Statement of Consistency

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

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Wilson Architecture, JODA Engineers, Arup, and Brady Shipman Martin (BSM) on behalf of O'Flynn Construction Co. Unlimited Company to accompany a planning application for a Large-scale Residential Development (LRD) application at Old Fort Road, Ballincollig, Cork.

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

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form.

Section 2 and 3 of this report reviews the following national and regional planning policy documents:

- *2.1 National Planning Framework, First Revision April 2025*
- *2.2 Housing for All – A New Housing Plan for Ireland 2021*
- *2.3 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024)*

2.4 Design Manual for Urban Roads and Streets (2019)
2.5 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)
2.6 Urban Development and Building Height Guidelines for Planning Authorities (2018)
2.7 Regional Spatial & Economic Strategy for the Southern Region

Section 3 of this report addresses the following Local Planning Policy documents

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040
3.2 Cork City Development Plan 2022-2028

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Old Fort Road, Ballincollig, Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1. This section summarises the proposed developments compliance with the planning policy on the following themes:

- Context
- Density and Housing Mix
- Layout
- Landscape and Amenity
- Sustainability

1.2.1 Context

The proposed site is located within the town of Ballincollig, approximately 200m to the north of the main street and 8.2km from Cork City Centre. The site is 1.9km from the N22 – Ballincollig Bypass, which is situated to the south of the site. The site area comprises 1.21 hectares and has a sloping topography. The site is rectangular in shape and formed part of the overall Ballincollig town centre redevelopment.

The site is within easy walking distance of several commercial and community facilities, including local shops, churches and school. The main street of Ballincollig is situated 200m to the south, and the Castlewest (Ballincollig) Shopping Centre is less than 100m to the south. The major employment centre of Barrack Square is to the east of the site, with Dell EMC to the west of the town. The site is adjacent to several residential developments, including 'Waltham Abbey' housing estate to the west and 'The Crescent' apartment complex to the south. Approximately 75m to the north of the site lies the Ballincollig Wastewater Treatment Plant, as well as the historical site and now park, of the Ballincollig Powder Mills, lying 200m further to the north. Other nearby amenity sites include Ballincollig GAA Club and Ballincollig Pitch & Putt. Several healthcare facilities are also located nearby, most notably the Ballincollig Primary Care Centre, located 500m east down the Old Fort Road. The site is serviced by the Ballincollig Town bus stop, offering a 24-hour link with service every 10-15 minutes to Cork City with the 220 and 220x lines, as well as a direct connection to Macroom with the 223 line.

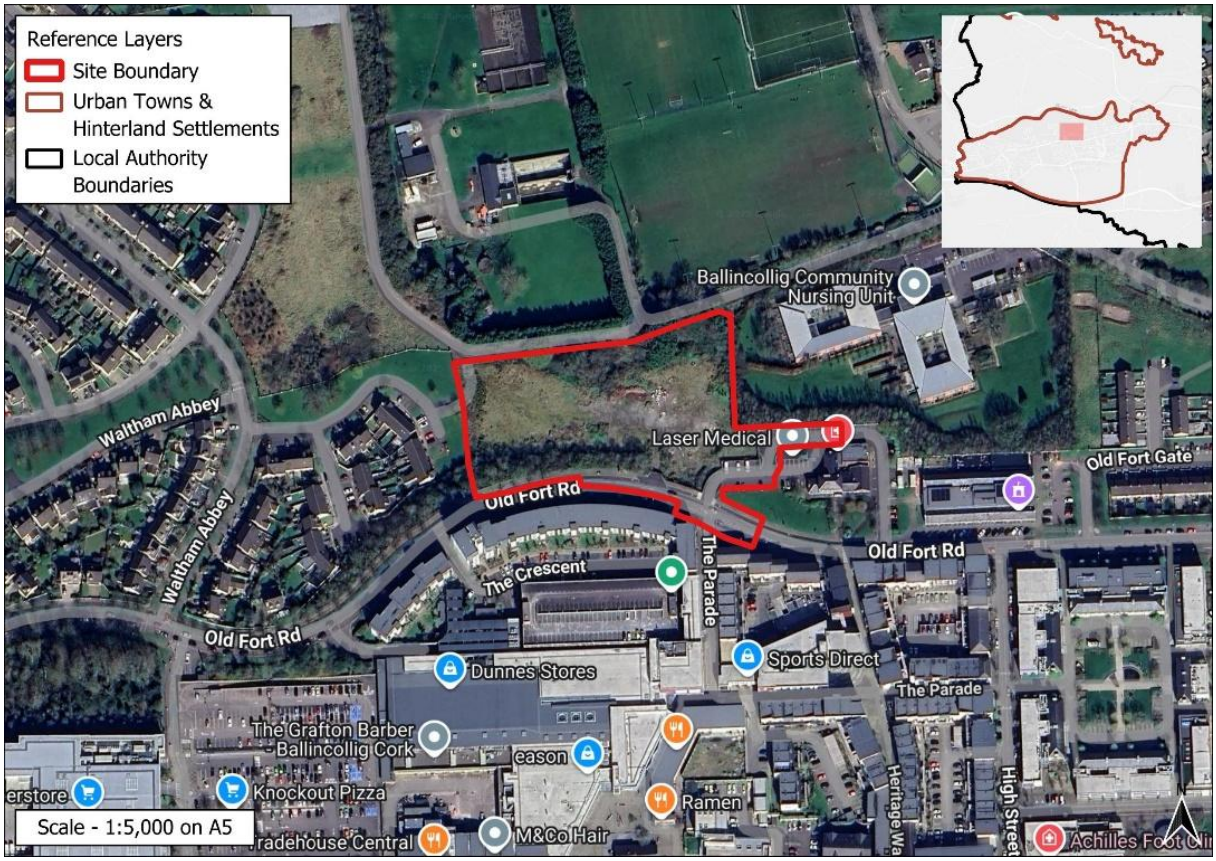


Figure 2: Context and location of proposed development site

1.2.2 Density & Housing Mix

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) states that for the Centre and Urban Neighbourhoods of Metropolitan Towns, lands around existing or planned high-capacity public transport nodes or interchanges, densities in the range 50 dwellings per hectare (dph) to 150 dph (net) shall generally be applied, subject to appropriate design and amenity standards.

SPPR 1 – Housing Mix "*Specific Planning Policy Requirement 1 (A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms; (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above*". As the scheme is fully composed of apartments, there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development. Please refer to the Housing Mix Report by McCutcheon Halley and the Housing Quality Assessment prepared by Wilsons Architecture.

CPD 2022-2028 Volume 2 zones the site as within Zoning Objective (ZO) 6, Urban Town centre. ZO 6 aims to consolidate and provide for the development and enhancement of urban town centres as primary locations for mixed-use retail, economic and residential growth, which also act as a focus for a range of services. Zoning Objective 6.1 states that this zone applies to the central areas of the major urban towns of Ballincollig, Blarney and Glanmire. These areas each have distinct characters and cultures and have great potential to contribute to the sustainable compact growth of Cork City.

Statement of Consistency: DENSITY

An overall net residential density of 130.2 units per hectare has been achieved in accordance with Section 3.3.1 of *the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* This density is also in generally line with the Cork City Development Plan 2022-2028.

Regarding housing mix, household sizes both nationally and in Cork are getting smaller, and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The proposed layout includes 157 no. apartments, set in a variety of 1 and 2-bed configurations, with several different unit types and sizes that will appeal to a broad range of tenants. The variety of apartment sizes proposed focuses on providing smaller units, affordability and quality housing, in accordance with the relevant policies and within proximity to major employment centres.

Statement of Consistency: HOUSING MIX

The development is consistent with recently published national apartment guidance. The updated Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) have been introduced to support the expedited delivery of residential developments and to help address the current housing crisis.

SPPR1 states where a specific mix of unit sizes is required statutory plans may not impose restrictions on the mix of apartment unit sizes or types. In other words, there are no minimum or maximum requirements regarding the number of bedrooms within

1.2.3 Layout

1.2.3.1 Connectivity

The proposed layout provides strong pedestrian and cycling connectivity with nearby amenities and Ballincollig town centre via the Old Fort Road. The development will promote compact growth through linking with the existing public, private and non-motorised transport infrastructure in the area. The proposed layout maximises connectivity and permeability through the site through a network of linked footpaths that provide access to the Old Fort Road and the neighbouring housing estate, Waltham Abbey.

1.2.3.2 Inclusivity

The proposed units offer a range of smaller accommodation choices, in terms of both unit size and configuration. This variety will be attractive to smaller families, couples, and those looking to downsize. The design and layout of the proposed development meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents, which deal with accessibility and inclusivity design. The proposed scheme has been designed so that it can be

accessed and used to the greatest extent possible by all people regardless of their age, size or ability.

The open space areas will be accessible to all, and paths will be hard surfaced with attractive signage where relevant. All areas, whether public, private or communal, will be well defined and accessible to all, encouraging the use of the public realm by the community of Ballincollig. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

1.2.3.3 Distinctiveness

Ballincollig has evolved in recent decades from a satellite town of Cork City into an integrated suburb meshed fully with the urban fabric of the city, particularly with its addition within the jurisdiction of the City Council in 2019. This integration has allowed Ballincollig to experience impressive growth, and as such, has developed a distinctive mix of housing types, including apartments, detached and semi-detached dwellings, and older houses. This creates a mix of densities that varies in proximity to the town centre.

The proposed development aims to create a series of recognisable features which reinforce a sense of place and attachment for future residents. The proposed design and layout of the development will create a distinct neighbourhood which will complement the area surrounding the site, but will be sufficiently individual to promote its own sense of place.

The buildings will use materials, proportions and features that respect and enhance the existing local setting, but express it in a more contemporary way, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

The proposal also utilises existing site features and exploits them to create a distinctive and recognisable built environment. Where appropriate, dwellings will benefit from attractive views both internal to the site (i.e. of the proposed grassed open spaces, proposed planting, etc.) as well as longer range views over the surrounding townscape.

1.2.3.4 Parking

A total of 91 no. car parking spaces are provided with 53 new car spaces and 8 no. repurposed spaces. A significant amount of bicycle parking is also provided, with 260 no. secure spaces available for use by the residents.

1.2.4 Landscape and Amenity

1.2.4.1 Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each apartment block.

Statement of Consistency: LANDSCAPE AND AMENITY

Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

1.2.5.1 Efficiency

The design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst the quality of the environment and place is retained. Higher densities have been achieved in the form of apartments, which are appropriately sited to complement the existing topography of the site.

Landscape areas consist of public open space around the perimeter of the site and a resident only children's play space between each block. The landscaping proposal aims to create an outdoor environment that is suitable for the residents, while being integrated into the surrounding neighbourhood. Centrally located communal spaces will provide an opportunity for informal play and social interaction. SuDs principles have also been incorporated wherever possible. This includes incorporated features such as bioretention areas and filter drains within the landscaped areas.

All units are designed to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open space.

With regard to waste provision and collection, storage areas for bins are provided within the apartment blocks.

2 National Planning Policy

Section 2 of this report reviews the following national and regional planning policy documents:

2.1 National Planning Framework, First Revision (April 2025)
2.2 Housing For All – A New Housing Plan for Ireland (2021)
2.3 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024)
2.4 Design Manual for Urban Roads and Streets (2019)
2.5 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)
2.6 Urban Development and Building Height Guidelines for Planning Authorities (2018)
2.7 Regional Spatial & Economic Strategy for the Southern Region
2.8 Childcare Facilities Guidelines for Planning Authorities (2001)

2.1 Project Ireland 2040: National Planning Framework, First Revision 2025

The National Planning Framework (NPF), First Revision2025, is the Government's strategic plan for "shaping the future growth and development of our country out to the year 2040". The NPF establishes strong growth targets for Ireland, setting a policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs. The NPF outlines National Policy Objectives (NPOs) to guide development throughout the country, in line with the overall National Strategic Outcomes outlined in the framework. The table below assesses the proposed development against the relevant NPOs.

NPO No.	NPO	Statement of Consistency
4	A target of half (50%) of future population and employment growth will be focused on the existing five cities and their suburbs.	✓ The subject site is located within the existing built-up footprint of Ballincollig town, a suburb of Cork City, within the Cork City Council boundary and will deliver 157 no. units and a creche facility.
7	Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.	✓ As above
8	Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.	✓ As above
10	Deliver Transport Oriented Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built-up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.	✓ The proposed development is located within proximity to existing and planned high-capacity transport nodes.
12	Ensure the creation of attractive, liveable, well-designed, high-quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	✓ The proposed development is designed to create an attractive and well-integrated residential community. It includes high-quality design features and well-distributed open spaces that support a high quality of life. The inclusion of play areas, pedestrian pathways, and landscaped

		spaces further enhances the liveability of the area, aligning with Objective 12 by promoting community well-being and cohesive urban design.
20	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	✓ The development aims to increase the local population and support economic growth, aligning with targeted planning standards to enhance the vibrancy of Ballincollig.
37	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.	✓ The development provides ample cycling infrastructure, such as private bike parking, as well as integrating with existing cycle lanes and pedestrian infrastructure. Play and green spaces are also provided in the development.
38	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.	✓ The development is in accordance with regulations surrounding accessible housing, which serves to further integrate those with disabilities into society at large.
42	To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.	✓ The proposed development of 157 residential units contributes to the national housing targets.
43	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	✓ The proposed development of 157 units at a density of 130.2 units/ha is aligned with sustainable growth principles, reflecting the site's scale and location.
44	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	✓ All units are designed for adaptability, meeting Guidelines and Part M compliance, ensuring they accommodate changing household needs.
45	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development	✓ The proposed development has a density of 130.2 units/ha, which serves to increase the density of

	schemes, area or site-based regeneration, increased building height and more compact forms of development.	inner Ballincollig Town, while respecting the established character of the settlement.
77	Enhance water quality and resource management by: • Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process. • Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, and nature-based solutions, to create safe places.	✓ Sustainable Urban Drainage Systems (SUDS) are incorporated to manage stormwater effectively, supporting the water quality and flood risk objectives.
78	Promote sustainable development by ensuring flooding and flood risk management informs place-making by: • Avoiding inappropriate development in areas at risk of flooding that do not pass the Justification Test, in accordance with the Guidelines on the Planning System and Flood Risk Management; • Taking account of the potential impacts of climate change on flooding and flood risk, in line with national policy regarding climate adaptation.	✓ See flood risk assessment by JODA Consulting Engineers for further information.
79	Support the management of stormwater, rainwater and surface water flood and pollution risk through the use of nature-based solutions and sustainable drainage systems, including the retrofitting of existing environments to support nature-based solutions.	✓ The project incorporates SUDS, prioritising stormwater management and flood resilience.

2.2 Housing for All – A New Housing Plan for Ireland 2021

Housing for All – A New Housing Plan for Ireland is the Government's housing policy to 2030. It aims to improve Ireland's housing system and deliver more homes of all types for people with different housing needs. The overall aim of the Plan is that "everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life'. The plan provides the following four pathways for achieving this overarching aim:

- Supporting homeownership and increasing affordability.
- Eradicating homelessness, increasing social housing delivery, and supporting social inclusion.

- Increasing new housing supply.
- Addressing vacancy and efficient use of existing stock.

The Plan notes that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households as outlined in the NPF.

This plan includes an annual review with provision to amend the objectives as required. The first annual, released at the end of 2022, did not amend the fundamental policy approach and instead focused on prioritising measures to activate and accelerate the delivery of housing supply.

The table below assesses the proposed development against relevant policy objectives.

Reference	Policy	Statement of Consistency
1.1	Provide an average of 6,000 affordable homes each year under the provisions of a new Affordable Housing Act	✓ The proposed development will provide 157 units, with 20% provided as Part V social housing.
1.9	Ensure consistency in the application of the new arrangements under Part V by Local Authorities	✓ The proposed development includes 20% Part V units, as indicated in the Part V layout plan prepared by Wilson Architecture.
4.1	Deliver over 10,000 social housing homes each year to 2030 and increase the stock of available social housing	✓ As above
21.5	Construct an average of 33,000 nZEB homes each year to 2030	✓ The proposed homes have been designed to nZEB standard.

2.3 Sustainable Residential Development and Compact Settlement Guidelines 2024

The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities 2024 have been published to establish national planning policy and guidance for the planning and development of settlements and housing. The guidelines expand on the higher-level policies of the National Planning Framework (NPF) in relation to the creation of settlements that are compact, attractive, liveable and well designed.

The guidelines support the application of densities that respond to settlement size and to different place contexts within each settlement, recognising in particular the differences between cities, large and medium-sized towns and smaller towns and villages. The guidelines allow for greater flexibility in residential design standards, setting national standards for the first time that support innovation in housing design and a greater range of house

types. The flexibility provided within the guidelines is to assist in addressing viability constraints within the construction sector, while also adhering to national obligations imposed by European Directives and international agreements relating to the management and protection of the environment and biodiversity and the transition towards net zero by 2050.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009.

Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Objective 3.1	It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.	✓ As per Section 3.3, Ballincollig is classed under the City Urban Neighbourhood criteria. Densities in City Urban Neighbourhoods should include proposals between 50 to 250dph. The proposed density of 130.2 units/ha is compliant with this objective. ✓ The subject site would be categorised as a 'City -Urban Neighbourhood' in the Compact Guidelines, as it is near a planned high-capacity public transport node, with good access to employment, education, and institutional uses.
Objective 4.1	It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.	✓ Section 2.5 of the Statement of Consistency provides an assessment of the proposal against DMURS. Please refer to this Section, which outlines how the proposed development responds to the principles, approaches and standards set out by DMURS.
Objective 4.2	It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.	✓ The proposed development incorporates the key indicators of quality urban design and placemaking as set out in Section 4.4 of the Guidelines and as identified as follows: 1. Sustainable and Efficient Movement, 2. Mix and Distribution of Uses, 3. Green and Blue Infrastructure, 4. Responsive Built Form

		✓ Sustainable and Efficient Movement: The proposed development is set along the Old Fort Road. The proposed development plans to interlink with the existing pedestrian and bicycle infrastructure to further promote the use of this infrastructure. ✓ Mix and Distribution of Uses: The proposed development is designed to integrate seamlessly into existing road, pedestrian, and bicycle infrastructure to promote alternative transport methods while still allowing for efficient vehicular movement in and around the development. An efficient and varied housing mix is also proposed within the development, with several variations of 1 and 2-bed residences available to suit the needs of a wide range of prospective developments. ✓ Green and Blue Infrastructure: The existing natural features of the site have informed landscaping proposals and additional on-site planting of native tree species and pollinator-friendly plants. The scheme incorporates several open space areas which create opportunities for play and rest, catering for a variety of abilities. ✓ Responsive Built Form: The units proposed as part of the development are designed with modest architectural features to respect and tie in with the grain and architectural style of the area.
Objective 5.1	It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area, save in exceptional	✓ The proposed development makes provision for a number of high-quality open spaces within the scheme. A total of 3063.3.8 m^2 (25.4%) of open space has been provided for in the development, comprised of 1620.3 m^2 (13.4%) of Public Open Space, 1003.8 m^2 (8.3%) of Communal Outdoor Space, and 305.3 m^2 (2.5%) of Creche Outdoor Space.

	circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified, taking into account existing public open space provision in the area and broader nature conservation and environmental considerations. In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area. In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10- 15% range shall not therefore apply to new development in such areas.	
SPPR 1	When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces	✓ As part of the proposed development, a minimum separation distance of 16 metres is achieved between opposing habitable rooms.
SPPR 2	It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards; 1 bed house - 20 sq.m 2 bed house - 30 sq.m	✓ The proposed development includes the provision of private open spaces within dwelling houses which all meet the minimum requirements as prescribed by SPPR 2. ✓ A Housing Quality Assessment has been prepared by Wilson Architecture as part of the LRD submission.

	3 bed house - 40 sq.m 4 bed + house - 50 sq.m A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high-quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space. The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves. Apartments and duplex units shall be required to meet the private and semi- private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates). In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity. This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further details.	✓ The private open spaces provided are all of a high-quality design to ensure that the prospective residents are provided with an enjoyable amenity space.
SPPR 3	It is a specific planning policy requirement of these Guidelines that: i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2), car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car	✓ Limited car parking has been made available, and the proposed site plan provides 91 total spaces, resulting in a ratio of 0.6 spaces per unit. Universal and EV parking is also provided in the proposed development.

	parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling. ii) In accessible locations, defined in Chapter 3 (Table 3.8), car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling. iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.	
SPPR 4	Cycle Parking and Storage: It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and	✓ The proposed development will provide 260 no. bicycle parking spaces, broken down as follows: ▪ 248 no. regular bicycle parking ▪ 12 no. cargo bicycle parking

	visitors. The following requirements for cycle parking and storage are recommended: (i) Quantity – in the case of residential units that do not have ground-level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types, including larger/heavier cargo and electric bikes and for individual lockers. (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided	✓ A total of 260 no. spaces are covered, secure, generally double-stacked bicycle spaces for the residents provided at a rate of 1 per bedroom.

2.4 Design Manual for Urban Roads and Streets, 2019

The Design Manual for Urban Roads and Streets (DMURS) was initially published in 2013 and was updated in 2019. It seeks to place well-designed streets at the heart of sustainable communities and supports broader government policies on the environment, planning and transportation. DMURS provides practical measures to achieve:

5. Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy-to-find manner.
6. A safe and comfortable street environment for pedestrians and cyclists of all ages.
7. Streets that contribute to the creation of attractive and lively communities.

8. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

Section 2.2.3 outlines four core principles to guide a more place-based/integrated approach to road and street design. The proposed development is assessed against these four principles in the table below:

	Design Principle	Statement of Consistency
1	To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular, more sustainable forms of transport.	✓ The proposed internal layout will create a high level of permeability, particularly for pedestrians and cyclists.
2	The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.	✓ The proposed spaces will serve as multi-functional spaces that balance the needs of all users.
3	The quality of the street is measured by the quality of the pedestrian environment.	✓ The proposal provides a high-quality pedestrian environment with a layout that will ensure reduced vehicular speeds.
4	Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.	✓ A multi-disciplinary design team has designed the proposed layout.

The table below assessed the proposed development against further design principles within DMURS.

Key Design Principles	Provisions	Statement of Consistency
Integrated Street Networks	▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?	✓ The proposed development provides a permeable and well-connected scheme that will integrate with the existing urban fabric of Ballincollig.

Movement and Place	▪ Does the development create a legible street hierarchy that is appropriate to its context? ▪ Are the proposed streets connected, maximising the number of walkable/cyclable routes between streets as well as specific destinations (i.e. community centres, shops, creche, schools, etc.)	✓ The proposal creates a legible street hierarchy with interconnected streets that maximise the number of walkable/cyclable routes between streets and destinations.
Permeability and Legibility	▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists? ▪ Are the streets legible with maximum connection opportunities? ▪ Are blocks of a reasonable size and permeability, with consideration to the street constraints?	✓ Permeability for pedestrians and cyclists has been a key consideration throughout the design of this layout. ✓ The streets will be legible and provide connections throughout the scheme. ✓ The proposed blocks respond to the site's constraints while also providing a high-quality, well-connected scheme.
Management	▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion?	✓ The street's layout has been designed to self-regulate vehicle speeds with the use of short stretches of road, shared surface, and changes of materials. ✓ The management of vehicle speeds will allow the creation of a pleasant and attractive environment.
Movement, Place and Speed	▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?	
Streetscape	▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban/suburban structure? ▪ Have street trees and areas of planting been provided where appropriate? ▪ Have active street edges been provided where appropriate?	✓ The proposed buildings will provide a strong sense of enclosure for the public realm, including the streets and open spaces. ✓ The planned layout includes landscaping throughout the site for both communal and private spaces. ✓ The buildings fronting onto the streets will provide active frontages throughout the scheme along the Old Fort Road.

	▪ Is a palette of high-quality surface materials and finishes provided?	✓ The development will make use of a diverse range of high-quality materials and finishes.
Pedestrian and Cyclist Environment	▪ Are footways of appropriate width provided to ensure pedestrian safety? ▪ Are verges provided adjacent to larger roadways to provide a buffer between vehicular routes and pedestrian paths? ▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? ▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? ▪ Have cycle facilities been factored into the design?	✓ The proposed footpaths throughout the scheme have been provided with a width sufficient to cater for the expected pedestrian traffic. ✓ Cycle infrastructure that meshes with the existing cycle infrastructure within Ballincollig town has been provided for within the proposed development.
Carriageway Conditions	▪ Are vehicular carriageways sized appropriately for their function/location? ▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? ▪ Are junctions designed to balance traffic concerns with the needs of pedestrians/cyclists? ▪ Have adequate parking/loading areas been provided?	✓ The proposed internal streets have been designed to reduce traffic speeds to create a pleasant and safe environment for pedestrians and cyclists. ✓ Appropriate car and cycle parking has been provided throughout the site.

2.5 Sustainable Urban Housing: Design Standards for New Apartments, 2025

The Sustainable Urban Housing: Design Standards for New Apartments, 2025 (2025 Apartment Guidelines) updates previous guidelines issued by the Government in 2015, 2018, 2020, and 2022. The 2025 Apartment Guidelines are centred on the NPF's focus on compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040, a significant and sustained increase in apartment-type housing development is required.

Reference	Relevant Policy	Statement of Consistency
Apartment Floor Area	SPPR 2 provides the following minimum floor areas for apartments: ▪ Studio apartment (1 person) 32 sq.m ▪ 1-bedroom apartment (2 persons) 45 sq.m ▪ 2-bedroom apartment (3 persons) 63 sq.m ▪ 2-bedroom apartment (4 persons) 73 sq.m ▪ 3-bedroom apartment (4 persons) 76 sq.m ▪ 3-bedroom apartment (5 persons) 90 sq.m Appendix 1 sets out minimum floor areas for the living/kitchen/dining areas, bedrooms, private amenity spaces, and storage spaces.	✓ The proposed apartment and duplex units have all been designed in line with these standards. Refer to the Housing Quality Assessment by Wilson Architecture.
Unit Mix	SPPR 1 states that there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms, with the exception of Part V developments and schemes to provide housing for older persons.	✓ The proposed development is in accordance with SPPR 1
Dual Aspect Ratio	SPPR 3 states that a minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.	✓ A total of 52 no. units are dual aspect, or 32.70% of the total 159 no. units, exceeding the minimum 25%. ✓ The development is therefore in accordance with SPPR 3
Floor to Ceiling Height	Section 3.5 states that minimum ceiling heights for apartments in accordance with the Technical Guidance Documents are 2.4m. SPPR 4 states that ground-level apartment floor-to-ceiling heights shall be a minimum of 2.7m.	✓ All units have floor-to-ceiling heights of 2.7m ✓ The proposed development is in accordance with SPRR 4.

Internal Storage	Section 3.7 requires that provision be made for storage and utility in addition to kitchen and bedroom furniture, specifically for household utility such as clothes washing and the storage of bulky personal household items. Additionally, where secure, allocated storage is provided in addition to that provided within individual units, it may be used to satisfy up to half of the minimum storage requirement for individual apartment units, but shall not serve to reduce the minimum floor area required to be provided within each individual apartment unit, as set out in these Guidelines. As a rule, no individual storage room within an apartment should exceed 3.5 square metres. Appendix 1 provides the following minimum standards for storage space: ▪ Studio: 3 sqm ▪ 1 bed: 3 sqm ▪ 2 bed (3 persons): 5 sqm ▪ 2 bed (4 persons): 6 sqm ▪ 3 bed (4 persons): 6 sqm ▪ 3 bed (5 persons): 9 sqm	✓ The storage space within each unit of the proposed development meets the minimum requirements of these standards.
Private Amenity Space	Section 3.8 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies or terraces at upper levels. Additionally, a minimum depth of 1.5 metres is required for private amenity space, including balconies, in one usable length to meet the minimum floor area requirement Appendix 1 provides the following minimum standards for private amenity space: ▪ Studio: 4 sqm ▪ 1 bed: 5 sqm ▪ 2 bed (3 persons): 6 sqm ▪ 2 bed (4 persons): 7 sqm	✓ The private amenity space provided for each unit meets the minimum requirement of these standards.

	▪ 3 bed (4 persons): 7 sqm ▪ 3 bed (5 persons): 9 sqm	
Security Considerations	Section 3.9 requires designs to provide residents and visitors with a sense of safety and security through maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well-lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground-floor apartments and access to internal and external communal areas.	✓ The layout and orientation of the proposed blocks and streets will ensure that the public realm and open spaces are overlooked by the surrounding dwellings, ensuring passive surveillance and a strong sense of safety is provided.
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations.	✓ The proposed units have all been designed in line with Part M of the building regulations.
Waste Management	Section 4.2 states that provision shall be made for the storage and collection of waste materials in apartment schemes. Waste storage facilities shall be accessible to each apartment stair/lift core and designed with regard to the projected level of waste generation, and ensure adequate containers can be provided for residual, recyclable and food waste, to comply with waste management legislation, at designated waste storage points. Section 5.3.6 of the Sustainable Residential Development and Compact Settlement Guidelines (SRDCSG) sets out the following guidelines: ▪ Multi-unit refuse storage areas should be provided in open spaces that will notbe taken in charge. ▪ Facilities should be screened and integrated with surrounding structures/landscaping. ▪ Waste storage facilities may also be provided in basement areas, but must ensure adequate access and manoeuvring space for collection vehicles.	✓ Please see the Waste Management Plan within the Lifecycle Report by Wilson's Architecture for furth information.

	▪ Waste storage facilities should be designed so that they are adequately ventilated, well-lit and not accessible to the general public. ▪ The capacity for washing down waste storage areas should also be considered, with wastewater discharging to the sewer, as appropriate. Appendix C of the SRDCSGs also recommends that Operational Waste Management Plans be submitted in support of 30 or more residential units or 1,000 sq. metres of mixed-use development.	
Communal Amenity Facilities	Section 4.3 states that the provision and proper future maintenance of well-designed communal amenity spaces will contribute to meeting the amenity needs of residents. Additionally, the heights and orientation of blocks adjoining a communal open space must permit adequate levels of sunlight to reach the communal amenity space throughout the year. Appendix 1 provides the following minimum standards for communal amenity space: ▪ Studio: 4 sqm ▪ 1 bed: 5 sqm ▪ 2 bed (3 persons): 6 sqm ▪ 2 bed (4 persons): 7 sqm ▪ 3 bed (4 persons): 7 sqm ▪ 3 bed (5 persons): 9 sqm	✓ The proposed development provides 1159.2m^2 of Communal Outdoor Space, which is in accordance with the guidelines.
Children's Play	Section 4.4 states that the recreational needs of children must be considered as part of communal amenity space. Children's play needs must be catered for in the following spaces within the development: ▪ Within the private open space associated with individual apartments. ▪ Within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with	✓ The proposed development provides a suitable private open space within individual units for play use by children. ✓ The development provides a suitable playground space for use by children up to the age of six.

	suitable play equipment, seating for parents/ guardians, and within sight of the apartment building.	
Childcare	Section 4.7 references the Planning Guidelines for Childcare facilities (2001), which requires 20 childcare spaces per 75 dwellings. Additionally, one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ The proposal includes 81 no. two-bedroom units. 29 no. creche spaces are provided for in the creche planned for this development.
Bicycle Parking	Section 4.5 requires bicycle storage to be directly accessible from the public road or from a shared private area that gives direct access to the public road, avoiding unnecessarily long access routes with poor passive security, or slopes that can become hazardous in winter weather.	✓ The proposed bicycle storage areas have direct, safe access to the Old Fort Road.
Car Parking	Section 4.6 states that car parking ratios should be minimised, substantially reduced, or wholly eliminated at locations that have good access to urban services and to public transport. Additionally, it is also necessary to ensure, where possible, the provision of an appropriate number of drop-off, service, visitor parking spaces, and parking for the mobility impaired.	✓ The proposed development minimises parking provision as much as is appropriate relative to the accessibility of public transport and urban services, while also providing sufficient drop-off spaces for the provided creche facility, visitor parking, and parking for the mobility impaired that is within close proximity to units.

2.5.1 Draft Planning Design Standards for Apartments National Planning Statement - Draft for Consultation June 2026

At the time of writing this report, the draft Planning Design Standards for Apartment 2026 – National Planning Statement was under consultation until 7th July 2026. The main difference to the 2026 standards will relate to the statutory documents which will be issued under Section 25 of the Planning and Development Act 2024. The SPPR 1 for Apartment Mix under the 2025 Guidelines will now be under the National Planning Policy and Measure No. 1 for the 2026 Guidelines. The standards design for apartments mostly remain unchanged.

2.6 Urban Development and Building Heights Guidelines for Planning Authorities, 2018

The Urban Development and Building Heights Guidelines were released in 2018 in response to the publication of the National Planning Framework. Section 1.4 notes that local authorities often set generic maximum building height limits which can undermine wider national policy objectives to provide more compact forms of urban development in line with the NPF. The Guidelines therefore outline wider and strategic policy considerations and a more performance criteria driven approach for the assessment of building heights. The Guidelines outline Specific Planning Policy Requirements (SPPRs) and development management criteria to guide development of increased building heights. The proposed development is assessed against these policies and criteria in the table below.

Reference	Relevant Policy	Statement of Consistency
SPPR 1	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.	✓ The subject site is located in a central location, a short distance north of Ballincollig town centre. The proposed heights are in line with the Density and Building Heights assessment within the Sustainable Residential Development and Compact Settlement Guidelines 2024 and Cork City Development Plan.
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans[2] could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed	✓ The proposal includes public and communal open space to serve the social and recreational needs of the area.

	in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	
Development Management Criteria **At the Scale of the Relevant City/Town**	▪ The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport. ▪ Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect. On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.	✓ The subject site is a 5 minute walk from Ballincollig town centre and a high-frequency bus stop. ✓ The proposal will have an overall positive contribution to place making with the creation of new streets, open spaces, and a high-density residential development.
Development Management Criteria **At the Scale of the Site / Building**	▪ The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light. ▪ Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building	✓ The proposed layout has been designed to ensure that the proposed units and open spaces have sufficient daylight and sunlight and that the existing adjacent dwellings are not adversely affected. ✓ BPC Engineers completed a daylight sunlight report which assessed all the proposed rooms, amenity spaces, and existing dwellings.

	Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'. Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.	✓ This daylight report concluded that all proposed open spaces are in line the BRE recommendation for sunlight, and that 50% of the proposed units exceed the minimum recommendation for sunlight. In addition, all units meet or exceeds the minimum recommendations for internal daylight provision. ✓ The report also found that the proposed development will have a negligible impact on skylight to the neighbouring dwellings. ✓ Therefore, we believe the proposed development performs at a high level for a scheme of this scale and aligns to national policy to ensure high quality sustainable development.
SPPR 3	It is a specific planning policy requirement that where; (A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise. (B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In	✓ As seen above, the proposal complies with the development management criteria. Having regard to wider national planning policies and objectives as addressed within this report, it is our opinion that the development is consistent the Urban Development and Building Heights Guidelines and should be supported by the Planning Authority.

	particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme In respect of planning schemes approved after the coming into force of these guidelines, these are not required to be reviewed.	

2.7 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31st January 2020. The RSES provides "a long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region". The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
RPO 4	Increased population growth should be planned having regard to environmental criteria including: ▪ The assimilative capacity of the receiving environment. ▪ The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.	✓ The proposal will provide an additional 157 no. units and a creche facility which is in line with the zoning objective for the site and the expected population growth in Ballincollig. ✓ An AA Screening has been prepared for the LRD application by Malone O' Regan Environmental.
RPO 9	▪ Holistic approach to delivering infrastructure. ▪ Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and	✓ The proposal will provide a high-density development on this zoned site within Ballincollig. It will allow for the compact growth of Ballincollig in line with national, regional, and local planning policy. ✓ The proposal includes all required infrastructure.

	sustainable mobility in accordance with NPF objectives to include the following: Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.	
RPO 10	▪ Compact Growth in Metropolitan Areas. ▪ The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, waling and cycling. The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas.	✓ The proposal will provide 157 no. new homes within the existing settlement area of Ballincollig, as well as a creche facility and open space amenity areas, to ensure amenities and facilities are within a 15-minute walk of people's homes. ✓ The proposed development is also located within a 5 minute walk of Castlewest Shopping Centre, as well as Ballincollig Town centre, ensuring provision of amenity for local residents.

2.8 Childcare Facilities Guidelines 2001

Appendix	Standard	Statement of Consistency
1. General Standards	1. Minimum floor space per child: 2.32 m2, exclusive of kitchen, bathroom and hall, furniture or permanent fixtures. It might be noted that the Explanatory Guide to the Child Care (Pre-School Services) Regulations, 1996, recommends as follows:	✓ Of the total 224.6 m^2 area of the creche facility, 79.3 m^2 is designated as clear floor space. This is broken down into 4 areas, listed as follows: • Nursery – 21.4 m^2 • Play Area 1 – 19.3 m^2 • Play Area 2 – 19.3 m^2

	AGE OF CHILD FLOOR AREA PER CHILD 0 – 1 3.70 m2 1 – 2 2.80 m2 2 – 6 2.32 m2 These recommendations relate to clear floor space per child. Extraneous areas such as kitchens, toilets, sleeping and other ancillary areas are deemed to be separate. 2. Adequate and suitable facilities for a pre-school child to play indoors and outdoors during the day are provided, having regard to the number of preschool children attending the service, their age and the amount of time they spend in the premises. 3. The care of babies should be confined to the ground floor only. In relation to drop-in and sessional services, for pre-school children the Explanatory Guide to the Child Care (Pre-School Services) Regulations, 1996 recommends the following: • Clear floor space per child: 2.00 m2, exclusive of kitchen, bathroom and hall, furniture or permanent fixtures. In relation to drop-in services for other children and after-school care, the following indicative standard is suggested (but should be considered having regard to all relevant circumstances of the application, including the need for such services in the area and the likely number of hours each child will spend in the facility on an average day):	• Play Area 3 – 19.3 m^2 ✓ Suitable indoor and outdoor play areas have been provided. ✓ The creche facility is a ground-floor, single-storey facility.

	• Clear floor space per child: 2.00 m2, exclusive of kitchen, bathroom and hall, furniture or permanent fixtures.	
2. Application of the Standard of One Childcare Facility per 75 Dwellings in New Housing Areas	Any modification of the indicative standard of one childcare facility per 75 dwellings should have regard to: 1. The make-up of the proposed residential area, i.e. an estimate of the mix of community the housing area seeks to accommodate. (If an assumption is made that 50% approximately of the housing area will require childcare then in a new housing area of 75 dwellings, approximately 35 will need childcare. One facility providing a minimum of 20 childcare places is therefore considered to be a reasonable starting point on this assumption. Other assumptions may lead to an increase or decrease in this requirement.)	✓ Of the total 157 no. units, 80 no. units were used to calculate future demand for childcare spaces, in line with the 2025 Apartment Guidelines, which indicate that studio and 1-bed units need not be considered when calculating demand. Based on a childcare demand report carried out by McCutcheon Halley Planning Consultants, it is estimated that the proposed development will generate a demand for 3-4 no. creche spaces. Thus, by including a childcare facility that can accommodate 29 no. children, the proposed development will ensure that the existing capacity of childcare facilities in the catchment area is increased by as many as 26 no. childcare spaces.

3 Local Planning Policy

This section assesses the proposed development against the following local policy documents:

- Cork Metropolitan Area Transport Strategy (CMATS) 2040
- Cork City Development Plan 2022-2028

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040, which was published in February 2020, was included as an objective in Cork MASP Policy (Objective 7) of the RSES and identified as one of the Guiding Principles of the Cork MASP. CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area. It sets out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Area development in the period up to 2040.

Relevant Policy / Principle / Guideline	Statement of Consistency
Key outcomes for walking in the Strategy include: ▪ An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km); ▪ Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork; ▪ Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; ▪ Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and ▪ Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.	✓ The proposal includes high-quality public realm and routes that will create a pleasant and attractive place for pedestrians and cyclists to travel through the site. ✓ The provision of attractive and safe walking routes will help encourage people to walk throughout the scheme and to walk throughout the wider area. ✓ The schemes has been designed to prioritise walking and cycling over the use of the private car
The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040. The LRT system is a key enabler in CMATS. The LRT is required to:	✓ The proposal has been designed with a future LRT system in mind to facilitate Transport-Oriented Development.

▪ Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon; ▪ Maximise the development of potential windfall sites; ▪ Provide greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City; ▪ Enable car-free and low car development within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines; ▪ Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area.	✓ The proposal has been designed to minimise the presence of the private car and encourage walking and cycling as a mode of transport.
Greenway Cycle Network Greenway networks comprise traffic-free or low-trafficked routes and typically comprise of re-purposed derelict railway lines, routes through parks or alongside rivers. Access to greenways can be supported through filtered permeability from residential or other built-up areas. Some key indicative areas for greenways* include: ▪ A proposed east-west 'Lee to Sea' greenway incorporating the Lee Fields, city quays, the Marina and the Old Passage railway line; ▪ A Greenway linking City-Tivoli-Douglas Little Island- Carrigtwohill and Midleton (Part of the EuroVelo 1 route) with a potential extension to Youghal via the old railway line; ▪ A route following the Tramore River including Douglas, Tramore Valley Park and Togher; ▪ Passage West to Carrigaline; ▪ Curraheen River Greenway; ▪ Old Bandon/Kinsale Railway incorporating the Chetwynd Viaduct (below); ▪ Blarney Greenway Route; ▪ A route between Carrigrohane Road and Tower; and ▪ Midleton-Ballinacurra- Whitegate Additional greenways and/inter-urban routes to those outlined above, may be investigated subject to changes in the proposed population and employment distribution as part of the proposed periodical 5 year CMATS review.	✓ The proposal includes cycle connections to facilitate future links to the proposed 'Lee to Sea' Greenway. ✓ The proposal includes pedestrian connections to neighbouring residential areas as well as commercial areas such as the Castlewest Shopping Centre to encourage cycling and walking as alternative transport methods.

Core Radial Bus Network The following outlines an indicative Core Radial Bus Network, which has been developed based upon the six guiding principles that underpinned the "initial idealised" network. The indicative Core Radial Bus Network connects the external corridors to the City Centre and has been refined to pair Cross-City travel demand to maximise the utilisation of the bus services on these corridors. A significant improvement in the frequency of bus services on these radial routes is also proposed, with most routes expected to operate at a frequency of 15 minutes or better, set out below: ▪ Dublin-Hill – Togher; ▪ Ballyvolane – Donnybrook; ▪ Mayfield – Bishopstown; ▪ Glanmire – Ballincollig; ▪ Mahon – Apple; ▪ Mahon – Blarney / Tower; ▪ Rochestown – Apple; ▪ Grange – Ballincollig (via City Centre); and ▪ Frankfield – Farranree.	✓ The proposal will increase the population of Ballincollig, therefore increasing the viability of the Core Radial Bus Network.

3.2 Cork City Development Plan 2022-2028

The Cork City Development Plan 2022-2028 was adopted in June 2022 and came into effect in August 2022. The table below provides an assessment of the proposed development against the relevant policies and objectives.

Chapter	Policy	Policy Provision	Statement of Consistency
Chapter 2 Core Strategy	SO 1: Compact Liveable Growth	Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to existing city.	✓ The proposed development will deliver compact growth and contribute to the goal of a 15-minute city in Ballincollig.
Chapter 2 Core Strategy	SO 2: Delivering Homes and Communities	Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and	✓ The proposed development will deliver a development within the prescribed

		cultural uses to enable inclusive, diverse and culturally rich neighbourhoods.	density, consists of a mix of apartment types, will link to the existing and planned public transport infrastructure, and add to the facilities on offer in the area.
Chapter 2 Core Strategy	SO 3: Transport and Mobility	Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.	✓ The proposed development will encourage travel by modes active transport and public transport by minimising the car parking spaces and maximising the bicycle parking spaces.
Chapter 2 Core Strategy	SO 9: Placemaking and Managing Development	Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.	✓ The proposed development is high density, mixed-used, and people-centred. See design statement for further information.
Chapter 2 Core Strategy	Objective 2.10 The 15 Minute City	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. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-	✓ The proposed development has been designed in line with the principles of a 15-minute city. ✓ The subject site is within a 5-minute cycle or walk of Ballincollig Town Centre and Castlewest Shopping Centre, which allows for accessibility for cyclists and those who

		scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.	may not be comfortable or able to cycle.
Chapter 2 **Core Strategy**	Objective 2.12 Mix of Uses	Support the delivery of a diverse mix of suitable uses that enhance Cork City's network of neighbourhoods, towns and communities as places to live, work, provide, care, learn and enjoy.	✓ The proposed development includes a mix of residential and a childcare facilty that will enhance the immediate context and the wider area of Ballincollig by ensuring the everyday needs of the population are met within a short distance from their homes.
Chapter 2 **Core Strategy**	Objective 2.14 Walkable Neighbourhoods	New development shall be designed to make positive additions to their neighbourhoods, towns and communities by: a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces. c. Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types. d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services.	✓ The proposed development will provide a mix of uses in high quality buildings. ✓ The proposal has been designed at an apricate scale with active frontage along Old Fort Road. ✓ Overall, the proposal will create an attractive, safe and vibrant place. ✓ The proposal has been designed in line universal design principles. Please see the statement prepared by Wilson Architecture for further detail.

		f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling.	✓ The proposal will provide high quality open and green spaces. ✓ The proposal will provide a well-connected area with excellent permeability for walking and cycling.
Chapter 2 **Core Strategy**	Objective 2.31 Compact Growth	It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.	✓ The subject site is located within the existing built-up area of Ballincollig and therefore the proposal will help achieve the delivery of 65% of new homes within the existing built-up footprint of the city.
Chapter 2 **Core Strategy**	Objective 2.32 Housing Supply	Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.	✓ The proposed 157 no. homes will increase the supply of housing in Greater Cork Metropolitan Area and increase the range of housing options available. ✓ The proposal achieves an efficient use of zoned and serviced land.
Chapter 3 **Delivering Homes and Communities**	Objective 3.1 Planning for Sustainable Neighbourhoods	Cork City Council will seek to: a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept; b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how	✓ The proposed development will support the continued growth of Ballincollig, in line with the principle of a 15-minute city. ✓ Placemaking is at the heart of this scheme which

		neighbourhood integration, health and wellbeing and enhancement is central to this; c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide', Universal Design principles and any updates; d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods; e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods; f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.	provides a neighbourhood centre, public open space and connections to pedestrian and cycle infrastructure. ✓ The proposal has been designed in line universal design principles. Please see the statement prepared by Wilson Architecture for further detail. ✓ Overall, the proposal will create a healthy and attractive place to live
Chapter 3 **Delivering Homes and Communities**	Objective 3.2 A Diverse, Inclusive and Equal City	Cork City Council will seek to ensure that Cork is an inclusive City and meets the needs of all by: a. Providing a land use planning system that ensures an appropriate distribution of land uses, infrastructure and services to give equal access to all residents to live, work, educate, recreate and avail of other services in terms of range and quality; b. Consciously considering specific population groups in the design of neighbourhoods, places, buildings, streets and spaces to meet the needs of all citizens; c. Consciously considering specific population groups in the development of planning policy, strategies and frameworks with an emphasis on young people, old people and people with disabilities;	✓ The proposed development includes a variation of 1 and two-bed apartments which will add variety to the existing housing stock in the area. Please refer to the Housing mix submitted with this LRD. ✓ The development provides seamless connection to existing and future pedestrian and cycle infrastructure along Old Fort Road.

		d. Promoting measures that reduce concentrations of social inequality between neighbourhoods.	
Chapter 3 **Delivering Homes and Communities**	Objective 3.3 New Housing Supply	Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by: a. Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing; g. Ensuring that all new housing developments contribute to the creation and/or maintenance of successful neighbourhoods and are designed to the highest standards (see Chapter 11: Placemaking and Managing Development).	✓ The proposal includes the provision of 157 no. residential units on this mixed-use zoned land. ✓ The proposal will contribute to the creation of a successful neighbourhood with the provision of a creche facility and public open spaces.
Chapter 3 **Delivering Homes and Communities**	Objective 3.4 Compact Growth	Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork. Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by: b. Progress housing and employment delivery in urban centres and strategic regeneration sites; g. Optimising the use of land (see Objective 3.5: Residential Density) h. Establishing ambitious and achievable buildout rates at the planning stage to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value; i. Influencing Government to update the legislative, guidance, fiscal and financial framework to the benefit of housing delivery on brownfield sites;	✓ The proposed residential units will be located in Ballincollig, on lands zoned as Urban Town, which includes residential development. The lands are within a built-up area of Ballincollig, and therefore, developing this site is the next logical proposal for the town of Ballincollig. ✓ The use of the land has been optimised with a net density of 130.2 dwellings per hectare.

		j. Combining its role as planning authority and housing authority to bring about residential development to meet demand and need; m. Ensuring that all new housing developments contribute to the creation and / or maintenance of successful neighbourhoods; o. Encouraging the retrofitting and reuse of existing buildings, rather than their demolition and reconstruction	
Chapter 3 **Delivering Homes and Communities**	Objective 3.5 Residential Density	Cork City Council will seek to: a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities; c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities; d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.	✓ The proposal will provide a high-density development with a density of 130.2 dwellings per hectare with building heights of up to 6 storeys, which is considered appropriate for the location in Ballincollig town centre. ✓ The proposed density and building heights have been achieved while also protecting the residential amenity of nearby existing dwellings to the west and south.
Chapter 3	Objective 3.6 Housing Mix	Cork City Council will seek to: a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;	✓ The proposal includes a mix of 1 and 2-bed units of varying layouts. This mix of unit types and sizes will cater

Delivering Homes and Communities		b. 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; c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of familysized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards); d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood; e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units; f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.	to a range of households and will add to the housing supply in the area, and help create a balanced and sustainable community. ✓ The proposal includes 20% Part V units.
Chapter 3 **Delivering Homes and Communities**	Objective 3.14 Community Infrastructure and Services	To work with our communities and infrastructure providers in facilitating the development and provision of a range of accessible, socially inclusive, multi-functional and diverse community facilities throughout the City.	✓ The proposal includes a creche facility as well as open space amenity features which will help create a community hub to serve the surrounding area.
Chapter 3 **Delivering Homes and Communities**	Objective 3.17 Community Hubs	To promote the co-location and sharing of community, enterprise, recreation and open space infrastructure to create community hubs of scale at locations that can be accessed by walking, cycling and public transport and subject to there being no significant adverse impacts on local amenity	

Chapter 3 **Delivering Homes and Communities**	Objective 3.21 Childcare Facilities	To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will: a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered; b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed; c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.	✓ The proposed development provides a creche facility with 29 no. spaces in line with guidelines surrounding developments of this size.
Chapter 3 **Delivering Homes and Communities**	Objective 3.35 Safe and Secure City	a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas; b. To encourage buildings and spaces to be designed with safety and security in mind to avoid anti-social behaviour, reduce and prevent crime and create safe places for all; c. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.	✓ The proposed layout ensures all streets and public open spaces will be overlooked and provided with passive surveillance. This will help create a safe environment for all users. ✓ The proposal has been designed with safety and security in mind.
Chapter 4 **Transport and Mobility**	Strategic Objective 3 Transport and Mobility	Proposals for new development in Cork City will be required to minimise the need for the private car, prioritise walking, cycling and public transport, be permeable, safe and secure for walking and cycling and where possible provide for filtered permeability. New developments will provide infrastructure for Electric Vehicles within the developments. Development proposals will provide for easy access to local amenities and education facilities. Proposals for new development will be required to demonstrate their impact on the existing transport networks, commensurate	✓ The proposal has been designed to minimise the need for the private car and has provided attractive and pleasant spaces for pedestrians. ✓ The impact on the existing transport network has been assessed by Arup Engineers

		with the nature and scale of the development. Mobility management plans will be required for developments that will accommodate a large number of people living, working or otherwise using the development. All new development proposals will be subject to maximum car parking standards to achieve greater modal shift and promote sustainable transport patterns.	within the Traffic and Transport Assessment. ✓ The number of car parking spaces provided is below the maximum standards, which will help encourage a modal shift towards more sustainable modes of transport.
Chapter 4 **Transport and Mobility**	Objective 4.3 Strategic Location of New Development	To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high-frequency public transport network.	✓ The proposed development is located in Ballincollig, within the town centre. ✓ Castlewest Shopping Centre is within a 5-minute walk from the development. ✓ The site is in close proximity to several high-frequency bus stops, served by the 220 (X) and the 233, connecting Ballincollig to Macroom, Cork City, Douglas, and Carrigaline, with a frequency of service every 15-30 minutes, 23 hours a day.
Chapter 4 **Transport and Mobility**	Objective 4.4 Active Travel	To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city. To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure	✓ The proposal includes connections to existing pedestrian and cycle infrastructure along the Old Fort Road.

		connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.	✓ The proposal includes facilities and amenities to support the future increased population in the area which supports the 15 minute city concept.
Chapter 4 **Transport and Mobility**	Objective 4.5 Permeability	a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility. b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed. c. Prepare a permeability strategy for areas throughout the city.	✓ The proposed development provides a highly permeable scheme with streets and pathways for pedestrians provided throughout. ✓ The pathways through the open space provide direct links to the adjacent roads. ✓ All pathways for pedestrians and cyclists are overlooked which will ensure a high level of safety and security.
Chapter 5 **Climate Change and the Environment**	Objective 5.10 Energy Conservation and Efficiency	To support and help create high levels of energy conservation and energy efficiency in both new and existing buildings.	✓ The proposed buildings and residential units will all be designed to nZEB standards
Chapter 5 **Climate Change and the Environment**	Objective 5.11 Energy Efficiency Considerations	New development proposals are expected to maximise energy efficiency through location, siting, orientation, layout, design, stormwater drainage and landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design.	✓ The proposed layout has been designed to optimise energy efficiency. ✓ The proposed residential units will all achieve sufficient

			daylight standards in line with BRE recommendations.
Chapter 5 **Climate Change and the Environment**	Objective 5.13 Waste Management – Construction and Operation of Development	All development proposals should minimise waste and maximise the recycling and re-use opportunities during the construction and operation phases	✓ Please see the waste management plans from JODA Engineers.
Chapter 5 **Climate Change and the Environment**	Objective 5.24 Green and Blue Infrastructure	a. To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city. b. All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme. c. To support communities in the development of local-scale Green and Blue Infrastructure projects	✓ Please see the reports and drawings prepared by JODA Engineering Consultants, BSM Landscaping and Wilson's Architects for details on the green infrastructure.
Chapter 9 **Environmental Infrastructure**	Objective 9.1 Irish Water	a. To work with Irish Water to ensure the efficient and sustainable use and development of water resources and water services infrastructure in the City. b. To work with Irish Water to identify and facilitate the timely delivery of water and wastewater projects in order to facilitate development in accordance with the Core Strategy. c. To work with Irish Water in promoting water conservation and demand management measures among users and support the implementation of measures such as leakage reduction and network improvements. d. To support Irish Water in the development and implementation of the National Water Resources Plan and Drinking Water Safety Plans.	✓ JODA Engineering Consultants have engaged with Uisce Éireann as part of the preparation of this LRD application and a COF forms part of this submission.

		e. To support Irish Water in the promotion of effective management of trade discharges to sewers in order to maximise the capacity of existing sewer networks and minimise detrimental impacts on sewage treatment works.	
Chapter 9 **Environmental Infrastructure**	Objective 9.2 Waste Water	a. To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical. b. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.	✓ The proposal includes a separate foul and surface water drainage system and incorporates SuDS features as much as possible. ✓ Please see the detailed drainage information prepared by JODA and submitted with this application. ✓ Please see Uisce Éireann Confirmation of Feasibility Letter submitted as part of JODA's pack with this application.
Chapter 9 **Environmental Infrastructure**	Objective 9.4 Sustainable Urban Drainage Systems (SUDS)	a. To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality. b. To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible. c. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.	

Chapter 9 **Environmental Infrastructure**	Objective 9.5 Discharging	a. To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters. b. To ensure that developments permitted by the Council which involve discharge of wastewater to surface waters or groundwaters, comply with the requirements of the EU Environmental Objectives (Surface Waters) Regulations and EU Environmental Objectives (Groundwater) Regulations.	✓ Please see the documents prepared by JODA Consulting Engineers for details on drainage.
Chapter 9 **Environmental Infrastructure**	Objective 9.6 Storm Water	To provide adequate storm water infrastructure in order to accommodate the planned levels of growth within the plan area and to ensure that appropriate flood management measures are implemented to protect property and infrastructure	✓ See above
Chapter 10 **Key Growth Areas & Neighbourhood Development Sites**	Objective 10.61 Ballincollig Flood Risk	Development in Ballincollig will only be permitted in areas not at identified risk of flooding. Additionally, all new proposed development proposals within the Maglin / South Ballincollig Expansion Area shall be accompanied by individual site-specific flood risk assessments.	✓ The proposed site is not located within an area at risk of flooding. ✓ See the Flood Risk Assessment prepared by JODA Consulting Engineering for further information.
Chapter 11 **Placemaking and Managing Development**	Objective 11.1 Sustainable Residential Development	Residential developments shall be sustainable and create high quality places which: a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces; b. Prioritise walking, cycling and public transport, and minimise the need to use cars;	✓ Castlewest Shopping Centre and Ballincollig Town Centre are located within a 5-minute walk of the proposal site. ✓ The proposal includes a mix of uses which will contribute to the creation of a 15-minute neighbourhood.

		c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience; d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible; e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained; f. Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling; g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions; h. Provide a mix of land uses to minimise transport demand; i. Promote social integration and provide accommodation for a diverse range of household types and age groups; j. Enhance and protect green and blue infrastructure and biodiversity; k. Enhance and protect the built and natural heritage.	✓ The provision of a mix of uses will help minimise transport demand and encourage people to walk/cycle within the development. ✓ The proposed development includes reduced car parking and increased cycle parking to help encourage a modal shift away from car dependency. ✓ The proposal includes connections to existing pedestrian and cycle infrastructure along the Old Fort Road, creating a strong sense of place and quality public realm that will be easily maintained. ✓ The proposal includes a mix of one-bed and two-bed units, which will cater for a range of households. The proposed development is in favour of increased numbers of smaller units, which will provide a more balanced housing mix within Ballincollig. ✓ The scheme includes public open space and SuDS features to enhance and

			protect the green and blue infrastructure and biodiversity.
Chapter 11 **Placemaking and Managing Development**	Objective 11.2 Dwelling Size Mix	All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances. Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.	✓ Table 11.8 provides minimum, maximum, and target percentages for the number of studios, one beds, two beds, three beds, and 4+ beds in urban towns. ✓ The proposal includes 49.1% 1-bed and 50.9% 2-bed units. A dwelling mix has been submitted with this LRD.
Chapter 11 **Placemaking and Managing Development**	Objective 11.3 Housing Quality and Standards	a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures; b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments; c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating; d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to	✓ The proposed residential units are all of an appropriate size which are comfortable and fit for purpose. ✓ The proposal is in line with the standards set out in Table 11.10. ✓ The proposal includes over 50% dual aspect units. ✓ BPC have completed a daylight and sunlight assessment of the proposal. Please see their report for details of the assessment. ✓ Appropriate waste and recycling storage facilities

		new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space; e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste; f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below	have been provided for all units. ✓ The proposed homes meet all minimum standards.
Chapter 11 **Placemaking and Managing Development**	Objective 11.4 Daylight Sunlight and Overshadowing (DSO)	All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement. The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed. Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites	✓ BPC have completed a daylight and sunlight assessment of the proposal. Please see their report for details of the assessment.

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Placemaking and Managing Development</td>
<td>Table 11.2

Density and Building Height Strategy</td>
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<tr><th rowspan="3">Density and Building Heights Strategy</th><th colspan="5">Density</th><th colspan="4">Heights</th></tr>
<tr><th colspan="2">FAR</th><th colspan="3">Dwellings Per Hectare</th><th colspan="4">No. of Storeys</th></tr>
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<tr><td>4. Douglas</td><td>0.2 - 2.5</td><td>0.5 - 3.5</td><td>5 - 20</td><td>50</td><td>100</td><td>2</td><td>3</td><td>3</td><td>4</td></tr>
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<td>✓ The proposed buildings range from 2 to 6 storeys. The proposed height of up to 6 storeys is supported by the location of the site, within close walking distance of all the amenities and employment opportunities available in Ballincollig Town and on significant existing and proposed public transport routes. The setbacks from existing buildings and the retention of a significant number of trees means that the development can be integrated successfully into its context. The provision of a new public open space and pedestrian routes through the site will enhance the public realm of the town.
✓ The proposed heights respond to the existing context as follows
▪ On the south end of the proposed site along Old Fort Road, the development rises 2 to 4 storeys, mirroring the 4 storey Crescent apartments opposite the</td>
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			proposed site. This rises to 6 storeys as the site progresses north. ▪ To the north of the site is the Ballincollig Waste Water Treatment Plant and Ballincollig GAA Club. Trees retained at the north end of the site ensure that visual amenity is not injured at this end of the site. ▪ To the west is the Waltham Abbey housing estate. Block A has been designed as the shortest of the three blocks, which, along with a significant setback from the western site boundary and the retention of existing trees, ensures that the visual amenity of Waltham Abbey is conserved. ▪ To the east is a medical centre, with an adjoining car park. This car park, the site entrance road, and the creche open amenity space ensure a significant distance

			between Block C of the development and the medical centre, conserving its visual amenity. ✓ The proposed density for this development is 130.2 units per hectare, which is considered appropriate for this site, which is identified as a City Suburb. This density is consistent with the provisions of Sustainable Residential Development and Compact Settlements 2024.
Chapter 11 **Placemaking and Managing Development**	Table 11.11 Residential Public Open Space Provision	Greenfield Site / Areas for which a local area plan is appropriate = 15% General Provision = 10%	✓ The proposed development includes a total of 1620.3 m^2 (13.4%) of public open space. ✓ This proportion of public open space exceeds the Development Plan's minimum standards
Chapter 11 **Placemaking and Managing Development**	Table 11.13 Maximum Car Parking Standards	Zone 2: Accessible to mass transit (existing / committed public transport) ▪ Residential: 1 no. for every one and two bed unit ▪ Creche: 1 per 6 students	✓ The proposal includes 91 no. parking spaces. ✓ Refer to TTA on car parking assessment by ARUP. ✓ The proposed car parking spaces are within the maximum limits set out in the development plan, and

			also provide a sustainable proportion of car parking.
Chapter 11 **Placemaking and Managing Development**	Table 11.14 Bicycle Parking Requirements	Apartment: 1 per unit in Inner Urban Areas Creche: 1 per 35 children	✓ The proposed development includes 260 no. bike parking spaces. ✓ This exceeds the minimum bicycle parking standards set out in Table 11.14
Chapter 12 **Land Use Zoning Objectives**	Section 12.21 Land Uses and Flooding	Flood Risk Zones A and B have been identified by the Strategic Flood Risk Assessment. These zones may impact new development, but facilitate existing development uses that may require small scale development such as small extensions. Development proposals within these zones shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.	✓ The site is not within a potential flood zone and does not have any history of flooding. ✓ See the Flood Risk Assessment prepared by JODA Consulting Engineering for further information.
Chapter 12 **Land Use Zoning Objectives**	ZO 6 Urban Town Centre	To consolidate and provide for the development and enhancement of urban town centres as primary locations for mixed use retail, economic and residential growth which also act as a focus for a range of services	✓ The proposed residential development is in line with this land use zoning.