# Response to Cork City Council LRD Opinion

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 report addresses the specific information requirements and issues raised by Cork City Council (CCC) in their pre-planning Large-Scale Residential Development (LRD) Opinion issued on the 5th of March 2026, in relation to the proposed LRD at Old Fort Road, Ballincollig, Cork. The proposed development consists of the construction of 157 no. apartments (consisting of several variants of 1 and 2-bed units), 1 no. childcare facility, and all associated site development works, including footpaths, cycle paths, car and bicycle parking, bicycle and bin storage, and landscaping/amenity areas.

The opinion issued by the Council was subsequent to 1 no. Section 247 meeting, which took place on the 6th of November 2025 (Ref. LRD-140/25), and 1 no. LRD Meeting, which took place on the 5th of February 2026 (Ref. LRD 25-16).

Following the pre-planning meetings, the Council issued an Opinion in accordance with Section 32D of the Planning and Development (Housing) and Residential Tenancies Act (as amended) and advised that a number of items needed to be addressed in accordance with the requirements of Article 4(7) of the Planning and Development Regulations 2017. The specific issues raised and information requested by CCC, and our response to the same, is outlined in Section 2 of this report.

# 2. Information to be submitted with the LRD Application

The specific information requested by CCC (***bold italics***), and our response to the same, is as follows:

## 2.1 Daylight & Sunlight Provision

***It is noted from the submitted Daylight Sunlight Assessment report that the development as proposed does not comply with the BRE Recommendations for internal daylight provision. A total 65 no. rooms (out of a total of 399 rooms) (16%) do not satisfy the recommended BRE criteria, 52 of which comprise living/ kitchen/ dining rooms. The Planning Authority has concerns with the level of internal daylight provision and also the accessibility and amenity value of the eastern courtyard space. The applicant is required to further consider this matter and explore measures to increase the level of internal daylight provision for units within the proposed development and to improve the amenity value of the eastern courtyard space. This could include design changes such as reducing the extent of the L-shape footprint to blocks A & B by the omission of 1 no. bay of apartments (to the very east) and the relocation/ omission of car parking/ turning area to the south of the eastern courtyard as set out in the report of the City Architect's Dept. (see Appendix C). Other options could include the introduction of under-croft car parking, the provision of storage lockers/ rooms for bulky items at***

***ground floor level of each block (to replace worst performing ground floor units), or the possible removal of a floor(s) etc.***

**Response:**

*Internal Daylight Provision*

The proposed scheme has been revised to enhance the Internal Daylight provision within the apartment units. In particular, a revised layout has been provided to optimise the position of the living, kitchen and dining areas units facing Old Fort Road. Further to this, the units have enlarged windows to improve the daylight provision. As a result of these design improvements, the overall internal daylight provision has been significantly enhanced achieving an exemplary pass rate of 86% within the context of a challenging and constrained urban site. Refer to the Architect Design Statement and BPC engineers Daylight & Sunlight Assessment report for additional details.

*Courtyard Amenity Value*

In response to the above and the concerns regarding the amenity value of the eastern courtyard space, Wilson Architecture, in conjunction with BPC Engineers, investigated 5 different massing options to improve the daylight and sunlight provision in the courtyards which are outlined in the Architectural Design Statement report. While detailing the revised changes with Brady Shipman Martin Landscape Architects, the proposed development has enhanced the eastern courtyard design and minimised the car parking to four disabled spaces around the residential turning bay area.

The Daylight investigations focused on proposed changes to the building mass along the southern aspect of the development, while keeping in mind that these changes needed to be balanced against the architectural requirements that the scheme maintains a strong urban facade along Old Fort Road.

After the investigations, it was shown that changes to the building mass along Old Fort Road made negligible changes to the Internal Daylight Provision, as the restriction to the daylight is primarily due to the requirement for private amenity space via balconies, which in turn significantly reduced the quantum of light entering windows below. Due to this and the fact that the Western Courtyard amenity area is passing, there is no gain to be made by excluding units from Block A.

While for Block B, it was found that the exclusion of two units along the 4th floor, along with a revision to the landscape amenity areas, has allowed for the communal outdoor space to pass the daylight requirement. The passing daylight requirements and the enhanced eastern courtyard design have made a significant improvement to the amenity value of the eastern courtyard. Refer to the Architect Design Statement, the BPC engineers' Daylight & Sunlight Assessment report, and the BSM documents for additional details.

***An updated Daylight Sunlight Assessment report should be prepared to account for any amendments to the proposed development (See Item 1 (a) below).***

**Response:**

An updated Daylight & Sunlight Assessment has been prepared by BPC Engineers to reflect the amended scheme and is submitted with the LRD application.

## 2.2 Urban Design/Architecture

***Further consideration and amendment of the proposed development in terms of its layout, urban design, form and materials/finishes noting the detailed comments from the City Architect's Dept. (See report in Appendix C).***

For ease of reference, the points raised in the City Architect's Department Planning Report (Appendix C) is reproduced below.

**Appendix C: City Architect's Department Planning Report**

***Appraisal***

***The site strategy is sound, with the north-south arrangement addressing any issues in relation to single aspect apartments and allowing south light to permeate through the blocks.***

***In strictly urban design terms and response to context the block heights are considered appropriate and are kept relatively low to the main street side, albeit with a setback upper storey to each block.***

***In comparison with the SHD scheme however the lowering of the courtyards by a full storey height results in a less well-lit space, which in turn compromises the quality of light to apartments that are located within that shaded area.***

**Response:**

As outlined above in Item 2.1, the east courtyard car park has been rearranged which improves the quality of light to the apartments. Please refer to Landscape Plan 6752-300, Planting Schedule, SuDS & Playground Details 6752-304 by BSM.

***One item to note is that placing the courtyards at ground rather than undercroft level means that the landscaping will have direct contact with the ground, which should lead to far greater success in terms of achieving good quality mature planting over time.***

**Response:**

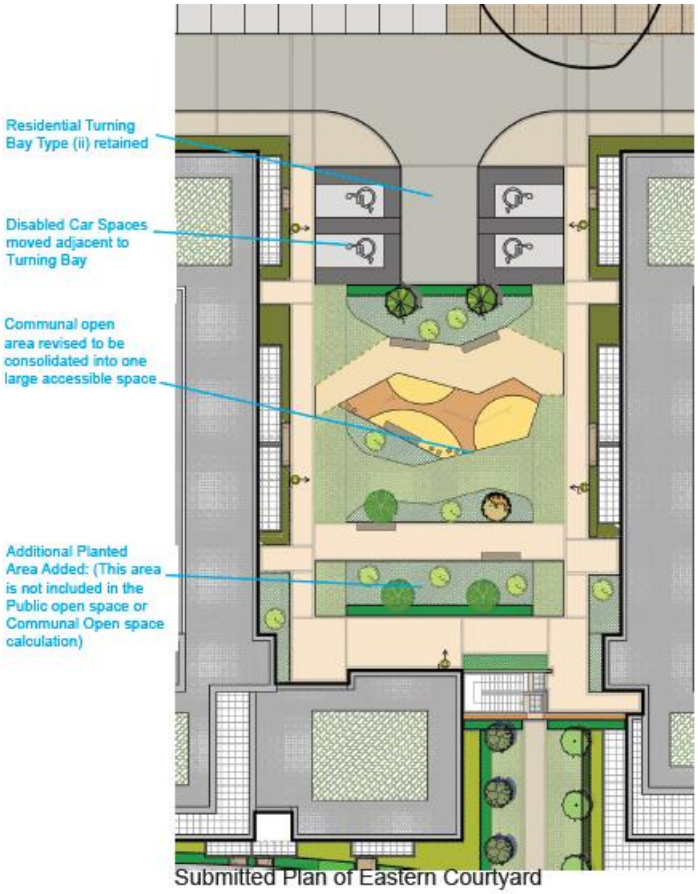
Noted, in the centre of the courtyard there is proposed resin bound gravel path in warm colours, with adjoining small natural play area 'B' to provide enjoyment for children. Please refer to Landscape Plan 6752-300, Planting Schedule, SuDS & Playground Details 6752-304 by BSM.

***There is a marked difference however in the landscaping quality of the two courtyards, and we see no reasonable argument as to why a certain section of residents should have a significantly lesser quality amenity. Ideally the parking and any associated turning bay should be removed from the east courtyard, or, if absolutely necessary, any parking kept to the very northern***

***edge. I would consider accessible parking bays located directly off the access road to be within a reasonable distance of the apartments.***

**Response:**

As outlined in Section 2.1, the revised layout has improved the eastern courtyard by consolidating the communal open area into one large accessible space which provides the accessible parking bays to the north of the courtyard. Alternative locations for the turning bay were investigated but they were found to have clashed with protected trees, or the location was too far away from the end of the access road, to allow for easy of movement of vehicular traffic.



Submitted Plan of Eastern Courtyard

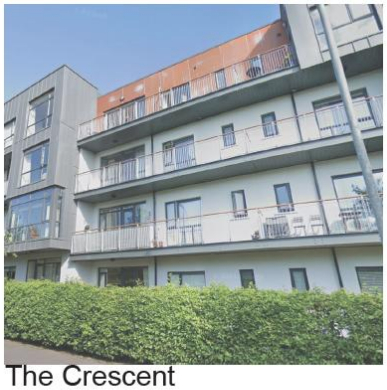
The proposed paving colour in the courtyards have been changed to warm tones to brighten the spaces. New proposed benches and stools have been introduced in bright colours. The planting species have been amended to suit semi-shade and deep shade conditions in the courtyards and creche. They were specified to be suitable for SuDS, biofiltration beds as well, and to provide all year-round interest (mixture of evergreen shrubs, perennials, herbaceous, ferns, white/yellow/ bright flowers, white/yellow/bright margined/speckled leaves). Please refer to Landscape Plan 6752-300, Planting Schedule, SuDS & Playground Details 6752-304 by BSM.

***In terms of materials I maintain the view expressed in pre-planning meetings that for a scheme of this scale (up to 5 storeys in height) brick would be a much more robust finish rather than render in terms of***

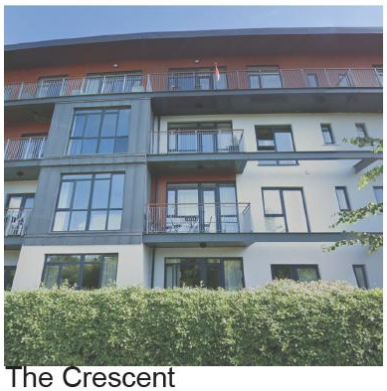
***weathering and the expense involved in any subsequent cleaning or repainting. Staining will be a particular risk due to the extent of clip-on balconies. If render is proposed then a comprehensive submission should be provided in terms of how run off from sills and balconies will be controlled so as to avoid staining.***

**Response:**

Refer to Section 2 of the Architectural Design Report which outlines the external finishes and material palette. A central part of the material design strategy was to employ materials that are of a high quality and contextually relevant to the site in question. A key influence at the early stages of the design was found in the 'Crescent' apartment complex directly to the South of the development. The context images shown, to compare how this development might be both respectful of its immediate context and ensure that the materials used could be aesthetically pleasing, durable and long lasting.



The Crescent



The Crescent

Examples from the surrounding explores the materiality of the existing Crescent, Waltham Abbey development and how the successful elements of the scheme might be applied to the Old Fort Road LRD.

A high quality, durable render was used to treat a large proportion of the façade in the Crescent development which at the time of writing is 19 years old. As the photographic survey on the below drawing shows, the render treatment shows little to no signs of degradation while remaining aesthetically pleasing and indeed functional.

Elements such as the Red/Brown Brick, standing metal seam cladding, and aluminium glazing elements were all selected to be sympathetic to the surrounding context of the site, as well as for their other benefits which shall be explored over the course of this document.

***As regards daylight and sunlight assessment the following should be noted:***

- ***The report indicates that BRE recommendations in relation to the extent of impact on existing development within the area are achieved.***
- ***However, in terms of daylight analysis for the proposed development the report indicates that 16% of rooms do not meet the recommended internal daylight provision. In real terms this non-compliance is present in approximately one third of the apartments. Whilst it is acknowledged that daylight performance must be weighed against a general presumption in favour of increased density, we note nonetheless that the decision to remove the undercroft parking will have significantly contributed to the failure to meet BRE recommendations, and advise that proposals outlined below to somewhat mitigate the overall impact are taken on board.***
- ***In terms of sunlight analysis for the proposed amenity spaces on face value the report indicates that each individual space meets the minimum BRE sunlight recommendation. It should be noted however that the east courtyard is only considered in terms of the 2no. green spaces left over from the parking and access road arrangement referred to above. Further to the above recommendation to omit the parking and access road to this space and consider the east courtyard as a single fully-landscaped courtyard, I recommend that a revised report be submitted indicating the extent to which this courtyard space as a whole meets the minimum BRE sunlight recommendation.***

***It appears evident that the minimum recommendation in this instance will not be achieved, and that doing so would likely require either a height reduction to parts of the scheme, or allowing more sunlight to penetrate between the blocks. Whilst I acknowledge that it is desirable to maintain a relatively solid street-wall to the main road, in these circumstances, whereby the quality of sun and daylight is compromised, I recommend that the applicant give serious consideration to the following changes:***

***Reduce the extent of the L-shape footprint to blocks A and 8 by 1 no. bay of apartments to the very east so that there is a wider space between the blocks A and B, allowing increased sun and daylight through to the lower courtyards and corresponding apartments.***

***This will result in a greater connection between the upper and lower spaces and provide an opportunity to create 2no. upper semi-courtyard spaces of a greater spatial quality than in the current scheme. It appears that that this move would increase the separation across those spaces to the extent that fully active elevations resembling the main street elevations could be provided to the associated west and east elevation of each block - the images on page 3 and 21 of the Design Statement suggest that these***

***elevations are relatively weak and do not provide sufficient amination or passive supervision to those spaces.***

***Conclusion:***

***The quality of the submission is relatively good but the strategic decision to omit the undercroft parking does have a negative impact on the quality of daylight to the public open space and associated apartments. In order for the submission to fully constitute a reasonable basis for a formal application we recommend that the design be revised as outlined above and an updated daylight and sunlight assessment demonstrating mitigation of the impact form part of the formal submission.***

**Response:**

The scheme has been amended having regard to the City Architect's comments and Cork City Council's comments on the landscape proposals and BRE sunlight recommendations. Key design updates include the redesign of the eastern courtyard to consolidate the communal open space into one larger landscaped area, while retaining the turning bay and adjacent accessible parking; revisions to the overall massing, including targeted changes to the fourth-floor massing of Block B; redesigned east–west elevations to improve passive supervision; enlarged windows and revised apartment layouts to improve internal daylight; and refined façade articulation along Old Fort Road to deliver a stronger urban character.

The landscape package has also been updated to reflect the latest Architect's site layout plan and should be read in conjunction with the accompanying Landscape Plan 6752-300, Landscape Sections 6752-301 and 6752-302, Boundary Treatment drawing 6752-303, Planting Schedule, SuDS and Playground Details drawing 6752-304, and Landscape Design Report 6752-RP02.

Additional sections have been included within the landscape package, including Section E-E through the courtyard between Blocks A and B, and Section F-F along the northern site boundary, as shown on drawing 6752-302. External finishes and materials have been selected having regard to durability, maintenance and contextual appropriateness, with further details provided in the Architect's Design Statement and the External Finishes and Material Palette.

At the south-eastern corner of the development the corner apartment has been designed to act as a wayfinding point to the access road. This corner emphasis has been achieved with a use of higher parapet and 'Segment Breaks' that visually separates the corner from the main building mass. The eastern elevation of the corner unit, along with the corresponding East - West elevations facing onto the public realm has been redesigned to provide greater animation & passive supervision.

All of these changes introduced to Old Fort Road section of the development has markedly improved the elevation and developed a fine grain, strong urban facade that is suitable engages with its surroundings.

For clarity, no wildflower meadow is proposed as part of the scheme. A hardwearing, drought and shade-tolerant grass is proposed, which is suitable for use with the cellular paving system, including the cherry picker access routes.

## 2.3 Transport, Pedestrian and Traffic Safety and Car Parking

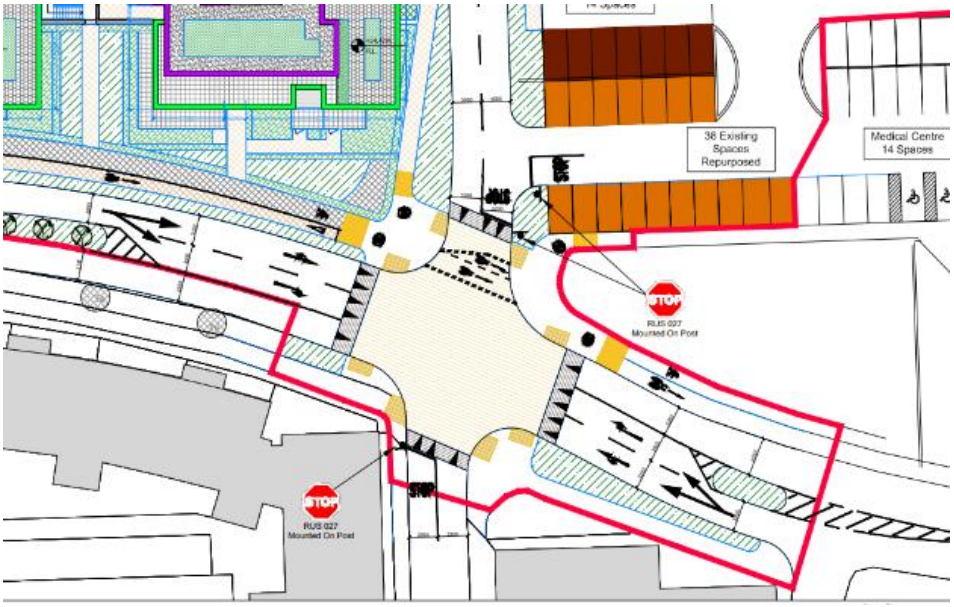
***Further consideration and amendment of the proposed development having regard to the report from the Senior Executive Transport Officer (Strategic Planning and Heritage Section) (See report in Appendix C).***

**Appendix C: Transport**

- ***The scheme presents good pedestrian connectivity particularly that serving Waltham Abbey and is supported;***
- ***The quantum and distribution of bike parking is supported;***
- ***The access strategy is supported, however final details with respect to the road markings (particularly the right turn lane) should be revised taking into account any potential road safety issues;***

**Response:**

The proposed design for the Old Fort Road junction has been reviewed, and amendments have been made accordingly to provide a priority junction. The revised layout is reflected in the Traffic and Transport General Arrangement Drawing submitted as part of the LRD application.



- ***There is no requirement for a drop off facility on Old fort Road and it should be removed, all drop off activity to the creche should take place within the scheme itself.***

**Response:**

The drop-off facility has been removed from the scheme design. In addition to showing the changes to the junction arrangement, the figures above also show the removal of the drop-off facility.

- ***Although the parking rate is low, it is acceptable considering the location of the development and high percentage of 1 bed apartments included in the scheme. A car management plan needs to be included as part of the final application demonstrating how the parking spaces will be managed and that non-residents will avail of the parking.***

**Response:**

A car parking management plan has been developed in consultation with the developer. This plan is set out in section 4.3.4 of the Traffic and Transport Assessment (TTA). All parking spaces associated with the development, will be dedicated as Old Fort Road car parking, and adequate signage will be in place to ensure the public are aware which spaces are reserved for residents of the Old Fort Development. Any unauthorised parking will receive warning notices in the first instance and clamping will be introduced to ensure car spaces are, at all times, available for residents of the complex.

The applicant will form a management company which will be tasked with the management of the development, including car parking, once completed. The management will ensure that all the common parts are maintained together with all equipment, lifts, fire safety etc, in line with good estate management. The management company will ensure that the landscaping is maintained as well as roads, paths and carparking which spaces are reserved for residents of the Old Fort Road development.

- ***In terms of the submitted transportation assessment, I have the following comments:***
    - ***The presented traffic generation associated with the residents is too low and needs to be revised and the trip rate should be based on a unit basis not on a per hectare basis as this approach does not reflect on the density of the proposed development:***
    - ***The traffic generation associated with the creche seems high and has not taken into account that the propose of the creche is to primarily serve the childcare needs of the proposed development;***

**Response:**

The trip rate associated with the residential development has been updated in the TTA as trips per dwelling, rather than trips per hectare by Arup. The

revised trip rates are presented in Table 4-1 and associated trip generation in PCUs in Table 4-2 of the TTA, with changes summarised below:

Previous trip generation in PCUs (residential trips per hectare, childcare trips per 100m2)

| | | | | |
|---|---|---|---|---|
| | **Arrival** | **Departure** | **Arrival** | **Departure** |
| **Residential** | 4 | 15 | 8 | 6 |
| **Childcare Facility** | 21 | 15 | 8 | 9 |
| **Total** | 25 | 30 | 16 | 15 |

Revised trip generation in PCUs (residential trips per dwelling, childcare trips per 100m2)

| | | | | |
|---|---|---|---|---|
| | **Arrival** | **Departure** | **Arrival** | **Departure** |
| **Residential** | 23 | 68 | 42 | 30 |
| **Childcare Facility** | 8 | 6 | 3 | 4 |
| **Total** | 31 | 74 | 45 | 34 |

The traffic generation associated with the creche has been revised, applying the assumption that 60% of trips will be generated from the development, and 40% from elsewhere. This assumption has been applied as it represents a likely worst-case scenario in terms of the number of trips generated from the development. This is explained in section 4.1 of the TTA, with trip generation figures for the creche found in Table 4-2.

## 2.4 Drainage

***Further consideration and amendment of the proposed development having regard to the report from the A/Senior Engineer (Natural & Rural Water section) (See report in Appendix C).***

**Appendix C: Natural & Rural Water Section – Opinion Report**

***Storm Water***

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

- ***Nature Based Management of Urban Rainwater and Urban Surface Water Discharges***
- ***Implementation of Urban Nature-Based Solutions Guidance Document for Planners, Developers and Developer Agents***

***The proposed storm water discharge rate is not clearly stated in the Engineering Report or Drainage Impact Assessment. As previously advised, the permitted discharge rate shall be limited to the 1-in-1- year greenfield runoff rate for the effective drained area within the site (i.e. the developed area) and not the total site area. Please clearly outlined the proposed discharge rate, discharge location and calculations in the application.***

**Response:**

The Drainage Impact Assessment (DIA) by JODA Engineering Consultants has been updated to show the greenfield run-off rate for 1-in-1 year using only the developed area (this is outlined in Appendix 1 of the DIA report).

The flow control (Hydro-Break) and discharge rate (2.3l/s) is shown at the discharge manhole S028 on the storm sewer layout – drawing no. 3866-JODA-02-ZZ-DR-C-2001.

***It is acknowledged that a diversion of the existing 900mm diameter storm sewer will be required. Please note that an inspection and condition survey of the existing storm sewer should be carried out prior to the application to ensure there are no unforeseen issues or defects which could alter the proposal. The results of the inspection and survey should be submitted to the Ballincollig Area Office for review.***

**Response:**

The existing 900mm diameter storm sewer was constructed by the applicant O'Flynn Construction, and an accurate as-built survey was recorded at the time. Following a meeting with Cork City Council and JODA Engineering Consultants, it was agreed with Tony O'Donovan and Liam Buckley that based on the information to hand, a CCTV survey is no longer required.

***Please note that full long sections will be required for the proposed diversion of the public storm sewer.***

***This includes detailing all crossings with existing services or proposed storm pipes. All existing or proposed services including private storm drainage should maintain a minimum separation distance of 5m to the diverted sewer.***

**Response:**

Proposed storm sewer long sections are shown on drawing 3866-JODA-02-ZZ-DR-C-2101 and show crossing distances between other proposed services by JODA Engineering Consultants.

***Opinion:***

***The applicant's storm water drainage strategy is acceptable, and the proposal constitutes a reasonable basis for submitting an LRD planning application.***

**Appendix C: Storm Water & Flood Risk Management Requirements**

***Storm Water***

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

***Chapter 5- Climate Change and the Environment***

- ***Objective 5.23 - Rainwater Harvesting, Objective 5.24(b) - Green and Blue Infrastructure, Section 5.45 - Sustainable Urban Drainage Systems***

***Chapter 9 - Environmental Infrastructure***

- ***Objective 9.4(a) (b) -Sustainable Urban Drainage Systems (SUDS), Objective 9.5(a) – Discharging, Section 9.8 - Sustainable Urban Drainage Systems***

***Chapter 11 - Placemaking and Managing Development***

- ***Section 11.217 & 11.218 - Green and Blue Infrastructure and Sustainable Urban Drainage Systems (SUDS), Section 11.219 to 11.221 - Development Adjoining Watercourse Corridors, Section 11.257 - Surface Water, Section 11.258 - Sustainable Urban Drainage Systems (SUDS)***

***Other References***

***The Applicant should also refer to the following documents***

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

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

- ***A clear drainage strategy for the site (Drainage Impact Assessment), detailed in an engineering or infrastructure report.***
- ***Detail how surface water will be managed on site for the 1%AEP (1-in-100-year) rainfall event with 20% allowance for climate change. This shall include drawings and calculations.***
- ***The permitted discharge rate shall be limited to the 1-in-1-year greenfield runoff rate for the effective drained area within the site (i.e. the developed area) and not the total site area.***
- ***A dedicated storm water drainage drawing, showing the complete drainage network including all the contributing SuDS features (green roofs, rainwater harvesting, swales, tree pits etc.) and discharge location.***
- ***Full designs and calculations for the drainage network, including each of the SuDS features, detailing their infiltration, storage or attenuation contribution to limiting site run-off.***

- ***Justification and references for any coefficients or infiltration rates used, including GI / SI reports.***
- ***Allowances for the reduction in effectiveness of any SuDS / NBS features over time.***
- ***All storm sewers shall be designed not to surcharge when conveying all flows arising within a return period of 5 years. All storm sewers shall be designed not to cause flooding when conveying all flows arising within a return period of 30 years.***
- ***All sewers shall be laid with a minimum cover of 1.2m in roads and footpaths immediately adjacent to roads and 0.9m in all other areas. The maximum permitted depth of manholes is 5m. Any deviation from these requirements shall be subject to the approval of the Drainage Section.***
- ***All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0. 75m/s at design flow.***
- ***In relation to attenuation tanks/ cellular storage tanks, it should be noted that within the Strategic Flood Risk Assessment included as an Appendix to the City Development Plan, Section 3.5 deals with Sustainable Drainage Systems. Section 3.5 outlines a hierarchy of SuDS features, and states that Attenuation Tanks are only to be used in exceptional cases, at the discretion of the Council and will only be considered as a last resort.***
- ***Where the use of attenuation tanks is justified and approved, the use of geo-cellular attenuation tanks is not permitted in developments to be taken in charge. Where a development is to be taken in charge, all attenuation tanks must be concrete tanks.***
- ***Access to attenuation tanks to be provided on both the upstream and downstream sides of the tank. Final access arrangements to be agreed and approved by the Drainage Section.***
- ***Attenuation/ detention basins shall have a maximum water depth of 1m, with side slopes of 1:4, and a maximum length to width ratio of 2:1. The slope towards the outlet shall be 1:100.***
- ***All soakaways shall be designed in accordance with BRE Digest 365 or similar as approved by the Drainage Section of the Planning Authority. Soakaways are to be located a minimum of 5m away from buildings and 3m from property boundaries.***
- ***Permeable paving is not permitted in public areas to be taken in charge.***
- ***The drainage strategy for the site must also consider and outline how the drainage network will be operated and maintained. In particular, how SuDS features will be accessed and maintained safely (i.e. attenuation tanks).***
- ***Upon completion, the Applicant shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development.***

**Response:**

JODA Engineering Consultants note the general stormwater and flood risk management guidance set out in Appendix C of the LRD Opinion. The submitted Drainage Impact Assessment has been prepared in accordance with this guidance and confirms that the proposed surface water drainage strategy, including SuDS, attenuation, and controlled discharge measures, is in accordance with the City Council's requirements.

## 2.5 Landscape Design/ Open Space and Ecology/ Biodiversity

***Further consideration and amendment of the proposed development in terms of the matters/issues raised in the reports from the Parks and Recreation section (reports of the Senior Parks & Landscape Officer and Biodiversity Officer-See reports in Appendix C).***

**Appendix C: Parks and Recreation**

***Further to a review of the submitted documents for Landscaping and open space provision, please note the following:***

- ***A comprehensive Landscape Master plan and Landscape Design Report has been submitted by Brady Shipman Martin, including a Tree Survey and Tree protection measures.***
- ***The management and maintenance of play equipment will be the responsibility of the developer.***
- ***The management and maintenance of the proposed landscape plan is to be the responsibility of the developer/ management company.***
- ***Cross Sections for all landscape areas will be required.***
- ***Wildflower seed for meadows is to be sourced within a 50km radius of the site.***

**Response:**

A comprehensive Landscape Masterplan and Landscape Design Report (including Tree Survey and Tree Protection Measures) has been prepared by Brady Shipman Martin and is submitted as part of this LRD application.

The landscape proposals include cross-sections for landscape areas and specify that wildflower meadow seed will be sourced within a 50km radius of the site. Ongoing management and maintenance of play equipment and landscaped areas will be the responsibility of the developer/management company.

**Appendix C: Biodiversity**

***Review of the following documents - Ecological Impact Assessment, Landscape design and boundary treatment drawing.***

- ***In relation to the boundary treatment drawing - a 2m high galvanised safety railing is to be installed along the northern and western perimeter. More details are needed to highlight that the retained tree root systems will not be compromised by the perimeter fencing, especially along the northern boundary. Detailed***

***drawings of the fencing and root protection zones on one drawing highlighting the root protection zones along with the perimeter fencing.***

**Response:**

The existing 2.4m high palisade fence along the northern boundary has been left in place to protect mature trees within Root Protection Areas; refer to the following Plans by BSM - Boundary Treatment Plan – Drawing No. 6752-303, Tree Survey and Protection Measures 6752-100, and Landscape Plan, Drawing Plan - 6752-300.

The proposed 2m high galvanised railing along the western boundary is shown on the Boundary Treatment Plan drawing detail B3 (as shown below). There are no mature trees in the vicinity of the proposed railing. It is noted there are 3 no. young trees planted on the Waltham Abbey residential estate, set back approximately 4-5m from the boundary.




- ***In reading the bat survey report which is an appendix to EcIA report only two dusk surveys were conducted in September 2025. I would recommend that static bat detectors are put in place following best practice guidelines in bat mitigation for Ireland v2 Irish Wildlife Manuals No. 134 2022. This will give more accurate estimate of how the site is being used for foraging bat species. More surveys need to be conducted to confirm the potential soprano pipistrelle roost on site and I am requesting that a meeting is organised with the local Conservation Ranger Sam Baryley to discuss mitigation measures to protect this bat roost and reduce the impact of foraging bats that this proposed development will have on the local bat populations.***
- ***Within the EcIA report there was no breeding bird survey conducted during the recommended survey season between April to July. Only a walkover survey was conducted. This is a brownfield site with a huge proportion of the site currently covered in scrub and treelines.***

***Both habitats provide breeding opportunities for a variety of bird species and currently there is no baseline of the local breeding bird population utilising the site currently. I recommend that a breeding bird survey is conducted and this information can help with enhancing the site for bird species from installing bird nest boxes within the buildings as well on suitable mature trees.***

**Response:**

MOR Environmental prepared an Ecological Impact Assessment (EcIA) for submission with this LRD application. The EcIA confirms that the site was assessed for its suitability to support breeding and wintering birds. While no notable or protected bird species were identified on-site during the habitat survey, the hedgerows, treelines and scrub habitats within the site are acknowledged as providing potential suitable nesting habitat for a range of common bird species.

In response to the comments raised by the Council, further bird surveys have been undertaken during the current breeding bird season, specifically in April, May and June. The submitted EcIA presents the findings of the additional ecological surveys completed to date (June 2026). However, the EcIA is an interim document being submitted prior to the completion of all proposed ecological surveys. As further completed surveys will be undertaken after submission of the EcIA, the results will be provided by way of an Addendum Report to the EcIA, or an updated EcIA as necessary. The remaining surveys to be completed on the site are two further breeding bird surveys (July 2026), three bat detectors deployments (July, August and September 2026) and two further NBW (nighttime bat walkover) surveys in July and Autumn.

Further bat surveys have also been undertaken, including nighttime bat walkovers, static bat detector surveys, transect surveys and dusk emergence surveys. A further dusk emergence survey and NBW was undertaken on the 14th May 2026. Bat detectors were deployed at suitable locations on the 21 April 2026, 22nd May 2026 and 18th June 2026. Please refer to Table 2-5 of the EcIA for further details.

Further bat surveys are also proposed to be undertaken after submission of the EcIA, and the results will therefore be provided in an Addendum Report to the EcIA, or an updated EcIA as necessary.

MOR Environmental has confirmed that it is happy to meet and/or liaise with the Conservation Ranger, Sam Baley, should a bat roost be confirmed during the above-mentioned surveys, or if the Conservation Ranger otherwise wishes to discuss the matter.

On a precautionary basis, mitigation measures are incorporated into the proposed development, including the removal of vegetation outside of the nesting bird season. The EcIA also confirms that additional planting and ecological enhancement measures are proposed as part of the development, with the landscape proposals designed to compensate for vegetation removed during site clearance works.

To support the above, BSM has added bird & bat boxes, and insect hotels to the Landscape Plan (see drawing 6752-300) to enhance biodiversity on the development site.

## 2.6 Cork City Childcare

***Prior to submitting any planning application, the applicant is requested to engage/ consult with Cork City Childcare in relation to the size of the proposed childcare facility. (Please note the contents of the report from Cork City Childcare in this regard, see Appendix D).***

**Response:**

The Cork City Childcare report included at Appendix D of the Opinion has been reviewed and MH Planning Consultants have engaged directly with Cork City Childcare in relation to the childcare assessment and the list of childcare facilities considered.

Following this engagement, the Childcare Demand Report by MHP has been updated where appropriate and submitted with this LRD application. We note that the study area used by Cork City Childcare is broader than the 2km/5–10-minute catchment area used in the Childcare Demand Report by MH Planning. This led to some variation in demand and capacity between the reports. We note that our assessment continued to focus on childcare facilities considered to be within a reasonable and accessible catchment of the subject site.

Having regard to the existing childcare provision in the area, the demand arising from the proposed development, and the comments received from Cork City Childcare, the proposed development includes a dedicated childcare facility providing 29 childcare spaces. This is greater than the projected childcare needs of the proposed LRD and will add childcare capacity in an area where Cork City Childcare has identified existing demand and capacity pressures. The proposed childcare facility is therefore considered appropriate and will make a positive contribution to childcare provision in Ballincollig.

## 2.7 Environment

**Appendix C: Environment**

***Will require a noise assessment for the construction phase of the project and details of the waste management plan.***

**Response:**

An Impact Assessment for Construction Noise has been prepared by AWN Consulting and forms part of this LRD application. It provides a detailed analysis of expected noise and vibration impacts during construction, referencing relevant standards like BS 5228. The report outlines mitigation strategies to reduce effects on nearby sensitive receptors during construction. It concludes that, with these measures in place, residual impacts will be minor to moderate and will only be temporary.

Additionally, JODA Engineering Consultants has prepared a Construction Environmental Management Plan (CEMP) that accompanies this LRD application. The CEMP offers detailed information on environmental controls during construction, covering noise and vibration mitigation, traffic management, dust and air quality measures, and site management protocols. It also describes procedures for handling materials, waste management, and disposal, ensuring all construction and demolition waste is managed following best practices and applicable laws.

Having regard to the above, it is considered that the proposed development has been supported by robust assessments and management plans, and that potential environmental impacts arising during the construction phase will be appropriately mitigated and controlled.

**Furthermore, pursuant to article 16A(7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that in addition to the requirements as specified in architects 20A, 22 and 23, the following specific information should be submitted with any application for permission:**

1. **Revised drawings, and documentation to take account of (a) further consideration of the issues raised above and any associated amendments (b) the reports / comments/ recommendations outlined in the reports and submissions in appendices C and D and C the matters raised at the LRD meeting (appendix b)**

As outlined above, please refer to the revised documents and drawings submitted with this LRD application addressing items listed in the opinion by Cork City Council.

2. **The applicant is requested to clearly set out how each of the proposed residential units on site would complete with all the required minimum floor area sand standards that are set out in the Planning Design Standards for Apartment Guidelines for Planning Authorities (2025).**

Please refer to the submitted Statement of Consistency by MH Planning and the Housing Quality Assessment by Wilson Architecture.

3. **The applicant is requested to provide details of all external finishes to include materials and colours schemes.**

Refer to the Section 2.6 of the Architectural Design Statement by Wilson Architecture**.**

4. **In accordance with Article 22 (2A)(b) of the Planning and Development Regulations 2001 (as amended) that applicant shall include as part of a full LRD application a statement of response to the issues set out in this opinion.**

Noted, as submitted.