

**Response to Cork City Council LRD Opinion**  
For Development at Maglin, Ballincollig, Cork  
on behalf of O'Flynn Construction Co. Unlimited Company

**October 2025**



**McCutcheon Halley**  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

This report addresses the specific information requirements and issues raised by Cork City Council (CCiC) in their Pre-planning Large Scale Residential Development (LRD) Opinion issued on April 16<sup>th</sup>, last under CCiC Ref. LRD25-01 in relation to the proposed LRD at Maglin, Ballincollig, Cork comprising 1,150 no. residential units, 1 no. creche, 3 no, commercial/retail units and all associated ancillary development works at Maglin, Ballincollig, Carrigrohane and Ballynora (townlands), Ballincollig, Cork.

The opinion issued by the Council was subsequent to 1 no. Section 247 meeting which took place on March 14<sup>th</sup>, 2024 and a Section 32B meeting which took place on March 20<sup>th</sup>, 2025.

Following the pre-planning meetings, the Council issued an Opinion in accordance with Section 32D of the Planning and Development (Large Scale Residential Development) Regulations 2021 and advised that the documentation submitted requires further consideration and/or amendment to constitute a reasonable basis for an application.

The specific information requested by CCiC and our response to same is outlined in section 2 and 3 of this report.

## 2. Information requiring further consideration

### 1. Zoning Policy/Prematurity of Development

***As outlined within the Cork City Development Plan 2022-2028, the delivery of compact growth in Cork City will involve the consolidation and expansion of seven strategic areas within and adjoining the existing city, one of which is identified as South Ballincollig (Maglin). Maglin is also identified as a key site within the Urban Town of Ballincollig (Ref: Table 2. Of the Plan 'summary of Key Objectives for City Growth').***

***The site is zoned ZO2 'New Residential Neighbourhoods' which has the following objective:***

***'To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.'***

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

*tiered approach does not focus on community infrastructure, this is of central importance in the creation of sustainable neighbourhoods and is covered in detail in Chapter 3 Delivering Homes and Communities.'*

*Paragraph 10.220 of the Plan states as follows:*

*'The future development of the Maglin/South Ballincollig area is dependent on the design of a distributor road. Some of this road has been built from the north through the Heathfield development. The route alignment capacity and overall function of this road (Public Transport Corridor, etc.) is currently being appraised. It is envisaged that the road will be selected during the lifetime of this plan. Some areas of land present difficulties in terms of topography, archaeology and flooding and require a more detailed appraisal. Residential development with the potential for access onto the local and regional road network, including in the western portion, will be considered at an early stage during the lifetime of this plan. The number of units for consideration, and which can proceed, will be determined and agreed at Development Management stage and will be subject to the following*

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

*Objective 10.57 'South Ballincollig (Maglin) Expansion Area' of the Plan states as follows:*

*'To support the compact growth and development of South Ballincollig Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.'*

*Given the zoning of the site and its designation as a Tier 2 site the Planning Authority has serious concerns regarding the prematurity of the development of these lands in the absence of a co-ordinated and planned approach to its development and the absence of certain physical and social infrastructure contrary to Objective*

**10.57 of the Plan, National Policy Objective 7 of the National Planning Framework, 2025 and Regional Planning Objectives 35, 151a and 151b of the Regional Spatial and Economic Strategy for the southern Region, 2020.**

**As a result, further consideration of the development is required for a planned approach to the development of these Z02 zoned lands. The delivery of which should happen in tandem with the provision of the necessary social and physical infrastructure.**

**In this regard it will need to be outlined how it is intended to develop the site in tandem with adjoining sites through which the Maglin Expansion Area Sustainable Access Corridor is to be routed including any necessary legal agreements/phasing strategies/E.I.A. considerations/alterations to the site area/red line boundary.**

Please refer to the Preferred Route drawing provided by Cork City Council as part of the Section 32 Opinion whilst reading this response.

A section of the *Maglin Expansion Area Sustainable Access Corridor* has been designed as part of this application process. The road has been designed from Maglin Road along the site's western boundary, through the application site, and to the Heathfield Estate to the northwest of the application site and to a new junction with Maglin Road to the north of the application site.

The section of the *Maglin Expansion Area Sustainable Access Corridor* that runs through the site will be developed as part of the proposed development.

Delivery of the remainder of the access corridor to the east and north will be completed in tandem with Cork City Council and the adjacent landowners.

The distributor road will continue the multi-modal transport link through the Heathfield Estate westward as far as the Maglin Road (Ref: V - K). The horizontal and vertical alignment of the road has been designed having regard to the route set out by the Local Authorities own preliminary design as well as the findings in the Strategic Flood Risk Assessment South Ballincollig Drainage Study produced by Malachy Walsh.

The O' Crualaoi Link (Ref: N - M) will effectively replace the section of the Maglin Road which runs north from the intersection of the distributor road. In time, this section of the Maglin Road will then be closed off to through traffic and will become a cul-de-sac for local traffic (Ref: K - M).

Allowance has been made for the provision of bus lanes along the distributor road. Bus lanes will be provided from Heathfield to the O' Crualaoi Link ( Ref: V - N) whilst the remainder of the distributor road (Ref: N - K) will have widened verges which will facilitate the future inclusion of bus lanes if deemed necessary. This will allow the future

continuation of bus lanes through to Greenfields in the west if so required (Ref: K - B).

Overall our client will provide an important section of the *Maglin Expansion Area Sustainable Access Corridor* and will continue to work with Cork City Council to deliver the remainder of the access corridor to the east in tandem with Cork City Council and the adjacent landowners.

## **2. Transport & Infrastructure**

### **a. Delivery of Associated Infrastructure**

***The intended route of the Maglin Urban Expansion Area Sustainable Access Corridor (Maglin U.E.A. S.A.C.) has been selected and designed by consultants for Cork City Council (See map in Appendix E). It is intended to route the road between the Heathfield housing estate (Point V) and the Greenfields site (Point B). Given the sub-standard nature of the Maglin Road (south of Point M) a link road is also required between Points M and N which would bypass the one-off housing on Maglin Road.***

***The proposal to access the proposed development solely from Maglin Road is therefore unacceptable as it is a requirement to deliver both the Maglin S.A.C. (Points V-K) and the link road (Ref M-N) in order to support the development of the subject lands.***

***Further consideration of, and amendment to the proposed development is therefore required having regard to the prematurity of the proposed development relative to the delivery of the Maglin U.E.A. S.A.C. and the associated Maglin Link Road. Further consideration is also required in relation to the need to ensure the co-ordinated development of access infrastructure and lands in the wider Maglin area, as well as the associated drainage infrastructure and flood risk constraints/impacts.***

***In this regard it will need to be outlined how it is intended to develop the site in tandem with adjoining sites through which the Maglin Expansion Area Sustainable Access Corridor is to be routed, including any necessary legal agreements/phasing strategies/E.I.A. considerations/alterations to the site area/red line boundary.***

As stated in item 1 above, our client will provide an important section of the *Maglin Expansion Area Sustainable Access Corridor* and will continue to work with Cork City Council to help deliver the remainder of the access corridor to the east in tandem with Cork City Council and the adjacent landowners, to complete the multi-modal transport link from the Heathfield Estate westward as far as the Maglin Road (Ref: V - K). The horizontal and vertical alignment of the road has been designed having regard to the route set out by the Local Authorities own preliminary design as well as the findings in the Strategic Flood

Risk Assessment South Ballincollig Drainage Study produced by Malachy Walsh.

The O' Crualaoi Link (Ref: N - M) will effectively replace the section of the Maglin Road which runs north from the intersection of the distributor road. This section of the Maglin Road will then be closed off to through traffic and will become a cul-de-sac for local traffic (Ref: K - M).

Allowance has been made for the provision of bus lanes along the distributor road. Bus lanes will be provided from Heathfield to the O' Crualaoi Link ( Ref: V – N) whilst the remainder of the distributor road (Ref: N – K) will have widened verges which will facilitate the future inclusion of bus lanes if deemed necessary. This will allow the future continuation of bus lanes through to Greenfields in the west if so required (Ref: K - B).

**b. Road Safety**

***Further consideration of the proposed traffic management arrangement on Maglin Road to address traffic safety concerns for pedestrians and road users and existing residents using this route.***

This previous proposal submitted at Section 32B stage has now been superseded by the proposal set out in item 01 above. The section of the *Maglin Expansion Area Sustainable Access Corridor* to be provided by our client and the remaining sections of the access corridor has been designed to facilitate bus, cyclists, pedestrians, other road users and existing residents who will use this route.

**c. Connectivity**

***Further consideration of the proposed connectivity arrangements between the site and the site to the immediate north to ensure good quality connectivity between both schemes (see detailed report from Transport Section in this regard).***

Please refer to the site layout plan by Wilson Architecture which provides details on the connectivity arrangements between the site and the site to the immediate north to ensure good quality connectivity between both schemes.

**d. Car Parking**

***Further consideration of the location/omission of a certain number of the proposed parking areas to enhance both the public realm within the scheme and support improved active travel access (see Transport Report for more detail).***

The parallel parking and off curtilage spaces highlighted in the Transport Report have been removed to support improved active travel access. All off curtilage parking is to be a shared parking resource- refer to the Parking Plan Drawing 2010-0-109 by Wilson Architecture for a breakdown of parking types and locations.

**e. Transportation Assessment**

***As the submitted Opinion documents did not include a draft Transportation Assessment further consideration of the proposed development in this context is therefore required. It is recommended that the requirements of this assessment are discussed with the relevant Directorate(s) in Cork City Council before submission of any planning application.***

A Traffic and Transport Assessment has been prepared by MHL Consulting Engineers and is submitted with this application. Discussions have taken place with the relevant directorates in relation to this.

**f. Transport Infrastructure Ireland (T.I.I) Submission**

***Further consideration of the proposed development having regard to the submission received from T.I.I. (See Appendix D).***

The submission received from T.I.I. (included in Appendix D of the Council's LRD Opinion) has been considered as part of the LRD application and we confirm that there are no impacts on the National Road Surface Water Drainage Regimes.

**3. Environmental Impact Assessment**

***Further consideration of the scoping and content of the EIAR required as part of any application to include examination of the necessary transport infrastructure to avoid project splitting/piecemeal development.***

The submitted EIAR prepared by McCutcheon Halley includes a full examination of the necessary transport infrastructure included as part of this application.

**4. Density**

***Further consideration and justification of the proposed density on site having regard to the Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities and the recently published Emerging Preferred Route (EPR) for Luas Cork.***

The Emerging Preferred Route for the Cork Luas indicates a stop along Killumney Road, which is just over 1km distance from the northeast corner of the residential development. The Apartment and Duplex Blocks in Character Area 04 lie within 1 to 1.5km distance to this stop, so in line with the Sustainable Compact Guidelines 3.4.1, higher density is concentrated in this zone (approx. 100 units per hectare), and the density decreases as you spread further back into the site.

The overall density of 50.6 no. units per hectare, is consistent with the Compact Settlements Guidelines and the 2022 Cork City Development Plan.

## 5. *Urban Design / Architecture / Land Uses*

***Further consideration and amendment of the proposed development in terms of its layout, urban design form and architecture noting in particular Appendix D of the Sustainable Residential Development and Compact Settlements Guidelines 2024 'Design Checklist- Key Indicators of Quality Urban Design and Placemaking'.***

***Consideration should also be taken of the Draft Maglin U.E.A. Urban Design Study and amendments proposed in order to:***

- ***Ensure the creation of a coherent street design and urban block pattern that will facilitate integration with development to be located to the north of the site.***  
***(b) Establish a strong neighbourhood centre.***
- ***Establish a strong streetscape.***
- ***Establish a 'transition zone gateway'.***
- ***Use an appropriate architectural expression.***
- ***Have regard for the need for adaptable roof spaces (Ref: Paragraph 11.158 of the Development Plan).***
- ***Include for a mix of land-uses by the provision of non-residential land uses at ground floor towards the eastern end of the site along the Sustainable Access Corridor (See 202 Zoning Objective and Paragraph ZO 2.3 of the Plan).***

***For detailed guidance in relation to these issues please see the report from the City Architect's Section (Appendix C).***

The Urban Design Statement by Wilson Architecture examines how the proposed development aligns with the criteria in Appendix D of the Sustainable Residential Development and Compact Settlements Guidelines 2024 'Design Checklist- Key Indicators of Quality Urban Design and Placemaking'. It should be noted that the Draft Maglin U.E.A. Urban Design Study is an internal Cork City Council document and has not been shared with the Design Team. Responses have therefore been based on feedback from the City Architects Dept during the consultation stage and the comments outlined in the City Architects Department Report from Appendix C of the LRD Opinion, which informed the design and layout of the scheme as follows:

- (a) The proposed urban grain along the north side of the link road has been laid out in a pattern of roads and optimal building block sizes, which suggest an extension of this pattern continuing into the adjoining site to the north.
- (b) The triangular area at the northeast of the site, where the proposed link road approaches the development, has been identified as a location for a civic space. The intention would be that the triangular area on our site would be combined with a

similar area on the adjoining site to form a plaza, coherently knitting the streetscape and urban realm from both sides. And in line with this we have introduced Apartment Block E, 5 storeys in height, with a façade addressing the plaza, and commercial units at ground floor level to promote activity as part of a wider neighbourhood centre.

- (c) To promote a strong sense of place along the SAC road, the Apartment and Duplex Blocks fronting onto it have been revised to give greater definition to the street edge, with the duplex types along the south edge now reflecting the same types as the north edge. And with the buildings on both sides of the SAC included in Character Area 04, a cohesion of materials and architectural styles is achieved.
- (d) The western portion of the SAC road intersects the Maglin road in between existing properties with single detached houses. Consideration is given to these dwellings by locating 2-storey houses in proximity to the boundary with them. Sufficient separation distance from them is maintained, and with gable ends facing their back gardens, overlooking and overshadowing is mitigated against. In light of the need to be respectful of these neighbouring properties, the natural location for a 'transition zone gateway' occurs at the line of the hedgerows that run north-south. This area marks the point where the lower density housing layout ends, and the higher density apartment and duplex blocks begins. To express this architecturally, the gateway is physically defined by raising the height of the corners of Blocks D & B by a floor and applying materials that contrast against the adjacent façade palette.
- (e) The style of the buildings in the Character Areas has been swapped to now include a style more complimentary to Maglin House. The Houses in proximity to Maglin House include Types B2, C1, D1 & F1, will include Materials such as Slate Roof with Charcoal Grey colour, Painted Render Walls with white pebble dash, and accent colours of light grey for the window/door frames and gutters/downpipes. The detailing will include flush verges at the gables and minimal decoration, resulting in an overall clean line architectural expression which will complement the vernacular look and feel of the restored Maglin House. The Duplex and Apartment Blocks have also been revised to ensure a coherency of styles and materials palette along both sides of the SAC road.
- (f) The layouts of the houses have built-in flexibility to allow for homes to be adaptable over the lifetime of the residents, such as converting attic space within the pitched roofs to provide extra living space.

- (g) A mix of land uses is provided by the inclusion of the creche at ground and first floors of Block C, and the addition of Commercial/Retail Units on the ground floor of Block E.

**6. Housing Mix**

***Further consideration of the scheme and amendment of proposals/revised drawings/details to take into account the Objective 3.6 Housing Mix and the min/max and targets for dwelling size mix as outlined within the Table 11.9 of the Cork City Development Plan 2022-2028 noting the under provision of 4 bed units within the proposal.***

The unit mix has been rebalanced to fall within the % ranges outlined in Cork City Council Development Plan Tables 11.8 and 11.9, with a provision of the following:

- 1-bed- 20.4%
- 2-bed- 35.7%
- 3-bed- 33.5%
- 4-bed- 10.3%

**7. Drainage**

***Further consideration of the proposed development in terms of potential flood risk issues and mitigation works required. As a site-specific flood risk assessment was not provided as part of the Opinion documents further consideration of this issue is required. It is recommended that you liaise with the Drainage Section in this regard with a view to submitting a site-specific F.R.A. which incorporates any mitigation measure/alterations to the proposed development as are deemed necessary.***

A site specific Flood Risk Assessment has been prepared by Arup and is submitted with this application.

**8. Noise Impact and Air Quality**

***Further consideration of, and amendment to the proposed development is required having regard to the potential findings of the Noise Impact Assessment Report and the Air Quality Assessment Report required (See Environment Section report - Appendix C).***

Noise Impact

The findings of the Noise Impact Assessment Report are detailed in Chapter 12 of the EIAR, with consideration given to the potential impacts during both the construction and operational stages. A full inward noise impact assessment is currently being undertaken to evaluate the effects of the N22 and N40 roads located to the south of the proposed development.

Noise mitigation strategies include the construction of an earth berm with an additional noise barrier situated on top along the southern perimeter of the site, as well as the installation of upgraded glazing on the façades of identified residential dwellings within the

development. These measures aim to achieve good internal noise levels in accordance with the Professional Practice Guidance on Planning & Noise (ProPG).

#### Air Quality

The findings of the Air Quality Assessment are detailed in Chapter 13 of the EIAR, with consideration given to the potential impacts during both the construction and operational stages.

Mitigation strategies have been incorporated in the proposed development and are detailed within Chapter 13 of the EIAR.

### 9. **Conservation**

***Further consideration of proposals to ensure the conservation of Maglin House and its gate lodge (it is noted that proposals for same are not clear). The use of appropriate materials and the reinstatement of character, particularly externally, is encouraged as well as the retention of the historic rear wings of the House.***

The finalised proposals involve the refurbishment of both Maglin House and the former gate lodge. Maglin House is in a very poor condition (internal floors have collapsed and there is significant structural cracking evident in the eastern gable). The gate lodge is similarly in poor condition and is much modernised and refurbished. It is proposed to stabilise the structures and remove all decayed internal fabric; the rear wing/extension to the main house is to be retained and refurbished. The project proposals include the reinstatement of traditional detailing of these two buildings (including the use of timber-framed sliding sash windows, natural slate roofs and the application of lime render finishes) so that the historic character of both Maglin House and the former gate lodge are restored.

### 10. **Biodiversity**

***Further consideration and possible amendment of the proposed development following Appropriate Assessment Screening and the carrying out of Ecological Impact Assessment/Surveys.***

AS part of the Proposed Development application, the following reports have been completed:

- Stage 1 & Stage 2 Appropriate Assessment: Natura Impact Statement
- Biodiversity Chapter for an EIAR
- Bat Report; and
- Bird Report

Inputs from the ecological surveys undertaken on the site were provided to the overall layout of the Proposed Development, including the following:

- Light Sensitive Plan

- Landscape Plan with ecological enhancements including their placement
- Buffers along the Grange Hill River
- Inputs to the type of culverts along the Grange Hill River, with consideration to otter species and to prevent disturbance of the riverbed.

### **11. Landscape Design / Open Space Strategy**

***Further consideration and amendment of the proposed development in the following areas of landscape/open space design:***

- ***Consideration of the open space layout given the potential number of areas where the proximity of the residential units to the hedgerow is creating a 'no-man's land' which may lead to illegal dumping and antisocial activities.***
- ***Clarification of the interface of the ground floor Apartments in Block B & C with the public open space. The internal courtyards will need to be designed in line with the Design Standards for New Apartments - Guidelines for Planning Authorities 2023.***
- ***The incorporation of Neighbourhood Play Areas and Local Play areas- nature based, informal non-equipped design solutions imaginatively and practically conceived - into the Landscape Masterplan***
- ***The incorporation of SuDS and nature-based solutions, including design and maintenance details of any proposed swales, green roofs, etc.***

The layout of areas of hedgerows where there was potential 'no-mans land' have been revised and housing has been re-orientated to mitigate against side and rear gardens backing onto the hedgerows, and some roads and footpaths have been relocated to run parallel to the hedgerows. These measures aim to provide greater overlooking and passive surveillance of these spaces.

It is intended that Ground Floor Apartments will have a landscaped buffer between the edge of their balconies/terraces and the public realm, comprising of planting between 1 and 1.5m wide, and approx. 1.5m high, to provide adequate privacy screening without impacting daylight into the apartments. Courtyard level apartments will have similar privacy screening, and the remaining podium area is to serve as communal outdoor space, with high quality hard and soft landscaping for the use and benefit of the residents.

Neighbourhood, Local and Incidental Play areas have been incorporated into the open space areas throughout the scheme so that all children have the opportunity to access play (see drawings 7129-BSM-ZZ-ZZ-DR-L-303 and 304 by Brady Shipman Martin). These play areas will be natural-themed with informal mounding, planting

and will utilise natural materials including timber and stone. All play areas will be designed and built in accordance with EN1176 and EN1177. Where required safety surfacing in the form of Safagrass/grass rubber matting will be used to provide a natural and low maintenance finish.

SuDS and nature-based solutions have been incorporated into the design. Please refer to the submitted documents by MHL Consulting Engineers which includes design and maintenance details.

## **12. Childcare Facility**

***Further consideration and possible amendment of the proposed development having regard to the submission of Cork City Childcare (See Appendix D).***

In lieu of the previous standalone Creche Building, the Creche is now incorporated into the ground and first floors of Block C, allowing for expanded floor area and provision of more child places. The number of child spaces has now been increased to 227, see Drawing 2010-CR-200 by Wilson Architecture for a breakdown of numbers and floor layouts.

There is a total of 16 no. existing childcare facilities located within the Ballincollig Electoral Divisions. The demographic profile showed that the population in the catchment area is growing, however, the number of 0–4-year-old population is decreasing as depicted by the CSO data which highlights an 7.5% decrease in the 0-4 population between 2016 – 2022. Therefore, the demand for childcare services in the catchment will remain constant and possibly decrease in the long term.

Based on the local demographics within the area, it can be expected that the proposed development will result in 163 no. children aged 0-4.

Furthermore, this report finds that the size of proposed development justifies the inclusion of a childcare facility. The proposed childcare facility is sufficiently sized to accommodate the 163 no. children aged 0-4 generated by the proposed development.

Having regard to the above, it is considered that the provision of a crèche on site to cater for 227 no. children is more than adequate to meet the demands of the site and will be a welcomed addition for the surrounding area of Ballincollig and Cork City Council

## **13. Educational Infrastructure**

***Further consideration and justification of the proposed development viz-a-viz the provision of educational facilities in the area having regard to the 'ZO 2' zoning of the site and Objective 10.57 of the Cork City Development Plan 2022-2028.***

A School Demand Assessment is submitted with this application. In short, there is currently a strain on both the existing capacity of the

primary and post-primary school catchment areas. However, in both the primary and post-primary school catchment areas, there are schools with enrolment figures significantly less than the median for Cork City Council. This implies that these schools have the capacity to grow their enrolments before an additional school is added. Furthermore, the review of land zoned for educational use found that there are two parcels of land adjacent to the site boundary of the proposed development zoned for educational purposes. Therefore, if the proposed development does generate a demand above the capacity of the catchment areas there is provision to accommodate this overflow.

Therefore the proposed development does not necessitate the provision of a primary or post-primary school in the short term. However, the parcels of land zoned for education adjacent to the proposed development must be safeguarded to ensure that there are available locations for the addition of a primary school first and then a post-primary school.

### 3. Information to be submitted with the LRD Application

Pursuant to article 16A(7) of the Planning and Development Regulations 2001 (as amended), CCiC notified the prospective applicant that, in addition to the standard requirements as specified in articles 20A, 22 and 23, the specific information outlined below should be submitted with any application for permission. The specific information requested by CCiC (***bold italics***) and our response to same, is as follows:

- 1. Please note there are discrepancies in the submitted documentation and between some reports submitted - please ensure that any planning application documents/reports are consistent with each other. (Note: for instance a total of 1,140 and 1,141 units is mentioned in the documents and a gross site area is given as both 22.82 ha in the Planning Report and 36.3ha in the E.I.A. Initial Summary Report).***

All submitted documents/reports are fully consistent with each other.

- 2. Revised drawings and documentation to take into account of the further consideration of the issues raised above and any associated amendments, and the reports/comments of reports and submissions in Appendices C and D.***

Revised drawings and documentation to take into account of the further consideration of the issues raised above and any associated amendments, and the reports/comments of reports and submissions in Appendices C and D of the Council's opinion are submitted with this application. please refer to the cover letter by McCutcheon Halley for a full list of submitted documents.

**3. An updated Statement of Consistency -to include an assessment of the proposed development against:**

- **Cork Metropolitan Area Transport Strategy CMATS 2040 (2020).**
- **Climate Action Plan 2024.**
- **Part V of the Planning and Development Act 2000 Guidelines**
- **Architectural Heritage Protection Guidelines for Planning Authorities 2011.**
- **Appropriate Assessment of Plans and Projects -- Guidelines for Planning Authorities 2009.**
- **In addition a more detailed statement as to how the proposed development is consistent with the specific objectives of the Cork City Development Plan is required including Objective 10.57, the ZO2 zoning of the site and objectives for same and objectives for Tier 2 sites.**

Please refer to the Statement of Consistency by McCutcheon Halley which includes an assessment of the proposed development against:

- Cork Metropolitan Area Transport Strategy CMATS 2040 (2020).
- Climate Action Plan 2024.
- Part V of the Planning and Development Act 2000 Guidelines
- Architectural Heritage Protection Guidelines for Planning Authorities 2011.
- Appropriate Assessment of Plans and Projects -- Guidelines for Planning Authorities 2009.
- The Cork City Development Plan including Objective 10.57, the ZO2 zoning of the site and objectives for same and objectives for Tier 2 sites.

**4. An E.I.A.R. which takes into account issues raised in Items 1 and 2 of the Opinion in terms of potential project splitting. (N.B. Scoping of the E.I.A.R. will need to take place and any necessary amendments to the scheme arising on foot of the E.I.A. process will need to be incorporated into the design and submitted).**

Please refer to the submitted EIAR which takes into account issues raised in Items 1 and 2 of the Opinion in terms of potential project splitting.

**5. Revised drawings and details including a phasing strategy and revised site boundary (red line boundary) to include the area of lands necessary to ensure the delivery of necessary enabling infrastructure as outlined above and all necessary legal consents from any adjoining landowners.**

A Phasing Plan by Wilson Architecture has been included with this application.

As outlined above, a section of the *Maglin Expansion Area Sustainable Access Corridor* has been designed as part of this application process. The road has been designed from Maglin Road along the site's western boundary, through the application site, and to the Heathfield Estate to the northwest of the application site and to a new junction with Maglin Road to the north of the application site.

The section of the *Maglin Expansion Area Sustainable Access Corridor* that runs through the site will be developed as part of the proposed development.

Delivery of the remainder of the access corridor to the east and north will be completed in tandem with Cork City Council and the adjacent landowners.

**6. Revised site layout/development which takes into account density guidelines as outlined within the Sustainable Residential Development and Compact Settlements Guidelines 2024 - noting the calculation process for same as outlined in Appendix B 'Measuring Residential Density' of these Guidelines and Item 4 above.**

The Net Site Area has been calculated in line with the Sustainable Compact Guidelines, with the following areas excluded; Arterial road, Hedgerows, Flood Zone, Motorway Buffer Zone, Zones of Archaeological Interest. The calculation for the Net Densities follows the guidelines by excluding the percentage of non-residential uses (Creche and Commercial Units) to arrive at a Site area for density purposes (22.7 Ha), and a subsequent residential density (50.6 Units per Ha).

**7. Revised drawings and details to address traffic safety concerns for pedestrians and road users and existing residents using the Maglin Road.**

This previous proposal submitted at Section 32B stage has now been superseded by the proposal submitted with this application.

**8. Further consideration of the proposed connectivity arrangements between the site and the site to the immediate north to ensure good quality connectivity between both schemes (see detailed report from Transport Section in this regard).**

The proposed urban grain along the north side of the link road has been laid out in a pattern of roads and optimal building block sizes, which allow for an extension of this pattern continuing into the adjoining site to the north, providing potential for connectivity between the sites.

**9. A detailed specification of the quantum of parking proposed as part of the overall development for the different development areas/building blocks/units. (Note: All off curtilage parking should**

***be a shared parking resource and not assigned to any individual residential units. The level of parking provision should match the objectives of the Development Plan (Variation No. 1) to encourage access by active and sustainable travel modes).***

Please refer to the DWG Ref. 2010-0-109 by Wilson Architecture which provides a detailed specification of the quantum of parking proposed as part of the overall development for the different development areas/building blocks/units. All off curtilage parking is a shared parking resource and not assigned to any individual residential units. The level of parking provision matches the objectives of the Development Plan (Variation No. 1) to encourage access by active and sustainable travel modes.

**10. Revised drawings to show the omission of car parking areas as highlighted in the report of the Transport Section.**

Please refer to DWG Ref. 2010-0-109 by Wilson Architecture which shows the omission of car parking areas as highlighted in the report of the Transport Section.

**11. A Traffic & Transportation Assessment including any necessary alterations to the scheme to address any issues arising.**

A Traffic & Transportation Assessment including any necessary alterations to the scheme to address any issues arising has been prepared by MHL Consulting Engineers and is submitted with this application.

**12. A Quality Audit which references the Design Manual for Urban Roads and Streets.**

A Quality Audit which references the Design Manual for Urban Roads and Streets has been prepared by MHL Consulting Engineers and is submitted with this application.

**13. A Mobility Management Plan/Travel Plan**

A Mobility Management Plan/Travel Plan has been prepared by MHL Consulting Engineers and is submitted with this application.

**14. A Public Lighting Report (Note - This should take into account the need to ensure the protection of any bat species).**

A Public Lighting which takes into account the need to ensure the protection of any bat species has been prepared by Kelleher Electrical and is submitted with this application.

**15. An Urban Design Statement which describes how the development has incorporated placemaking and how the proposal would respect, reflect or contribute to the character and vibrancy of the particular neighbourhood, centre or area, commensurate with the nature and scale of the development, and how the development would deliver or contribute towards a quality**

***urban environment and public realm with a focus on accessibility, pedestrian priority and permeability.***

An Urban Design Statement by Wilson Architecture, providing a rationale for the proposed development within an urban context, has been prepared and is included in the submission.

***16. Revised drawings including layouts, elevations etc. to take account of the detailed issues/concerns raised by the City Architect's Section.***

Revised drawings including layouts, elevations etc. which take account of the issues/concerns raised by the City Architect's Dept. has been prepared by Wilson Architecture and is submitted with this application.

***17. Revised drawings and details including layouts/elevations and floor areas to provide for non-residential uses to support the vibrancy of this new area.***

Revised drawings and details including layouts/elevations and floor areas to provide for non-residential uses to support the vibrancy of this new area has been prepared by Wilson Architecture and is submitted with this application. A childcare facility and 3 no. commercial/retail spaces have also been provided to support the vibrancy of this new residential neighbourhood.

***18. An Architectural Design Report.***

An Architectural Design Report has been prepared by Wilson Architecture and is submitted with this application.

***19. A Universal Design Statement***

A Universal Design Statement has been prepared by Wilson Architecture and is submitted with this application.

***20. An Operational Management Plan /Report (inc. Lifecycle Report).***

An Operational Management Plan /Report (inc. Lifecycle Report) has been prepared by Wilson Architecture and is submitted with this application.

***21. A Housing Quality Assessment addressing housing mix requirements of the Cork City Development Plan 2022-2028.***

A Housing Quality Assessment (prepared by Wilson Architecture) addressing housing mix requirement of the Cork City Development Plan 2022-2028 is submitted with this application.

***22. A revised Schedule of Accommodation and updated to reflect any design changes.***

A revised Schedule of Accommodation updated to reflect any design changes has been prepared by Wilson Architecture and is submitted with this application.

**23. An Updated Schedule/documents to demonstrate compliance with all the relevant national minimum standards for housing and apartments.**

An Updated Schedule of Accommodation to demonstrate compliance with all the relevant national minimum standards for housing and apartments has been prepared by Wilson Architecture and is submitted with this application.

**24. A fully comprehensive Landscape and Visual Impact Assessment and associated set of Photomontages with viewing locations selected in consultation with the Planning Authority.**

A comprehensive Landscape and Visual Impact Assessment and associated set of Photomontages with viewing locations selected in consultation with the Planning Authority is included as part of the submitted EIAR.

**25. A Site-Specific Flood Risk Assessment which takes into account any discussions carried out under Item 6 above.**

- **Full storm water drainage details to take account of the following requirements:**
- **The maximum permitted depth of manholes is 5m.**
- **The minimum depth of cover to pipes in roads and footpaths is 1.2m.**
- **All pipes with a nominal diameter of 225mm or greater shall have a minimum gradient of 1 in 200. Any gradients less than 1 in 200 shall be subject to the approval of the Drainage Section. This approval will be based on achieving a minimum velocity of 0.75m/s at design flow.**

A Site-Specific Flood Risk Assessment has been prepared by Arup and submitted with this application which takes into account the items raised above.

**26. An Archaeological Impact Assessment Report.**

An Archaeological Impact Assessment (AIA) has been prepared and is included in Chapter 15 of the Environmental Impact Assessment Report (EIAR). This assessment evaluates the archaeological potential of the proposed development site. The AIA identifies recorded archaeological sites both within the study area, assesses the likely impacts (both direct and indirect) on known and potential subsurface archaeology, and outlines appropriate mitigation measures in accordance with best practice and statutory requirements. The assessment was informed by a desk-based study, geophysical survey, targeted archaeological testing, walkover survey, and consultation with the relevant authorities.

**27. An Architectural Heritage Impact Assessment (AHIA) of the proposed development, which should include a conservation**

***method statement for works to Maglin House, the gate lodge and the walled garden/orchard.***

An Architectural Heritage Impact Assessment (AHIA) of the proposed development, which includes a conservation method statement for works to Maglin House, the gate lodge and the walled garden/orchard is included within the submitted EIAR.

**28. *Detailed drawings of the proposals for Maglin House and its associated gate lodge and walled garden/orchard.***

Detailed drawings of the proposals for Maglin House and its associated gate lodge and walled garden/orchard have been prepared by Wilson Architecture and are submitted with this application.

**29. *An Appropriate Assessment report to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 200 sites.***

An Natura Impact Statement/Appropriate Assessment report to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 2000 sites has been prepared by Malone O'Regan Environmental and is submitted with this application.

**30. *A Natura Impact Statement should the proposed development be screened in to have a significant impact on the Natura 2000 sites.***

A Natura Impact Statement has been prepared by Malone O'Regan Environmental; and is submitted with this application.

**31. *An Ecological Impact Assessment (EclA) to include the following surveys:***

- ***Habitat mapping of the site to follow Fossitt (2000) and Smith et al (2011) habitat classification,***
- ***Bat surveys to include: a day-time survey for potential roost locations, transect surveys within the proposed development site and passive bat detectors installed within suitable locations within the site to highlight the bat usage within the site.***
- ***Breeding Bird Surveys to follow the Countryside Bird Survey (CBS) and conduct 2 surveys between April and June.***
- ***Winter bird surveys to include transects and vantage point sites at high and low tide for wintering waterbirds between (September and March).***
- ***Invasive Alien Plant species survey of the site to highlight any IAPS species on site and how to manage and remove them, following best practice guidelines.***

The following surveys were completed as part of the Ecological Impact Assessment prepared by Malone O'Regan Environmental contained within the submitted EIAR:

- Habitat Surveys were undertaken on the Site in 2023, 2024 and 2025.
- Day-time assessment, Dusk emergence surveys, static monitoring and night-time bat walkovers were complete on the Site in 2023, 2024 and 2025.
- Breeding Bird Surveys were completed on the Site in 2024 and 2025.
- Winter Bird surveys including vantage points and transects were undertaken in the 2023/2024 survey season.
- An invasive species survey was completed on the Site, using the best practice guidelines. No high impact invasive species were identified present onsite.

The importance of the linear features around the Site were noted and have will be protected and retained as part of the Proposed Development. Additionally, ecological enhancement measures have been incorporated into the Landscape plan and monitoring of protected species has been included as part of the Proposed Development. Full details can be found in the EIAR and the NIS.

**32. Any necessary alterations to the scheme arising from the surveys and information to be provided above.**

All necessary alterations to the scheme arising from the surveys and information carried out have been incorporated into the submitted proposals.

**33. A detailed Landscape Masterplan will be required which should take into account the issues raised in the above section and the report of the Senior Parks & Landscape Officer and include amongst other items:**

- **A Hardscape & Softscape Plan including materials and species number type and size prioritising the use of native species.**
- **Tree/Hedgerow Impact and Protection Plan**
- **Tree and Hedgerow Survey**
- **Boundary treatment details for all parts of the site.**
- **Full details of the size, species and quantities of any trees proposed should be submitted with particular attention paid to the appropriate landscaping of the Magi in U.E.A. S.A.C.**

A detailed set of landscape plans by Brady Shipman Martin have been prepared to accompany the planning application including hard and soft landscaping (including planting schedules), tree and hedgerow impact and protection plans (based on a tree and hedgerow survey

prepared by South of Ireland tree survey report which accompanies the planning application), and boundary treatment plan and details.

**34. Reports/Surveys as required by the Environment & Waste Management Section (for the required content of these reports please see Appendix C).**

- **Construction Environmental Management Plan.**
- **Construction and Demolition Resource Waste Management Plan.**
- **Operational Waste Management Plan**
- **Energy & Climate Action Statement**
- **Noise Impact Assessment Report**
- **Air Quality Assessment Report**

The following documents have been prepared and submitted with the application:

- Construction Environmental Management Plan.
- Construction and Demolition Resource Waste Management Plan.
- Operational Waste Management Plan.
- Energy & Climate Action Statement.
- Noise Impact Assessment Report.
- Air Quality Assessment Report.

**35. A Statement of Design Acceptance (S.O.D.A.) from Uisce Eireann.**

A Statement of Design Acceptance (S.O.D.A.) from Uisce Eireann is submitted with this application.

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

A statement on how the development has considered climate resilience from design to implementation stages has been prepared by Byrne Environmental and is submitted with this application.

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

A Scheme Sustainability Statement demonstrating how the proposal positively responds to the impact of climate change through

mitigation and adaption measures has been prepared by Byrne Environmental and is submitted with this application.

**38. A Daylight and Shadow Study to take full account of the impact of all proposed development both internally within the site itself and on any existing surrounding residential properties and their amenity spaces.**

A Daylight and Shadow Study which takes full account of the impact of all proposed development both internally within the site itself and on any existing surrounding residential properties and their amenity spaces has been prepared by BPC Engineers and is submitted with this application.

**39. An updated Childcare Demand Assessment Report and drawings/design of the proposed creche taking into account the submission from Cork City Childcare (See Appendix D).**

An updated Childcare Demand Assessment Report by McCutcheon Halley and drawings/design of the proposed creche by Wilson Architecture taking into account the submission from Cork City Childcare has been prepared and is submitted with this application.

**40. An amended Phasing Strategy taking into account the need for in-tandem delivery of social and physical infrastructure particularly the Maglin Road link and the Maglin U.E.A. SAC. and the creche facility.**

An amended Phasing Strategy taking into account the need for in-tandem delivery of social and physical infrastructure including a section of the *Maglin Expansion Area Sustainable Access Corridor* and the creche facility has been prepared by Wilson Architecture and is submitted with this application.

**41. An Updated Schools Demand Assessment following liaison with the Department of Education clarifying demand levels and numbers of pupils on waiting lists for enrolment years in schools within Ballincollig and the wider catchment area - noting that Ballincollig primary schools are not recognised feeder schools for schools in the wider catchment area (Coláiste an Spioraid Naoimh for example).**

An Updated Schools Demand Assessment following liaison with the Department of Education clarifying demand levels and numbers of pupils on waiting lists for enrolment years in schools within Ballincollig and the wider catchment area has been prepared by McCutcheon Halley and is submitted with this application.

**42. A Taking in Charge Plan**

A Taking in Charge Plan has been prepared by Wilson Architecture and is submitted with this application.