedestrian permeability and legibility are key aspects of the development design with three new pedestrian connections to the site, one to the south, one to the east, and one to the west which will facilitate access to the site and connections to the wider area. The development will open up a currently unused inward-looking development that is surrounded by physical boundaries.

A diverse mix of housing types is provided, supporting a range of tenures and catering to people of different incomes, ages, and abilities. The development includes one- to three-bedroom apartments as well as two- to three-bedroom duplex units, offering accommodation suitable for individuals, couples, and families alike.

C. At the Scale of the Site/Building

“The form, massing and height of the proposed development should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light;

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s “Site Layout Planning for Daylight and Sunlight (2nd edition) or BS 8206-2: 2008 – “Lighting for Buildings – Part 2: Code of Practice for Daylighting;

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including site specific constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution;

The proposed development has been designed to maximise access to natural daylight. In order to maximise available light, glazing to all habitable rooms is in excess of 20%. The design team have developed the proposed building using the principles of the BREs “Site Layout Planning for Daylight and Sunlight, A guide to good practice”.

As noted, this planning application includes a Daylight and Sunlight Assessment prepared by BPC Engineers.

The impact analysis of the proposed development on surrounding buildings has been addressed as part of the accompanying assessment, and it can be said that the proposed development will not affect the following;

- access to skylight,
- access to sunlight, and
- sunlight to gardens/open spaces.

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

Therefore, we believe the proposed development performs at a high level for a scheme of this scale and aligns to national policy to ensure high quality sustainable development.

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

Specific Assessments

“To support proposals at some or all of these scales, specific assessments may be required and these may include:

- *Specific impact assessment of the micro-climatic effects such as down draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.*
- *In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.*
- *An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.*
- *An assessment that the proposal maintains safe air navigation.*
- *An urban design statement including, as appropriate, impact on the historic built environment.*
- *Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate”.*

The above specific assessment requirements have been examined, most of which have been determined as not being required for the proposed development.

As noted, a Daylight and Sunlight Assessment is submitted with this Planning Application. An Environmental Impact Assessment Screening prepared by TPA, an Appropriate Assessment Screening, and an Ecological Impact Assessment by Greenleaf Ecology are submitted.

SPPR3 of the Guidelines states that:

“It is a specific planning policy requirement that where;

1. *an applicant for planning permission sets out how a development proposal complies with the criteria above; and*
2. *the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.*

In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully

reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed”.

It is submitted that the proposed development complies with the criteria outlined above. Having regard to wider national planning policies and objectives as addressed within this report, it is our opinion that the development is consistent the *Urban Development and Building Heights Guidelines* and should be supported by the Planning Authority.

3.4 Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025

The *Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025* set national policy and guidance in relation to the planning and development of apartment schemes. The Guidelines were published on the 8th July 2025 and replaced the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022* last issued in 2023.

The main driver behind the updated Guidelines is to fast track the delivery of apartment schemes, this is in direct response to the Irelands current economic state and housing crisis.

The following Specific Planning Policy Requirements are outlined in the updated Guidelines.

SPPR 1 – Housing Mix

“Specific Planning Policy Requirement 1

- (A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms;*
- (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above”.*

As the scheme is fully composed of apartments and duplexes, SPPR 1 Part (B) applies and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development.

Please refer to the enclosed Housing Quality Assessment (HQA) appended to the Architectural Design Statement prepared by Meitheal Architects.

SPPR 2 – Apartment Floor Areas

“Specific Planning Policy Requirement 2

The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:

*Studio apartment (1 person) 32sq.m;
1-bedroom apartment (2 persons) 45 sq.m;
2 bedroom apartment (3 persons) 63 sq.m;
2-bedroom apartment (4 persons) 73 sq.m;
3-bedroom apartment (4 persons) 76 sq. m;
3-bedroom apartment (5 persons) 90 sq.m*

The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing”.

Please refer to the enclosed HQA prepared by Meitheal Architects which demonstrates that each unit meets the minimum floor area requirements.

SPPR 3 – Dual Aspect Ratios

“Specific Planning Policy Requirement 3

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement;*
- (ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects”.*

The 25% minimum requirement for dual aspect apartments has been exceeded in the development, with c. 38% of the proposed units being dual aspect. Please refer to enclosed drawings prepared by Meitheal Architects.

SPPR 4 – Floor to Ceiling Height

“Specific Planning Policy Requirement 4 Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality”.

A floor to ceiling height of 2.7 has been achieved for units on the upper and lower ground level, please refer to the enclosed proposed section drawings prepared by Meitheal Architects.

SPPR 5 – Lift and Stair Cores

“Specific Planning Policy Requirement 5 There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core”.

There are between 4-13 units per floor per core. Please refer to the enclosed floor plans prepared by Meitheal Architects.

SPPR 6 – Communal Community and Cultural Facilities

“Specific Planning Policy Requirement 6 The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes”.

There is no proposed new communal, community or cultural facility within the scheme. A Community Infrastructure Assessment (see enclosed) identified a high level of existing provision in proximity to the site and within the wider Ballincollig area.

3.5 Housing for All - A New Housing Plan for Ireland 2021

The Housing for All – A New Housing Plan for Ireland 2021 outlines the Government’s roadmap to delivery housing up to the year 2030. The document carries on from and supersedes the *Rebuilding Ireland: Action Plan for Housing and Homelessness 2016*. The document outlines that an average of 33,000 no. new homes will need to be provided per annum from 2021 to 2030.

The policy outlines four pathways to achieve the overarching objectives. These are outlined as follows;

- *“Supporting Homeownership and Increasing Affordability;*
- *Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;*
- *Increasing New Housing Supply; and*
- *Addressing Vacancy and Efficient Use of Existing Stock”.*

These pathways are supported by various actions to enable a sustainable housing system. The proposed delivery of 130 no. new residential units at this site will contribute to Ireland’s housing need. In addition, the proposed development includes 20% Part V units comprising social and affordable units.

3.6 Climate Action Plan 2025

The *Climate Action Plan 2025*, released in April 2025, is the latest annual update to Ireland’s *Climate Action Plan 2019*. It delivers on carbon budgets and sectoral emissions targets. The documents outline a clear pathway to cut Ireland’s emissions in half by 2030 and achieve net zero no later than 2050 in line with commitments in the Programme for Government.

The plan highlights how Ireland can accelerate the measures needed to address the climate crisis, placing climate action at the core of the country’s social and economic development.

The proposed residential development demonstrates principles of compact development by making use of the subject site's location near public transport and existing infrastructure within a built-up area. It promotes active travel and limits car parking provision, supporting a move away from car-dependent patterns of development.

The transport strategy for the project is outlined in the enclosed Mobility Management Plan prepared by MHL & Associates Consulting Engineers.

3.7 The Design Manual for Urban Roads and Streets (DMURS) (2019)

A key objective of DMURS is to achieve safe, attractive and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys.

The Manual advocates a design-led approach, which takes account of both the physical and social dimensions of place and movement.

The proposed development has been designed in accordance with DMURS principles and achieves a sense of place and residential amenity whilst also facilitating efficient and secure internal movement. Cyclist and pedestrian movements are prioritised within the scheme via a shared surface, multiple access points and ease of connectivity to adjacent high-quality footpaths and cycle paths, and a reduced car parking provision.

3.8 Part V of the Planning and Development Act 2025

Part V of the *Planning and Development Act 2025*, states that private developments must allocated c.20% of the number of units for the provision of social housing and affordable housing.

26 no. units are proposed for Part V, representing 20% of the total number of units. Please refer to the enclosed Architectural Design Statement which details which units are proposed for Part V.

3.9 Department of the Arts, Heritage and the Gaeltacht 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011)

The *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* state that all developments which may potentially impact Protected Structures or places designated as Architectural Conservation Areas must have regard to these Guidelines.

We note that the proposed development does not comprise any Protected Structures nor is it located adjacent to any and it is not within or adjacent to any Architectural Conservation Areas.

3.10 The Urban Design Manual: A Best Practice Guide (2009)

This Best Practice Guide is intended to be read in conjunction with the Sustainable Residential Development in Urban Areas Guidelines because it illustrates how policy principles can be translated into practice by developers and their design teams and by local authority planners.

The proposed development has been designed in accordance with the 12 Urban Design Criteria set out in the Urban Design Manual. The Architectural Design Statement prepared by Meitheal Architects provides a comprehensive response to each of the criteria and demonstrated that the proposed development is consistent with same.

3.11 The Planning System and Flood Risk Management (2009)

The Office of Public Works (OPW) and the Department of Environment, Heritage and Local Government (DEHLG) published The Planning System and Flood Risk Management: Guidelines for Planning Authorities (2009). These Guidelines introduce the principle of a risk-based sequential approach to managing flood risk. As part of the suite of documents submitted to Cork City Council a Site-Specific Flood Risk Assessment (SSFRA) was prepared by DOSA Consulting Engineers. The accompanying assessment states the following regarding the subject:

- The proposed residential development is appropriate for the site flood zone category (Flood Zone C).
- The sequential approach outlined in The Planning System and Flood Risk Management Guidelines has been adhered to.
- And the proposed development will not increase run-off rates when compared with the existing site and satisfies the requirement of the SSFRA to not increase flooding.

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

3.12 Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009)

The *Appropriate Assessment Guidance* was published to guide compliance with the *Birds Directive, 1979* and the *Habitats Directive, 1992* as implemented in Irish law by Part XAB of the *Planning and Development Act 2005 (as amended)*.

Greenleaf Ecology have prepared an Appropriate Assessment (AA) Screening to accompany this request. It outlines the information required for the competent authority to screen for appropriate assessment and to determine whether the proposed development, either alone or in combination with other plans or projects,

in view of best scientific knowledge and in view of the sites' conservation objectives, will adversely affect the integrity of any potential the European site.

Drawing upon the conclusions of the AA Screening no significant impacts are expected on Natura 2000 sites, alone or in combination with other plans and projects. The Assessment concludes with the following;

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

Please refer to the enclosed Appropriate Assessment Screening Report prepared by Greenleaf Ecology for further information in this regard.

3.13 Childcare Facilities Guidelines (2001)

The *Childcare Facilities Guidelines (2001)*, generally recommend the provision of childcare facilities for residential development with 75 no. units or more, having regard to the existing geographical distribution of such facilities in the area and the emerging demographic profile of the area.

Section 2.4 states:

*“Planning authorities should require the provision of at least one childcare facility for new housing areas **unless there are significant reasons to the contrary for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments;***

For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate ... The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas”.
(Our emphasis.)

The *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)* also includes specific guidance with respect to childcare provision in the design and development of apartment schemes, as follows:

Section 4.7

*“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), which are subject to review, and which recommend the provision of one child care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development, the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. **One-bedroom or studio type units should not generally be considered to contribute to a requirement for any on-site childcare provision and subject to the factors above, this may also apply in part or whole, to units with two or more bedroom.”** (Our Emphasis.)*

The proposed unit mix comprises 130 No. residential units, consisting of 108 No. apartments (52 No. one-bed and 56 No. two-bed units) and 22 No. duplex units (4 No. one-bed, 9 No. two-bed, and 9 No. three-bed units).

In total, the development includes 56 No. one-bed units, 65 No. two-bed units, and 9 No. three-bed units. This equates to 74 No. units that could potentially generate a childcare demand.

As this figure falls below the threshold of 75 No. units when 1-bedroom units are discounted, a childcare facility is not required as part of the proposed development.

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

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

4.0 REGIONAL POLICY COMPLIANCE

This section examines the consistency of the proposed development against the following regional policy documents:

- *The Southern Regional Assembly Regional Spatial and Economic Strategy (RSES)(2020);*
- *Cork Metropolitan Area Transport Strategy (CMATS) (2020).*

4.1 The Southern Regional Assembly Regional Spatial and Economic Strategy (RSES)(2020)

The *Regional Spatial and Economic Strategy (RSES)* is a strategic framework for future development, guiding regional planning and economic growth across the Southern Region. It highlights key assets, opportunities, and challenges, while setting out policy responses through Regional Policy Objectives (RPOs).

The RSES has a statutory role in supporting the delivery of the National Planning Framework (NPF). Within it, the Cork Metropolitan Area Strategic Plan (MASP) provides a framework for sustainable development and investment in the Cork Metropolitan Area to 2031. The MASP, which covers the subject site, reinforces Cork City's role as an international centre of scale to complement Dublin, with an anticipated population growth of 50–60% by 2040.

A number of RPOs directly support the proposed development and provide strong regional policy support for the project.

- **RPO 10a – Compact Growth in Metropolitan Cities:** *“Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking, and cycling;”*
- **RPO 34 – Regeneration, Brownfield and Infill Development:** *“In pursuit of the NPF’s NPO 3a, 3b & 3c, the Development Plan Core Strategy’ should be accompanied by specific objectives setting out the achievement of urban infill/ brownfield development;”*
- **RPO 35 – Compact Growth:** *“a. Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our Region’s settlements which demonstrate achievement of National Strategic Outcome: Compact Growth; b. Development Plans shall set out a transitional minimum requirement to deliver at least half (50%) of all new homes that are targeted in the Region’s three Cities and suburbs of Cork, Limerick and Waterford, within their existing built-up footprints in accordance with NPF National Policy Objective 3b. This will be evidence based on availability and deliverability of lands within the existing built-up footprints;”*
- **RPO 151 – Integration of Land Use and Transport:** *“The following principles of land use and transport integration will guide development: a. For urban-generated development, the development of lands, within or contiguous with the existing urban areas will be prioritised over development in less accessible locations; b. Residential development will be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport—including infill and brownfield sites – are prioritised; c. Larger scale, trip intensive developments, such as offices and retail, will be focused into central locations highly accessible by sustainable transport modes; d. New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development will not occur in locations which are not well served by existing or proposed high-capacity public transport;”*

- **RPO 176 – 10-minute city and town concepts:** *“It is an objective to attain sustainable compact settlements with the “10-minute” city and town concepts, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services. Local authorities should ensure that decision making in relation to new infrastructure for improved connectivity is informed by an appropriate level of environmental assessment.”*

There is clear policy support for the redevelopment of brownfield and infill sites within cities and urban centres, particularly where services and facilities are accessible by walking, cycling, or public transport and therefore can support compact development. The subject site being within the Ballincollig area is located within the *Cork Metropolitan Area Strategic Plan (MASP)* area and comprises a brownfield infill site.

Ballincollig forms part of the strategic intensification and investment framework for the Cork Metropolitan Area, where the *National Planning Framework (NPF)* explicitly calls for significant, accelerated, and urban-focused growth to realise the full potential of the Cork.

Cork MASP Policy Objective 2(c) *‘seeks investment to achieve regeneration and consolidation in the city suburbs.’* The proposed development will assist in achieving a number of the ‘guiding principles’ for investment and sustainable development in the Cork MASP. This includes the delivery of a living city and suburbs, accelerated housing delivery and the achievement of compact sustainable growth that is integrated with a high-quality public transport system.

The RSES notes that;

‘There are many opportunities for redevelopment, particularly where non-residential uses rationalise or relocate freeing up infill and brownfield sites for residential and other redevelopment.’

The RSES indicates the following infrastructure priorities for such areas:

- *“Investment in placemaking including upgrading the public realm and provision of parks and community facilities;*
- *Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities”.*

In our view, the proposed development is fully consistent with the objectives of the *Regional Spatial and Economic Strategy (RSES)*, making effective use of the redevelopment of underutilised lands to support the consolidation of Cork and its suburbs.

The development is strongly aligned with the objectives of the Cork Metropolitan Area Strategic Plan (MASP), which emphasise consolidating growth, aligning population and employment expansion with public transport investment, and ensuring infrastructure-led development across the city, suburbs, metropolitan towns, and strategic employment locations.

A strong focus on placemaking has guided the layout and design, incorporating high-quality public open spaces, and an attractive public realm. By providing a mix of unit types and sizes, the scheme will accommodate a broad range of households and contribute to sustaining existing community facilities and infrastructure in the locality.

Since the publication of CMATs, there have been further updates and public consultation in relation to BusConnects Cork. The National Transport Authority (NTA) has published its final new bus network for Cork. This new bus network will enable more people to avail of public transport resulting in increased access to a greater number of schools and workplaces across Cork City and County. There will be a couple of new routes in the Ballincollig area replacing the existing routes, including those listed below:

Route No.	Route Description	Weekday Frequency	Weekend Frequency
1	Model Farm Road (MTU) - College Road (UCC) - St. Patrick's Street - City Hall - Boreenmanna Road - Skehard Road	10min	10min
16	Tower - Blarney - Blackpool Shopping Centre - MacCurtain Street	30min	30min
2B	Curraheen Road - Bishopstown Road - CUH - Western Road - St. Patrick's Street - MacCurtain Street - Old Youghal Road - Boherboy Road	15min	15min

Former DELL EMC Premises, Innishmore, Ballincollig, Cork
Statement of Consistency

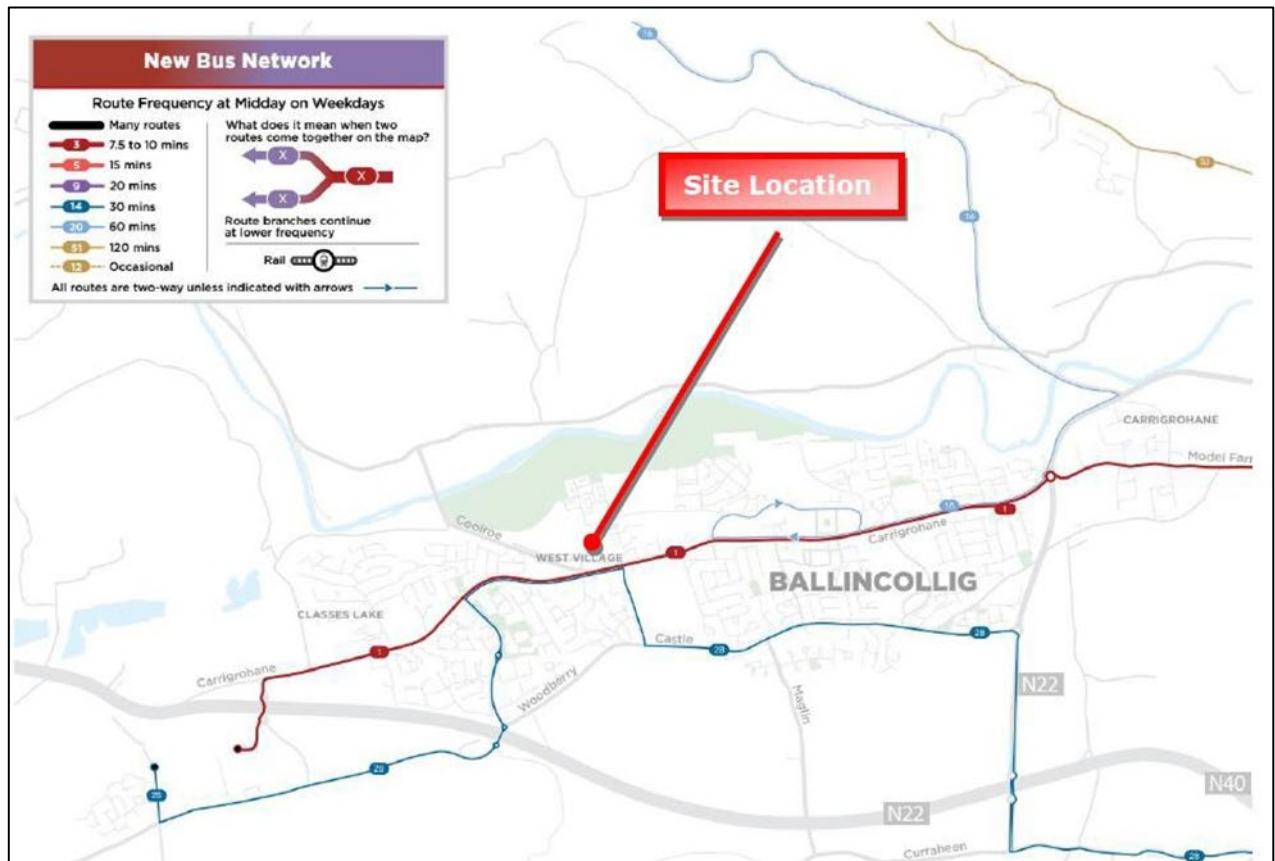


Figure 4.5: Proposed new routes that will serve Ballincollig with indicative Site Location (Source: MHL & Associates Ltd Traffic and Transportation Assessment submitted with this Planning Application, 2026)

The NTA BusConnects *South West Sustainable Transport Corridor (STC)*, more specifically Route E – *Ballincollig to Cork City*, passes right next to the proposed development. This sustainable transport corridor will have bus priority for the majority of the route so that buses can operate efficiently, reliably and punctually, it will also have cycle lanes (segregated where possible) running along both sides of the route. The STC in Cork are planned to be constructed by 2030.

The construction of this STC and the provision of new, and more frequent, bus services will encourage more people to switch to sustainable modes of transport for commuting purposes.

The CMATs also outlines the proposed Ballincollig to Mahon Light Rail Corridor, which is intended to be a high frequency light rail line to connect Cork City Centre and its surrounding towns. The light rail will offer a sustainable high-capacity alternative to cars, with a linear route connecting Ballincollig with Cork City Centre and other key employment centres.

The LRT is expected to achieve the following objectives:

- **“Unlock strategic development areas in its catchment area including the Cork City Docks, Curraheen, Ballincollig and Mahon;**
- **Maximise the development potential of windfall sites;**
- Provide greater certainty for future planning and development, **to pursue higher densities required to meet NPF population and employment targets for Cork City;**
- Underpin the planned expansion of University College Cork (UCC), Cork Institute of Technology (CIT) and Cork University Hospital (CUH);

- **Enable car-free and low car development** within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines;
- Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area”. **(Our Emphasis.)**

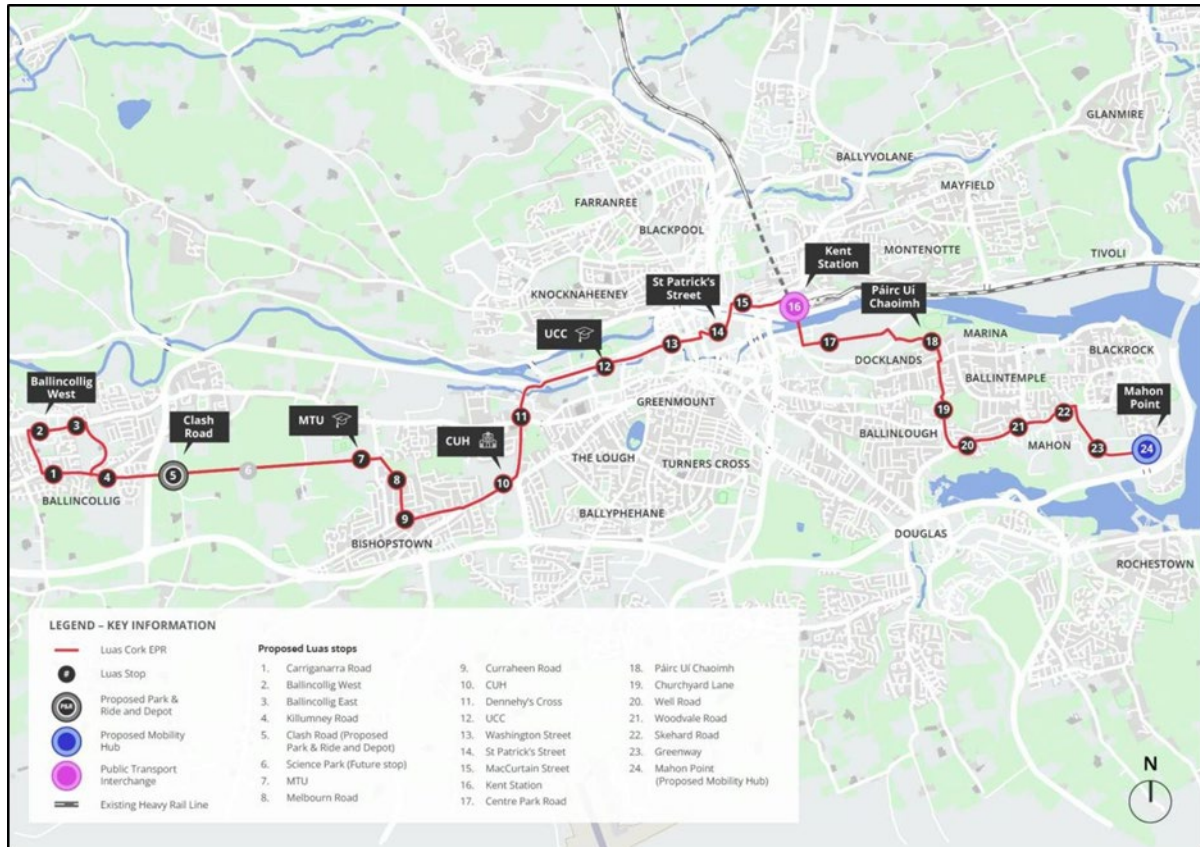


Figure 4.6: Emerging Preferred Route of Luas Cork (source: Luas Cork)

Since the publication of CMATs there has been a further update on the proposed Cork LRT.

An Emerging Preferred Route was presented in April 2025, with a single-track loop serving Ballincollig and providing connection to MTU, CUH, UCC, the city centre, Kent station, the docklands, southeast suburbs, and Mahon Point.

The proposed development is approximately 1km west of the start of the Cork Luas line, 15-20min walk or 5min cycle. Upon completion, the Cork Luas will provide a reliable and sustainable means of travel into Cork City and on to Mahon from Ballincollig.

CMATS outlines no maximum or minimum figures regarding car parking provision, however, it states that a maximum parking requirement should be implemented to help reduce the parking provision in new residential developments. The Strategy places a strong emphasis on ensuring new residential developments are well located to enable residents to avail of public transport and reduce car journeys.

The strategy encourages new developments to reduce the amount of on-site parking and provide alternative methods, to move away from car-orientated settlements.

In our opinion, the proposed development is fully supported by the policies and objectives outlined in the CMATS, which promote the alignment of population and employment growth in the metropolitan area with public transport investment.

Sustainable transport methods are inherently supported in the design of the proposed scheme, including integration of pedestrian and cyclist permeability and ample cycle parking facilities.

5.0 LOCAL POLICY COMPLIANCE

This section examines the consistency of the proposed development against the following local policy documents:

- *Cork City Development Plan 2022-2028*

5.1 Cork City Development Plan 2022-2028

5.1.1 Strategic Objectives

Chapter 1 of the *Development Plan* outlines 9 no. Strategic Objectives (SO's), these are utilised as a baseline to guide development within the city.

The objectives are aligned with the United Nation's Sustainable Development Goals and the National Strategic Outcomes in the *National Planning Framework*. The proposed development is aligned with several of these Strategic Objectives. This is outlined in further detail below.

SO1 – Compact Liveable Growth

The proposal comprises the development of an underutilised brownfield infill site in the Cork Metropolitan Area. The development will help to deliver the concept of a 15- minute city through the provision of a new residential development, that has ease of access to existing community services, facilities, and places of employment on foot or using public transport.

SO2 – Delivering Homes and Communities

The density proposed is c. 130 dph (130 no. units over 1.0 ha). The site is identified to be within the 'Outer Suburbs' which supports 40-60 dph). While the proposed density is outside the site's envisioned capacity, it is our opinion due to its characteristics and location the site should be considered for a higher density in line with the relevant national guidance.

As outlined above when reviewing the *Compact Settlement Guidelines*, the subject site is identified to be classified as a City-Urban Neighbourhood site, therefore appropriate to facilitate higher densities. The rationale supporting the proposed density is outlined in further detail within this Report. The proposed density is thought to be appropriate having regard to the site's characteristics. The development includes a mix of unit types and sizes. The site is well served by existing and future public transport proposals. Residents will have access to a range of community facilities and services nearby.

S03 – Transport and Mobility

The proposed development is served by existing high quality bus routes with further significant public transport upgrades planned for the Ballincollig area. Several bus lines provide access to the City Centre and surrounding urban centres within a 15- minute walking distance of the subject site. The Ballincollig area has ease of access to the bus routes 220X, 220, and 233. In addition, it is to be noted that the CMATs outline the proposed Light Rail Network for Cork, including a stop in Ballincollig, which is in proximity to the subject site. The sustainable location of the site with convenient access to walking, cycling, and public transport infrastructure will encourage more sustainable transport choices amongst future residents.

S04 – Climate & Environment

The subject site is currently occupied by a commercial building formerly in use by DELL, which ceased all activities in 2021. The proposed development will result in a more efficient use of zoned, serviced urban land. The sustainable location of the site will encourage sustainable travel patterns amongst residents. The mixed-use context includes retail, residential, recreational, and educational facilities, with West City Retail Park directly adjoining the site and Ballincollig Regional Park located nearby. The site benefits from excellent accessibility by foot, bicycle, and public transport, including Ireland's first 24-hour bus service, with further improvements planned under CMATS, such as enhanced bus routes and a proposed Light Rail Network. The proposed development will deliver energy-efficient dwellings in line with current standards, supported by the site's strong connections to services, amenities, and sustainable transport options.

S05 – Green and Blue Infrastructure, Open Space and Biodiversity

The site is not located within or adjacent to any Special Areas of Conservation, Special Protection Areas, Natural heritage Areas or proposed Natural Heritage Areas. The proposed development includes the following SuDS measures; permeable paving, bio retention planting, full retention petrol/oil interceptors, attenuation tanks, hydroborate flow control devices and green/blue roof provision. Please refer to the accompanying documentation prepared by DOSA Engineers for further information.

The site is not located within a Conservation Area, nor does it include any Protected Structures or structures listed on the National Inventory of Architectural Heritage (NIAH). A key principle of the landscaping approach for the development is to enable and encourage biodiversity within the site. Please refer to the enclosed Landscape Design Rationale for further details.

S07 – Heritage, Arts and Culture

The development is not located within an Architectural Conservation Area, nor does it include any Protected Structures or structures on the NIAH. The proposed development has been designed to better integrate the site with its surrounding context. The new development aims to incorporate a currently disused site into the surrounding urban environment to create a vibrant new neighbourhood. The proposed development will deliver high-quality, functional and biodiverse open spaces that contribute positively to placemaking, environmental sustainability, and community well-being. Please see enclosed Landscape Design Rationale Report prepared by Cunnane Stratton Reynolds.

S08 – Environmental Infrastructure

The proposed development has been designed to respond to and prepare for the impact of climate change. The planning application outlines several mitigation and adaptation measures that have been incorporated into the scheme's design as described within the documentation submitted with this Planning Application.

SO9 – Placemaking & Managing Development

Placemaking has been central to the layout and design of the proposed development. The proposal comprises a walkable neighbourhood that promotes healthy living, wellbeing, and active lifestyles. The development includes a variety of public open spaces and public realm for residents of all ages. Please refer to the accompanying documentation for further information.

5.1.2 Core Strategy

Chapter 2 of the *Development Plan* sets out the Core Strategy. Ballincollig is identified as an urban town and an urban town centre which is earmarked to undergo a strategic expansion under the lifetime of the Plan to help achieve the NPF population targets for Cork City.

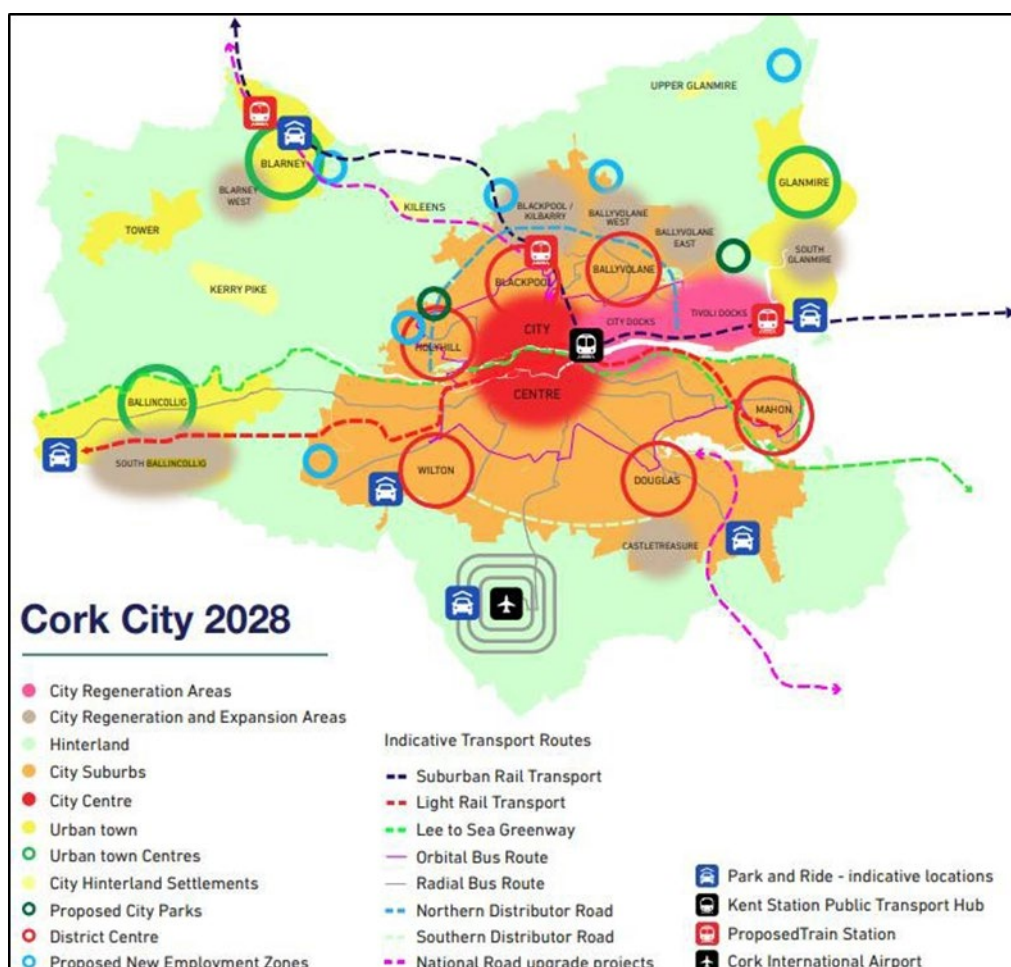


Figure 4.7: Extract of the CCDP Core Strategy Map 2022-2028. (Source: *Cork City Development Plan 2022-2028*, cropped and annotated by TPA 2026)

The role of the Urban Towns (of which Ballincollig is part) in the delivery of the Core Strategy is set out as follows:

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

Some Key Sites: Expansion of South Ballincollig (Maglin), South Glanmire (Ballinglanna). Opportunities to repurpose underutilised sites within town centres;

Key Deliverables:

- 1. Framework plans for South Ballincollig and South Glanmire;*
- 2. Heritage led plans for Blarney and Tower;*
- 3. Action plans for key sites (Neighbourhood Development Sites);*
- 4. Plan for the long-term delivery”.*

Table 2.2, Chapter 2 of the *Development Plan*, outlines that it is envisioned to facilitate a 19.3% (9,828) growth in the population in Ballincollig. Increasing the existing population from 18,159 to 27,987, therefore, in the lifetime of the Plan, the proportionate growth target is 54.1%. The proposed development will help achieve the envisioned targets for the greater Ballincollig area.

There are a number of Core Strategy Objectives which provide direct policy support for the development of the subject site, including the following:

“Objective 2.10 The 15-minute City that aims “to support the delivery of a 15-minute city that supports compact liveable growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/ cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey...”;

Objective 2.14 Walkable Neighbourhoods which states that “new development shall be designed to make positive additions to their neighbourhoods, towns and communities by:

- a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces;*
- b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of ‘dead’ spaces;*
- c. Ensuring a child friendly and age friendly environment applying Universal design principles with a mix of household types;*
- d. Designing a safe place that enables access for all;*
- e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services;*
- f. Being well-connected with easy access to public transport and active travel;*
- g. Providing enhanced permeability for walking and cycling;*

Objective 2.17 Neighbourhood Design states that “the design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area;

Objective 2.24 Underutilised Sites is that “Cork City Council will seek to address issues of dereliction, vacancy and underutilisation of sites within Cork City by encouraging and facilitating their re-use and regeneration subject to good planning and the infrastructural carrying capacities of the area; Objective 2.31 Compact Growth sets out that “it is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy”;

Objective 2.32 Housing Supply seeks to “support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area on which it is built, while also achieving an efficient use of zoned and serviced land”.

The strategy outlines that compact growth within existing urban areas is essential to ensure the sustainable development of the city. Furthermore, Ballincollig is identified as an area suitable to facilitate compact growth and aid in reaching the City’s targeted evolution. Therefore, we are of the opinion that the proposed development is in line with the core strategy of the *Development Plan*.

5.1.3 Delivering Homes and Communities

Chapter 3 of the *Development Plan* includes objectives aimed at creating and maintaining sustainable neighbourhoods to ensure the community infrastructure needed is delivered. The Chapter states the significance of the “15-Minute City” as a key concept underpinning Cork City Council’s planning policy framework. The basis of a 15-Minute City is the ability to walk and cycle to access resources and facilities within their neighbourhood.

The supporting documentation submitted with this Planning Application demonstrates that the subject site is within 15-minutes of local commercial services, childcare, primary schools, and other community services, a high-quality bus network, and open spaces.

The proposed development is consistent with Policy Objective 3.1 Planning for Sustainable Neighbourhoods which seeks to:

- “b) Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this;*
- c) Plan for communities in accordance with the aims, objectives and principles of ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual – A Best Practice Guide’, universal design principles and any updates;*
- d) Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;*
- f) Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES”.*

Accordingly, the proposed development aligns with Objective 3.3 New Housing Supply which states that “provision will be made for at least 17,118 new homes to be built in Cork over the *Development Plan* period”.

5.1.4 Transport and Mobility

Chapter 4 of the *Development Plan* outlines policies to improve cork cities transport services and infrastructure to achieve the objectives of the *Cork Metropolitan Area Transport Strategy (CMATS)*.

“Objective 4.3 Strategic Location of New Development To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network;

Objective 4.4 Active Travel To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city. To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme;

Objective 4.5 Permeability

- a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility;*
- b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed;*
- c. Prepare a permeability strategy for areas throughout the city". (Our Emphasis.)*

5.1.5 Car Parking Standards

Ballincollig is identified to be within Parking Zone 3 in the Development Plan, this Zone is outlined as follows:

*"11.237 Parking Zone 3 covers the Urban Towns of Ballincollig (excluding the Town Centre), Blarney, Glanmire, Tower, Cork Airport and surrounding areas, City Suburbs including Ballyphehane, Ballyvolane, Bishopstown, Blackrock, Cork Science and Innovation Park, Curraheen, Rochestown, Frankfield and Grange, Dublin Hill, Kilbarry, Knocknaheeny and Holyhill, Lota, Mayfield, Sundays Well, Togher (incorporating Lehanaghmore and Doughcloyne). **Bus Connects Cork is proposed to serve these areas of Cork City. It is envisaged that parking standards serving this zone will be reduced to reflect the level of public transport services over time.**" (Our Emphasis.)*

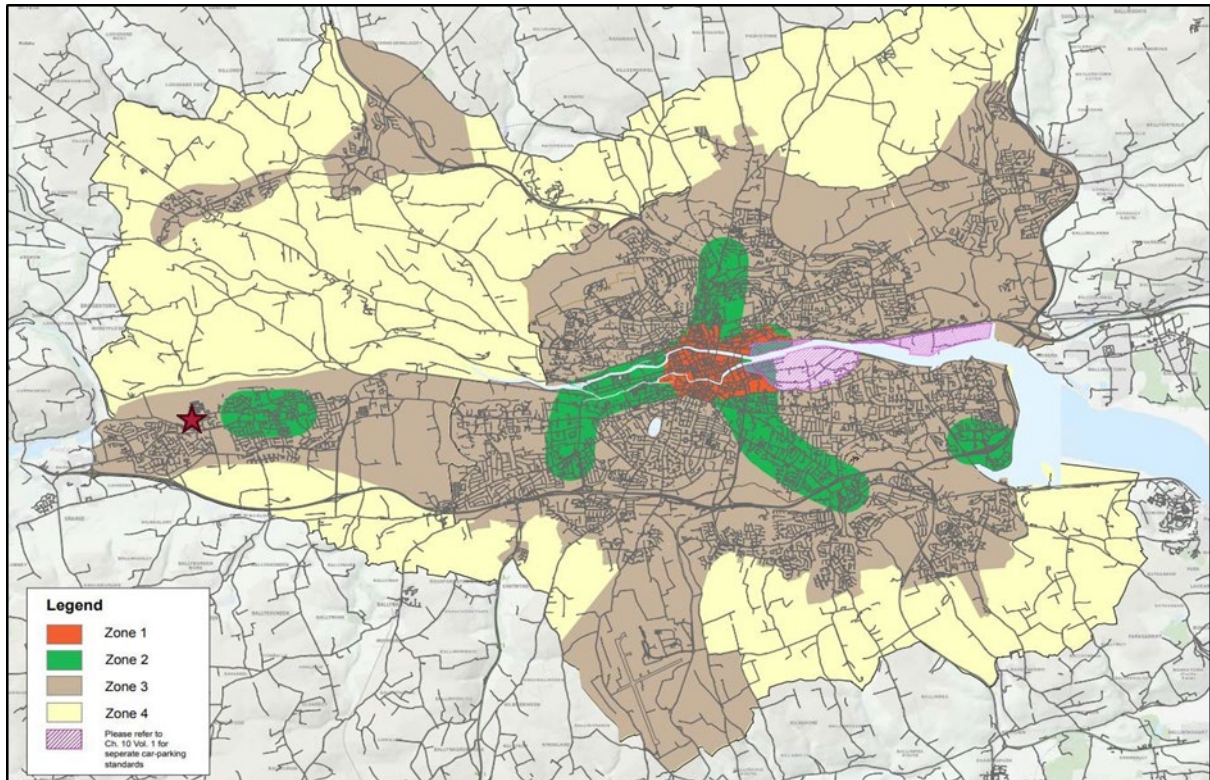


Figure 5.5: Extract of the *Development Plan's* Car Parking Zones. Subject site is shown by indicative red star (Source: Volume 2 Mapped Objectives, *Cork City Development Plan 2022-2028*, cropped and annotated by TPA 2026)

The Plan sets out the maximum standards for each zone, the parking requirements for sites located within Zone 3 are outlined as follows.

For residential premises comprising 1-2 bedrooms, there is a maximum requirement of 1.25 no. car parking spaces. Residential premises comprising 3-3+ bedrooms, there is a maximum requirement of 2.25 no car parking spaces. This equates to an overall maximum provision of 177 no. car parking spaces, comprising 157 no. car parking spaces for the 1-beds and 20 no. car parking spaces for the 3-bed dwellings.

However, it is to be noted that this is a maximum requirement and not a minimum. In addition, the *Development Plan* actively encourages a reduction in the number of car parking spaces provided in a development.

The proposed development includes the provision of 68 no. car parking spaces of which amounts to 0.52 no. spaces per dwelling overall. This breakdown is as follows;

- 13 no. spaces at ground level allocated to the duplexes;
- 49 no. are under-croft car parking spaces allocated to the apartment;
- 4 no. are accessible car parking spaces;
- 19 no. are EV charging car parking spaces;
- 2 no. are visitor car parking spaces.

Please refer to the documentation prepared by Meitheal Architects for an in-depth breakdown of the car parking provision provided in the proposed development.

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing / committed public transport)	City Suburbs and Urban Towns	Hinterland Villages and Hinterland
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.				
RESIDENTIAL DEVELOPMENT				
Residential (1-2 Bedroom)	0.5	1.0	1.25	1.25
Residential (3 - 3+ Bedroom Unit)	1.0	2.0	2.25	2.25

Figure 5.6 Extract of Maximum Car Parking Standards. [Source: *Cork City Development Plan 2022-2028*, cropped and annotated by TPA 2026]

5.1.6 Disabled Car Parking and EV Charging

Section 11.2444 of the *Development Plan* states 5% of a proposed development's car parking provision should be allocated to disabled car parking spaces. 4 no. spaces are disabled car parking spaces which is 6% of the total provision.

Section 11.245 of the *Development Plan* states that multi-unit residential development is to provide a minimum of 1 no. EV charging parking space per 5 no. car parking spaces. 19 no. EV charging parking spaces are provided which is 25% of the total.

5.1.7 Bicycle Parking

In Table 11.14 of the *Development Plan* specifies a requirement for 0.50 bicycle parking spaces per unit in the suburbs. The following requirements for cycle parking spaces is outlined below.

"Bicycle Parking 11.248 Bicycle parking facilities shall comply with the standards set out in Table 11.14 and be sheltered where possible and located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passersby. Bicycle stands should allow both the frame and wheels to be securely attached to a steel tube against which the frame of a bike can be leant and locked. These can either take the form of steelwork required for other reasons (e.g. tree guards or balustrade rails), or special stands. Stands should be similar to the "U" Sheffield type. However, Cork City Council is prepared to consider innovative types which satisfy the above requirement. Detailed guidelines in respect of cycle parking may be prepared during the lifetime of this Plan".

As stated above in Section 3.2, 220 no. long stay bicycle parking spaces and 28 no. visitor parking spaces are provided, with a total provision of 248 no. spaces. Parking is provided across a variety of storage options including private bike stores, a communal bike shed, and under-croft bike parking. The proposed provision greatly exceeds the *Development Plan* requirement for 0.5 spaces per unit, with almost 2 no. spaces per unit available.

5.1.8 Development Management

Chapter 11 *Development Plan* Placemaking and Managing Development sets out the development management requirements for the proposed development.

The proposed development is consistent with Strategic Objective 9 of the Plan which seeks:

“To develop a compact, sustainable City by ensuring the creation of attractive, liveable, diverse, safe, secure and welcoming and well-designed urban places, communities and neighbourhoods that enjoy a high quality of life and well-being;

Proposals for new development will follow a design-led approach with sustainable, high- quality, climate resilient placemaking at its core. Development should have a positive contribution to its receiving environment delivered by innovative architectural, landscape and urban design, that respects the character of the neighbourhood, creates a sense of place, and provides green spaces and community and cultural amenities commensurate with the nature and scale of the development”.

The following is relative to the proposed development.

“Objective 11.1 Sustainable Residential Development Residential developments shall be sustainable and create high quality places which:

- a) Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;*
- b) Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- c) Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;*
- d) Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;*
- e) Present an attractive, well- maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;*
- f) Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;*
- g) Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;*
- h) Provide a mix of land uses to minimise transport demand;*
- i) Promote social integration and provide accommodation for a diverse range of household types and age groups;*
- j) Enhance and protect green and blue infrastructure and biodiversity;*
- k) Enhance and protect the built and natural heritage”.*

The proposed development aligns with Objective 11.1, embracing the 10/15-minute city concept and prioritising high-quality placemaking. It encourages sustainable modes of transportation, such as walking, cycling, and public transit, supported by its proximity to the Ballincollig centre and existing transportation links.

The design includes significant resident-focused facilities, services, and quality open spaces that contribute to a high standard of living. Careful consideration has been given to the building materials and landscaping to ensure durability, quality, and a strong sense of place reflective of the site's history and physical context.

The development represents an efficient use of an appropriately zoned underutilised urban site and aims for high energy efficiency. It is a residential led scheme incorporating a variety of unit sizes and types to accommodate diverse household requirements. 20% percent of the units will be Part V housing, addressing social and affordable housing needs, and both internal and external communal spaces are designed to encourage social integration.

The proposal also enhances the site's green and blue infrastructure, promoting biodiversity, while contributing positively to the area's built and natural heritage through thoughtful material and landscape choices.

5.1.9 Unit Mix

Chapter 11 of the *Development Plan* outlines the envisioned unit mix targets for new residential developments. The Plan outlines unit mixes for several identified areas in Cork City. The subject site within Ballincollig is identified to be within the area designated 'Urban Towns/Hinterland Villages', the following unit mix is applied to residential developments.

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

Table 11.9: Urban Towns and Hinterland Villages Dwelling Size Mix for Housing Developments.

Figure 5.6 Extract of Unit Mix Table. (Source: Cork City Development Plan 2022-2028, cropped by TPA 2026)

The proposed development comprises the following unit mix;

- 56 no. 1-bed units (43%);
- 65 no. 2-bed units (50%);
- 9 no. 3-bed units (7%).

While the proposed development's unit mix does not fall within the parameters set out in the *Development Plan*, it is consistent with recently published national guidance. The updated *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)* have been introduced to support the expedited delivery of residential developments and to help address the current housing crisis.

SPPR1 states that aside from certain exemption, such as social housing developments, social/affordable housing delivered under Part V of the Act, or housing schemes for older persons where a specific mix of unit sizes is required statutory plans may not impose restrictions on the mix of apartment unit sizes or types. In other words, there are no minimum or maximum requirements regarding the number of bedrooms within apartment developments.

Therefore, the proposed development's unit mix is in line with the current National Policy and provide much needed housing in the Ballincollig area.

5.1.10 Density

The density, height and tall building elements within the Plan, as outlined in Chapter 11 are taken from a detailed strategy published in 2021, the *Cork City Urban Density, Building Height and Tall Building Study*, prepared by Allies and Morrison. This is a 180+ page document which surveys and sets out an evidence-based approach, assesses the entirety of the City in terms of prevailing heights and sets out a strategy for future height and density and is appended to the *Development Plan*.

Whilst Ballincollig is an Urban Town in the Core City Core Strategy, the subject site is illustrated as being within the 'Outer Suburbs' in the Density and Height Maps of Volume 2 of the *Development Plan*.

Table 11.2 of the *Development Plan* indicates a target density range of 40-60 dph, the proposed development includes a density of c. 130 dph (130 no. units over 1.0 ha).

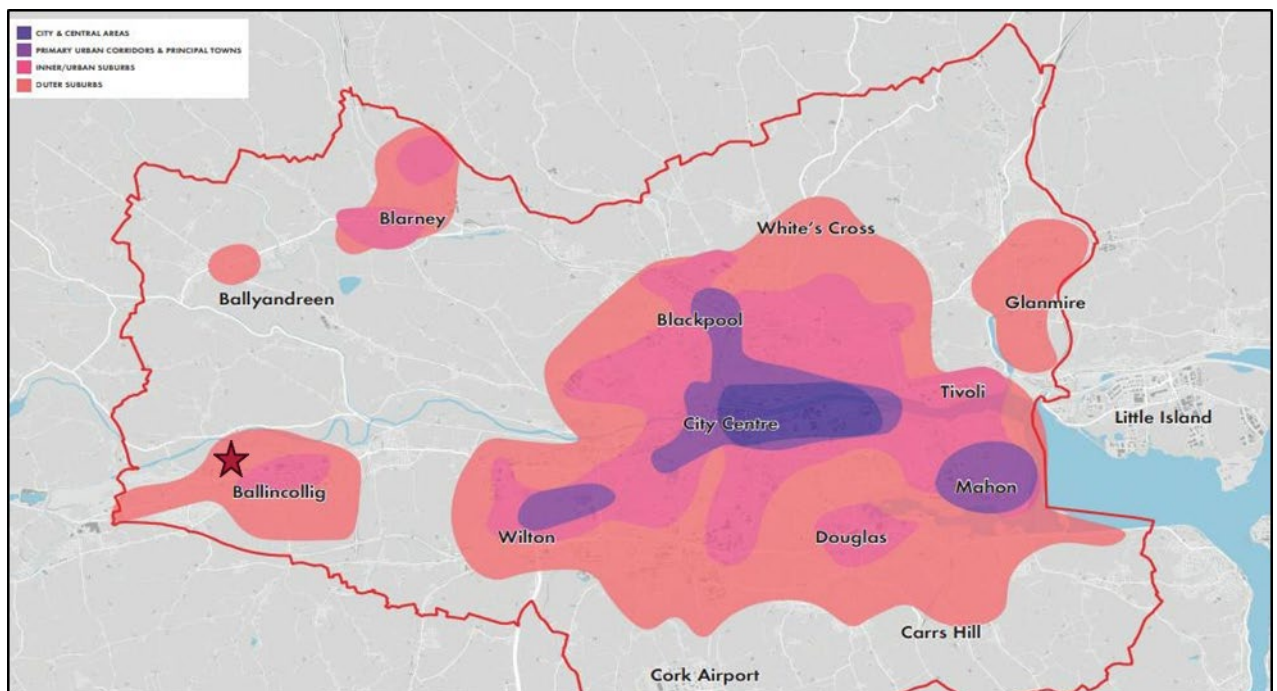


Figure 5.7 Extract of the Density and Building Height Spatial Strategy. The subject site is shown by the indicative red star (Source: *Cork City Development Plan 2022-2028*, cropped and annotated by TPA 2026)

We also note that the density heat mapping has evolved from the *Cork City Urban Density, Building Height, and Tall Building Study*, is appended to the *Development Plan*, suggests that flexibility should be applied to the metrics and that individual sites should be assessed on a case-by-case basis. The Plan includes a number of policies that address residential densities specifically, these are outlined in further detail below:

“Residential Density 3.22 Optimising the density of any development and ensuring that the best use of land is made are core responsibilities of the planning system and in achieving a more compact form of urban development in Cork City that promotes resource efficiency;

3.23 Cork City Council has prepared the Cork City Urban Density, Building Height and Tall Building Study as an input into the planning strategy for Cork City. The Study has provided a key input into the residential density assumptions that underlie the Core Strategy and other development

objectives of this Plan; Building height and the tall building strategy are outlined in Chapter 11: Placemaking and Managing Development;

3.24 The density strategy is based on the suitability of sites within Cork City to accommodate increased densities. The density strategy is ambitious and establishes density ranges for different kinds of locations based on 8 different 'suitabilities'. The strategy reflects national planning guidance, a bespoke analysis of Cork City and international best practice in relation to policy and models of development. 'Suitabilities' for urban density include:

- Identification as a major development opportunity;*
- **Being within or close to an urban centre;***
- **Access to high-quality public transport proposed in CMATS (the proposed Cork LRT system, high-quality bus network and bus network);***
- **Access to local services; and***
- **Access to parks and green space;***

Objective 3.4 Compact Growth Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork;

Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by...

b. Progress housing and employment delivery in urban centres and strategic regeneration sites...

d. The redevelopment of surplus utility and public sector owned sites;

e. The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on development sites;

f. The utilisation of planning and urban design tools to provide a framework for the development of sites (e.g. master planning, framework plans, neighbourhood strategies, historic area regeneration strategies, site specific briefs);

g. Optimising the use of land (see Objective 3.5: Residential Density);

h. Establishing ambitious and achievable build- out rates at the planning stage to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value...

*K. Where new sustainable transport infrastructure is planned, land use designations will be reviewed and updated where appropriate to provide for housing or mixed use development (including housing)". **(Our Emphasis)***

As previously outlined above, the subject site in Ballincollig is excellently located, close to existing employment centres, public transport, services, and amenities. Therefore, we submit to the Local Authority that the subject site has sufficient capacity and is well placed to allow for increased densities.

The *Development Plan* prioritises housing delivery with higher densities in existing urban centres, focusing on redeveloping underutilised sites with strong public transport links. It favours using vacant land in Cork City and its suburbs for residential development. To meet national and regional housing targets, the Plan has an underlying initiative to support developments that encourage compact, sustainable growth.

“Objective 3.5 Residential Density Cork City Council will seek to:

- a. **Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and***
- b. **Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;***
- c. **Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;***
- d. **Ensuring high-quality architectural, urban and public realm design.** Guidance is set out in Chapter 11: Placemaking and Managing Development;*
- e. **Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);***
- f. **Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;***
- g. **Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units.” (Our Emphasis)***

We note and highlight to the Local Authority that the subject site reflects the objectives set out in the *Development Plan* for the delivery of higher density residential development. The site is located within the urban area of Ballincollig, near high quality bus routes, and within walking distance of a wide range of local services, retail outlets, and educational facilities. While Ballincollig itself functions as a significant employment centre, the site is also well connected by public transport to other key employment hubs, including Cork City Centre and Mahon Point.

In addition, the site is expected to benefit from future public transport initiatives, including enhanced bus services under BusConnects Cork and the proposed Light Rail, which will further strengthen connectivity. These improvements, combined with the site’s location, will provide ample opportunities for future residents to adopt active and sustainable modes of travel, reducing reliance on private cars.

The redevelopment of this vacant site will create a vibrant new addition to the area, complementing existing housing and aligning with future residential growth planned locally. At present, the site is unused and somewhat disconnected from the surrounding streetscape, offering little to the area’s sense of place or community. The proposed development will address this by reactivating the site, introducing strong linkages to the surrounding area, and delivering a housing mix that reflects both market demand and *Development Plan* policy. Specifically, the scheme will provide 56 no. one-bed units, 65 no. two-bed units, and 9 no. three-bed units, thereby delivering a predominance of 1 no. and 2 no. bedroom homes in line with the identified need to support households across all age groups.

Therefore, we submit to the Local Authority that the proposed development is guided by ‘best practice’ principles for higher-density residential schemes, and in this instance qualifies for consideration of a density outside the parameters envisioned in the *Development Plan*.

In addition, the proposed development and subject site qualify to facilitate higher density developments under national guidance such as the *Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)* and the *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)*.

As outlined above, when the standards of the *Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)* are applied to the subject site, the area can be defined as a 'City Urban Neighbourhood'. The Guidelines state that such sites, due to their proximity to centres and public transport, have the capacity to accommodate residential developments with densities ranging from 50 dph to 250 dph.

The proposed development, with a residential density of 130 dph, falls comfortably within this range.

The revised *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)* refer to the Compact Settlement Guidelines as appropriate guidance for acceptable densities for areas. Stating the following;

"In general terms, apartments are most appropriately located within urban areas. As outlined in the SRDCSGs, densities should increase in relation to proximity to urban centres and public transport services. In this regard, city and town centres and public transport nodes where high-capacity public transport services are provided (or planned) are particularly suited to higher densities including apartment developments. Other locations close to public transport services, locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services, may also be suitable locations for apartments;

...

Chapter 3.0 of the SRDCSGs sets out policy and guidance in relation to growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density;

...

Identification of the types of location in cities and towns that may be suitable for apartment development, will be subject to local determination by the planning authority, with regard to the SRDCSGs, based on:

- *The national settlement hierarchy;*
- ***The appropriate of density range for the locale (as defined in Tables 3.1-3.7 of the SRDCSGs);***
- ***Accessibility to public transport services (as defined in Table 3.8 of the SRDCSGs);***
- *Considerations of character, amenity and the surrounding environment (as per Section 3.4.2 of the SRDCSGs)". (Our Emphasis)*

The *Apartment Guidelines* include 'SPPR 1 – Housing Mix', which specifies that there should be no minimum or maximum requirements for apartments based on the number of bedrooms. In some cases, this approach can increase the density (dph) of a proposed development and support the delivery of much needed 1-bed and 2-bed apartments. National Guidance supports this, provided the proposed development is appropriately located on a site with the connections and capacity to accommodate it, and that it complies with the standards set out in the *Compact Settlement Guidelines*. We submit to the Local Authority that the proposed development and subject site comply with the national guidance.

5.1.11 Height

As stated above, the subject site lies within the 'Outer Suburbs' which Table 11.2 of the Development Plan indicates a target height range of 2-4 no. storeys.

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

* Assuming resi-led scheme.

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

Figure 5.8 Extract of Table 11.2 Cork City Density and Building Height Standards (Source: Cork City Development Plan 2022-2028)

The proposed development ranges in height from 3 to 6 no. storeys. While this exceeds the height parameters set out in the *Development Plan* which currently has prevailing height of 2-3 no. storeys and lower and Upper target of 2-4 no. storeys. The proposed represents a high-quality, contextually responsive scheme that has been carefully designed to integrate with its urban surroundings. The placement of the three-storey duplex units along the northern boundary is a deliberate design response to the recently approved Part 8 scheme on the adjoining northern site, ensuring an appropriate transition in scale.

The taller elements are strategically located to the south of the site, where the development steps up to five storeys with a distinctive sixth-storey pop-up element. Owing to the natural level difference between Mechterstadt Road and the subject lands, the development will generally present as four to five storeys, thereby mitigating any perception of excessive height.

Section 11.44 of the *Development Plan* identifies a Tall Building as follows;

“Definition of a Tall Building in Cork 11.45 - A tall building is defined as a building that is equal to or more than twice the height of the prevailing building height in a specific locality, the height of which will vary between and within different parts of Cork City;

...

11.52 - Tall buildings in other locations in the “City Fringe, Primary Corridors and Major Urban Centres” sub-area, which is for dense development that responds to mass transit provision, will be open for consideration insofar as the buildings might be tall compared to the prevailing heights of the area and therefore fall under the definition of tall buildings. The City Docks Tall Building Zones are the only locations considered appropriate for this densest form of development in Cork”.
[Relevant Quotes Extracted]

According to the Plan, tall buildings could be allowed in places like the city fringe, main corridors, and major urban centres, as long as they are connected to mass transit and fit appropriately with their surroundings.

Section 11.43 of the Plan states the following as key aspects when assessing Tall Buildings;

- Visual Impact;
- Functional Impact;
- Cumulative Impact with other Tall Buildings;
- Environmental Impact and Impacts on Microclimate.

Please refer to the enclosed Architectural Design Statement which rationalises the height of the proposed development. Please also refer to the enclosed Daylight & Sunlight Assessment prepared by BPC Engineers, and the Landscape Visual Impact Assessment prepared by Cunnane Stratton Reynolds. This enclosed information demonstrates the high performance of the proposal against the above assessment criteria.

In addition, importantly, the Allies and Morrison Report appended to the *Development Plan* states the following in relation to height and density;

“This density and building heights strategy is not a blueprint. Each case should be considered on their merits, but this guidance is put forward to help ensure the very best use of urban land is made to meeting current and future acute housing needs. There will be instances, given a site’s particular context, where densities and heights lower or higher than those outlined in the strategy may be appropriate. Compliance with height and/or density guidance in this strategy does not alone justify densities or heights that might otherwise be considered inappropriate when assessed against other relevant planning policies or guidance.” (Our Emphasis)

The strategy notes at the outset;

“The principal objective of this part of the strategy is to assess the entire administrative area against a series of criteria which combine to make locations more suitable for high density development.

Factors including how well served any given location is by future or planned public transport, community infrastructure, access to shops and services, etc. The more criteria any given location meets, the more suitable that area is for higher density development.” (Our Emphasis)

The Study outlines the 5 no. ‘sensitivities criteria for height.’ The following is stated;

“It is recognised that some criteria represent issues that are likely to be considered more sensitive than others. Assessing the relative level of importance between different criteria is a qualitative exercise. Each criteria has been attributed a relative level sensitivity on a scale of 0-5 where 0 is not sensitive and 5 is highly sensitive.”

These are assessed against the subject site below.

Criteria	Specific Requirements	Performance of Subject Site
1. Architectural Conservation Area	<i>A total of 39 ACAs are currently designated across the city of Cork. New development within ACAs is controlled under Objective 9.32 of the adopted Development Plan. ACAs seek to recognise the special architectural character of an area. New development will inevitably impact on this special character and new tall development in ACA is likely to raise particular concerns given the associated visual impact. Beyond the city centre, this dataset also includes Historic Street Character Areas which include a number of older residential areas outside of the City Centre. Similar to ACAs, the areas have street frontages and groups of buildings of architectural and social interest in terms of their group value, building volume, roof pattern, and elevation treatment.</i>	The subject site is not within an ACA.
2. Protected Buildings and Structures	<i>The Record of Protected Structures (RPS) includes buildings or structures which the Local Planning Authority consider to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Special regard needs to be had to the desirability of preserving the protected building or its setting or any features of special architectural or historic interest which it possesses. Preservation in this context means not harming the interest in the building, as opposed to keeping it utterly unchanged. It should be noted that citywide mapping is not the optimum tool to express and define the extent of any such sensitivity as the distribution of protected structures is point data and does not map the area around any given building or structure where new development might materially impact on its setting. However, the mapping analysis undertaken flags the</i>	The subject site does not include nor is it in proximity to any Protected Structures or buildings listed on the National Inventory of Architectural Heritage (NIAH).

		<i>importance of listed buildings and presents an image of their widespread distribution right across the city's administrative boundary.</i>	
3.Views and Prospects		<i>Cork City benefits from the prominent ridges which provide a series of striking viewing points of the city. This important resource helps to define the character and identity of the city. The adopted development plan defines five types of views in Cork: linear views of landmarks; panoramic views; river prospects; townscape and landscape features; and approach road views. Each view corridor has been mapped and is included in the sensitivity assessment.</i>	The proposed development is not within proximity of any landmarks, nor their associated linear views. The subject site is not expected to affect any of the <i>Development Plan's</i> listed existing panoramic views, river prospects, townscape and landscape features, nor any approach road views.
4.Neighbourhoods with a Very consistent prevailing height		<i>Box-plot analysis has been undertaken of building heights across each of Cork's identified neighbourhoods. These reveals areas characterised by particularly consistent building heights. These areas of consistent height are considered to be particularly sensitive to the impact of tall or taller buildings and are therefore included in this analysis.</i>	The proposed development ranges from 3 no. to 6 no. storeys. Although this exceeds the <i>Development Plan's</i> prevailing height of 2 no. to 3 no. storeys (with a target range of two to four), the scheme is carefully designed to integrate with its context. Three-storey duplex units along the northern boundary provide a sensitive transition to the adjoining Part 8 scheme, while taller elements are located to the south, stepping up to five storeys with a distinctive sixth-storey feature. Due to natural level changes, the scheme will generally read as 4 no. to 5 no. storeys, mitigating perceptions of height. We contend that Ballincollig's strong access to public transport and

		essential services further supports the delivery of higher-density development in this location, making the proposal both appropriate and sustainable. This is in the context of a shift in national planning policy to promote more compact, dense forms of development in well-located areas.
5. Flight Path	<i>Flight path data associated with the approach and take-off flight paths for Cork Airport have been included in this analysis.</i>	The subject site is not located within any approach or take-off flight paths for Cork Airport.

In our view, the subject site aligns with all five sensitivity criteria for increased height, which suggests that it could reasonably be considered appropriate for taller buildings at this location. We believe this position is further reinforced by the broader policy direction set out in both the Study and the *Development Plan*.

On that basis, it is our opinion that the proposed height is appropriate. For further context and supporting detail, please refer to the enclosed pack prepared by Meitheal Architects.

5.1.12 Apartment Design Standards

The Plan acknowledges that in the coming years, apartments will form a greater portion of the housing market, further acknowledging that apartment schemes will be key for achieving higher densities that will aid in reaching the projected housing targets outlined in the Plan. These are outlined briefly below.

Quantitative Standards

Chapter 11 of the *Development Plan* outlines several design standards for apartments. Section 11.91 outlines quantitative standards based on national guidance as outlined in *Sustainable Urban Housing: Design Standards for New Apartments*. The proposed development's compliance with the updated national apartment standards is outlined in detail above.

Qualitative Standards

Section 11.92 sets the qualitative considerations for apartment schemes. The following is stated;

- "1. Communal space within schemes should benefit from excellent daylight and sunlight that exceeds the minimum standards (the scheme layout and volumetric configuration of buildings should optimise solar gain to all spaces). Where daylight and sunlight are at minimum standards, this should be supplemented by rooftop communal amenity space;*
- 2. Communal space is equally accessible to all residents and is tenure blind;*

3. Rooftop spaces should be put to productive use for either: green roofs, blue roofs, solar energy, communal rooftop gardens, communal MUGAs, or communal allotments;
4. Green and blue roofs should be designed according to best practice (e.g. *Living Roofs and Walls, GLA, 2008*)”.

A Daylight and Sunlight Report prepared by BPC Engineers is submitted with this planning application. The assessment results show the open spaces that receive greater than 2 hours of sunlight on March 21st.

The cumulative area of the spaces exceeds the recommended criteria for sunlight. It should be noted that the amenity area is in excess of the required area for such a scheme.

The Daylight and Sunlight Assessment concludes as follows:

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

The layout and design of the proposed development ensure that communal open spaces are accessible for all apartment owners within the site, and this is outlined in the Architectural Design Statement prepared by Meitheal Architects.

Section 11.93 of the Plan outlines that planning applications for residential developments must submit a schedule that details the number of apartments and associated areas. In line with the *Development Plan*, a Schedule of Areas / Housing Quality Assessment prepared by Meitheal Architecture is submitted with the planning application.

Sunlight and Daylight

Section 11.95 of the Plan states a daylight analysis will be required for all proposed developments of more than 50 units. Objective 11.4 states the following;

“Objective 11.4 Daylight Sunlight and Overshadowing (DSO)

All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement;

The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed;

Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites”

In line with Objective 11.4 of the Plan a Daylight and Sunlight Report prepared by BPC Engineers is submitted with this planning application.

Separation, Overlooking and Overbearance

Sections 11.100 – 11.105 of the Plan outlines standards regarding Separation, Overlooking and Overbearance for new apartment schemes. The Plan states that the previous requirement for separation distances (c 22m) is no longer in keeping with best practice. The Plan outlines there is no minimum requirements separation distances for apartment schemes. This is dependent on the applicant's ability to outline the proposed separation distances are appropriate and there is to be no negative impact on residential amenity.

As described in Section 3.2 above, the proposed development complies with requirements in relation to minimum separation distances.

5.1.13 Housing Design Standards

Section 11.106 *Development Plan* outlines design standards for new housing developments, these are outlined in further detail below.

“Objective 11.5 Private Amenity Space for Houses

Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation. Private open space for houses should aim to be at least 48 sqm;

However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site. The following factors will be material in assessing whether adequate space has been provided:

- a) The density of the proposed development;*
- b) The context of the development in relation to the size and layout of existing residential plots and the pattern of development;*
- c) The orientation of the outdoor area in relation to the path of the sun;*
- d) The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings;*
- e) The overall shape, access to and usability of the whole space to be provided;*
- f) Clear delineation of public and private space (avoiding rear boundaries onto streets and public realm);*
- g) The location of the plot in relation to publicly accessible open space and the offer of that space”.*

Please refer to the enclosed Architectural Design Statement which details the Private Open Space Strategy for the proposed development. Each unit meets the minimum requirements and, in many cases, provides additional private open space.

5.1.14 Land Use Zoning Objectives

Chapter 12 of the *Development Plan* outlines the proposed land use zonings for Cork City. The subject site is zoned ZO 01 *Sustainable Residential Neighbourhoods*, the zoning objective which is:

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

Under this land use objective proposals for residential development are permitted, therefore, the proposed development is in line with the subject sites land use zoning. The zoning objections for ZO 01 are outlined as follows:

“ZO 1.1 The provision and protection of residential uses and residential amenity is a central objective of this zoning. This zone covers large areas of Cork City’s built-up area, including inner-city and outer suburban neighbourhoods. While they are predominantly residential in character these areas are not homogenous in terms of land uses and include a mix of uses. The vision for sustainable residential development in Cork City is one of sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents;

ZO 1.2 Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated. Development that does not support the primary objective of this zone will be resisted;

ZO 1.3 Primary uses in this zone include **residential uses**, crèches, schools, home-based economic activity, open space and places of public worship” (Our Emphasis)

The proposed development is fully aligned with the above objectives, with its design and layout responding to the site’s topography and the surrounding context. The scheme has been carefully designed to respect the established character of the existing urban environment while providing new residential units. It incorporates linkages to the adjoining street and adjacent sites, ensuring that the development is well integrated with the wider neighbourhood along Innishmore Lawn.

The proposed developments compliance with the land use zoning objection is further discussed in the accompany Planning Report prepared by Tom Phillips and Associates.

5.1.15 Ballincollig Objectives

Chapter 10 of the *Development Plan* outlines planning objectives for Urban Towns, which Ballincollig is designated. The following objectives are deemed to be of relevance in this instance.

“10.200 Ballincollig is the largest urban town in Cork City and one of the largest in the Southern Region. It is positioned between the quarries and cave systems to the west, the N22 to the South East and the River Lee to the North. These local geographic factors have helped shape the town and retained much of its village character;

Population and Housing 10.201 Ballincollig experienced significant economic growth in recent times. 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”.** (Our Emphasis)

The Plan identifies Ballincollig as a key location for accommodating residential growth over its lifetime. The town is particularly well positioned to support this, given its strong provision of essential services including healthcare facilities, schools, retail amenities, and employment centres. In addition, Ballincollig benefits from excellent connectivity, with convenient access by a broad range of transport modes, further reinforcing its capacity to sustainably accommodate new residential development.

6.0 CONCLUSION

In summary, the proposed development will deliver 130 no. residential units on underutilised lands within a built-up area of Metropolitan Cork. It will make a meaningful contribution to housing supply by providing a substantial number of homes in a variety of types and sizes.

In addition to new housing, the scheme will incorporate high-quality landscaping and open space amenities, enhancing the area from a placemaking perspective. The development has been designed to integrate sensitively with the existing community, benefiting both future residents and the wider Ballincollig area.

We contend that the proposed development is generally in accordance with the relevant national, regional and local planning policies and guidance addressed in this *Statement of Consistency*.

In conclusion, we contend that the development of the application site, as per the enclosed plans and particulars is fully in accordance with the proper planning and sustainable development of the area.

Yours Sincerely,



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