Planning Report

For Development at Old Fort Road, Ballincollig, Cork

on behalf of O'Flynn Construction Co. Unlimited Company

June 2026



McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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1. Introduction

This planning report has been prepared on behalf of O'Flynn Construction Co. Unlimited Company to accompany an application to Cork City Council for a Large-Scale Residential Development (LRD) consisting of the development of 157 no. residential units, 1 no. Childcare facility and all associated development works at Old Fort Road, Ballincollig, Cork.

The applicant has appointed a design team with extensive experience in residential applications, including Wilsons Architects, McCutcheon Halley Planning Consultants, JODA Engineers, Arup, and Brady Shipman Martin, to ensure a high-quality design and a robust, comprehensive pre-application submission to Cork City Council.

2. Site Context and Development Description

2.1 Site Context

The subject site comprises approximately 1.21 hectares and is located at Old Fort Road, Ballincollig, Cork City, on the northern edge of Ballincollig Town Centre.

To the west and south-west, the site is bounded by established residential development with the Crescent Apartments, Cooper's Grange, Leslie's Arch and Waltham Abbey. To the south, the site fronts onto Old Fort Road, which provides direct access to Ballincollig town centre and the N22 national primary route. The Crescent Shopping Centre is less than 200 meters from the site. To the north and east, the site adjoins a mix of institutional and community uses, including the Ballincollig Community Nursing Unit and Ballincollig Military Cemetery, as well as sports and recreational facilities such as Ranges Pitch & Putt and Ballincollig AFC.

The location benefits from strong connectivity, with good pedestrian and cycle links to Ballincollig town centre, as well as a range of public transport options. The 220 and 220X bus services, which provide high-frequency connections between Ballincollig, Cork City Centre and Mahon, operate from stops located within 500 metres of the site.

2.2 Proposed Development

The proposed scheme provides for a Large-scale Residential Development (LRD) comprising 157 no. apartments across three blocks on a site of c. 1.21 ha at Old Fort Road, Ballincollig. The development will deliver a high-quality, compact urban housing scheme in accordance with national and local planning policy.

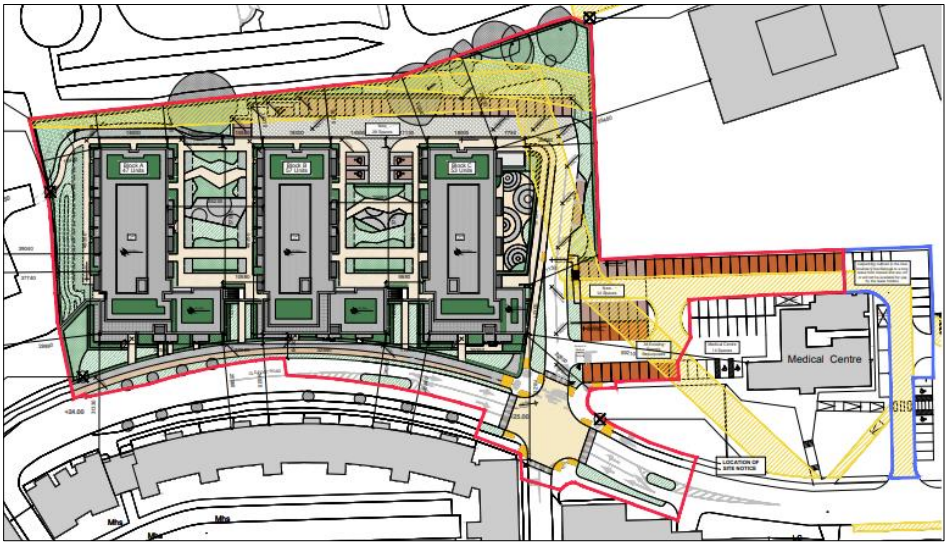


Figure 1 Proposed Development

The scheme is organised into three buildings as follows:

- Block 'A' will comprise 47 units broken down as follows:
  - 23 no. 1-bed units;
  - 2 no. 2-bed (3-person) units; and
  - 22 no. 2-bed (4-person) units.
- Block 'B' will comprise 57 units broken down as follows:
  - 28 no. 1-bed units;
  - 3 no. 2-bed (3-person) units; and
  - 26 no. 2-bed (4-person) units.
- Block 'C' will comprise 53 units broken down as follows:
  - 26 no. 1-bed units;
  - 3 no. 2-bed (3-person) units; and
  - 24 no. 2-bed (4-person) units.

This equates to an overall scheme of 77 no. one-bedroom units, 8 no. two-bedroom (3-person) units, and 72 no. two-bedroom (4-person) units, with a net residential density of approximately 130.2 dwellings per hectare.

The development also incorporates 3,063.3m² of total open space, representing 25.4% of the site area. A purpose-built childcare facility with a capacity for 29 children is proposed as part of the development, thereby addressing projected demand and adding new capacity to the Ballincollig area.

The key proposal statistics are shown in the table below:

Developable Site Area	1.21 ha
Number of Units	157 apartments - 77 no. 1-bed units (49%) - 8 no. 2-bed (3-person) units (5.1%) - 72 no. 2-bed (4-person) units (45.9%)
Density	130.2 units per hectare
Creche	29 no. child spaces
Open Space	25.4% of site area (and 8.3% communal open space)

Table 1 Key Site Statistics

3. Planning Policy

The following outlines the relevant planning policy context for the proposed development.

3.1 Sustainable Residential Development and Compact Settlements 2024

The Sustainable and Compact Settlement Guidelines 2024 were published on January 15th, 2024, and replaced the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009.

The guidelines outline policy and guidance for the planning and development of urban and rural settlements, with a focus on residential development and the creation of sustainable, compact settlements. The guidelines emphasise the renewal of existing settlements and the importance of well-designed, mixed-use neighbourhoods to reduce reliance on cars, improve access to services, and protect the environment. Planning authorities should aim for a '15-minute city' model where residents can access essential services within a short walk or cycle from home.

The subject site would be categorised as a 'Metropolitan Town – Centre and Urban Neighbourhood, as it benefits from high-frequency public transport, with further investment planned under CMATS, including BusConnects and a future Light Rail Transit link to the City Centre and Mahon. The town also provides strong access to employment, education, retail and community services. Under the Compact Settlement Guidelines, this category is associated with "*residential densities in the range of 50 to 150 dwellings per hectare*"

3.2 Sustainable Urban Housing: Design Standards for New Apartments 2025

The Guidelines for '*Sustainable Urban Housing: Design Standards for New Apartments,' issued by the Department of Housing, Planning and Local Government in 2025, set out policy and guidance for the planning of settlements,*

with a focus on compact growth, renewal of existing areas, and the delivery of sustainable neighbourhoods.

The Guidelines note that local authorities determine suitable locations for the provision of apartments, considering a broad range of factors, including proximity and accessibility. For locations within central and accessible urban areas, proposals of small to large-scale and higher-density development, sites are deemed suitable, whereby the following may apply:

- Sites within walking distance (up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (up to 5 minutes or 400- 500m) to/from high frequency (min 10-minute peak hour frequency) urban bus services.

The Guidelines establish minimum floor areas (SPPR 2), dual aspect requirements (SPPR 3), and minimum ground-floor ceiling heights (SPPR 4), while also removing restrictions on unit mix (SPPR 1). They also require at least 25% of units in a scheme to exceed minimum size standards by 10%, except in specific small-scale or refurbishment contexts. These provisions are intended to ensure quality while addressing viability and delivery challenges.

In the context of Ballincollig, an urban town centre located on high-frequency bus corridors and earmarked for future Light Rail under CMATS, the 2025 Apartment Guidelines provide strong national policy support for higher-density apartment development.

3.3 Urban Development and Building Height Guidelines, 2018

The Urban Development and Building Heights Guidelines (UDBHG) support increased building height and density in city locations with good public transport accessibility. It emphasises that the NPF requires increased density, scale and height of development in urban core areas, but also recognises that more focus is required on reusing previously developed brownfield land and either reusing or redeveloping existing sites and buildings that may not be in optimal usage.

The UDBHG requires Local Authorities to be more proactive and flexible in securing urban growth through increased densities and building heights. The proposed development is considered to respond to the overall natural and building environment, which will add to Ballincollig's architectural aesthetic.

Section 1.4 explains that:

> *"in recent years, local authorities, through their statutory development and local area plan processes, have begun to set generic maximum height limits across their functional areas. Frequently, such limits have resulted from local-level*

concerns, like maintaining the character of an existing built up area, for example. However, such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes"

3.4 Cork City Development Plan 2022

The Cork City Development Plan (CDP) sets out Cork City Council's policies for the development of Cork City to 2022 and beyond. It establishes the following vision for Cork City:

"The vision for Cork City over the period of this Development Plan and beyond is to be a successfully, sustainable regional capital and to achieve a high quality of life for its citizens and a robust local economy, by balancing the relationship between community, economic development and environmental quality. It will have a diverse innovative economy, will maintain its distinctive character and culture, will have a network of attractive neighbourhoods serviced by good quality transport and amenities and will be a place where people want to live, work, visit and invest in."

The CDP identifies Ballincollig as one of three *Urban Town Centres* within the metropolitan hierarchy. The role of the Urban Town Centre is described in the Core Strategy 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."

This establishes Ballincollig's Urban Town Centre as a focus for compact, mixed-use regeneration and sustainable residential growth, in line with national and regional policy objectives.

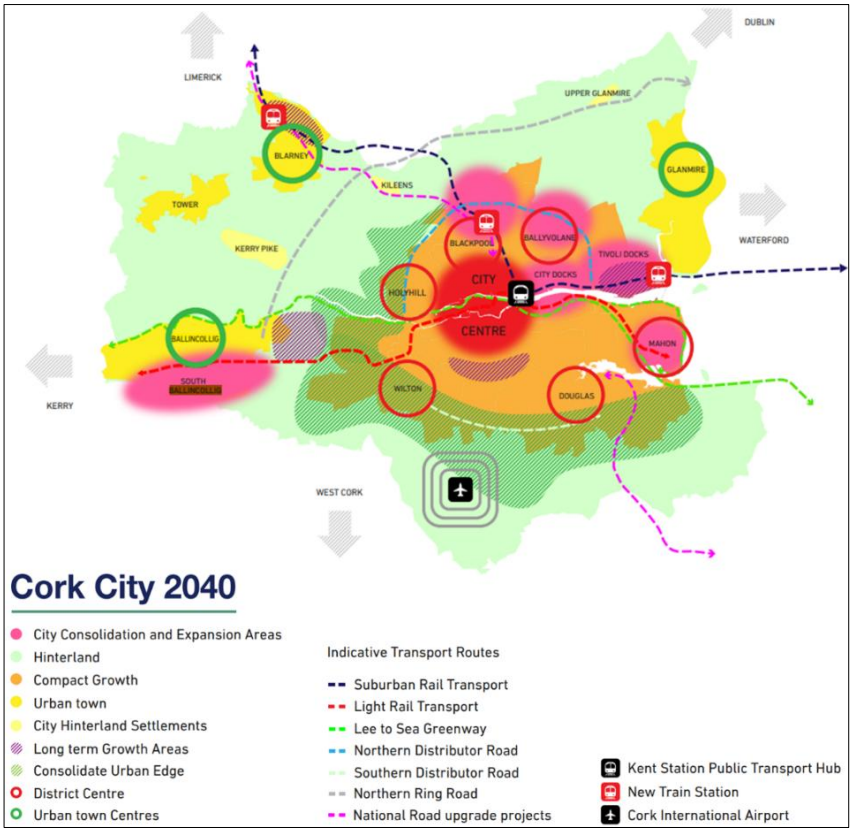


Figure 2 Cork City 2040 Concept Plan – Ballincollig Identified as an Urban Town Centre.

The subject site is within an area zoned as ZO 06 Urban Town Centre with the objective to:

> *"provide for the development and regeneration of an appropriate mix of commercial, residential, social, community and recreational uses in a compact urban form, while supporting the role of the centre as a focus for employment, services and living."*

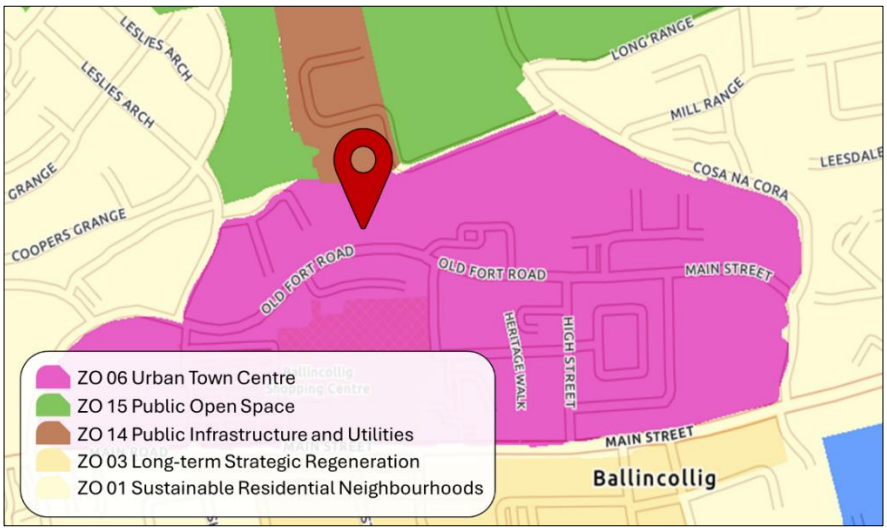


Figure 3 Extract from the Cork City Council Development Online Maps - 2022

Chapter 10 of the CPD – *Key Growth Areas and Neighbourhood Development Sites* recognises regeneration opportunities within Ballincollig town centre, including the reuse of vacant retail units and the redevelopment of underutilised sites south of Main Street, such as Times Square and the Village Shopping Centre. More broadly, the Development Plan anticipates that additional population and housing growth will also be accommodated on zoned lands to the west of the town and through infill and brownfield development within the existing built-up footprint.

Section 10.220 of the CDP also states that the number of units for consideration, and which can proceed, will be determined and agreed at the Development Management stage and will be subject to the following:

> *• Having regard to the progress on the design and integration with the proposed distributor road.*
>
> *• Agreement by the developers/landowners to provide off site infrastructure as agreed with Cork City Council. These details are to be agreed at Planning stage prior to the submission of any development proposals.*

The CDP recognises the need to significantly increase residential densities to cater for projected population growth, with Project Ireland 2040 targeting a 50% increase in Cork City's population by 2040. To achieve this, the Plan sets out density and building height standards for new development across the city, including Ballincollig. Ballincollig is designated as an *Urban Town Centre* and is subject to the specific parameters of the *Density and Building Height Strategy*. In Outer Ballincollig, prevailing building heights range from 2 to 3 storeys, with the policy framework providing for 2 to 4 storeys and residential densities of 40 to 60 units per hectare. In Central Ballincollig, prevailing heights are 2 to 4 storeys, with scope to increase to 3 to 5 storeys and residential densities of 50 to 100 units per hectare.

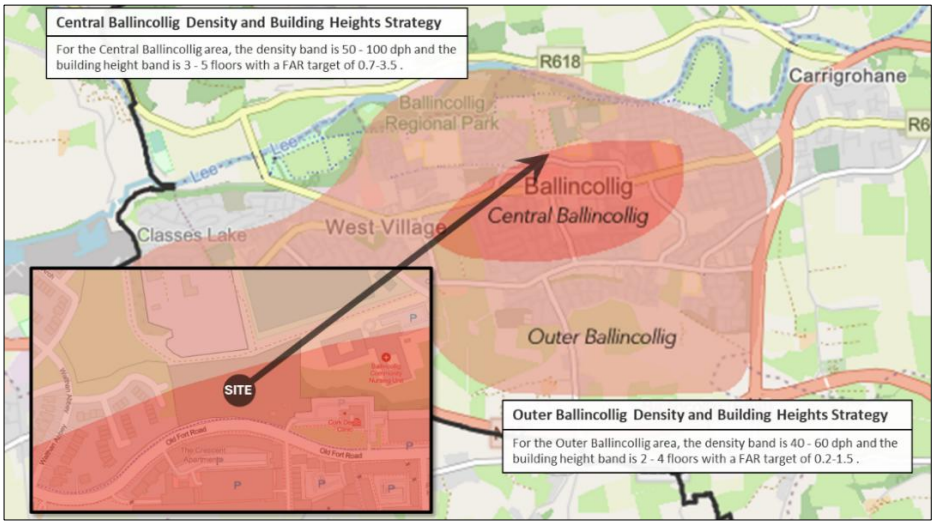


Figure 4 Cork City Council Building Density & Heights Map.

	Heights			
	No. of Storeys			
	Prevailing		Target	
	Lower	Upper	Lower	Upper
City	**2**	**5**	**4**	**8****
City Centre	2	5	4	6
North Docks	2	3	4	7
South Docks	2	4	5	10**
Fringe / Corridor / Centre	**2**	**6**	**4**	**7**
City Fringe / Corridor	3	6	5	7
Mahon	2	5	4	6
Blackpool	2	5	4	6
Wilton	2	4	3	5
Inner Urban Suburbs	**2**	**4**	**3**	**5**
1. The Urban North	2	3	3	4
2. Tivoli	2	4	3	5
3. Ballintemple & Blackrock	2	4	3	5
4. Douglas	2	3	3	4
5. South Link Road Corridor	2	3	3	4
6. South West Corridor	2	3	3	4
7. North West	2	2.5	2	4
8. North Blackpool	2	4	3	5
9. Central Ballincollig	2	4	3	5
10. Blarney	1	2	2	3

Figure 5 Cork City Council Building Density & Height Table (extract CCDP)

The CDP emphasises the importance of delivering a balanced housing mix to meet the needs of a growing and diverse population. Objective 3.6 seeks to

> *"encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in 'Density Done Well' in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments."*

The concept of the *15-minute city* and the principle of *walkable neighbourhoods* underpin the Core Strategy. Objective 2.10 commits

> *"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."*

In relation to walkable neighbourhoods, the Plan requires new development to positively contribute to its local context. This involves providing the right mix of uses at an appropriate scale, creating attractive and safe

environments, ensuring strong connections to public transport and active travel networks, and facilitating direct access to high-quality parks and public spaces while avoiding the creation of inactive or underused areas.

The CDP acknowledges the significant investment that has taken place in recent years in the public realm of Ballincollig. Paragraph 4.21 notes the following:

> *"A range of high quality, public realm improvements have been implemented in recent years to include pedestrian priority areas, wider footways and improved crossing facilities in Cork City Centre and Ballincollig Town Centre in particular."*

These interventions are directly aligned with the compact growth and sustainable transport objectives of the Core Strategy, ensuring that Ballincollig's town centre functions as a safe, accessible and attractive environment for pedestrians and cyclists while strengthening its role as both an Urban Town Centre and a District Centre within the metropolitan hierarchy.

The CDP identifies Ballincollig as a central element in the delivery of sustainable transport under CMATS. Paragraph 4.46 states that

> *"with an investment in the BusConnects project, improved services and more stations on the suburban rail line and the development of a Light Rail Transit (LRT) system linking Ballincollig to Mahon, via the City Centre and Docklands, public transport in Cork will change radically during the lifetime of this Plan and future City Development Plans."*

Paragraph 4.47 further notes that Ballincollig is already served by Ireland's first 24-hour bus service, directly linking the town with the City Centre and Carrigaline. These provisions demonstrate the strong policy support for Ballincollig as a location for compact, higher-density development, integrated with major public transport investment.

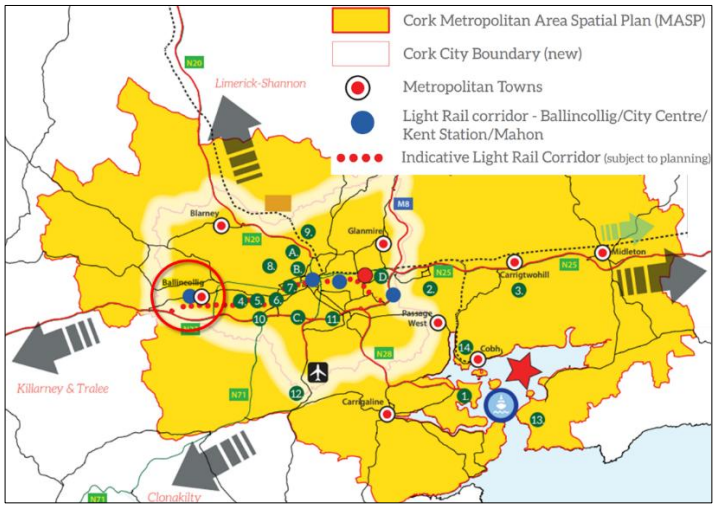


Figure 6 Cork Metropolitan Area Spatial Plan, Southern Regional Spatial and Economic Strategy, Southern Regional - Ballincollig Circled Red.

Under the CDP, Ballincollig Town Centre falls within Parking Zone 2, where maximum car parking standards apply. In this zone, residential development is permitted at a rate of 1 parking space per 1- to 2-bedroom units and 2 spaces per 3-bedroom or larger units. For childcare facilities, the standard is 1 space per 6 children. These standards are designed to balance the provision of parking with the promotion of sustainable travel choices, consistent with the Core Strategy and CMATS objectives for compact growth and modal shift.

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 7 Maximum Cark Parking Standards as per the CDP

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				
Créches	1 Per 6 Children	1 Per 6 Children	1 Per 6 Children	1 Per 6 Children

Figure 8 Creche Car Parking Standards as per the CDP

The CDP also sets out bicycle parking requirements to support modal shift and active travel. For residential development, the standard for suburban locations such as Ballincollig is 0.5 spaces per apartment unit. For childcare facilities, provision is required at a rate of 1 bicycle space per 25 children. These standards are intended to ensure that cycling is supported as a viable transport mode, consistent with the wider objectives of CMATS and the Development Plan to promote sustainable and healthy travel choices.

Land Use	Cycle Parking Requirement
Residential	
Standard Apartments	1 Per Unit in City Centre / Inner Urban Areas
	0.50 Per Unit in Suburbs

Figure 9 Bicycle Parking Requirements as per CDP

Land Use	Cycle Parking Requirement
Crèches	1 Per 25 Children

Figure 10 Creche Bicycle Parking Standards as per the CDP

3.5 Cork Metropolitan Area Transport Strategy

The Cork Metropolitan Area Transport Strategy (CMATS), published in 2019, sets out a comprehensive investment programme for the metropolitan area, including commuter rail, enhanced bus corridors, a new light rail system, park-and-ride facilities, and significant walking, cycling, and road network improvements. The proposed Light Rail Transit (LRT) is identified as a key element of the strategy, intended to support the population and employment growth targets of the National Planning Framework. The indicative LRT route extends west to Ballincollig, with one of its objectives being to maximise the development potential and residential densities of lands located along the corridor.

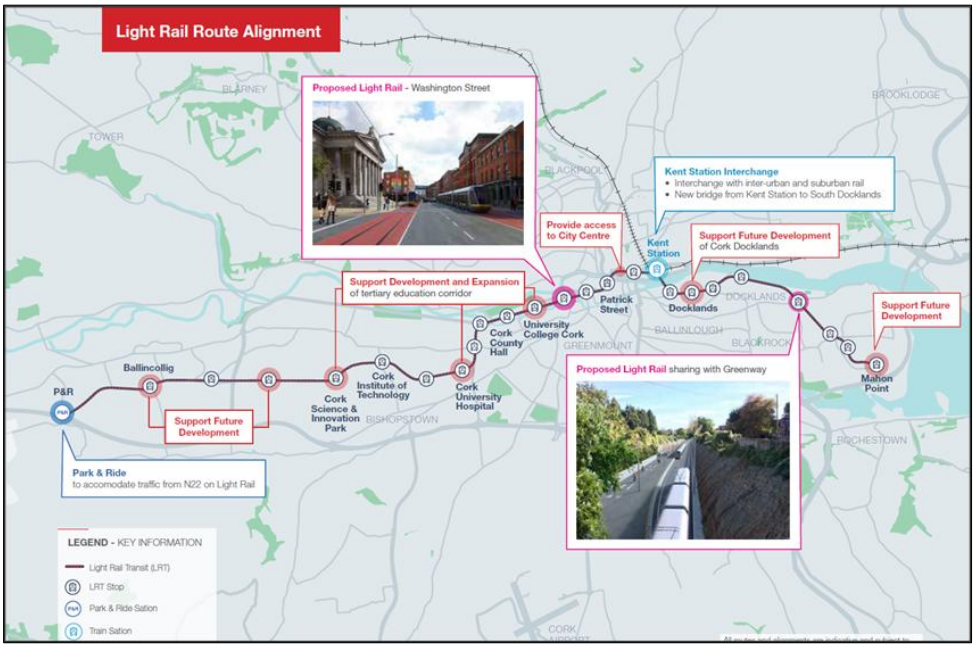


Figure 11 Location of Ballincollig Light Rail Route south of the site at Old Fort Road, Ballincollig, Cork.

4. Planning History

An Bord Pleanála Ref. ABP-307313-20 (SHD)

On 11th June 2020, O'Flynn Construction lodged a Strategic Housing Development application with An Bord Pleanála for 123 no. apartments in three blocks ranging in height from three to six storeys, together with a childcare facility, residents' gym/amenity space, landscaped open space, pedestrian and cycle links, and associated site works at Old Fort Road, Ballincollig. Permission was granted by An Bord Pleanála in 2020 subject to 30 no. conditions.

An Bord Pleanála Ref. ABP-313642-22 (SHD)

On 25th May 2022, O'Flynn Construction lodged a Strategic Housing Development application with An Bord Pleanála for 123 no. apartments in three blocks ranging from three to six storeys, together with a creche, landscaped open space, access and associated works at Old Fort Road, Ballincollig. The Board recommended refusal on the basis based on the following reason:

Objective 1 1.2 Dwelling Size Mix and Table 1 1.9 of the Cork City Development Plan 2022 - 2028 sets out clear unit mix requirements to be adhered to, except in exceptional circumstances when justification is provided, and flexibility is provided according to the ranges specified. The applicant did not provide a justification for the unit mix proposed. It is considered that the proposed development would, therefore, materially contravene the Development Plan in relation to the provision of unit mix requirements. This issue has not been addressed in the applicant's Material Contravention Statement or the subject application, and does not, therefore, comply with the requirements of section 8(1)(a)(iv)(I1) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended. The Board, therefore, cannot invoke section 37(2)(b) of the Planning and Development Act 2000, as amended, and is precluded from granting permission.

5. Pre-Planning Consultation

An S.247 Planning meeting took place with Cork City Council (CCiC) on the 6th November 2025, and feedback was issued on the 6th December 2025. The design team has carefully considered the matters raised by Development Management, Transport, City Architects, Drainage, Environment, and Parks and Recreation, and the final proposal reflects a coordinated response to these inputs.

A Section 32B meeting took place on February 5th, and the Council Opinion was issued on March 5th 2026. A response to the Opinion has been prepared as a standalone document with this application. Following receipt of the Opinion from Cork City Council further details have been revised, and additional details have been submitted to address the council's feedback.

6. Assessment

The proposed development involves the construction of 157 no. residential units, 1 no. childcare facility and all associated development works at Old Fort Road, Ballincollig, Cork.

The table below compares the key statistics of the previously proposed SHD scheme, ABP Ref. 313642-22, and the current LRD proposal.

Site Statistics	Previous SHD (ABP Ref. 313642-22)	Current LRD Proposal	Difference
Residential Units	123 no. apartments	157 no. apartments	+34 units
Density	c. 115 uph	c. 130.2 uph	+15.2 uph
Unit Mix	39 no. 1-beds 84 no. 2-beds	77 no. 1-beds 80 no. 2-beds	+38 no. 1-beds -4 no. 2-beds
Creche	36 child spaces	29 child spaces	-7 spaces
Open Space	1,637.4 m² (c. 15.4% site area)	3,063.3 (25.4 % site area)	+1,425.9m² (+10%)
Building Height	3–6 storeys	2–6 storeys	Reduced minimum height from 3 to 2 storeys
Design Approach	Three linear blocks	Three linear blocks	Reconfigured site layout

Table 2 Differences between SHD and LRD proposals

6.1 Compliance with Current Planning Policy

The proposed development is located on land zoned as an urban town centre. It has a range of suitable uses, including residential. The construction of the apartments is considered to comply with the objectives for the site as per the Cork City Development Plan 2022.

6.1.1 Proposed Housing Mix and Density

The proposed development consists of 157 no. units comprising the following:

- 77 no. 1-bed units (49%);
- 8 no. 2-bed, (3-person) units (5.1%); and
- 72 no. 2-bed (4-person) units (45.9%).

The three blocks are oriented along the North-South axis, allowing the apartments to face predominantly East and West. This allows for views of the Lee Valley Hills, Old Fort Road, and the Regional Park. Access to the street-level units is available from the main entrance lobbies, which face onto Old Fort Road, creating an active street front.

Additionally, a creche is proposed on the development's ground floor, offering direct access to a play area.

A Dwelling Mix Report has been prepared by McCutcheon Halley Planning Consultants, which assesses the current composition of dwellings and the housing mix in the surrounding area. The report highlights that the catchment area's existing dwelling mix does not align with the CCDP's targeted mix, featuring fewer 1- and 2-bedroom units and more 3- and 4-bedroom units. To address this, applications for 1- and 2-bedroom units should be encouraged, reducing the proportion of larger units. The proposed

development offers more 1- and 2-bedroom units than the target, increasing their share and diversifying the housing types in the catchment area by including smaller units and apartments. The report concludes that the proposed development will be situated within an existing urban environment and will contribute to it by supporting demand for services in the wider Ballincollig area. The comparative analysis found that the current dwelling mix in the catchment area is uniform and that measures are needed to increase housing diversity.

Number of Bedrooms	Catchment	Proposed Development	CCDP Target
Studios / PBSA	N/A	N/A	0%
1 bedroom	2.8%	49%	21%
2 bedrooms	13.9%	51%	34%
3 bedrooms	42.8%	0%	30%
4 bedrooms or larger	35.3%	0%	15%
No. of bedrooms not stated	5.3%	N/A	N/A
Total	100.0%	100%	100%

Table 3 Composition of housing by number of bedrooms in catchment area, for the proposed development, and CCDP targets (Source: Cork City Council, 2022; CSO, 2023)

The proposed development will address the gaps in the current housing supply through two main design features. Firstly, it will increase the number of apartments available in the catchment area by 157 units, representing a nearly 19% rise from the 836 apartments recorded in 2022. Secondly, the development is designed to add 157 one- and two-bedroom units to the area, boosting the total by over 13%. Therefore, it can be concluded that the proposed development is an example of a measure that will help achieve the housing mix targets for urban towns within Cork City.

6.1.2 Parking

The proposed development provides 91 car parking spaces (0.6 per unit). Of these, 38 spaces will be re-allocated from the adjoining Medical Centre car park to serve the residential development. This arrangement is considered appropriate as the Medical Centre operates primarily during daytime hours, when residential demand is at its lowest. During the evening and overnight periods, when residents' parking demand peaks, the Medical Centre is closed, allowing for the efficient dual use of existing underutilised parking infrastructure. Furthermore, the CastleWest Shopping Centre, located less than 100 metres south of the site, provides extensive free public car parking, ensuring that short-term or overflow parking demand can be readily accommodated locally. The car parking spaces are broken down as follows:

- 48 new car-parking spaces are located on the site;
- 38 car-parking spaces would be re-assigned from the neighbouring Medical Centre car park to accommodate the residential development.

The development could provide up to 157 car-parking spaces based on the maximum standards outlined in the Cork City Council Development Plan;

however, the number of car-parking spaces has been reduced to align more closely with the Sustainable Residential Development and Compact Settlement Guidelines 2024. The site is conveniently located near amenities and public transportation, with a five-minute walk to a high-frequency bus route, helping reduce reliance on cars. Additionally, the site benefits from well-developed pedestrian routes and cycle paths, further encouraging reduced dependence on the car.

The proposed car-parking ratio of 0.6 spaces per unit is justified when considered against Cork City Council's recent decision to grant permission for the Barry's Field LRD in Douglas (Planning Ref. 25/43605), where only 26 spaces were provided for 124 apartments, equating to 0.2 spaces per unit. In that case, the Council accepted a significantly lower ratio based on the site's central location, strong public transport access, established pedestrian and cycling networks, and the need to support sustainable travel behaviour. The Planner's Report for the Douglas scheme confirmed that a substantially reduced level of parking was appropriate and in line with national policy on compact and accessible urban development.

In addition, permission has been granted for 348 residential dwellings at Sarsfield Road, Wilton (Ref. 25/43819), providing 148 car parking spaces, or 0.4 spaces per dwelling. Similar to the proposed development at Old Fort Road, both sites are located within walking distance of their respective town centres and benefit from good public transport connectivity, further demonstrating that reduced parking provision is an established and accepted approach for accessible urban locations.

By comparison, the Ballincollig proposal offers a significantly higher level of parking while benefiting from similar conditions, including a town-centre location, high-frequency bus services, strong walkability, and extensive existing public parking in the immediate vicinity. Accordingly, the proposed parking provision is considered reasonable, policy-compliant, and consistent with the approach recently endorsed by Cork City Council for comparable centrally located apartment developments.

The development proposes to provide 198 no. bicycle parking spaces, in secure storage rooms, which will be managed and maintained by the management company. Bicycle parking will be provided in interior rooms, featuring a two-tier parking rack system. These rooms will be private to residents.

6.1.3 Part V Proposal

Part V, Section 96 of the Planning and Development Act 2000 (as amended) applies to this application. The submitted Part V proposal fulfils the 20% on-site obligation. A total of 31 no. units are identified for Part V purposes and will be provided on each floor from the ground to the 5th floor.

A Part V Costings and Methodology Report forms part of the LRD application. The Part V units provide a representative range of the scheme's overall unit mix.

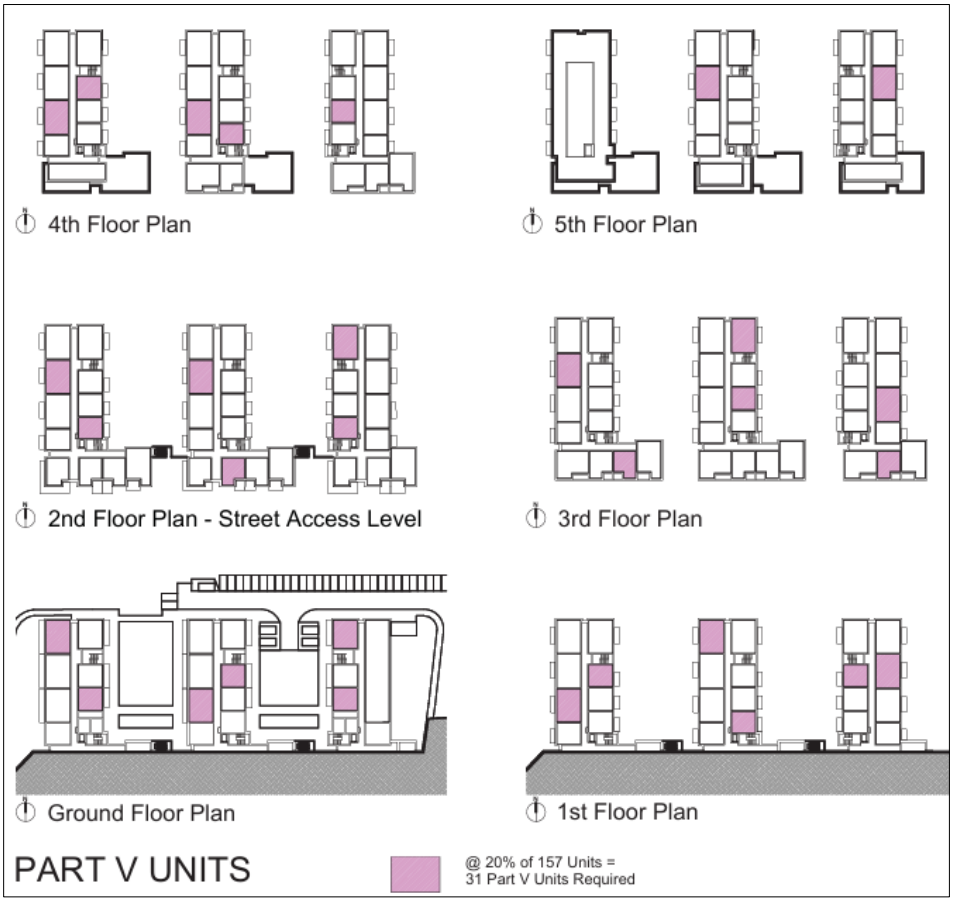


Figure 12 Part V Proposal by Wilson Architecture – Proposed Units Highlighted Pink

6.2 Design Approach

The proposed development has been designed to regenerate a vacant infill site at Old Fort Road and to deliver modern, high-quality residential accommodation that will positively contribute to Ballincollig's town centre. The scheme provides for a compact urban form that integrates with the surrounding built and natural environment, creating a quality living place for both existing and future residents. The principles of sustainable urban growth have informed the design, national policy guidance and the Cork City Development Plan 2022–2028.

The layout is based on three linear blocks set along a north–south axis, which provides a strong frontage to Old Fort Road while allowing for visual and physical connections through the site towards the Lee Valley Hills. The arrangement ensures a high proportion of east- and west-facing units, maximising daylight and sunlight access while maintaining permeability and connectivity across the site. Street-level lobbies and own-door access units contribute to an active frontage, enhancing the public realm along Old Fort Road. The purpose-built crèche is located at the rear of the active frontage, allowing for direct access to its play area.

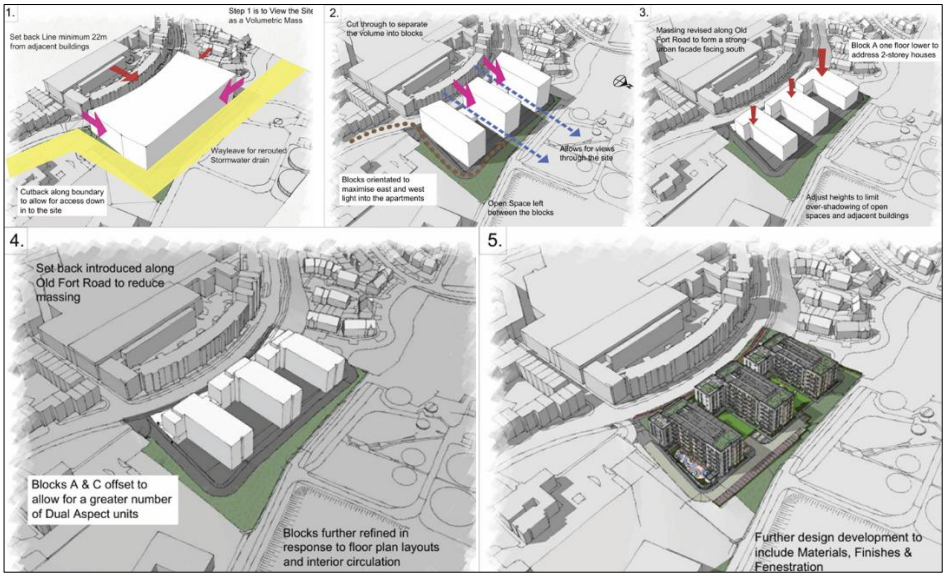


Figure 13 Design Overview by Wilson Architecture

The massing of the development has been carefully considered to respect the surrounding context. Building heights range between two and six storeys, with Block A stepped down on the western edge to provide an appropriate transition to the adjacent two-storey Waltham Abbey residential estate. Towards Old Fort Road, the scale integrates with the existing Crescent Apartments to the south, while the natural fall of the site to the north allows for increased height and a distinctive urban edge. This arrangement ensures that overshadowing and overlooking are minimised and that the development integrates successfully into its setting.

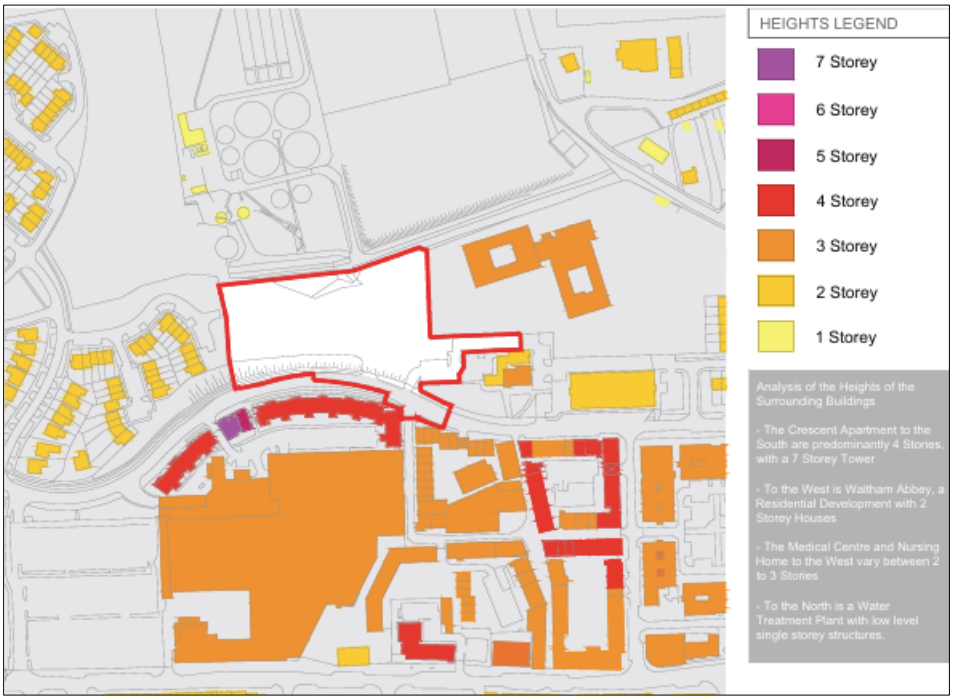


Figure 14 Surrounding Building Heights Analysis

A key feature of the design is the provision of high-quality landscaped spaces, including 3,063.3m² of public open space, which equates to 25.4% of the site area. Existing trees of landscape value along the site boundaries have been retained and incorporated into the design. At the same time, new plantings and plazas provide a green framework for the development. The development provides 1,003.8m² of communal outdoor spaces that are designed for universal accessibility and cater for both active and passive recreational use. Together, these elements ensure that the development contributes to biodiversity, supports healthier lifestyles, and enhances the setting of Ballincollig.



Figure 15 Landscaping Illustrations by Wilson Architecture

The scheme follows the principles of the Design Manual for Urban Roads and Streets (DMURS) and prioritises pedestrian and cyclist movement throughout. Internal routes are designed as shared surfaces, reducing vehicular dominance and ensuring permeability for sustainable modes of transport. Connections are provided to Old Fort Road and to surrounding communities, and the design allows for future links to Ballincollig Regional Park and the wider green infrastructure network.

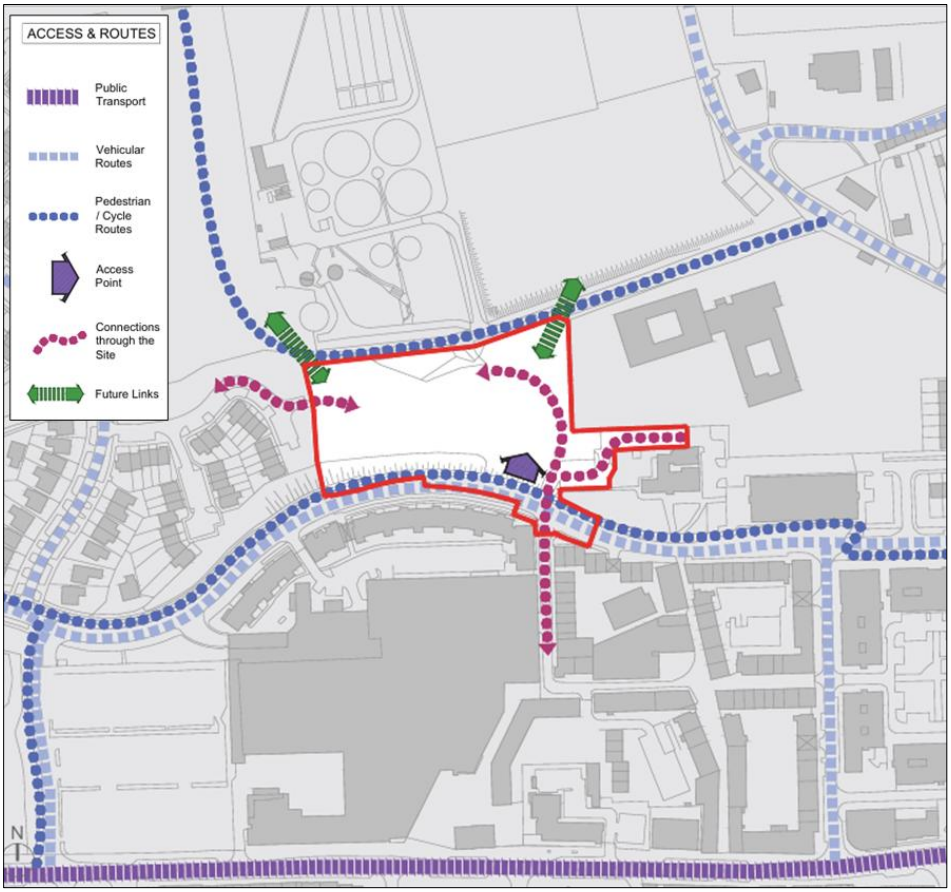


Figure 16 Access and Routes Illustration by Wilson Architecture

Architecturally, the development presents a coherent and distinctive design, with careful attention to scale, form and fenestration. The materials palette has been selected to complement Ballincollig's character and to provide a contemporary, high-quality finish that enhances the sense of place. The overall scheme achieves an appropriate balance between density, design quality and contextual response, delivering a sustainable development that will make a positive contribution to the town.



Figure 17 Views of Proposed Development prepared by Wilson's Architecture

6.3 Height and Massing

The proposed development has been designed to respond sensitively to its surrounding context through a carefully considered approach to building height and massing. The scheme comprises three blocks ranging in height from three to six storeys, similar to the previous permission. This variation ensures that the development provides an appropriate transition between the established two-storey residential development at Waltham Abbey to the west, the medical and nursing home facilities to the east, and the larger Crescent Apartments to the south.

Along Old Fort Road, the buildings present a strong and active frontage. The scale of the blocks is set to integrate with the Crescent Apartments opposite, achieving an appropriate building-to-street ratio and reinforcing the urban character of the town centre edge. Towards the western boundary, Block A is stepped down by one storey to reduce its massing and to provide a sympathetic relationship with the adjoining low-density housing. The natural fall of the site from south to north, with an approximate level difference of eight metres, allows for greater height along the northern frontage without creating an overbearing impact on adjoining properties. The north–south orientation of the blocks maintains key gaps between buildings, protecting views through the site towards the Lee Valley Hills and contributing to a sense of openness.



Figure 18 Illustration of proposed development prepared by Wilson Architecture

This approach ensures that the proposed massing balances efficient urban density of approximately 130.2 dwellings per hectare with sensitivity to its immediate context. The design process has minimised overshadowing and overlooking, and the stepped building heights support a legible, well-integrated urban form.

BPC Engineers have carried out a Daylight and Sunlight Assessment to assess the potential effects of the proposed development on residential units, communal amenity areas and the surrounding context. The assessment confirms that appropriate levels of daylight and sunlight are achieved across the scheme, having regard to the site's town-centre location and urban context. The revised layout, including increased block spacing and the reconfiguration of the internal courtyard, has resulted in improved daylight and sunlight performance, particularly within shared amenity spaces. Overall, the assessment demonstrates that the proposal provides an acceptable level of residential amenity and complies with best practice guidance.



Figure 19 Sunlight/Daylight Analysis by BCP Engineers

While prevailing building heights in Ballincollig range from 2 to 4 storeys, the Development Plan provides for increased height and density in central

locations, targeting 3-5 storeys and densities of 50–100 units per hectare. The proposed scheme exceeds these parameters in terms of density, delivering 130.2 units per hectare, which is considered appropriate given the site's central location, public transport accessibility, and proximity to local services. The proposed variation in building heights, stepping from 2 to 6 storeys, reflects the Development Plan's strategy to accommodate population growth through higher-density development in accessible, town centre locations, while ensuring sensitive transitions to adjoining residential areas.

6.4 Amenity and Open Space

The proposed development incorporates a carefully considered open space and amenity strategy to ensure a high-quality living environment for future residents. The scheme provides 1,620.3m² of public open space, representing 13.4% of the site area and an additional 1,003.8m² of communal open space. This exceeds the minimum requirement set out in the Cork City Development Plan 2022–2028, demonstrating a strong commitment to delivering generous, usable, and well-located public open spaces.

The primary areas of public open space are located along the northern part of the site, utilising existing mature boundary planting to create a landscaped edge that visually connects to the wider Lee Valley setting. Additional pockets of open space are provided between the three blocks and along Old Fort Road, reinforcing the development's permeability and contributing to an attractive public realm. These spaces are overlooked by apartments, ensuring passive surveillance and a safe environment for residents and visitors.

In addition to public open space, the development provides communal amenity areas for residents, including landscaped courtyards and shared surfaces designed to prioritise pedestrians and cyclists. The proposed crèche is also supported by an associated outdoor play area, ensuring that childcare facilities are integrated into the site's amenity framework.

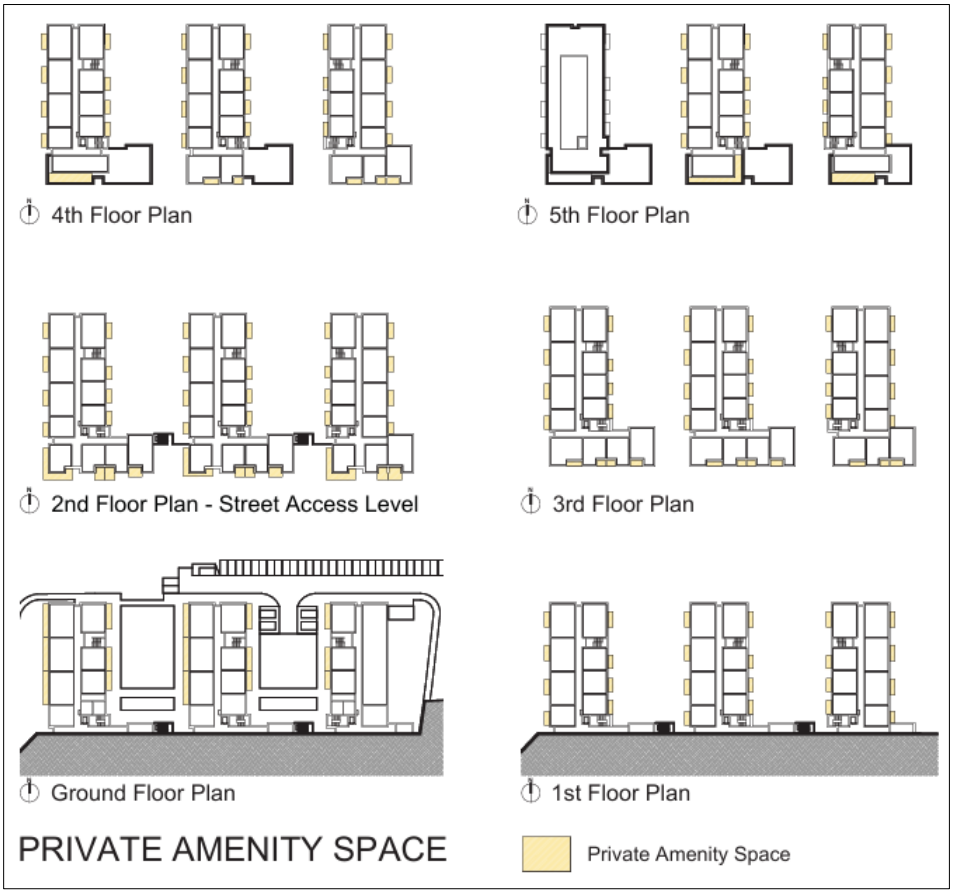


Figure 20 Private Amenity Space Proposal by Wilson Architecture

All apartments are equipped with private amenity spaces, such as balconies or terraces, which meet or exceed the standards outlined in the Sustainable Urban Housing: Design Standards for New Apartments (2025). The combined provision of public, communal, and private amenity space ensures the scheme delivers a balanced, high-quality environment that supports both passive and active recreation.

The open space and amenity strategy has been developed in line with universal design principles, with all areas fully accessible and inclusive. Existing boundary trees are retained where possible and supplemented by new planting, which enhances biodiversity and provides a strong landscape framework for the development. Taken together, these measures ensure that the scheme will make a positive contribution to the amenity and character of Ballincollig.

6.5 Traffic

ARUP has prepared a Traffic and Transport Assessment (TTA) in line with the TII Traffic and Transport Assessment Guidelines (2014). Traffic counts were conducted in October 2025 to establish baseline conditions, with analysis covering the construction and operational phases, as well as the opening year, five-year, and fifteen-year horizons. The results of this can be seen in the full TTA.

The Construction Traffic Management Plan (CTMP) outlines staff and vehicle movements, haul routes and delivery times, and includes measures to minimise disruption, such as restricted delivery hours and designated compounds. The operational assessment will review trip generation, parking provision against Cork City Development Plan standards, and potential cumulative impacts, and propose mitigation measures if required.

An Outline Mobility Management Plan (MMP) has also been prepared to encourage sustainable travel patterns, including mode-share targets and measures to promote walking, cycling, and public transport.

Taken together, the TTA, MMP, and CTMP will ensure that the proposed development is integrated into the surrounding transport network in a sustainable and safe manner, supporting the principles of compact growth and sustainable residential development.

6.6 Infrastructure Services

The proposed development will be fully serviced and can be accommodated by existing and planned utility networks.

Surface water will be managed through a sustainable drainage system (SuDS) that incorporates measures such as green roofs, raingardens, tree pits, permeable paving, and percolation areas. These features will reduce runoff rates and volumes, improve water quality, and enhance on-site biodiversity. The storm sewer network has been designed to manage a 100-year return period event, with an additional 20% allowance for climate change, in line with best-practice guidance.

Foul Drainage will connect to the existing public foul sewer network. Uisce Eireann has confirmed that a foul connection is feasible without infrastructure upgrades for the proposed development. The water supply will be provided by connecting to the existing public water main. Eireann has confirmed that a foul connection is feasible without Uisce Eireann infrastructure upgrades for the proposed development.

The proposed servicing strategy is considered robust, compliant with the relevant guidance, and capable of supporting the development without adversely impacting the surrounding infrastructure network.

Full details of infrastructure services have been prepared by JODA and submitted with this application.

6.7 Flooding

A Flood Risk Assessment (FRA) prepared by JODA Engineering Consultants confirms that the site lies within Flood Zone C, where the probability of fluvial or tidal flooding is low. OPW mapping and historical records show no significant flood events affecting the site.

The site slopes from +25 mOD in the south to +17 mOD in the north, providing natural drainage. The proposed stormwater system is designed for the 1 in 100-year event plus 20% climate change, with modelling confirming there is no flood risk to the development or the downstream network.

While the Ballincollig storm sewer traverses the site, this will be diverted, and finished floor levels are set above critical infrastructure levels. The risk of pluvial flooding is therefore considered low.

As the scheme is residential, it is classed as “highly vulnerable” under the Guidelines. A Justification Test was undertaken and confirms the development is appropriate in Flood Zone C.

6.8 Ecology

Malone O’Regan Environmental (MORE) has prepared an Ecological Impact Assessment (EcIA), EIA Screening and an Appropriate Assessment Screening Report in support of the proposed development. The EcIA is supported by specialist bat survey work, included as Appendix A of the EcIA. An initial site walkover was undertaken on 27 August 2021, with updated habitat surveys undertaken on 25 September 2025 and 9 October 2025.

The recorded habitats on site include buildings, artificial surfaces, refuse, waste, bare ground (recolonising and spoil), scrub, and treelines. The key habitats of ecological importance are mainly the treelines along the northern and southern boundaries, with the northern boundary treeline offering the best opportunities for commuting and foraging bats and nesting birds. The site is not situated within or next to any European designated site, and no protected habitats are present within the site.

The River Lee is roughly 430 meters north of the site and flows towards Cork Harbour. The Cork Harbour SPA is the only European site within the 15 km study area. The AA Screening Report states that, because of the development's scale and localised nature, and considering the lack of impact pathways between the site and European sites, as well as the urban infrastructure in between, the development is unlikely to cause significant effects on any European site, either alone or combined with other plans or projects. Therefore, advancing to Stage 2 Appropriate Assessment or preparing a Natura Impact Statement is not deemed necessary.

No plant species protected by the Flora (Protection) Order were observed on site. Additionally, no high-impact invasive species, including those regulated under the European Union (Invasive Alien Species) Regulations 2024, were found within the area. However, five medium-impact invasive species not covered by regulations were identified: butterfly bush, winter heliotrope, sycamore, Virginia creeper, and Himalayan honeysuckle.

No amphibians were observed during the field surveys, and the site is unlikely to be significant for them due to the lack of suitable breeding waterbodies nearby. There was no evidence of badgers, red squirrels, or otters in the area, and the habitat is considered suboptimal for these species. The scrub and treeline areas may offer limited habitat for small mammals such as hedgehogs and pygmy shrews, but no direct sightings of these species were recorded.

Regarding bats, four trees with potential roost features were identified along the northern boundary and further assessed. One tree along this boundary was found to potentially host a soprano pipistrelle roost, which will be

retained and protected throughout the proposed development. The bat surveys recorded low to moderate bat activity, including soprano pipistrelle, common pipistrelle, and Leisler's bat. Most activity was observed along the northern boundary, highlighting its importance as a commuting and foraging corridor. The EcIA states that additional roosting bat surveys have been undertaken in April and May 2026, with findings to be reported separately via an addendum.

No notable or protected bird species were observed on site during habitat surveys; only common countryside birds were recorded. The hedgerow and treeline habitats are deemed suitable for various nesting birds. However, the site is unlikely to support wintering bird populations due to the lack of water bodies or wet grassland habitats, its small size, enclosed nature, and urban setting. The EcIA states that additional bird surveys will begin in April/May 2026, with findings to be reported separately in an addendum.

The proposed development considers ecological inputs, such as preserving the northern boundary treeline when feasible, implementing tree protection measures, and incorporating landscape features such as green roofs, rain gardens, amenity planting, and biodiversity improvements. Recommended mitigation includes basic construction pollution controls, safeguarding retained trees and their root zones, conducting ecological checks before construction if needed, designing lighting to reduce glare on boundary vegetation, and taking steps to prevent disturbing nesting birds and bats.

The development will incorporate ecological enhancement measures, such as installing at least three bat boxes and three bird boxes, with final placement determined by an experienced ecologist after construction ends. The EcIA and AA Screening Report confirm that, if the recommended mitigation and enhancement measures are implemented, the proposed development can proceed without causing significant adverse impacts on biodiversity or European sites.

6.9 Arborist Report

A Tree Survey and Arboricultural Impact Assessment has been prepared by South of Ireland Tree Surveys to assess existing vegetation and the implications of the proposed development on tree retention. A total of 17 trees were surveyed, comprising a mix of Oak and Lawson Cypress (the majority), together with self-seeded Pussy Willow, Hawthorn and Birch. The most notable vegetation occurs along the northern boundary, where several Oaks and Lawson Cypress provide effective visual screening and contribute to the site's landscape character.

The assessment confirms that the majority of trees are suitable for retention with standard remedial works. Two trees require removal due to poor condition and structural concerns. Several Lawson Cypress specimens, although offering screening, show issues such as decay, fire damage, wind-throw susceptibility, and competition with adjacent high-value Oaks. Recommended works include targeted removal of defective trees, pruning and crown-lifting of retained trees, ivy removal, and implementing protection measures during construction.

An Arboricultural Method Statement (AMS) will accompany the LRD planning application, outlining measures to safeguard retained trees, including root protection zones, fencing, ground protection measures, and restrictions on machinery within the RPAs. The survey has informed the proposed development layout, allowing for the retention of key boundary trees, particularly along the northern edge, which ensures continued screening and a strong green backdrop to the scheme.

6.10 Noise Impact Assessment

AWN Consulting prepared a Noise Impact Assessment for the proposed residential development at Old Fort Road, Ballincollig, Co. Cork. The report assesses the potential impacts of inward and construction noise on the proposed residential development. The assessment considers the impact of environmental noise on the façades of the proposed development, potential internal noise intrusion, the suitability of external amenity areas, and the requirement for acoustic mitigation where necessary.

The assessment was based on baseline noise survey data from a previous 2019 study, along with updated monitoring conducted between 2nd and 3rd of March 2026. The report also incorporated predictive noise modelling, a ProPG Stage 1 Initial Site Noise Risk Assessment, a ProPG Stage 2 Full Acoustic Assessment, an evaluation of internal noise levels against BS 8233:2014, an assessment of external amenity noise, and a construction phase evaluation covering construction noise, traffic noise, and vibration.

The report concludes that the proposed development is acceptable with regard to noise. Standard double-glazing and ventilation will provide adequate internal noise levels, while external amenity areas are expected to meet the recommended noise limits. Construction noise and vibration impacts are anticipated to be temporary and manageable through common mitigation strategies, such as quieter equipment, screening, limited working hours, and effective site management.

6.11 Childcare Need and Demand

A Childcare Demand Report has been prepared by McCutcheon Halley Planning Consultants to assess the likely childcare demand arising from the proposed development and the capacity of existing facilities within the Ballincollig catchment. The original MHP assessment considered childcare facilities within a 2km / 5–10-minute catchment of the subject site and identified 12 registered childcare providers. The assessment concluded that the proposed development would generate demand for approximately 4 to 6 childcare spaces, based on Census 2022 data, household size assumptions and national childcare uptake trends. The proposed scheme includes a dedicated childcare facility with capacity for 29 children, which exceeds the projected demand arising from the development and would provide a net increase of approximately 23 to 25 childcare places.

The Cork City Childcare Report included in Appendix D of the Opinion has also been reviewed. This assessment uses a broader study area than the 2km catchment applied in the MHP report and identifies additional childcare

services in the wider Ballincollig area. Based on the childcare service tables in Appendix D, Cork City Childcare identifies 15 early learning and childcare services with a combined stated capacity of approximately 869 places, and 5 school-age childcare services with a combined stated capacity of approximately 179 places, of which 4 we consider to be outside the catchment area. This equates to a combined stated capacity of approximately 1,048 places across the wider area. However, Appendix D also confirms that the stated capacity figures should not be read as available childcare places. The tables identify only 4 recorded vacancies across early learning and childcare services, and none across school-age childcare services. Cork City Childcare also notes that most services are operating at maximum capacity and identifies a current shortfall of approximately 424 childcare spaces in Ballincollig.

Following review of Appendix D and engagement with Cork City Childcare, the Childcare Demand Report prepared by MHP has been reviewed and updated where appropriate. While the MHP assessment continues to focus on facilities within a reasonable and accessible catchment of the site, the Cork City Childcare comments provide useful additional context regarding wider childcare pressures in Ballincollig. Having regard to the limited actual vacancy levels identified in Appendix D, the existing childcare demand and capacity pressures in the area, and the demand arising from the proposed development itself, the inclusion of a purpose-built childcare facility providing 29 spaces is considered appropriate. The proposed facility will accommodate the childcare demand generated by the development and will also make a positive contribution to childcare provision in Ballincollig by adding new capacity in an area where Cork City Childcare has identified existing pressures. Full details of our updated findings can be found in the Childcare Demand Report.

The proposed childcare facility is therefore considered to comply with the Childcare Guidelines for Planning Authorities (2001) and Objective 3.21 of the Cork City Development Plan 2022–2028, which requires purpose-built childcare facilities as part of residential developments exceeding 75 units.

6.12 School Report

McCutcheon Halley Planning Consultants has prepared a school demand report to assess the likely demand arising from the proposed development and the capacity of existing schools within Ballincollig.

The catchment area was set at 3 km from the site, with 6 primary schools and 3 post-primary schools. Together, these schools have an enrolment of 2,386 pupils (primary) and 2,437 pupils (post-primary). The assessment indicates limited available capacity at the primary level (3 places) and modest capacity at the post-primary level (34 places).

The proposed development of 157 units is expected to generate demand for approximately 28 primary pupils and 20 post-primary pupils. The timing of the scheme's delivery aligns with projected demographic trends: the primary school-aged population is set to decline nationally. At the same time, post-primary enrolments are expected to peak in 2027 and then decrease

thereafter. On this basis, the additional pupils from the scheme can be accommodated within the existing school network.

The Cork City Development Plan also zones three sites in Ballincollig for future education use, ensuring that capacity will continue to expand in step with residential development.

Accordingly, the proposed development can be accommodated within the existing and planned education infrastructure, with no adverse impacts on local school provision.

7. Conclusion

The proposed LRD at Old Fort Road will deliver 157 no. apartments across three blocks, supported by a 29-space crèche facility. The scheme achieves a net density of c. 130.2 units per hectare within a well-considered layout that provides strong urban design, permeability and integration with the surrounding context.

Building heights range from 2 to 6 storeys, allowing for an appropriate transition to adjoining residential areas while supporting compact growth in line with national and local policy. The proposal represents a sustainable and efficient use of zoned land, providing much-needed housing in Ballincollig, along with supporting amenities and high-quality landscaped open spaces.