



An
Coimisiún
Pleanála

Inspector's Report

ACP-324030-26

Development

Large-Scale Residential Development (LRD) demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 residential units, a creche facility, commercial/retail unit and all ancillary site development works. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

Location

Greenfield, Ballincollig, Cork

Planning Authority

Cork City Council

Planning Authority Reg. Ref.

2544048

Applicant(s)

Murnane & O'Shea Limited

Type of Application

Permission

Planning Authority Decision

Grant with Conditions

Type of Appeal	First Party & Third Party (x 8)
Appellant(s)	<ol style="list-style-type: none"> 1) Murnane & O'Shea Limited (Applicant) 2) Liam Cotter 3) Martin Walsh 4) Karin Walsh 5) Barry Crowley 6) Mary Murphy & Pat Brett 7) Rena Manley 8) Patrick O'Riordan 9) Greenfields Concerned Residents
Observer(s)	<p>Cllr Joe Lynch</p> <p>Cllr Albert Deasy</p> <p>Dr Seb Clerkin</p>
Date of Site Inspection	1 st April 2026
Inspector	Mary Crowley

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1.0 Site Location and Description

- 1.1. The appeal site with a stated area of 15.2 ha is located to the southwest of Ballincollig and comprises a greenfield site characterised by its gently sloping topography. The Kilmuney Road provides access to the site, running along the site's northern boundary. The site is bonded by agricultural lands to the east, with one-off residential developments separated by a cul-de-sac to the west. This same laneway provides access to the farmhouse and buildings within the appeal site that are to be demolished under this application. The houses on the north side of Greenfields Road at Woodberry are generally two storey, and are set back a significant distance from the public road, with a service road providing access to groups of four houses at a time.
- 1.2. The N22 National Road runs along the site's southwestern boundary. The Kilmuney Road is accessed via Junction 2 off the N22 to the west of the site, providing vehicular connections to Cork City/County, West Cork and Kerry. In addition, the proposed Maglin Sustainable Access Corridor will run within the site along the eastern boundary. The proposed development will also link into the existing network of footpaths to provide connectivity to the Ballincollig centre and its amenities.
- 1.3. The topography of the site gently slopes from the north and west to a low point on the southeastern boundary which is approximately +18.42m AOD. The elevation height along the perimeter from the north, west and southern side varies from +30.0m to +19.0m AOD. The site is almost square in shape with road frontage to the north and west. It is noted that a single storey dwelling located along the northern boundary of the site and fronting Greenfields Road has been excluded from the application site.
- 1.4. Protected Structures (PS) Ballincollig Castle Tower House (CO 073-062), Bawn Wall (CO 073-062001) and Cave (CO 073-062002) and are located c430m to the east of site. There is a further Protected Structure Fulacht Fia (CO 073-061) c 180m to the south-east from site. The site's existing topography is relatively flat with unobstructed views of Ballincollig Castle.
- 1.5. I refer to the photos and photomontages available to view throughout the file. Together with a set of photographs of the site and its environs taken during the course of my site inspection serve to describe the site and location in further detail.

2.0 Proposed Development

2.1. Planning permission was sought on the 28th July 2025 for a 10-year planning permission for a Large-Scale Residential Development (LRD) at Greenfield, Ballincollig, Cork comprising the following:

- demolition of an existing dwelling house and farmyard with associated agricultural buildings
- construction of a mixed-use residential development of 544 no. residential units consisting of
 - 232 no. dwelling houses
 - 312 no. apartment/duplex units
- two storey creche facility, commercial/retail unit and all ancillary site development works.
- The proposed 232 no. dwelling houses will include
 - 100 no. 4 bedroom detached/semi-detached dwelling houses,
 - 124 no. 3 bedroom semi-detached/townhouse dwelling houses and
 - 8 no. 2 bedroom townhouse units.
- The proposed 312 no. apartment/duplex units and 80 no. 1 bedroom units, to be provided in 28 no. apartment/duplex buildings ranging in height from 3-4 storeys over basement level.
- One of the proposed apartment buildings (Block 3) will provide a ground floor commercial/retail unit.
- Vehicular access to the proposed development will be via two entrances from Greenfields Road (L2216) with separate pedestrian/cycle connections also provided from Greenfields Road.
- Ancillary site works include the provision of:
 - bicycle parking and bin storage facilities serving the proposed apartment/duplex buildings,
 - creche and commercial/retail unit,
 - landscaping and servicing proposals including the upgrade of public footpaths/active travel infrastructure and water service infrastructure,

- 2 no. pedestrian crossings on Greenfields Road and the
- installation of a noise attenuation screen along the site's southern boundary.
- The proposed development also provides for the demolition of an existing dwelling house on Greenfields Road, and the construction of a new recessed site entrance and boundary wall to serve the subject dwelling house.

2.2. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

2.3. As set out in the public notices the LRD application may also be inspected online at the following website set up by the applicant: www.GreenfieldLRD.ie

2.4. **Phasing** - The following Phasing Plan is proposed:

- Phase 01A (Year 1 – 3) - 140 Units Portion of active travel paths along Kilmoney Road. Demolition of existing dwelling & Farm Sheds
- Phase 01B (Year 4 – 5) - 150 Units Complete works along Kilmoney Road. Complete sustainable access corridor. Complete Creche.
- Phase 02A (Year 6 – 7) - 106 Units.
- Phase 02B (Year 7 – 8) - 148 Units and retail/commercial unit in the southeastern areas of the site

2.5. Ownership – Letters of Consent have been submitted from the following:

- a) A portion of the lands within the red line boundary is within the registered ownership of Mary Crowley (no connection to author)
- b) Land in the ownership of Cork City Council is included to provide pedestrian crossings and connection to existing services.
- c) A portion of the lands within the red line boundary is within the registered ownership of MOS Homes Limited.
- d) A portion of the lands within the red line boundary is within the registered ownership of MOS Clarendon Limited

2.5.1. The principal development statistics are as shown below:

Site Area	15.2 ha (gross)
Net Development Area	12.1 ha (net))

Total GFA	60,697.7 sq.m	
GFA of residential accommodation	55,662.5 sqm	
GFA of non-residential development	Undercroft Parking – 3,267 sqm Childcare – 839.4 sqm Bin & Bike Storage – 217.9 sqm Total = 710.9 sqm	
No of Units	544 232 – Houses 312 – Duplex / Apartments	
GFA of Existing Building	1425.6 sqm	
GFA of Demolition	1425.6 sqm	
Net Density	45 units per hectare (uph)	
Building Height	2 - 4 storeys	
Useable Open Space	18,360 sqm / 1.84 ha (15.3% of developable area)	
Additional Amenity (Greenway)	9,700 sqm/ 0.97 ha (Additional Open Space NOT counted in Open Space calculation)	
Community Amenity Space (Apartments)	Minimum Communal Open Space Required = 2156sqm Communal Open Space Provided = 3418sqm	
Car Parking	782 (767 residential & 15 non-residential)	
Bicycle Parking	577	
Motorbike Spaces	32	
Bedrooms		
Unit Type	No of Units	Gross Floor Space sqm
4 Bed	100	18.5 %

3 Bed	185	34%
2 Bed	179	32.5%
1 Bed	80	15%
Total	544	100%
Unit Schedule		
Unit Type	No of Units	Gross Floor Space sqm
Detached	8	1.5%
Semi- Detached	16	29.5%
Townhouse	64	12%
Duplex Apartment	164	30%
Apartment Block 1 - 5	148	27%
Total	544	100%
Other Uses		
Unit Type	No of Units	Gross Floor Space sqm
Creche	1	839.4 sqm 128 Child
Shop / Commercial	1	710.9 sqm

Car Parking	
Residential Units	Private Parking Spaces – 420 Communal Parking Spaces – 320 Total = 740
Visitor	24
Go Cars	3
Creche	9

Shop Unit / Commercial	6
Total	782

Bicycle Parking	
Residential Units	357
Visitor	128
Greenway	48
Creche	28
Shop Unit / Commercial	16
Total	577

2.6. The planning application was accompanied by the following:

- Cover Letter
- Planning Statement
- Letters of Consent
- Response to Cork City Council LRD Opinion Reference LRD25-03 Statement
- Statement of Consistency with Planning Policy
- Part V Proposal
- Statement of Housing Mix
- Childcare Needs Assessment
- School Demand Assessment
- Architectural Design Statement
- Housing Quality Assessment – Schedule of Accommodation
- Universal Design Statement
- Construction & Environmental Waste Management Plan
- Construction Resource Waste Management Plan
- Infrastructure Report (Includes an Acceptance from Uisce Eireann)
- Construction Traffic Management Plan

- Drainage Impact Assessment
- Site Investigations Report
- Scheme Sustainability & Climate Resilience Statement
- Outdoor Lighting Report
- Landscape & Green Infrastructure Report
- Landscape Masterplan
- Tree Survey & Arboricultural Assessment
- Traffic and Transport Assessment
- DMURS Compliance Statement
- Road Safety/Quality Audit
- Flood Risk Assessment
- Daylight & Sunlight Analysis Report
- Building Lifecycle Report
- Water Framework Directive Assessment Report
- Operational Waste Management Plan
- Taking in Charge MAP
- Appropriate Assessment (AA) Screening & Natura Impact Statement (NIS)
- EIA - Comprising the following
 - Volume I – EIA Non-Technical Summary
 - Volume II – EIA Chapters
 - Volume III – EIA Appendices

2.7. Further Information

2.8. Further Information (FI) was submitted to CCC on 24th October 2025 and may be summarised as follows:

- **Drainage** - Detailed General Arrangement Drawings have been further amended to address queries in relation to access and maintenance. Auto-track analysis for a large 10-tonne jet vac truck access the tank locations have been included. In relation to Attenuation Tank Number 6, the carpark area has been amended to facilitate a dedicated area to park a 10 tonne JetVac truck. All manholes are

located in accessible areas with none under any carpark space. All attenuation tanks have been revised to ensure that there is a minimum internal clearance height of 2m from the base of the tank to the roof slab. All tanks have been revised to ensure that there is an adequate number of covers located at regular intervals to access all areas of the tanks. Additional access covers have been provided adjacent to the external walls. The minimum depth of the tank has been increased to a minimum of 2m. Additional access covers have been provided adjacent to the external walls. It is proposed that all access roads and parking areas will be taken in charge. The revised taking in charge map ensures that all upstream pipes or drainage infrastructure discharging to the tank is located in areas intended to be taken in charge. The proposed storm water will discharge via a headwall into the existing open drainage channel that directly abuts the relocated outfall location.

- **Transport Infrastructure Ireland** - Figure 7.4 of the EIAR (N22 Drainage Infrastructure Near Greenfield Site) demonstrates the existing N22 drainage network in the vicinity of the site, along with the proposed discharge point from the proposed development to a drain feeding into the Lisheens Stream. Drainage from the proposed development will be completely independent of the N22 drainage infrastructure, which includes Cork City Council's existing drainage network along Greenfield Road and Woodbury Road, which discharges into the N22 drainage network.
- **Childcare** - As outlined in the submitted requirement Childcare Needs Assessment in calculating the childcare requirement of the proposed development, in accordance with the criteria of the CDP, National Childcare Guidelines 2001 and Section 4.7 of the 2025 Apartment Guidelines (omission of 1 and 2 bedroom apartment units), a baseline figure of 379 no. units was considered appropriate. The proposed crèche facility is comfortably in excess of the minimum requirements and will be of a capacity that will not only serve the proposed development, but also positively contribute to childcare provision in Ballincollig.
- **Landscape and Planting** - Updated Tree Survey and Arboricultural Assessment and revised landscape plans submitted. The protection of tree root and hedgerows has been prioritised within the scheme. At locations where there is an unavoidable overlap between the greenway route and protection areas a 'no dig' construction method will be root adopted to ensure that existing remain

undisturbed. This method will also be utilised for the installation of ducting for lighting /electrical services. Native seed mix of Irish provenance will be utilised in both dry and wetland meadow areas, outside of the formal planting areas. Full details of all proposed tree species to supplement existing hedgerows within the proposed development provided. Native, pollinator-friendly species of Irish provenance will be prioritised where appropriate.

- **Species Specific Mitigation** - Proposed Bird Nest Locations submitted. Revised Landscape & Green Infrastructure Report and revised landscape plans provide full details of the artificial bat roosts to be accommodated within the proposed development. Ecological Connectivity strategy is provided in the revised Landscape & Green Infrastructure Report and the Statement on Biodiversity matters also assesses the proposed mammal connectivity proposals within the development. Full details of the locations of proposed log piles and insect hotels within the proposed development are provided.
- **Invasive Species** - Invasive Species Management Plan (ISMP) which summaries all measures relating to the removal of existing invasive species on the site submitted.
- **Lighting** - Appropriate mitigation has been incorporated into the lighting design in accordance with ecological best practice.
- **Revised CEMP** - Includes details relating to the management of alien invasive species
- **Noise Mitigation** - As noted in Section 10.9.2.3 of EIAR Chapter 10 (Noise and Vibration), the selected noise barrier system will be specified in accordance with BS EN-1:2017. The proposed noise barrier will be located inside the proposed fence line, facing the N22. As outlined in Chapter 10 of the submitted EIAR and in particular Appendix 10.1 (Acoustic Design Statement) the height of the proposed 2.5 metre noise barrier was determined following a comprehensive assessment. Overall, no significant noise and vibration impacts are predicted during the construction or operational phases of the proposed development or cumulative development. A Management Company will be appointed and be responsible for the long-term maintenance of the proposed noise mitigation measures and related landscaping and hardscaping features.

- **Landownership Consent** - Works proposed to the public road and outside the legal ownership of the applicants were agreed with Cork City Council in advance of the submission of the LRD application and a letter of consent was secured for the same. This represents sufficient legal title to carry out the works proposed.

2.8.1. The Further Information was accompanied by the following:

- Cover Letter
- Statement re. FI Engineering matter
- Biodiversity Report
- Invasive Species Management Plan
- Construction Environmental Waste Management Plan
- Lighting Impact Assessment
- Landscape & Green Infrastructure Report
- Tree Survey and Arboricultural Assessment
- Statement re FI Landscape matters
- Site Plan - Masterplan
- Bird Nesting Plan
- Proposed Attenuation Tanks – General Arrangement
- Taking in Charge Plan
- Outdoor Light Layout
- Landscape Masterplan
- Landscape Plans (Hard & Soft)
- Existing & Proposed Tree Plan
- Boundary Treatment Plan
- Engineering and servicing drawings

2.9. LRD Opinion

2.9.1. The applicant has engaged with the Planning Authority in accordance with the provisions of Section 247(7) (a) and (b) of the Planning and Development Act 2000, as amended, and obtained a determination that no further consultation is required in relation to the proposed development.

2.9.2. Following the pre-planning meetings, the Council issued an Opinion on 28th May 2025, in accordance with Section 32D of the Planning and Development (Large Scale Residential Developments) Act 2021 and advised that the documentation submitted for the purposes of the S32C meeting of 1st May 2025, that the documentation submitted requires further consideration and/or amendment to constitute a reasonable basis for an application for permission for the proposed LRD under Section 34 of the Act.

2.9.3. In its LRD Opinion the Council identified 18 no. areas that required further consideration and amendments s follows:

- Density
- Urban Design/ Architecture
- Transport Infrastructure Ireland submission
- Transport & Infrastructure - Cork City Council Submission
- Urban Streets & Roads Design/Sustainable Travel
- Noise Impact
- Air Quality
- Housing - Part V
- Water Infrastructure/Supply
- Stormwater Drainage
- Surface Water Drainage
- Biodiversity
- Landscape Design/Open Space Strategy/Trees
- Childcare Facility
- Environmental Impact Assessment
- Masterplan
- Phasing

2.9.4. A further 33 no. items were also identified outlining specific information the Planning Authority considered should be submitted with any future LRD application.

2.9.5. The applicant submitted a Statement of Response with the planning application which addresses the matters cited by the Planning Authority in the LRD Opinion. The

proposed development as now submitted has taken account of all issues identified and provides a comprehensive response detailing adjustments that have been implemented to resolve the planning authority's concerns.

3.0 Planning Authority Decision

3.1.1. Cork City Council issued a notification of decision to grant permission on the 18th December 2025 subject to 59 no conditions summarised as follows:

1.	Compliance with plans and particulars submitted on 28 th July 2025 as amended by the FI submitted on 24 th October 2025
2.	Section 47 agreement that restricts all houses and duplex units permitted, to first occupation by individual purchasers
3.	Part V
4.	Connection Agreement(s) with Uisce Éireann
5.	Childcare facility shall be constructed and operational prior to the occupation of any residential dwelling of 2 or more beds.
6.	Phase 1A active travel measures along Greenfields Road requires completion prior to occupation
7.	Phase 1B active travel measures along Greenfields Road requires completion prior to occupation
8.	Final geo metric layout for both the Greenfields Road and the Maglin Sustainable Access Corridor shall be finalised
9.	Maglin Sustainable Access Corridor shall be constructed to the boundary of the proposed scheme
10.	Public lighting design
11.	Off-curtilage parking shall not be reserved for individual residential units
12.	Construction traffic management plan
13.	Vehicular gate or barrier entering the site shall be positioned to ensure that any entering vehicles does not block the road carriageway.

14.	All areas not intended to be taken in charge shall be maintained by a legally constituted management company.
15.	Bond
16.	Areas of the development for Taking in Charge shall be agreed
17.	Damage to the existing road(s), footpath and services shall be repaired by the developer.
18.	Existing inlet/gully on Greenfields Road shall be tied into the new surface water drainage system
19.	Drainage layouts and details shall be in accordance with drainage layouts, drawings, details and calculations submitted
20.	All drainage shall be separated throughout.
21.	Final capacity of the Compensatory Flood Storage Area to be submitted
22.	Compensatory Flood Storage Area shall be maintained and protected
23.	Provision for access for inspection and maintenance (including desilting) of proposed attenuation system
24.	Upon completion a SuDS Assessment Report to be submitted
25.	Management / Taking in Charge – Drainage System
26.	Comply with obligations under the Water Services Act 2007 (as amended) and Part H of the Building Regulations 2016 in terms of avoiding any negative impacts upon existing drains and sewers
27.	Construction waste management and disposal
28.	Noise Control - follow up noise impact assessment is to be undertaken by the developer, mitigation measures as agreed shall be completed prior to occupation of any house within 150m of the N22 National Road and nature and future management of the N22 road boundary and associated noise mitigation measures to be agreed.
29.	Waste management company for management and disposal of waste

30.	Noise restrictions during site clearance and construction and construction working hours
31.	No appreciable negative environmental impacts shall occur because of the construction works associated with this development.
32.	Excavated material stockpiled on site during construction shall be held in a manner such as to ensure that no silt or run-off enters any watercourse
33.	Proposals for energy use within the development to be agreed
34.	Construction and Demolition Resource Waste Management Plan (RWMP)
35.	All mitigation in the NIS, EIAR, Arborist report (tree protection, signage, root protection etc.), lighting design, CEMP and Further Information documents shall be implemented
36.	A suitably qualified Ecological Clerk of Works (ECoW) shall be present on-site for the duration of the preconstruction (site clearance) and construction phase
37.	A qualified ecologist who is an NPWS licensed bat worker to survey trees and buildings for bats prior to commencement of tree felling or demolition works
38.	Site clearance works, including removal of existing vegetation and buildings, shall only occur outside the bird nesting season (1st March to 31st August)
39.	Historic apple trees suitable for translocation, shall be translocated to a suitable alternative area on site, within an area of public open space. Details to be agreed.
40.	In hedgerow planting and supplementary hedge planting, only native species of Irish provenance shall be planted
41.	Only native seed and plants of Irish provenance shall be used in meadows.
42.	Details indicating how the trees proposed for the sustainable access corridor shall be positioned and detailed to be agreed.
43.	Fencing associated with the apartment block courtyards shall be agreed
44.	Estate /street name to be agreed

45.	Landscape Masterplan
46.	Landscaping scheme shall be implemented fully before any of the units are made available for occupation
47.	Playground equipment shall conform to relevant European standards
48.	Management and maintenance of the play equipment
49.	Certificate of Effective Completion of Landscape Works
50.	All wildflower seeds shall be of native species, of local provenance and sourced within 50kms of the proposed site
51.	Archaeological resolution of the site shall be agreed
52.	Archaeological excavation
53.	Developer shall retain the services of a suitably qualified archaeologist
54.	Material finishes of each Character Area / Phase to be agreed
55.	Details of the use of the 'retail' unit i.e. type and nature of retail or community use, hours of operation, any signage details, number of staff, to be agreed
56.	Details of any signage and lighting associated with the creche shall be agreed
57.	Final Phasing Strategy to be agreed
58.	Wheel wash facility
59.	Development Contribution

3.2. Planning Authority Reports

3.2.1. Planning Application

3.2.2. The **Executive Planner** in their first report considered the proposed development to be acceptable in principle and that it will help contribute to the housing supply in Cork City. Further stated that the overall design, form and layout of the proposed development is considered acceptable and in accordance with the guidance and objectives as set out in the Cork City Development Plan 2022-2028 and Planning Guidelines. The Planner identified several items of further information required in order to fully assess the proposed LRD.

3.2.3. The Acting Senior Executive having read the report of the Executive Planner agreed with the recommendation to seek further information.

3.2.4. Further Information was requested on the **22nd of September 2025** in relation to the following items summarised:

- **Item 1 Drainage** – Design, access and maintenance of the proposed attenuation tanks, proposed storm water discharge location and to address TII concerns that the development will not adversely impact N22 existing drainage arrangements.
- as per t
- **Item 2 Cork City Childcare Report** – Developers to revisit the creche drawings to ensure that the proposed floor areas and room capacities align with the regulatory ratios set out by TUSLA.
- **Item 3 Biodiversity Report** - Landscape and planting, species specific mitigation, invasive species, lighting design and CEMP.
- **Item 4 Noise Mitigation** – Demonstrate how noise attenuation measures will function in accordance with TII publications for projects in proximity to heavily trafficked national roads, noise management, maintenance and taking in charge and maintenance agreements.
- **Item 5 Landownership** – Confirmation that all the necessary land ownership consents have been achieved for the proposed development and provide any outstanding land ownership consent required.

3.2.5. **Further Information**

3.2.6. The **Executive Planner** (EP) in their second report and having considered the further information submitted on the **24th October 2025** noted the numerous improvements/ amendments achieved through the response to further information and recommended that permission be granted subject to 59 no conditions.

3.2.7. The **Senior Executive Planner** (SEP) in their report and having fully reviewed the submitted drawings and documentation, including the FI received, the EIAR, the NIS, the policies and objectives of the Cork City Development Plan 2022 – 2028 and the Executive Planners Report was satisfied subject to the mitigation measures set out in the EIAR and NIS that the proposed development is in accordance with the proper planning and sustainable development of the area. The SEP concurred with the

recommendation to grant permission subject to 59 no conditions as outlined in the Executive Planers Report.

3.2.8. The **Senior Planner** (SP) in their report noted the content of the reports of the Executive Planner and Senior Executive Planner and concurred with the recommendation to grant permission subject to 59 no conditions. The SP noted that the likely impacts of the proposed development on the environment identified in the Environmental Impact Assessment Report would be largely mitigated by the measures set out in the Environmental Impact Assessment Report and the various conditions attached in this recommendation.

3.3. Other Technical Reports

3.3.1. Planning Application

- **Housing Report** (10th September 2025) - No objection subject to a condition for the provision of social and affordable housing. Condition No 3 of the Notification of Decision to grant permission issued by CCC refers.
- **Parks & Recreation Report** (8th September 2025) - No objection subject to conditions related to tree protection measures, appointment of an arborist and tree health and safety assessment on completion. There is no directly corresponding condition set out in the Notification of Decision to grant permission issued by CCC.
- **Biodiversity Report** (no date) - Further information requested in relation to landscape & planting, species specific mitigation, invasive species, lighting and CEMP to be updated.
- **Area Engineer Report** (17th September 2025) - No objection to grant of permission subject to a condition as set out in their report. Condition No 18 of the notification of decision to grant permission reflect this recommendation.
- **Environment Report** (16th September 2025) – With reference to the report of TII further information requested in relation to noise pollution and associated mitigation measures.
- **Urban Roads & Street Design Report** (12th September 2025) – No objection subject to conditions as set out in the report. Condition No 3, 15, 16, 17 and 25 of the notification of decision to grant permission reflect this recommendation.

- **Archaeology Report** (10th September 2025) – The principle of development on this site is agreed. The archaeological mitigation proposed has been agreed with the City Archaeologist following consultation. No objection subject to conditions as set out in their report. Condition No 51, 52 and 53 of the notification of decision to grant permission reflect this recommendation.
- **Parks & Recreation Report** (9th September 2025) – No objection subject to conditions as set out in their report. Condition No 45, 46, 47, 48, 49 and 50 of the notification of decision to grant permission reflect this recommendation.
- **Trees - Parks & Recreation Report** (8th September 2025) – No objection subject to conditions as set out in their report. The recommended conditions were not attached in the notification of decision to grant permission. Condition No 35 and 39 partly reflect two of the three conditions recommended.
- **City Architects Report** (8th September 2025) – No objection subject to conditions as set out in their report. Condition No 42 and 43 of the notification of decision to grant permission reflect this recommendation.
- **Contributions Report** (5th September 2025) – No objection subject to a General Development Contribution condition. Condition No 59 of the notification of decision to grant permission reflect this recommendation.
- **Drainage Report** (3rd September 2025) - Further Information requested in relation to attenuation details, maintenance, taking in charge, and location of proposed storm water discharge.
- **Conservation Report** (28th August 2025) – No objection as the proposed development would have a negligible impact on the setting on the Ballincollig Castle.
- **Traffic Regulation and Safety Report** (26th August 2025) – No objection subject to conditions as set out in their report. Condition No 6, 7, 8, 9, 10, 11, 12 and 13 of the notification of decision to grant permission reflect this recommendation.

3.3.2. Further Information

- **Area Engineer Report** (8th December 2025) – No objection to grant of permission subject to a condition as per their previous report dated 17th September 2025.

Condition No 18 of the notification of decision to grant permission reflect this recommendation.

- **Biodiversity Report** (no date) – Stated that submitted reports are complete. No objection subject to conditions as set out in the report. Condition No 35, 36, 37, 38, 39, 40 and 41 of the notification of decision to grant permission reflect this recommendation.
- **Contributions Report** (8th December 2025) – No objection subject to a General Development Contrition condition. Condition No 59 of the notification of decision to grant permission reflect this recommendation.
- **Environment Report** (19th November 2025) – The FI submitted clarified queries around the noise barrier and outlined that future management and maintenance of the barrier. No objection subject to conditions as set out in their report. Condition No 27, 28, 29, 30, 31, 32, 33 and 34 of the notification of decision to grant permission reflect this recommendation.
- **Planning Policy Report** (no date) – Section 1 of the report provides a Review of Documentation Submitted in EIAR. Section 2 provides a Review of Application Generally. Overall, it was considered that the scheme adheres to the strategic level policy and objectives of the Development Plan and soul provide a significant increase in the quantum of available residential units in Cork City. Recommended to grant permission.
- **Drainage Report** (14th November 2025) - No objection subject to conditions as set out in their report. Condition No 19, 20, 21, 22, 23, 24, 25 and 26 of the notification of decision to grant permission reflect this recommendation.
- **Traffic Regulation & Road Safety Report** (11th November 2025) – No objection to grant of permission subject to a condition as per their previous report dated 26th August 2025. Condition No 6, 7, 8, 9, 10, 11, 12 and 13 of the notification of decision to grant permission reflect this recommendation.

3.4. Prescribed Bodies

3.4.1. Planning Application

- 3.4.2. **Cork City Childcare** (11th September 2025) – Noted that 544 residential units proposed (11th September 2025), equates to a 145 place childcare facility minimum.

Based on the childcare availability surrounding this location there is a need for a large childcare facility to be considered offering a range of different service types. Strongly welcome and support the provision of a 128 place crèche as part of this development.

3.4.3. **Inland Fisheries Ireland** (18th August 2025)- Requested that Irish Water/Cork City Council signifies there is sufficient capacity in existence so that it does not a) overload either hydraulically or organically existing treatment facilities b) result in polluting matter entering waters or c) cause or contribute to non- compliance with existing legislative requirements. Should permission be granted IFI request that planning conditions require there is no interference with, bridging, draining, or culverting of any watercourse, its banks or bankside vegetation to facilitate this development without the prior approval of IFI.

3.4.4. **Uisce Éireann** (2nd September 2025) - The applicant has engaged with Uisce Éireann via a Pre-Connection Enquiry and Uisce Éireann can confirm that a Confirmation of Feasibility (COF) has been issued to the applicant advising that both water & wastewater connections are feasible subject to upgrades.

3.4.5. **Transport Infrastructure Ireland** (8th September 2025)

- **Drainage** - TII advises it would not support any private development application accessing the national road drainage regime. The Council should ensure that this does not occur.
- **N22 Noise and Boundary Treatments** - TII observes the proposed noise, landscaping and boundary treatments including” proposed greenway” to the development edge parallel to the N22 Ballincollig Bypass, TII considers that the details of the proposed treatments are currently inadequate.

3.4.6. **Further Information**

3.4.7. **Cork City Childcare** (8th December 2025) – Noted that 544 residential units proposed (11th September 2025), equating to a145 place childcare facility. Strongly welcome and support the provision of a 128 place crèche as part of this development.

3.4.8. **Transport Infrastructure Ireland** (7th November 2025)

- **Drainage** - TII advises it would not support any private development application accessing the national road drainage regime.

- **N22 Noise and Boundary Treatments** - TII notes the applicants further information response with respect to the proposed noise, landscaping and boundary treatments including “proposed greenway” to the development edge parallel to the N22 Ballincollig Bypass. TII considers that the details of the proposed treatments remain inadequate.

3.5. Third Party Observations

3.5.1. There are 45 no observations recorded on the planning file from Martin Mc Grath, Avril Coleman, Garret Kelleher TD, Mark O' Keeffe, Michael and Breda Connery, Greenfields Concerned Group, Mary Barry Murphy, Ciara O' Donovan, Deirdre Davis, Dr Seb Clerkin, Brian McKechnie, Michael & Eleanor McCarthy, Cllr Albert Deasy, Marian Daly, Karin Walsh, Breda Hallahan, Donal O'Brien, Darragh Walsh, Niamh Conlon, Jennifer Crowley, Patrick & Marguerite Scott, Rena Manley, Roisin Walsh, Cllr Ciara O'Connor, Mary Murphy and Pat Brett, Helen Creedon, Niamh Walsh, Cllr Gary O'Brien, Ryan Crowley, Brian Hallahan, Cllr Terry Coleman, Barry Crowley, Bernard O'Brien & Deirdre Davis, Mark O'Donoghue, Liam Cotter, Michael Daly, Shay Crowley, Martin Walsh, Susan Cunnigham, Cllr Joe Lynch, Patrick O'Riordan, Cllr Colm Kelleher, Dearbhla Walsh, Helen O'Donoghue and Pat O'Connor.

3.5.2. The issues raised relate to the following:

- Adverse visual amenity impact / adverse land scape impact, and loss of view
- Support the principle of development
- Development not in keeping with character or aesthetic of the area
- Overlooking, privacy and shadowing concerns
- Adverse impact on wildlife and loss of hedgerow
- Concerns of increased flooding
- Concerns of height of three-storey buildings fronting onto Greenfields / Woodberry Road
- The proposed Sustainable Access Corridor around boundary should be continuous, wider and segregated

- Support Road Safety Audit measures e.g. traffic calming, compact junction geometry, single-exit lane layouts, safe cycle layouts and crossings
- Improve connectivity including provision of bus lane(s)
- No overall masterplan for the southern Ballincollig area
- Significant constraints on existing creches, G.P.s, schools, local roads and sport facilities
- Inadequate mix of house types
- Car centric development and lack of public bus services in this area, luas should be extended to here, poorly positioned entrances onto Greenfields Road
- Lack of joined up bicycle paths to local schools and doesn't consider Cycling Network Plan routes
- Inadequate green spaces, quality parks and community facilities / amenities
- Lack of phasing timelines
- Lack of proper footpaths and lack of bus stops on road boundary
- Vehicular access too close to roundabout, lack of park and ride, and junctions at capacity
- Construction traffic for 8-10 years along with noise, dust, vibrations and traffic
- Lack of commitments to renewable energy, community integration, public consultation and biodiversity
- Overdevelopment, high density and canyoning effect of development
- Concerns of anti-social behaviour
- Lack of parking
- EIA insufficient in addressing cumulative long-term effects
- Concerns of delay to emergency vehicles
- Adverse impact on quality of life in Greenfields area
- Creches should be built mid construction stage, rather than at end of process
- There is already a Castle Park in Ballincollig, and a condition should be attached to ensure there isn't two places of the same name

- Landownership
- Request traffic calming (speed bumps) along Greenfield Road and yellow boxes for residents turning west along Greenfields Road
- Inadequate information on sewage / foul surface water disposal
- Proposed development doesn't comply with the City Development Plan 2022-2028, including the 15-minute city concept
- In breach of Water Framework Directive as construction waste could enter the Lisheen stream and connect to the Cork Harbour SPA, and groundwater vulnerability
- Community Infrastructure Assessment required.
- Premature without knowing development of adjoining lands
- Concerns over negative health impacts
- Concerns of risk of unsafe and unsuitable living conditions

4.0 Planning History

4.1. There is no evidence of any previous planning application or appeal on this site.

5.0 Policy Context

5.1. National Planning Policy

5.1.1. Project Ireland 2040 - National Planning Framework

5.1.2. The NPF comprises the Government's proposed long-term strategic planning framework to guide national, regional and local planning and investment decisions over the next 25 years. Part of the vision of the NPF is managing growth and targeting at least 40% of all new housing in existing built-up areas of cities, towns and villages through infill and brownfield sites while the rest of new homes will be targeted on greenfield edge of settlement areas and within rural areas. The NPF also sets out a number of National Strategic Outcomes which include Compact Growth and Strengthened Rural Economies and Communities. These include:

- NSO 1 - Compact Growth
- NSO 7 - Enhanced Amenity and Heritage
- NPO 3a - Securing Compact & Sustainable Growth
- NPO 3c - Securing Compact & Sustainable Growth
- NPO 4 - Why Urban Places Matter (Community)
- NPO 5 - Why Urban Places Matter (Economy/Prosperity)
- NPO 6 - Why Urban Places Matter (The Environment)
- NPO 9 - Planning for Ireland's Urban Growth (Ireland's Towns)
- NPO 11 - Achieving Urban Infill/Brownfield Development
- NPO 13 - Performance-Based Design Standards
- NPO 32 - Housing
- NPO 33 - Housing (Location of Homes)
- NPO 34 - Housing (Building Resilience in Housing - Lifetime Needs)
- NPO 35 - Housing (Building Resilience in Housing - Density)

5.1.3. **Climate Action Plan 2025**

5.1.4. The Climate Action Plan 2025 builds upon and should be read in conjunction with the Climate Action Plan 2024. It refines and updates the measures and actions required to deliver carbon budgets and sectoral emissions ceilings and provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050. All new dwellings will be designed and constructed to Nearly Zero Energy Building (NZEB) standard by 2025, and Zero Emission Building standard by 2030. In relation to transport, key targets include a 20% reduction in total vehicle kilometres travelled, a 50% reduction in fossil fuel usage, and significant increases to sustainable transport trips and modal share. These legally binding objectives are set out in the Climate Action and Low Carbon Development (Amendment) Act 2021. The Commission is required to perform its functions in a manner consistent with the Climate & Low Carbon Development Act.

5.1.5. **National Biodiversity Action Plan (NBPA) 2023-2030**

5.1.6. The 4th NBAP strives for a “whole of government, whole of society” approach to the governance and conservation of biodiversity. The aim is to ensure that every citizen, community, business, local authority, semi-state and state agency has an awareness of biodiversity and its importance, and of the implications of its loss, while also understanding how they can act to address the biodiversity emergency as part of a renewed national effort to “act for nature”. This National Biodiversity Action Plan 2023-2030 builds upon the achievements of the previous Plan. It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues:

- Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity
- Objective 2 - Meet Urgent Conservation and Restoration Needs
- Objective 3 - Secure Nature’s Contribution to People
- Objective 4 - Enhance the Evidence Base for Action on Biodiversity
- Objective 5 - Strengthen Ireland’s Contribution to International Biodiversity Initiatives

5.2. National Guidance & Section 28 Ministerial Guidelines

5.2.1. The following national policy, statutory guidelines, guidance and circulars are also relevant:

- Design Manual for Urban Roads and Streets (2013)
- Housing for All: A New Housing Plan for Ireland (2021)
- Rebuilding Ireland: Action Plan for Housing & Homelessness (2016)
- Appropriate Assessment Guidelines (2009)
- Architectural Heritage Protection Guidelines (2011)
- Childcare Facilities Guidelines (2020)
- Environmental Impact Assessment Guidelines (2018)
- Flood Risk Management Guidelines (2009)
- Regulation of Commercial Institutional Investment in Housing Guidelines (2021)

- Urban Development and Building Heights Guidelines (2018)
- Best Practice Urban Design Manual (2009)
- Quality Housing for Sustainable Communities (2007)
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)
- Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- Childcare Facilities Guidelines for Planning Authorities (2020)
- Part V of the Planning and Development Act 2000 Guidelines (2017)
- Local Area Plans Guidelines for Planning Authorities (2013)
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018)

5.3. Regional Guidelines

5.3.1. Southern Regional Assembly - Regional Spatial and Economic Strategy 2020 (SRA-RSES)

5.3.2. The Southern Regional Assembly Regional Spatial Economic Strategy 2019 published its Regional Spatial Economic Strategy (RSES) in 2019. The purpose of the Strategy is to support the implementation of Project Ireland 2040 through providing a long-term strategic planning and economic framework for the development of the Regions.

5.3.3. Regional Policy Objective 10 ‘Compact Growth in Metropolitan Areas’:

To achieve compact growth, the RSES seeks to:

- a) *Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.*
- b) *Identify strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP.*

5.3.4. **Cork Metropolitan Area Strategic Plans (CMASP)**

5.3.5. Guiding Principles for the Cork MASP area, include

- *A Living City and suburbs.*
- *Compact sustainable growth: Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands.*
- *Integrated transport and land use: Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a CMATS.*
- *Accelerate housing delivery: Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply and the adoption of performance-based design standards*

5.3.6. **Cork Metropolitan Area Transport Strategy 2040**

5.3.7. The Cork Metropolitan Area Transport Strategy 2040 (CMATS) was published in February 2020. It focuses upon reducing car dependency and the delivery of infrastructure. CMATS supports the delivery of the 2040 population growth target for the Cork Metropolitan Area. It will provide the opportunity to integrate new development at appropriate densities with high-capacity public transport infrastructure in conjunction with more attractive walking and cycling networks and associated public realm improvements.

5.4. **Development Plan**

5.4.1. The operative plan for the area is the **Cork City Development Plan 2022 – 2028**. The site is situated in two separate zoned areas. The majority of the site is located in an area zoned **ZO 02 New Residential Neighbourhoods** with the objective to “*provide for new residential development in tandem with the provision of the necessary social and physical infrastructure*”.

- **Paragraph ZO 2.1** of the plan states that “*lands in this zone are designated as Tier 1 or Tier 2 zoned lands in the Core Strategy. Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy*”.

- **Paragraph ZO 2.2** of the plan states that *“this zone covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities”*.
- **Paragraph ZO 2.3** of the plan states that *“uses set out under ZO1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning”*.

5.4.2. There is a small section to the southeast corner of the site, which is zoned as **ZO15 Public Open Space** with the objective to protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities.

- **Paragraph ZO 15.1** of the plan states that *this zone includes strategic public open space and amenity lands. Lands in this zone comprise a wide range of passive and active recreational and amenity resources for the community including parks, sport and water sports, leisure facilities, amenity areas and natural areas including ecological networks, woodlands and other habitats. The primary purpose of this zone is to preserve all land in this zone for open space and amenity use.*
- **ZO 15.2** of the plan states that *there is a presumption against developing land zoned Public Open Space for alternative purposes.*
- **ZO 15.3** of the plan states that *ancillary and incidental uses such as small cafés and other amenities that add to the vitality and support the public open space and public recreational infrastructural role of an appropriate public open space, such as a park, may be open for consideration. Such ancillary and incidental service facilities shall be commensurate to the nature and scale of the public open space and must integrate with the public open space and not conflict with the primary zoning objectives.*

5.4.3. The following extracts from the Cork City Development Plan 2022 - 2028 are also relevant:

- SO 1 : Compact Liveable Growth
- SO 2: Delivering Homes and Communities
- SO 3: Transport and Mobility
- SO 4: Climate and Environment
- SO 5: Green & Blue Infrastructure, Open Space and Biodiversity
- SO 8: Environmental Infrastructure
- SO 9: Placemaking and Managing Development
- Objective 2.28 Population Growth
- Objective 3.4 Compact Growth
- Objective 3.5 Residential Density
- Objective 3.6 Housing Mix
- Objective 11.1 Sustainable Residential Development
- Objective 11.2 Dwelling Size Mix
- Objective 11.4 Daylight Sunlight and Over shadowing (DSO)
- Objective 2.10 'The 15-Minute City
- Objective 2.14 'Walkable Neighbourhoods
- Objective 11. 3 Housing Quality and Standards
- Objective 11.5 Private Amenity Space for Houses

5.4.4. **Key Growth Areas - South Ballincollig (Maglin) Expansion Area**

5.4.5. The lands between Ballincollig and the western suburbs of Cork City, some 220 ha in extent, represent a strategic future growth location for Cork City due to its location: - between the City and Ballincollig;

- along the proposed Light Rail Transit route;
- close to services such as employment, higher education and health care;
- adjacent to the proposed Cork Science and Innovation Park.

5.4.6. The Maglin Urban Expansion Area is a strategic land bank of approximately 220 ha to the south of Ballincollig adjacent to the N22. The delivery of housing in this area has been a long-held ambition as a strategic expansion area for the town to accommodate most of the planned population growth in the settlement, in addition to the delivery of new schools, town centre uses, public open spaces and infrastructural upgrades. The

ultimate delivery of residential development in this area has been affected by a number of constraints which, since the settlement transferred to Cork City Council in 2019, are in the process of being addressed. The constraints largely revolve around issues of flood risk, sustainable transport and landownership. A strategic flood risk assessment has been completed for these lands and a sustainable transport corridor is close to being identified.

- **Objective 10.57 South Ballincollig (Maglin) Expansion Area** - 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.
- **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.
- **Objective 10.62 Ballincollig Education** - Cork City Council will work with the Department of Education and landowners to identify new school sites for the town and its wider catchment.
- **Paragraph 10.208** - All development proposals within the Maglin / South Ballincollig Expansion Area shall be accompanied by individual site-specific flood risk assessments which are completed in accordance with the Planning System and Flood Risk Management Guidelines (2009) and which build upon the strategic flood risk management measures outlined in the Strategic Flood Risk Assessment prepared for the Maglin/South Ballincollig Expansion Area. Flood Risk Assessments should ensure that appropriate site specific mitigation measures are implemented and residual risks are managed to an acceptable level.
- **Paragraph 10.216** - In common with other urban towns and the established City, future transport and Connectivity in Ballincollig will be guided by the Cork Metropolitan Area Transport Study (CMATS). The National Transport Authority (NTA) published CMATS in 2020. The proposals for Ballincollig include a new light rail service, high frequency and local feeder bus services and enhanced walking and cycling infrastructure.

- **Paragraph 10.220** - 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.

6.0 The Appeal

6.1. Third Party Grounds of Appeal

6.1.1. There are 8 no third party appeals on file from (1) Liam Cotter, (2) Martin Walsh, (3) Karin Walsh, (4) Barry Crowley, (5) Mary Murphy & Pat Brett, (6) Rena Manley, (7) Patrick O’Riordan and (8) Greenfields Concerned Residents. It is noted that the appellants are mostly individuals and property owners currently living on Greenfields Road. Further, the grounds of appeal raised are similar in content across all the appeals and may therefore be summarised under the following general headings, first followed by more specific concerns thereafter.

6.1.2. Greenfields Road

- The plans for this new development allow for the building of three-storey over basement duplexes at the north end of the site, extend very close to the current edge of the Greenfields Road. This design impedes the future development of the

road as the road will need to be widened in the future in order to develop bus lanes, bus stops, cycle lanes etc.

- The Greenfields Road already experiences severe congestion at rush hour and will become chronically congested when this and other developments planned along this road come to fruition.
- Given the scale of existing and planned residential development along Greenfields Road extending towards South Maglin, provision should be made for a dedicated bus corridor running at least from Greenfields Road to Maglin, incorporating appropriately located bus stops to serve both existing and future residents. Such infrastructure should be delivered either in advance of, or in conjunction with, the proposed development to ensure that sustainable transport options are available from the outset.
- Chapter 10 of the Cork City Development Plan 2022–2028 (CDP 22/28), at Objective 10.216, states that proposals for Ballincollig include “a new light rail service, high frequency and local feeder bus services and enhanced walking and cycling. As these proposals have not yet been finalised, it is essential that development along key corridors such as Greenfields Rd safeguards sufficient space to accommodate future public transport infrastructure to avoid expensive and contentious CPO’s in the future. It is essential to consider and plan for future infrastructure and development at this stage.
- Concern that if the road layout has not been properly considered, it could lead to the possibility of compulsory purchase orders (CPOs) affecting neighbouring properties to provide the land required for extra services.

6.1.3. **Traffic Impact**

- The application fails to adequately address the fact that the current layout, width, and structural capacity of Greenfields Rd cannot safely accommodate the increased vehicular traffic generated by a large-scale residential development, in addition to existing traffic volumes and future planned developments in the area.
- The proposed development will inevitably result in a substantial increase in traffic volumes along this stretch of road, further exacerbating existing congestion and safety concerns.

- There is no provision within the current planning application for the widening or upgrading of Greenfields Rd. The section of road adjacent to the proposed development is extremely narrow and barely sufficient to accommodate two-way traffic safely.
- This development will have a significant negative impact on traffic flow at both roundabouts serving this exit off the N22, as well as on traffic entering and exiting Greenfields Estate at both the construction and operation phase.
- Concerned that the access from the north, particularly the long straight and self-titled 'Sustainable Access Corridor' is not in accordance with DMURS nor seeks to achieve the required movement to non-car based transport.
- The proposed development provides an inadequate setback between the front doors of the three-storey duplex/apartment blocks and the already and increasingly busy Greenfields Road, resulting in potential safety concerns for future residents, particularly children, due to the absence of an appropriate safety barrier.

6.1.4. **Public Transport**

- There is a complete lack of existing public transport in the area. The applicants own transport assessment, outlines the poor quality of the public transport connections, with the nearest bus stops along Ballincollig Main Street (R608) that is indicated as being a 1.9km walk away. For residents living in the southern part of the proposed development site, the walk will be closer to 2.2kms.
- Whilst the buses operate at c. 10 – 15-minute intervals, their distance from the proposed development site does not offer a viable alternative to the private car. The public transport infrastructure is such that residents will favour the private car above that of the use of more sustainable modes and indicates that it is not a suitable site for a LRD development, and should be refused
- This development does not adhere to the Compact Liveable Growth concept in relation to the liveable walkable Neighbourhood ethos or “15-minute city” discussed in the CDP with the nearest shop being at least a 30-minute walk with no public transport options.

6.1.5. **Design & Layout**

- It is stated that the application does not comply with the Cork City Development Plan 2022–2028 (CDP 22/28), national planning guidelines, or best practice in sustainable urban development.
- The proposed development is out of character with the surrounding area, has an inappropriate design and layout and will have hugely negative visual impact.
- The form and design of the development would represent a material departure from the prevailing character of the general Greenfields, Ballincollig locality.
- The 3-story Duplex/apartment blocks should be relocated further back in the development where the site slopes towards the southern boundary which would be more visually fitting, less intrusive and still give a view of the green hills in the background rather than the proposed hard edge of duplex and apartment buildings.
- The development should be fronted by 2 story - 3 and 4 bed semi-detached or detached houses set back from the road with landscaping to the front.
- The proposed fortress-style perimeter development, with taller blocks enclosing the site, undermines fundamental placemaking principles and runs contrary to the design aspirations of CDP 2022–2028. The Development Plan promotes context-led density and urban intensification that respects and reinforces local character; however, the Greenfield LRD layout, as currently proposed, fails to do so and would fundamentally compromise the character of the surrounding area.
- The development fails to provide sufficient green space, play areas, or recreational facilities, which are essential to support high-density family living.
- Requested that planning is refused or at a minimum, the following mitigation measures be required to reduce the adverse impacts of the proposal:
 - Relocate the three Storey buildings further back in the development so Greenfields Rd. is more appropriately lined with 2 storey buildings.
 - The buildings fronting onto Greenfields Rd. are set back for better safety and to allow road widening, bus/cycle lane inclusion in the future.
 - The existing brick wall is retained as a safety barrier for future residents.
- Local elected representatives support the view that the Greenfields LRD is incompatible with the character of the receiving environment and does not comply with planning guidelines.

6.1.6. **Overdevelopment of the site**

- The proposed development is an excessive residential development for this location on the south-west part of Ballincollig.

6.1.7. Residential Amenity

- This development will have a seriously negative impact on local residential living conditions through overlooking, overshadowing and excessive bulk and scale.
- The inclusion of second-storey balconies facing Greenfields Road is a clear infringement on the privacy of existing residents and contradicts good urban design practice.

6.1.8. Visual Amenity

- The 3-storey duplex/apartment blocks with a height of approximately 12 metres proposed for Phase 1A fronting directly onto Greenfields Road are completely out of character with the surrounding built environment, which is predominantly 1–2 storey residential development. This stark contrast will result in a significant negative visual impact and loss of privacy of existing homes on Greenfields Road
- The proposed plans for an approximate 12-metre-high development stretching approximately 450 metres will hugely dominate Greenfields Road and will be a scar on the landscape.
- This is a visually intrusive form of development which would result in the erosion of the amenity and coherence of Greenfields Rd. There is no justification or indeed precedent to sustain such an injurious impact on the character and setting of the area. The proposed development is more suitable to an inner-city brownfield site than a peripheral greenfield site on the edge of the city boundary.

6.1.9. Open Space

- The degree of overdevelopment is reflected in significantly less than the minimum 15% of public open space being proposed under the application. The open space plan shows a large number of the spaces that are small and have the characteristics of communal open space as opposed to public open space. These should be removed from the public open space calculation.
- A review of the surface water drawings indicates that the proposed open spaces are almost entirely designed as detention basis and should be dismissed from the public open space calculations.

- The level of public open space is unacceptable in this instance and has been significantly exaggerated by the applicant. An in lieu payment for the lack of public open space, would be completely unacceptable for this greenfield site.

6.1.10. **Noise Impact**

- Due to the close proximity to existing houses the noise will be unbearable due to this level of building for a long period of time (8-10 years). This will have serious health & safety consequences for the local residents. There are not sufficient plans in place to mitigate the damage this will cause.

6.1.11. **Air Quality**

- Due to the large scale and scope of development the corresponding dust and pollution from additional traffic and equipment and general building works will significantly impact the local residents.
- Additional traffic (as this development will be car dependant due to the lack of public transport infrastructure) there will be a significant increase air pollution and greenhouse gas emissions.

6.1.12. **Surface water drainage**

- The CDP does not recommend the use of underground attenuation measures. It is also notable that the majority of the attenuation tanks are placed under the proposed open spaces, which are also designed as infiltration basins, that will reduce the quality of these spaces and reduce the ability to plant above them. General good practice is that attenuation tanks should not be provided under open spaces, or where they are, the open spaces should be discounted from the quantum of open space being proposed.
- The drainage issues in combination with the proposed attenuation tanks (within open space areas) may result in negative environmental impacts in terms of the water quality in the existing streams within the site that the proposal seeks to drain into. This will impact the local streams and ultimately Cork Harbour.

6.1.13. **Wastewater**

- There is insufficient detail for sewage/fouls surface water disposal.
- The response of Uisce Eireann to the Pre-Connection Enquiry which forms an Appendix of the NIS is dated 16th June 2021, and is significantly out of date. Noted

that the Infrastructure Report includes a confirmation of feasibility report from Uisce Eireann, dated the 4th March 2025. Robustness of the NIS is queried.

- There is currently insufficient capacity available to connect to the network to the north and any connection to same would require downstream upgrades around and after the R608 roadway, and therefore make this application premature.

6.1.14. Flood Risk

- Despite the content of the FRA, concerned that the proposed development will result in additional flood risk to adjoining lands and lands downstream of the proposed development site.

6.1.15. Environmental Impact

- Development will have a significant environmental impact e.g. flood risk, wildlife, loss of habitat, breeding birds, river pollution which has not been allowed for.

6.1.16. Community Facilities

- There are insufficient local creche and school places to support this development.

6.1.17. Piecemeal Development

- The remaining single storey dwelling that encapsulates an area of c. 0.7ha. within the site, reflects both a piecemeal approach and an overdevelopment of the site. This cannot be simply addressed by the inclusion of an access road along its eastern perimeter, which stops at its southern boundary, that is not supported by any long-term vision or Master Plan for the area.

6.1.18. Inadequate and inaccurate assessments submitted with LRD

- Commission asked to question the correctness and robustness of the Environmental Impact Assessment Report having regard to the EIA Directives (2011/92/EU and 2014/52/EU), European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (the bulk of which came into operation in September 2018), the European Communities (Environmental Impact Assessment) Regulations 1989-2006, Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended).
- The lack of precise information in relation to the adjacent watercourse within the site as well as the lack of mapping relating to this and the subsequent lack of

accurate assessment of the proposals in the context of the existing receiving environment would cast reasonable scientific doubt as to the accuracy of the information submitted as well as the Natura Impact Statement and the EIAR.

6.1.19. Phasing

- There is no justification provided by the applicant in this case for the approach to the proposed development's phasing.

6.1.20. Creche

- Creche is contrary to the proper planning and sustainable development of the area and the concept of the 15 minute city concept. There is no justification for the location of the creche within the proposed development. It is a well established principle that a creche should be located at or close to the entrance to an estate to avoid additional through traffic.

6.1.21. Lighting Plan

- Lighting Plan submitted indicates significant light spill over the central woodland / hedgerow line, as well as the peripheral hedgerows, trees and other biodiversity assets that borders this site. The control of lighting is critical to reducing the impacts upon bats within the site and in adjoining areas and the proposed measures will not reduce the effects of light pollution and bright night skies.

6.1.22. Impact on Property Values

- The proposed development will have a negative impact on the value of properties adjoining the boundaries of the site given the profound scale of the proposed development.

6.1.23. Car Parking

- The proposed car parking provision is considered inadequate to serve the needs of future residents of the development, having regard to the site's accessibility in accordance with Table 3.8 of the Compact Settlement Guidelines, the outer suburban location of the site, the topography of the area, the layout and nature of roads adjacent to the site, and the frequency of bus services and quality of bus infrastructure (both existing and planned) serving the site.

6.1.24. Refuse Permission

- Requested that the Commission refuse permission on the basis that the development will amount to an overdevelopment of this site; is served by an inadequate level of public open space; poor attenuation measures; and is prone to exacerbate flooding levels on adjoining sites; and on a site with inadequate high capacity public transport; and would therefore be contrary to the proper planning and sustainable development of the area including the preservation and improvement of amenities thereof.

6.2. First Party Grounds of Appeal

6.2.1. The first party appeal has been prepared and submitted by HW Planning on behalf of the applicant and may be summarised as follows:

6.2.2. With reference to Section 139 of the Planning and Development Act 2000 (as amended) the applicant has appealed Condition No. 5 of CCC decision to grant permission. Condition No 5 requires that the childcare facility be constructed and operational prior to the occupation of any residential dwelling of 2 or more beds

6.2.3. Submitted that neither the Planning Authority nor the Cork City Childcare raised any concerns regarding the timeframe for the delivery of the creche. The condition is unwarranted and unduly onerous and should be amended as follows:

The permitted childcare unit shall be completed to an operational standard prior to the completion of the development.

Reason: In the interests of clarity and in order to ensure the satisfactory implementation of the development and in order to ensure the provision of essential community and childcare services.

6.2.4. Reference is made to An Coimisiun Pleanála Case reference: LH28.322434, an LRD for the demolition of existing structures and construction of 550 no. residential dwellings, 1 creche and 3 commercial units together with associated site works at Dunkettle (townland), Glanmire, Cork. This case involved both First and Third Party appeals. One of the conditions the applicants sought the removal of was Condition 8 of which required the creche to be constructed and operational prior to the occupation of any residential dwelling. The Inspector assessed the appropriateness of Condition 8 and concluded that a modified condition be attached as follows:

'Prior to the completion of development hereby permitted, the permitted childcare unit shall be fully fitted out and suitable for immediate occupation and operation'.

- 6.2.5. The Commission accepted the Inspectors recommendation and decided to replace Condition 8 of CCC decision with the following Condition No. 4

The phasing of the proposed development shall be carried out in accordance with a Final Phasing Strategy, to be submitted to, and agreed in writing with the planning authority prior to the commencement of the development. The phasing strategy shall incorporate the completion of the childcare unit and medical centre, to an operational standard, prior to the completion of the development.

Reason: In the interests of clarity and in order to ensure the satisfactory implementation of the development and in order to ensure the provision of essential community and childcare services.

- 6.2.6. Having regard to the location and scale of the development and the support of Cork City Childcare for the proposed development, considered that Condition 5 is unwarranted and unduly onerous and requested that it be amended to reflect the Commissions most recent precedent in Glanmire requiring the completion of the creche to an operational standard prior to the competition of the proposed development.

6.3. Applicant Response

- 6.3.1. The first party response to the 8 no third-party appeals has been prepared and submitted by HW Planning on behalf of the applicant. The response was made in two separate submissions. The applicant notes that the appeals are similar in content and therefore they have summarised their responses under the following general headings:

6.4. **The proposed development is out of character with the existing area, is inappropriate in terms of design and layout resulting in negative visual impact and impact on existing residential amenities**

- 6.4.1. The evolution of the proposed development is outlined in Section 01 of the Architectural Design Statement and Chapter 02 of the submitted EIAR. The appellants

primary concern relates to the scale and form of development proposed to Greenfield Road where they consider two storey conventional dwellings would be more appropriate. Greenfields Road is an important thoroughfare, and an important element of Ballincollig's urban structure. It carries a large volume of traffic, including traffic between the N22 Bypass and the town centre. The status of the road and its gateway function warrants a built frontage of urban character and this approach was both directed and supported by the Planning Authority.

6.4.2. The potential visual impact of the proposed development is assessed in Chapter 3 of the EIAR. Viewpoints 3 and 4 were taken from the Greenfields Road to represent the residential properties on the north side of Greenfields Road, opposite the site. The EIAR concludes that the Significance & Quality of Effect of the proposed development when assessed from View 03 and View 04 would be "moderate negative".

6.4.3. Given the significant separation distance across Greenfield Road between existing properties and the proposed development, the impact of the proposed development on the residential amenities of existing properties was not raised as a concern by the Planning Authority during the LRD process. Neither the EIAR, Daylight and Sunlight Analysis or Planning Authority could identify any significant impacts on the residential amenities of existing properties which would warrant a reduction in scale or change in layout of the proposed development.

6.5. The proposed treatment of Greenfields Road has an inadequate set back and does not make adequate provision for future upgrades.

6.5.1. The design and cross section and interaction between the proposed development and Greenfields Road has been the subject of detailed consultation with the Planning Authority. Both the Planning Authority and the applicants have ensured that the proposed development has had full regard to the potential future upgrade of the Greenfields Road to cater for public transport. Condition 8 of the City Council's decision to grant permission requires that the final geometric layout for the Greenfields Road be agreed with the Planning Authority prior to the commencement of development. The applicants have no objection to this condition

6.6. The proposed density does not comply with National and Local Policy Guidance.

6.6.1. Table 11 .2 of the Cork City Development Plan defines the density standards for Cork City and the subject site is identified within the 'Outer Suburbs' area of the CDP. Table 11 .2 envisages that generally development of 2-4 storeys will occur in this area with densities generally between 40-60 units per hectare. The proposed development constitutes a net density of 45 units per hectare

6.6.2. National Guidelines on residential densities are contained within the Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities (CSGS). Based on the peripheral attributes of the subject land densities below the mid-range of 35-50 units per hectare, (i.e. below 42.5 dwellings per hectare) would be deemed acceptable and in accordance with the Guidelines. Therefore, the proposed density of 45 dwellings per hectare would be appropriate at this location.

6.7. The proposed development will result in traffic congestion.

6.7.1. Chapter 4 of the EIAR confirms that during the operational phase the proposed development is expected to result in a slight increase (10%) in the ratio of flow to capacity (RFC) at the road junctions in the vicinity of the site, which will result in junctions still operating within capacity. With the delivery of the planned new roads and upgrades to existing roads within the Maglin Urban Expansion Area it is anticipated that the performance of these junctions will be further improved. It is also anticipated that BusConnects will be delivered prior to the operational phase of the proposed development, resulting in a modal shift towards walking, cycling and public transport and leading to a reduction in dependency on private car single-occupancy use.

6.8. The proposed development will have undue environmental impacts caused by flooding and construction activities.

6.8.1. As there is a risk of flooding affecting a portion of the project site, a Site-Specific Flood Risk Assessment (FRA) was carried out in accordance with the Flood Risk Guidelines and concluded that the majority of the site is located in Flood Zone C and therefore has a low probability of flooding and that more localised areas of the site in the southeast corner are located in Flood Zone A / Band and therefore has a high / moderate probability of flooding.

6.8.2. To ensure that there is no unacceptable flood risk, the mitigation measures are recommended including that finished floor level (FFL) of all buildings should be set

above the 1 % AEP flood level for the medium range future scenario plus 500mm freeboard. Once the mitigation measures are implemented, the proposed development will not have an adverse impact elsewhere and is in accordance with the Flood Risk Guidelines.

6.9. Construction Activities

6.9.1. Chapter 10 of the EIAR assessed Noise & Vibration. This chapter concluded that in the context of the existing noise environment, the overall contribution of traffic is not considered to pose any significant impact to nearby residential locations.

6.9.2. Chapter 11 Air Quality of the EIAR notes that vehicles accessing the site will emit pollutants which may impact air quality and human health. However, the increased number of vehicles associated with the proposed development will not cause a significant change in air pollutant emissions in the locality.

6.9.3. Chapter 12 Climate considers the impact of the proposed development on climate change. The proposed development represents the concentration of growth on an undeveloped site within walking / cycling distance of this Urban Town that is a significant employment hub. All buildings however are designed in compliance with the NZEB building regulations enforcing energy reductions of 70% and CO2 reduction of 60% and mitigating the overall potential effects of the operational phase of the proposed development.

6.10. Proposed development provides for inadequate quality & quantity of open space.

6.10.1. The overall layout and the design of the open spaces are a coordinated and collaborative approach between architecture, biodiversity, drainage and arboriculture which has resulted in a successful layout that was welcomed by the Planning Authority. The proposed development provides for 18,360 sqm of public open which based on the net developable area of 12.1 hectares represents 15.3%. in excess of the City Development Plan target of 15%. The CCC Parks & Recreation Report had no objection to the scheme. The proposed development provides for open spaces which exceed the City Development Plan standard and the incorporation of existing landscape features and SuDS features within the open spaces has been encouraged and welcomed by the Planning Authority.

6.11. Inappropriate surface water drainage

6.11.1. The overall storm water drainage strategy was developed in conjunction with Cork City Council and the issues raised in the Request for Further Information related to matters of detail rather than principle as suggested by the appellants. The Drainage Impact Assessment highlights that regard was had to the South Ballincollig Drainage Strategy – South Ballincollig Drainage Study in developing the SuDS Strategy for the subject site. Extensive site investigations undertaken on the subject site have confirmed the presence of Karst and as a result has informed the SuDS selection and restricted the implementation of certain SuDS features within the proposed development. The challenges the geology of the site presents from a SuDS perspective is acknowledged by the Planning Authority in their assessment and acceptance of the proposed SuDS strategy.

6.12. Planning Authority Response

6.12.1. None

6.13. Observations

6.13.1. There are 3 no observations recorded on the appeal file from (1) Cllr Joe Lynch, (2) Cllr Albert Deasy and (3) Dr Seb Clerkin. The issues raised relate to the following as summarised:

- Support the principle of residential development in Ballincollig
- The proposed densities of Character Areas 1 and 3 which border the Greenfields Road (L-2216) are not consistent with the density of existing developments
- Appropriate improvement works to be undertaken to surrounding roads
- Boundary wall should be retained at the north of the development
- Condition 5 (childcare facility to be constructed and operational prior to the occupation of any residential dwelling of 2 or more beds) to be retained
- There is no provision for community facilities proposed as part of the development
- CCC has no mandate to pursue the development of the Maglin Greenway

- Layout, design and architectural aesthetic is completely at odds with the neighbouring built environment.
- Failure to see how the noise mitigation measures will adequately protect the site from the negative impact of constant noise
- Requested that 3 Story Duplex Housing facing onto Greenfields Road be set aside in favour of housing that is in sympathy with the local built environment.
- The proposed development **materially contravenes** the Cork Metropolitan Area Transport Strategy (CMATS) 2040 and the Design Manual for Urban Roads and Streets (DMURS) by foreclosing future strategic transport options.
- The proposal is premature as it fails to safeguard the Greenfields Road (L2216) corridor for inevitable future public transport upgrades.
- To ensure the long-term integrity of the Cork transport network, a mandatory 5-meter building setback should be required for both sides of Greenfields Road. This would provide the necessary "future-proofing" demanded by CMATS 2040.

6.14. Further Responses

6.14.1. None

7.0 Environmental Impact Assessment

7.1. Statutory Provisions

7.2. As the proposed development comprises the construction of 544 no. residential units, an EIAR is required as prescribed by Classes 10(b)(i) of the Regulations.

7.3. EIA Structure

7.4. This section of the report comprises the environmental impact assessment of the proposed development in accordance with the Planning and Development Act 2000 (as amended) and the associated Regulations, which incorporate the European directives on environmental impact assessment (Directive 2011/92/EU as amended by 2014/52/EU).

7.5. The first section assesses compliance with the requirements of Article 94 and Schedule 6 of the Planning and Development Regulations, 2001 (as amended). The second section provides an examination, analysis and evaluation of the development and an assessment of the likely direct and indirect significant effects of it on defined environmental parameters, having regard to the EIAR and relevant supplementary information.

- population and human health
- biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive,
- land, soil, water, air and climate,
- material assets, cultural heritage and the landscape,
- the interaction between the above factors, and
- the vulnerability of the proposed development to risks of major accidents and/or disasters.

7.6. The assessment also provides a reasoned conclusion and allows for integration of the reasoned conclusions into the Commission's decision, should they agree with the recommendation made.

7.7. Issues raised in respect of EIA

7.8. The third-party concerns, planning authority reports, and prescribed body submissions are considered in part in this section and also later in the Assessment section of this report below (Section 10 refers). I would note that all 8 no. appeals have raised issues in relation to matters which are relevant to the issue of EIA, and I have summarised these issues within the individual topics.

7.9. The submission from Inland Fisheries Ireland, at the application stage, seeks to ensure that an adequate WWTP is available to serve the proposed development, and I have considered the same in the Assessment section of this report below.

7.10. The Planning Authority did not raise any objections to the content or the quality of the EIAR, although I would note that, in granting permission, the Planning Authority have imposed some additional environmental conditions, over and above the specific measures set out in the EIAR, and these have been considered in the Assessment of this scheme below.

7.11. Compliance with the Requirements of Article 94 and Schedule 6 of the Regulations 2001

7.12. The following table outlines my assessment of the submitted EIAR compliance with the requirements of Article 94 and Schedule 6 of the Planning and Development Regulations 2001 (as amended)

Article 94 (a) Information to be contained in an EIAR (Schedule 6, paragraph 1)	
Requirement	Assessment
A description of the proposed development comprising information on the site, design, size and other relevant features of the proposed development (including the additional information referred to under section 94(b)).	Volume II Chapter 2 of the EIAR describes the development, including location and context; physical characteristics; services; construction management; programme and phasing as well as alternatives considered. In each technical chapter the EIAR details are provided on use of natural resources and the production of emissions and/or waste (where relevant). I am satisfied that the description of the development is sufficient to enable an assessment of the likely effects of it on the environment.
A description of the likely significant effects on the environment of the proposed development (including the additional information referred to under section 94(b)).	Volume II Chapters 3 to 13 of the EIAR describe the likely significant direct, indirect, and cumulative effects on the environment, including the factors to be considered under Article 3 of Directive 2014/52/EU. I am satisfied that the assessment of significant effects is comprehensive and robust and an assessment of the likely effects of it on the environment.
A description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid, prevent or reduce and, if	Each of the individual sections in the EIAR outlines the proposed mitigation and monitoring measures, which are collectively summarised in Chapter 15. They include 'designed in' measures and measures to address potential

<p>possible, offset likely significant adverse effects on the environment of the development (including the additional information referred to under section 94(b).</p>	<p>adverse effects at construction and operational stages, including an Outline Construction and Environmental Management Plan (including traffic management), a project ecologist, construction manager, site manager, Community Liaison Officer and a Resource and Waste Management Plan. The Mitigation measures comprise standard good practices and site-specific measures and are generally capable of offsetting any significant adverse effects identified in the EIAR.</p>
<p>A description of the reasonable alternatives studied by the person or persons who prepared the EIAR, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed development on the environment (including the additional information referred to under section 94(b).</p>	<p>Volume II Chapters 2 of the EIAR outlines the consideration of alternatives. A do-nothing alternative would see the site remain in its current agricultural use in the short to medium term. However, it is likely that another residential development would be progressed on the site having regard to the location, the strategic objective zoning for the area and the need for housing. No alternative sites were considered as the development of the site for the uses proposed have been identified in the City Development Plan, in line with the National Planning Framework and Regional Policy. A number of site layout and alternative designs were considered during the iterative design process. The main reasons for opting for the current proposal have been outlined in relation to environmental factors. The development as now proposed is considered to have arrived at an optimal solution in respect of making efficient use of zoned, serviceable lands whilst also addressing the potential impacts on the</p>

	<p>environment relating to residential, visual, natural and environmental amenities and infrastructure. I am satisfied, therefore, that the applicant has studied reasonable alternatives and has outlined the main reasons for opting for the current proposal and in doing so the applicant has taken into account the potential impacts on the environment.</p>
<p>Article 94(b) Additional information, relevant to the specific characteristics of the development and to the environmental features likely to be affected (Schedule 6, Paragraph 2).</p>	
<p>A description of the baseline environment and likely evolution in the absence of the development.</p>	<p>Each of the EIAR chapters includes a detailed description of the baseline environment which enables a comparison with the predicted impacts of the proposed development.</p>
<p>A description of the forecasting methods or evidence used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information, and the main uncertainties involved.</p>	<p>Each of the EIAR chapters outline the methodology employed, consultations carried out, desk/field studies carried out, and any difficulties encountered. I am satisfied that the forecasting methods are adequate, as will be discussed throughout this assessment.</p>
<p>A description of the expected significant adverse effects on the environment of the proposed development deriving from its vulnerability to risks of major</p>	<p>This is considered in within individual chapters of the EIAR where relevant. Chapter 13 Population & Human Health considers Major Accidents / Seveso. The subject lands are not situated within or in close proximity to ay designated Seveso / Major Accidents</p>

<p>accidents and/or disasters which are relevant to it.</p>	<p>Establishments. The EIAR concludes that residual impacts will be negligible once all control, mitigation and monitoring measures have been implemented. Having regard to the nature, scale, and location of the project, I consider this to be reasonable.</p>
<p>Article 94 (c) A summary of the information in non-technical language.</p>	<p>This information has been submitted separately as Volume I of the EIAR. I have read this document, and I am satisfied that it is concise and suitably comprehensive and is written in a language that is easily understood by a lay member of the public.</p>
<p>Article 94 (d) Sources used for the description and the assessments used in the report.</p>	<p>The sources used to inform the description, and the assessment of the potential environmental impact are set out in each section, including references. I consider the sources relied upon are appropriate and sufficient.</p>
<p>Article 94 (e) A list of the experts who contributed to the preparation of the report.</p>	<p>A list of the various experts who contributed to the EIAR and their specialist topic(s) / input, are set out in Chapter 1 of the EIAR. I am satisfied that the EIAR demonstrates the competence of the individuals who prepared each chapter of the EIAR.</p>

7.13. Consultations

7.14. The application has been submitted in accordance with the requirements of the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) in respect of public notices. Submissions received from statutory bodies and third parties are considered in this report, in advance of decision making. I am satisfied, therefore, that appropriate consultations have been carried out and that third parties have had the opportunity to comment on the proposed development in advance of decision making.

7.15. Compliance

7.16. Having regard to the foregoing, I am satisfied that the information contained in the EIAR, is sufficient to comply with article 94 of the Planning and Development Regulations, 2001. Matters of detail are considered in my assessment of likely significant effects, below.

7.17. Assessment of the likely significant direct and indirect effects

7.18. This section of the report sets out an assessment of the likely environmental effects of the proposed development under the environmental factors as set out in Section 171A of the Planning and Development Act 2000. It includes an examination, analysis and evaluation of the application documents, including the EIAR and submissions received and identifies, describes and assesses the likely direct and indirect significant effects (including cumulative effects) of the development on these environmental parameters and the interactions of these.

7.19. Population and Human Health

7.20. Issues Raised

Issues indirectly related to health have been raised by third parties, including noise impacts at construction and operational stage, concerns in relation to traffic hazards and impacts related to air quality in addition to what is considered here I have also considered these matters in the planning assessment below.

7.21. Examination, analysis and evaluation of the EIAR

Chapter 13 of the EIAR deals with Population and Human Health. The potential impacts on people identified in the EIAR, arising from the proposed development, relate to noise and dust nuisance, visual amenity and traffic etc. Most of these issues are addressed in specific chapters within the EIAR, including the risk of major accidents / disasters associated with same.

Chapter 3 Landscape and Visual

- Construction Phase - The magnitude of landscape change would be greatest in the immediate environs (e.g. the adjacent roads and nearby houses), reducing with distance from the site and site clearance works. While the construction phase

is likely to result in short term, negative landscape impacts for the duration of the construction phase, these will be relatively localised to the site and the immediate vicinity. The adoption of standard best practice construction site management and the retention of the majority of hedgerows and certain trees on the site will mitigate these short-term negative impacts. Residual impacts will be negative, short-term, and slight to imperceptible with respect to the visual impact on residents in the vicinity of the proposed development.

- Operational Phase – The site is within an evolving development context. Potential overall landscape impact of the operational phase of the proposed development has been classified as moderate – positive. With reference to the concerns raised in the appeal(s) it is noted that at the two viewpoints on the north side of Greenfield Road, opposite the site, the visual impact is classified as moderate - negative. However, having regard to the high-quality design of the scheme, comprehensive mitigation/replacement planting measures and the urbanising landscape character of the area it is considered these changes to the receiving environment are not inappropriate and offset by enhancements to the public realm. In addition the public open space, amenity and connectivity strategies will provide for attractive natural spaces for the local population contributing to significant, positive and permanent interactions with population and human health.

Chapter 4 Material Assets Traffic & Transportation

- Construction Phase - The construction methods employed and the hours of construction proposed will be designed to minimise potential impacts to nearby residents and on the operation of nearby road junctions. Construction of the proposed development will be implemented in accordance with the CEMP and CTMP which are included in Appendices 2-1 and 2-2 of the EIAR. The mitigation measures identified will minimise traffic and transportation impacts on the locality. Concluded that with appropriate mitigation the potential impacts on the safety or operation of the road network will be negligible during the construction phase. It is predicted that the residual traffic and transportation impacts of the proposed construction phase will be negative, short term and not significant with respect to human health.
- Operational Phase – The proposed development is expected to result in a slight increase (10%) in the ratio of flow to capacity (RFC) at the road junctions in the

vicinity of the site, which will still operate within capacity. With the delivery of the planned new roads and upgrades to existing roads within the Maglin Urban Expansion Area it is anticipated that the performance of these junctions will be further improved. It is also anticipated that BusConnects will be delivered prior to the operational phase of the proposed development, resulting in a modal shift towards walking, cycling and public transport and leading to a reduction in dependency on private car single-occupancy use. This will also result in improvements in the performance of the junctions. With the implementation of appropriate mitigation the overall impact on the local population arising from increased traffic congestion during the operational phase of the proposed development will be long term and slight.

Chapter 5 Material Assets Services, Infrastructure & Utilities

- Construction Phase - Potential negative impacts on existing services such as water, communications, electrical infrastructure may occur to existing local services arising from connection works for the proposed development. With the implementation of the proposed mitigation measures, the residual impacts on material assets will be short term and slight during the construction phase.
- Operational Phase – The development will result in the increase of generation of effluent and sanitary waste and result in the increase in water demand and service infrastructure. Irish Water have confirmed that there is sufficient capacity to accommodate the proposed development (subject to works). Residual impacts on human health will be neutral following the implementation of the stated mitigation and monitoring measures

Chapter 6 Land, Soils and Geology

- Construction Phase - Related impacts affecting human health include contamination of soils through construction activity from spillages. With the mitigation measures proposed to reduce and/or avoid these potential impacts, and to address any potential waste soil management issues it is predicted that any interactions with population and human health considerations will be not significant, localised and temporary/short term in duration during the construction phase.
- Operation Phase - With the mitigation measures proposed being enforced to avoid the potential for subsidence arising from stormwater, and the potential risk of

contamination arising from spillage and leaks it is predicted that the potential impact on population and human health will be imperceptible.

Chapter 7 'Water (Hydrology & Hydrogeology)

- Construction Phase - With mitigation and monitoring measures it is predicted that any impacts on water quality, impacting human health, arising from the construction works will be localised, temporary in duration and not significant during the construction phase.
- Operation Phase – No increased flood risk is predicted elsewhere in the catchment. No significant impacts on groundwater are identified. With the mitigation measures proposed any operational phase negative impacts on surface water quality will be imperceptible, localised and temporary and potential impact of groundwater/aquifers to be imperceptible, localised and permanent.

Chapter 10 Noise & Vibration

- Construction Phase - A range of noise and vibration monitoring has been identified during the demolition and construction phase to ensure the construction and vibration thresholds are not exceeded at the closest receptors. Together with mitigation as proposed no significant noise and vibration impacts are predicted during the construction or operational phases of the proposed development or cumulative development.
- Operational Phase - In the context of the existing noise environment, the overall contribution of traffic is not considered to pose any significant impact to nearby residential locations. The resulting residual effect is neutral to negative, imperceptible to not significant, and long-term

Chapter 11 Air Quality

- Construction Phase - The EIAR sets out that the most significant interactions are between Population and Human Health and Air Quality as adverse air quality impact during the construction phase can cause health and dust nuisance issues. Best practice mitigation measures will be implemented during the construction phase to ensure that the impact of the proposed development complies with all ambient air quality legislative limits. Subject to mitigation measures outlined there is a low risk of dust-related human health impacts during the construction phase of the proposed development. The predicted impact is direct, short-term, negative,

localised and not significant with respect to Population and Human Health during the construction phase.

- Operational Phase - Vehicles accessing the site will emit pollutants which may impact air quality and human health. However, the increased number of vehicles associated with the proposed development will not cause a significant change in air pollutant emissions in the locality. It has been assessed that emissions will be in compliance with the ambient air quality standards which are set for the protection of human health. Impacts will be long-term, localised, direct, negative and not significant.

Chapter 12 Climate

- Construction Phase - There is potential for an increase in greenhouse gas emissions to atmosphere during the construction of the development. Subject to the recommended mitigation measures, climatic impacts corresponding to human health will be direct, long-term, negative and not significant.
- Construction Phase - Operational phase of a mixed-use residential development emits CO₂ through vehicular traffic into and out of the development and energy usage within the buildings. The EIAR states that the proposed development represents the concentration of growth on an undeveloped site within walking/ cycling distance of Ballincollig, a large suburban town that is a significant employment hub. The public realm upgrades proposed will promote sustainable commuting patterns and reduce car dependency and overall CO₂ emissions. Energy reduction measures from the buildings also forms a significant potential source of emissions. All buildings are designed in compliance with the NZEB building regulations enforcing energy reductions of 70% and CO₂ reduction of 60% and mitigating the overall potential effects of the operational phase of the proposed development. The residual climatic impacts on human health will be direct, long-term, negative and not significant.

Cumulative Impacts

- Construction Phase – Assessing the cumulative impacts of the construction phase of the development is contingent on the construction schedules of the permitted developments in the area identified in Chapter 1 Introduction of the EIAR. As referenced in the CEMP, the construction phase of the proposed development will be subject to strict mitigation and monitoring procedures. It is predicted that subject

to the implementation of mitigation measures proposed, that the proposed development will result in no significant impacts relating to air quality, noise, vibration or traffic. Any negative impacts or nuisances experienced from construction activities which affect human health will be temporary/ short term in nature.

- Operational Phase - Once constructed, the proposed development will be permanent and non-reversible. It is considered that any negative cumulative impacts relating to human health factors including traffic, road safety, air quality, landscape and visual, water quality, noise and vibration will be not significant. The delivery of an additional 544 no. residential units to the private and social housing stock of the area, a retail unit, creche and pedestrian/cycle infrastructure upgrades is predicted to result in significant positive and permanent benefits in terms of wider human health considerations.

7.22. Assessment: Direct, Indirect, and Cumulative Effects

I have examined, analysed, and evaluated Chapter 13 and other chapters including Chapter 15 Mitigation where relevant in the EIAR and all of the associated documentation, submissions, and observations on file in respect of population and human health. I am satisfied that the applicant's presented baseline environment is comprehensive and that the key impacts in respect of likely effects on population and human health, as a consequence of the proposed development, have been identified. Mitigation and monitoring measures are also proposed where relevant and are considered adequate to prevent any unacceptable impacts.

7.23. Conclusion: Direct, Indirect, and Cumulative Effects

I consider that the main significant direct, indirect, and cumulative effects on Population and Human Health are, and will be mitigated as follows:

- Significant, short term indirect effects on the economy during the construction phase as a result of employment and benefits to local shops and services,
- Construction related disturbance including noise, dust, dirt, and traffic, which would be mitigated by construction management measures including the agreement of a Construction Environmental Management Plan, a Construction Traffic Management Plan, and a Resource and Waste Management Plan.

- Positive socioeconomic effects through the availability of additional housing, public open space and the part delivery of the Maglin Urban distributor Road (SAC / Link Road) when the development is completed.

Once constructed, the proposed development will be permanent and non-reversible. The proposed development will result in several significant long-term and permanent positive impacts for the local population including.

- The proposed development will provide a diverse range of housing and apartments which will positively serve all aspects of the current housing and rental markets and address the current accommodation shortage in the Metropolitan Cork Area.
- The proposed development will contribute towards the delivery of the long-held Council objective for the development of the Maglin Urban Expansion Area, a strategic land bank, designated to accommodate planned population growth identified in the Core Strategy. This will result in the creation of a more compact settlement and assist in providing a critical mass of population to support planned strategic public transport investment, alongside local services and the local economy.
- The proposed development will deliver a portion of the Maglin Urban Distributor Road in accordance with Cork City Council strategic vision for the servicing of the wider Maglin Urban Expansion Area.
- The proposed pedestrian and cycling connectivity enhancements being delivered within the proposed scheme will enhance accessibility to active travel and recreational infrastructure for the locality.
- The proposed layout provides for a large central area of landscaped open space adjacent to the proposed creche facility. This will assist in achieving positive 'place-making' and 'on -site' services for future residents and surrounding areas.

I have considered all the submissions and having regard to the above, I am satisfied that impacts predicted to arise in relation to population and human health would be avoided, managed, and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. I am

therefore satisfied that the proposed development would not have any unacceptable direct, indirect, or cumulative impacts in terms of population and human health.

7.24. Biodiversity

7.25. Issues Raised

No specific issues have been raised in relation to this matter.

7.26. Examination, analysis and evaluation of the EIAR

Chapter 8 of the EIAR deals with Biodiversity. This chapter describes the likely significant effects of the proposed development on biodiversity, including flora (plants), fauna (animals), and habitats in both the terrestrial and aquatic environment. Mitigation measures are also described, where applicable or appropriate, that avoid or minimise adverse biodiversity effects. An Appropriate Assessment (AA) Screening and Natura Impact Statement (NIS) has also been prepared for the project and a Stage 2 AA has been undertaken (see Appendix 1 and 2 of this report below). A detailed desk study, in combination with a suite of field surveys, was carried out. All surveys were carried out at the appropriate time of year, and no limitations were encountered in the preparation of this Chapter.

The site provides for a variety of habitats of local importance of lower-higher value. No rare, uncommon or red list species were recorded during the site survey, nor are they expected to occur given that the habitats within the proposed development site are dominated by managed agricultural habitats.

The proposed development site does not form part of any SPA or SAC. The Cork Harbour SPA is located 11.5km east of the proposed development site. Although unlikely given the distance involved, surface water run-off/discharges during the construction or operational phases as well as wastewater discharges to Ballincollig Wastewater treatment plant from the proposed development could potentially impact on Cork Harbour SPA via the Lisheens Stream and River Lee. Although, again, unlikely, habitats within or near the proposed development area could also potentially provide ex-situ foraging grounds for SCI species outside the Cork Harbour SPA. I refer to the Natura Impact Statement (NIS) that concluded:

It has been objectively concluded following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted effects from the proposed development and with the implementation of the mitigation measures proposed, that the construction, operation and decommissioning of the proposed development will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects. There is no reasonable scientific doubt in relation to this conclusion. The competent authority will make the final determination in this regard.

Similarly, following the implementation of mitigation measures, no adverse effects on NHAs/pNHAs will occur.

7.27. Assessment: Direct, Indirect, and Cumulative Effects

Habitat / Flora – The land use will be permanently changed from rural agricultural use to an urban residential neighbourhood. Disturbance will primarily occur during the construction phase. A range of biodiversity enhancements have been specified to provide replacement habitat for existing species e.g. Hedgehog, Robin, Swallow etc and new habitats for other species e.g. Swift, bats etc. Areas of new and replacement habitat to be created, considering the local flora and fauna, to provide biodiversity gain that is valuable locally as well as making important contributions towards regional and national priorities for nature conservation. Overall, the project will enhance ecological connectivity within and outside the proposed development site boundary. Mitigation measures, outlined in Section 8.4.4 (Volume II) will be implemented and inspected by a suitably qualified and experienced project ecologist to ensure that no adverse impacts on aquatic habitats during construction works.

Invasive Species - I refer to the Invasive Species Management Plan (ISMP) submitted by way of further information. No third schedule species were recorded within the proposed development site. Two other invasive non-native species Cherry Laurel and Winter Heliotrope were recorded within the proposed development site. It is noted that both have been included in the NRA Guidelines on the Management of Noxious Weeds and Non-native Species on National Roads (NRA, 2010) as they have been shown to have an adverse impact on landscape quality, native biodiversity or infrastructure; and are likely to be encountered during road schemes. In addition,

invasive water fern was recorded within the Lisheens Stream downstream of the proposed development site (i.e. outside the proposed development site boundary). This species is a Third Schedule listed species under Regulations 49 & 50 in the European Communities (Birds and Natural Habitats) Regulations 2011.

Section 3 of the ISMP sets out the proposed invasive species treatment and management for the site and that include site hygiene and pre-construction surveys. Treatment proposals include digging out, cutting and removal, direct stump treatment, spraying of regrowth and large seedlings, stem injection and monitoring. While Azolla was not recorded within the proposed development site, a number of biosecurity measures are set out to prevent this species spreading into the site. No impediment to the removal of the species identified as part of the ISMP have been identified. With the implementation of mitigation measures as identified, no significant impacts area likely.

Non-volant Mammals – No evidence of Badger setts or Otter presence was found on-site, and the habitat was deemed unsuitable for Otters. Disturbance to fauna will primarily occur during the construction phase of the proposed development. Localised earthworks and excavation required during the construction phase will occur predominantly on improved grassland, scrub, and built land, all of which are habitats of low botanical value and of little ecological importance for local fauna. While there is no evidence to indicate that the proposed development is of particular value for mammal species in the context of the surrounding countryside, the loss of habitat combined with increased operational disturbance from occupied dwellings is likely to reduce the value of the site for mammal. During the construction phase, disturbance and site clearance works are predicted to have a negative, slight and medium to long-term impact on other mammal species. The residual impact on other mammals is predicted to be negative, not significant and long-term at a local level. Overall, the loss, disturbance and fragmentation of habitats under the footprint of the proposed development are considered negative at the local scale, contributing to slight negative impacts to habitats of local importance (lower value). However, these impacts are expected to be reversed or offset as proposed habitat rehabilitation and enhancement measures are established.

Volant Mammals - I note the concerns raised in the appeal in relation to the potential impact of lighting associated with the development on bats. No buildings with

significant potential to support bats were recorded within the proposed development site boundary and activity surveys did not indicate that any bats are using the buildings at the site. No trees with potential to support bat roosts were recorded within the site boundary. Whilst no bat roosts were detected, the presence of occasional bats in semi-mature trees and buildings earmarked for removal cannot altogether be excluded and in the absence of mitigation and therefore direct impacts on bats cannot be ruled out. Mitigation is set out in Section 8.4.4 of the EIAR. In advance of demolition a bat specialist will undertake an examination of the building and if bats are recorded special mitigation measures to protect bats will be put in place and a license to derogate from the conservation legislation will be sought from the NPWS. The project ecologist will work with the contractor to ensure that trees earmarked for retention are adequately protected and that tree-felling will ideally be undertaken in the period September to late October/early November. If bats are recorded by the bat specialist within any trees no works will proceed without a relevant derogation licence from the NPWS. During construction directional lighting will be employed to minimise light spill onto adjacent areas.

In the short to medium term there will be a slight impact on bat foraging and commuting habitat at the proposed development site with the removal of small areas of internal treeline. However, tree protection measures, alongside the landscape plan, will ensure that the majority of treelines and hedgerow habitat at the site is retained. Biodiversity enhancements, including a range of bat boxes, will create roosting opportunities for bats within the proposed development site, where roosting habitat is currently largely absent. Lighting plans for the site have been designed in line with Bat Conservation Guidelines. However, light levels will increase at the site during operation. It is noted that the bat species which currently use the site are more common and/or light tolerant species which are likely to continue to forage along retained habitats. Overall, the residual impact of the proposed development will be negative, slight and long-term at a local level.

Birds - The grassland area of the proposed development site is of low value for wintering wading birds and waterbirds. Residual impacts on SCI birds will be imperceptible. There will be some loss of breeding habitat for birds at the site through the removal of the habitat on site, and disturbance of species during the Construction Phase is possible. This could have a negative, permanent, moderate impact on

breeding birds in the locality. The loss of foraging/nesting habitat for birds during the operational phase is not considered significant at any geographic scale.

A range of bird species utilise the habitats within the site, and while there is some potential for short-term disturbance at the early stage of operation, it is anticipated that birds will acclimatise to human presence. Mitigation measures identified include pre-commencement surveys in addition to the installation of various nest boxes, as applicable, for the various bird's species identified on site. Overall, the development is not predicted to result in a significant impact on birds during the operational phase at any geographic scale. In the short to medium term, the loss of common habitats associated with site clearance works and disturbance will have a slight, negative impact on breeding birds. However, as newly planted and enhanced habitats within the proposed development site mature, this impact will be reduced. Residual impacts on breeding birds will be positive, slight and long-term at a local level.

Other species - Following construction mitigation and operational design measures, residual impacts on fish and aquatic invertebrates will be neutral, imperceptible and long-term at a local level. Additional habitats, both natural and artificial, will be created for terrestrial invertebrates. Native wildflower meadow and native tree planting will provide considerable areas of new habitat for terrestrial invertebrates. SuDS areas will also provide new habits for a range of terrestrial invertebrates. Biodiversity enhancements including insect hotels and loggeries will create breeding sites for a range of terrestrial invertebrates. Residual impacts will be positive, slight and long-term at a local level.

Overall, with the exception of localised impacts and short-term impacts during construction, no significant impacts on fauna are anticipated. It is anticipated that bats will utilise the newly provided roosting habitat, and bird boxes will be provided. The spread of invasive species will be controlled. No adverse impact on designated sites or their conservation objectives will occur. Provided that the recommended mitigation measures set out are implemented in full and remain effective throughout the construction and operational phases of the proposed development, the potential for significant residual impacts related to disturbance/displacement of fauna and the loss or alteration of habitats identified are not anticipated.

I have examined, analysed, and evaluated Chapter 8 in the EIAR and all of the associated documentation, submissions, and observations on file in respect of Biodiversity. I am satisfied that the applicant's presented baseline environment is comprehensive and that the key impacts in respect of likely effects on Biodiversity, as a consequence of the proposed development, have been identified. Mitigation and monitoring measures are also proposed where relevant and are considered adequate to prevent any unacceptable impacts.

7.28. Conclusion: Direct, Indirect, and Cumulative Effects

I consider that there would be no significant direct, indirect, or cumulative effects as a result of the proposed development. Having regard to the EIAR, I am satisfied that impacts predicted to arise in relation to biodiversity would be avoided, managed, and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. No significant residual or cumulative impacts on biodiversity are identified. I am satisfied overall with regard to the above assessment that the proposed development would not have any unacceptable direct, indirect, or cumulative impacts in terms of biodiversity.

7.29. Land, Soil, Geology, Water (Hydrology & Hydrogeology), Noise & Vibration, Air Quality and Climate

7.30. Issues Raised

Issues have been raised by third parties, relating to surface water drainage, noise impact and to air quality.

7.31. Examination, analysis and evaluation of the EIAR

Chapter 6 Land, Soils and Geology

The site geology consists of a thin layer of topsoil over between approximately 1.6m and 10.2m of glacial tills (and thickening to the south), resting on karstified limestone bedrock. The main characteristics of the proposed development that could impact on land, soils, and geology are:

- Stripping of topsoil: Site development works will require the stripping of topsoil over a development footprint of approximately 15.2ha. Based on ground investigation works (both geotechnical and archaeological testing), topsoil depth is between 0.15 and 0.4m. Using a worse-case depth of 0.4m and taking

the entire site area, it is estimated that approximately 60,800m³ of topsoil will be excavated (excluding farmyard as always developed)

- Excavation of subsoil: Although the site is gently sloping, the housing units will need to be 'terraced' into the slopes. This will require the excavations / cuts generally up to approximately 1.5m deep, extending through the overburden. Beneath the apartment blocks, excavations of approximately 4m will be required. Bedrock is not expected to be encountered in these excavations. It is estimated that approximately 38,964m³ of subsoil will be excavated to achieve the required profiles.
- Construction over karst bedrock: This could result in subsidence resulting from changes in the hydrological regime, depending on the approach taken to the manage stormwater runoff.
- Demolition of existing buildings: The existing farmhouse, farm sheds and northern site boundary wall along Greenfield Road will be demolished as part of the proposed development. This will result in approximately 1,300m³ of construction and demolition (C&D) waste.
- Demand on quarries: Aggregate, concrete and concrete products will be used in the construction of foundations, roads, footpaths and buildings placing a demand on local quarries.
- Land use change: The residential development will change the land use from agricultural to urban.

Chapter 7 Water (Hydrology & Hydrogeology)

The site is located in the catchment of the Lisheens Stream a first order stream and a tributary of the Maglin North River. The Lisheens Stream discharge to the Maglin North River just east of Ballincollig Castle. It flows generally in an easterly direction, joining with the Maglin South River, Curraheen River, Glasheen River and eventually the South Channel of the River Lee. The importance of the site in terms of its surface water attributes is rated as Very High due to its connection to protected sites in Cork Harbour, approximately 15km (direct line measurement) to the east of Greenfield. The ground waterbody WFD status 2016 - 2021 is Good. It is categorised as 'Not at Risk'.

The underlying bedrock formations are susceptible to karstification, which could result in subsidence. Inappropriate management of runoff from the site could affect underlying karst bedrock. Depending on the size of the underlying karst feature and unmitigated, this potential impact would likely have a long-term, significant, negative, reversible local effect on the built infrastructure.

Chapter 10 Noise & Vibration

The assessment has determined that whilst there will be increased construction related noise at the closest noise sensitive locations to the proposed development, the majority of works can be controlled to within the adopted construction noise thresholds. The exceptions to this statement are during high noise level activities such as site clearance, bulk excavation, foundations and road works when works are within 60m of the closest noise sensitive locations and during superstructure, compounds and landscaping works which are within 25m of the closest noise sensitive locations in the absence of noise mitigation measures. There are no construction vibration sources that will give rise to any significant vibration impacts. Once operational there are no noise sources associated with the proposed development that will give rise to any significant noise impacts. During the operational phase, the predicted change in noise levels associated with additional traffic in the surrounding area is neutral to negative, imperceptible to not significant and long-term.

Chapter 11 Air Quality

The air quality assessment has focussed on:

- Potential construction dust emissions and impacts to nearby sensitive receptors such as residential properties, schools, hospitals, etc.
- Potential vehicle emissions from traffic accessing the site for construction works and during operation.

During the Construction Phase the surrounding area was assessed as being of medium sensitivity to dust soiling and of low sensitivity to dust-related human health effects. There is a medium risk of dust related impacts associated with the proposed development. In addition, construction phase traffic emissions have the potential to impact air quality. Operational phase traffic has the potential to impact air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site.

Chapter 12 Climate

The climate assessment has incorporated the following assessments:

- The potential greenhouse gas emissions during the construction and operational phases of the development.
- The vulnerability of the project to climate change, including considerations for increased rainfall and other projected climate impacts.
- The design measures to enhance the project's resilience to future climate risks, such as incorporating drainage systems for increased rainfall.

Any adverse impacts are predicted to primarily occur during the construction phase, with the dominant sources of greenhouse gas emissions due to the development resulting from the embodied carbon associated with the building materials for the proposed development.

7.32. Assessment: Direct, Indirect, and Cumulative Effects

Chapter 6 Land, Soils and Geology

In relation to the land as a resource I have considered the principle and density of the scheme in the Assessment section of this report below and I am satisfied that the proposal would make efficient use of this land resource. The land use will be permanently changed from rural agricultural use to an urban residential neighbourhood. The impacts on land, soils and geology are associated with the construction phase, with earthworks required for the development, and use of quarry products in the construction of the development. Due to the flat topography of the site, no large-scale cut and fill excavations will be required. The loss of soil and geology is an inevitable aspect of such planned urban development and would be acceptable given the proposed delivery of appropriate development and improved amenities in accordance with the proper planning and sustainable development of the area. Construction stage impacts relating to dust/dirt pollution, groundwater interference, and soil contamination, which would be mitigated by the Construction and Environmental Management Plan and other measures proposed in the EIAR.

The development contains existing buildings to be demolished. The likelihood of significant effects on the land, soils and geology during the demolition phase is minimal due to the demolition works of the proposed development being limited to surface-level activities and do not involve any excavation works. Overall, the surface-

level demolition works will have a negligible impact on the land, soils and geology preserving their integrity and minimizing any potential environmental consequences. Construction over karst bedrock could result in subsidence resulting from changes in the hydrological regime, depending on the approach taken to manage stormwater runoff. To avoid potential subsidence arising from stormwater management, use of infiltrating SuDS features will be minimal. Engineering solutions (6 No. attenuation tanks) will be the primary mechanism for controlling stormwater runoff to greenfield rates. The discharge from the tanks will be to the drain flowing to Lisheens Stream. This is in accordance with the recommendations in the Ballincollig drainage study. In addition to the SuDS approach, the foundations design will further reduce potential impacts of subsidence. Subject to detail design, foundations will be reinforced concrete rafts on end-bearing bored piles. I am satisfied that appropriate mitigation measures have been incorporated to prevent any unacceptable impacts. Suitable measures will protect against the potential for dust/dirt pollution and nuisance; groundwater flooding and/or contamination; soil contamination associated with construction fuels and other pollutants and subsidence arising from unsuitable stormwater management. No significant impacts on soils or geology are identified during the operational phase.

Chapter 7 Water (Hydrology & Hydrogeology)

The main potential impacts on surface water during the construction phase include pollution from siltation of the receiving waters from erosion of earthworks areas; spillage of diesel / oil used by site plant and machinery (which could potentially affect groundwater quality); release of concrete or concrete rinse water to the open drain; and foul effluent from welfare facilities at the construction site compound. Appropriate design and mitigation have been proposed to reduce these potential impacts. At the operational stage water quality will be protected with the use of sustainable drainage systems (SuDS) infrastructure and oil interceptors. It is noted that infiltration SuDS infrastructure is not proposed in order to avoid the risk of subsidence as this area is underlain by limestone susceptible to karstification. Engineering solutions (6 No. attenuation tanks) will be the primary mechanism for controlling stormwater runoff to greenfield rates. The flood risk assessment indicates that the southeastern corner of the site could potentially be flooded. Modelling indicates that with mitigation (including on-site compensation) the flood extends area will not affect third party lands. Indirect

impacts associated with the proposed development include increase demand on the water supply, sourced from the Inniscarra Reservoir and increase sewerage to be treated at Ballincollig wastewater treatment plant. Uisce Eireann has indicated that the increased demand is within the capacity of both facilities. No significant residual impact is predicted for the surface water environment. No significant impacts on groundwater are envisaged for the proposed development. It is concluded that the proposed development is compliant with the Water Framework Directive. I am satisfied that subject to the implementation of the measures described in the EIAR including the CEMP which will be implemented and adhered to by the construction contractor and will be overseen by the Construction Manager, Site Manager and Ecological Clerk of Works where relevant. All personnel working on the site will be trained in the implementation of the procedures, the proposed development would not be likely to have a significant effect on Hydrology and Hydrogeology. With regard to cumulative impacts, no significant cumulative impacts on the water environment are anticipated.

Chapter 10 Noise & Vibration

During the demolition and construction phases, the use of best practice noise control measures, hours of operation, scheduling of works within appropriate time periods, strict construction noise limits will ensure impacts are controlled within the adopted criteria. Similarly, vibration impacts during the construction phase will be controlled through the use of low vibration generating equipment. During the operational phase of the development, noise mitigation measures with respect to the impact of traffic from the development are not deemed necessary. An assessment of inward noise levels from existing road traffic surrounding the proposed development has been undertaken. The building facades are expected to achieve suitable internal noise levels with standard double glazing and the inclusion of a noise barrier screen to the south the site boundary overlooking the N22. This is also discussed in further detail in the Assessment section below. No significant noise and vibration impacts are predicted during the construction or operational phases of the proposed development or cumulative development.

Chapter 11 Air Quality

The dust mitigation measures outlined in Section 11.7.1 of Chapter 11 will be applied during the construction phase which will avoid significant cumulative impacts on air

quality. No site-specific mitigation measures are proposed for the operational phase. The impact to air quality has been assessed as long-term, direct, localised, negative and overall, not significant. Overall, no significant cumulative impacts to air quality are predicted during the construction or operational phases of the proposed development. When the dust mitigation measures are implemented, the residual effect of fugitive emissions of dust and particulate matter from the site will be short-term, direct, localised, negative and not significant. The impact to air quality during the operational phase of the proposed development as a result of emissions from vehicles accessing the site have been assessed as having a long-term, direct, localised, negative and not significant.

Chapter 12 Climate

The proposed development will incorporate best practice mitigation measures which will aim to reduce climate impacts during construction and once the development is operational. These mitigation measures include a construction program to determine material reuse and waste recycling opportunities and identifying and implementing lower carbon material choices and quantities during detailed design. The primary focus will be on operational energy usage with renewable energy systems implements where feasible in line with the NZEB requirements. Sustainable travel modes will be encouraged through support facilities for cycling, infrastructure for electrical vehicle charging points and proximity to local bus routes. The proposed development has proposed some best practice mitigation measures and is committing to reducing climate impacts where feasible. Once mitigation measures are put in place, the effect of the proposed development in relation to GHG emissions is considered direct, long-term, negative and slight, which is overall not significant. During the Operational Phase there will be a slight increase in the traffic on the local road network which will result in some minor increases in CO₂e emissions. These have been assessed as a small fraction of Ireland's transport sector 2030 emissions ceiling. A Climate Change Risk Assessment was also conducted to consider the vulnerability of the proposed development to climate change. The hazards assessed included flooding (coastal, pluvial, fluvial); extreme heat; extreme cold; drought; extreme wind; lightning, hail and fog; wildfire and landslides. The proposed development is predicted to have at most low vulnerabilities to the various climate hazards and therefore climate change risk is considered direct, long-term, negative and imperceptible, which is overall not

significant with regard to the demolition, construction and operational phases. Overall, no significant impacts to climate are predicted during the demolition, construction and operational phases of the proposed development. The residual effect of climate change on the proposed development is considered direct, long-term, negative and imperceptible, which is overall not significant in EIA terms.

I have examined, analysed, and evaluated Chapter 6 Land, Soils and Geology, Chapter 7 Water (Hydrology & Hydrogeology), Chapter 10 Noise & Vibration, Chapter 11 Air Quality and Chapter 12 Climate and all of the associated documentation, submissions, and observations on file in respect of Land, Soil, Geology, Water (Hydrology & Hydrogeology), Noise & Vibration, Air Quality and Climate. I am satisfied that the applicant's presented baseline environment is comprehensive and that the key impacts in respect of likely effects on Land, Soil, Geology, Water (Hydrology & Hydrogeology), Noise & Vibration, Air Quality and Climate, as a consequence of the proposed development, have been identified. Mitigation and monitoring measures are also proposed where relevant and are considered adequate to prevent any unacceptable impacts.

7.33. Conclusion: Direct, Indirect, and Cumulative Effects

Having regard to the EIAR, I am satisfied that impacts predicted to arise in relation to Land, Soil, Geology, Water (Hydrology & Hydrogeology), Noise & Vibration, Air Quality and Climate would be avoided, managed, and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. No significant residual or cumulative impacts are identified. I am satisfied overall with regard to the above assessment that the proposed development would not have any unacceptable direct, indirect, or cumulative impacts in terms of Land, Soil, Geology, Water (Hydrology & Hydrogeology), Noise & Vibration, Air Quality and Climate.

7.34. Material Assets – Landscape & Visual Impact, Traffic & Transportation, Services Infrastructure & Utilities and Cultural Heritage

7.35. Issues Raised

Issues have been raised by third parties, relating to the visual impact of the proposed scheme and the traffic impact. I have also considered these matters in the planning assessment below.

7.36. Examination, analysis and evaluation of the EIAR

Chapter 3 Landscape and Visual Impact

The chapter was considered in conjunction with the verified photomontages contained in Chapter 3 of this EIAR. 12 no. viewpoints were selected to assess the visual impacts on the key receptors identified. The landscape sensitivity of the receiving environment can be classified 'medium' sensitivity. The magnitude of landscape change that would result from the proposed development can be classified 'medium' sensitivity. Measuring the magnitude of change against the sensitivity of the receiving environment, the significance of the landscape impact would be 'moderate'. This is a reasonable assessment outcome given the location of the site. The urban area would be expanded locally, and the housing/building typologies diversified with an associated increase in density. This would cause a shift in character towards a more urban condition, particularly along Greenfields Road, but this shift would be consistent with the existing, plan-led change in south Ballincollig. While the site would be transformed and the landscape character of the receiving environment altered (towards a consolidated, urban condition), the overall landscape impact can be classified positive. The land use objective for the site would be realised and the urban area expanded in accordance with the CCDP policy for the South Ballincollig / Maglin Area. The proposed development would result in an attractive new neighbourhood that retains the historic field pattern in its urban structure, retains and enhances the site's main landscape assets (the hedgerows), and provides a mix of housing along with amenity, community and physical infrastructure.

Chapter 4 Traffic & Transportation

There are good existing public transport options available to commuters between Ballincollig and Cork City centre and other destinations to the east and west. The only 24-hour bus route in Ireland connects Ballincollig to Carrigaline, operating a high frequency service. The proposed active travel and public transport projects outlined in Cork Metropolitan Area Transport Strategy (CMATS) confirms that the proposed development is ideally located to take advantage of these future proposals when they come to fruition. The proposed development provides active travel facilities

throughout with walking and cycling routes, shared paths, crossing points, raised tables, material changes which all align with DMURS requirements.

During the Construction Phase there will be minor impacts on the safety or operation of the road network as a result of the construction phase of the development. Having consideration for the mitigation measures, any impacts during the construction phase will be negligible. During the Operational Phase the analysis results demonstrate that Greenfields Road, Maglin Road, Castle Road, Sunningdale and Carriganarra Road will operate within the normal design capacity in the morning and evening peak hours under 2024 Baseline Year, 2032 Opening Year and 2047 Design Year.

Chapter 5 Services, Infrastructure & Utilities

The proposed development will adhere to the requirements of Cork City Council's sustainable urban drainage systems. This will allow the storm water generated on site to be released in a controlled manner even during extreme storm water events while also using SuDS techniques (suitable to the site as described above) to improve the overall storm water quality and assist in attenuation volumes. The proposed schemes requirement has been assessed by Irish Water who have deemed the requirements can be adequately services by the local infrastructure. A Statement of Design Acceptance has been issued by Irish Water in relation to same. A site-specific flood risk assessment for the site has been carried out by Malachy Walsh & Partners (MWP). On the basis that the residential units are located within Flood Zone C and the portion of the site located in Flood Zone A/B would be used for amenity space or landscaping, development of the site is considered appropriate in the context of the Planning System and Flood Risk Management – Guidelines for Planning Authorities, November 2009 (PSFRM) Guidelines and the sites current, low risk designation will be maintained following the development of the site

Chapter 9 Cultural Heritage

There are no recorded archaeological monuments or protected architectural structures within the footprint of the proposed development. However, the wider study area is rich in archaeological heritage, with thirty-six recorded sites within a 1.5 km radius, indicating a long history of human settlement in the region. The two closest recorded monuments, both fulachtaí fia, are located approximately 110m and 150m from the site boundary. There are no Protected Structures (PS) or buildings listed in the National Inventory of Architectural Heritage (NIAH) within the proposed

development site. While a modest residential building and associated farm structures are present on-site, these are not considered of architectural or historical significance.

7.37. **Assessment: Direct, Indirect, and Cumulative Effects**

Chapter 3 Landscape and Visual Impact

Construction Phase - The negative landscape and visual impacts of construction are an unavoidable consequence of development and there is limited potential for mitigation. Site hoarding would screen ground level activity, materials stockpiles, vehicles, etc. but once the buildings grow above ground floor level they would be visible above the hoarding, as would cranes, scaffolding and construction activity on the buildings themselves. No landscape or visual-specific mitigation is recommended other than standard best practice construction site management, which should include the erection and maintenance of hoarding on the site boundaries. This assumes that the hedgerow and tree protection measures recommended in the Tree Survey would be fully implemented. The retention of the hedgerows and certain trees on the site is an important part of the proposed development, and any loss of this vegetation would constitute a negative landscape impact.

Operational Phase - The potential visual impacts have mostly been classified neutral or positive – apart from the impacts on two viewpoints representing the houses on the north side of Greenfields Road opposite the site (Viewpoints 3 and 4). The views from these properties are currently of a rolling pastoral landscape, with the hills south of Ballincollig forming the horizon. The new duplex buildings fronting Greenfields Road would block these views and change the character of the road to that of an urban street. These houses would thus experience a loss in visual amenity, but the change is not inappropriate given the zoning for the site and proposed design of the scheme together with public realm proposals. Therefore, no mitigation measures for landscape or visual impacts are required.

Chapter 4 Traffic & Transportation

The likely development of infrastructure in the wider area (i.e. upgrading Killumney Road, construction of Eastern Link road, Western Link Road and Maglin By-Pass), the provision of public transport infrastructure (BusConnects and light rail) and the provision of the Maglin Greenway to encourage increased modal shift away from the

use of the private car will result in a decrease in the traffic at the exiting junctions along Killumney Road (i.e. Greenfields Road, Castle Road, Sunningdale, etc.).

The location of the proposed development is ideally situated to take advantage of the existing and proposed public transport and active travel options planned for the area - BusConnects and Light Rail, Maglin Greenway, cycle infrastructure, etc as detailed in the Cork City Development Plan 2022-2028 and CMATS. The mitigation measures, future public road and transport infrastructure improvement works and the likely modal shift away from the use of the private car will all further reduce the impact that this development has on the surrounding road network. After completion of these improvements, the performance of the junctions identified in the EIAR could be further improved. The overall residual impact during the construction phase of the proposed development on traffic and transportation, after the implementation of mitigations measures outlined, will be short term and not significant. The overall residual impact during the operational phase of the proposed development on traffic and transportation, after the implementation of mitigations measures outlined, will be long term and slight. Traffic from the proposed development will not have a significant impact on existing and proposed traffic in the vicinity of the development.

Chapter 5 Services, Infrastructure & Utilities

The final connection details are subject to agreement with the relevant provider. The proposed development is unlikely to have any significant impact on the local utilities. Where the mitigation measures referenced in this chapter have been implemented the cumulative effects of development on electrical supply, telecoms, public lighting supply, wastewater generation, water supply and stormwater runoff are anticipated to be long-term and neutral.

Chapter 9 Cultural Heritage

Given that a significant portion of Ireland's archaeological resource survives as subsurface remains, there remains a moderate potential for the presence of previously unknown archaeological features. Extensive topsoil stripping and groundworks during the construction phase could result in direct, negative impacts on any such features. Licensed archaeological monitoring of all topsoil removal will be undertaken during construction. The CCC Archaeology Report raised no objection subject to mitigation measures. Condition No 51, 52 and 53 of the notification of decision to grant permission required an archaeological resolution of the site to be

agreed, archaeological excavation works and that the developer retain the services of a suitably qualified archaeologist to monitor ground works, construction works, topsoil removal. Recommended that similar condition be attached.

Where the mitigation measures outlined have been implemented the proposed development will not result in any significant direct or indirect impacts on Protected Structures, NIAH listed buildings, or any structures of architectural or historical interest. The proposed development will not result in any significant visual impact on the area's archaeological or architectural heritage due to the subsurface or removed nature of nearby features, the lack of visual connectivity with key heritage assets, and the effective screening provided by natural and built elements in the landscape.

I have examined, analysed, and evaluated Chapter 3 Landscape and Visual Impact, Chapter 4 Traffic & Transportation, Chapter 5 Services, Infrastructure & Utilities and Chapter 9 Cultural Heritage in the EIAR and all of the associated documentation, submissions, and observations on file in respect of Material Assets – Landscape & Visual Impact, Traffic & Transportation, Services Infrastructure & Utilities and Cultural Heritage. I am satisfied that the applicant's presented baseline environment is comprehensive and that the key impacts in respect of likely effects on Material Assets – Landscape & Visual Impact, Traffic & Transportation, Services Infrastructure & Utilities and Cultural Heritage as a consequence of the proposed development, have been identified. Mitigation and monitoring measures are also proposed where relevant and are considered adequate to prevent any unacceptable impacts.

7.38. Conclusion: Direct, Indirect, and Cumulative Effects

Having regard to the EIAR, I am satisfied that impacts predicted to arise in relation to Material Assets – Landscape & Visual Impact, Traffic & Transportation, Services Infrastructure & Utilities and Cultural Heritage would be avoided, managed, and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. No significant residual or cumulative impacts are identified. I am satisfied overall with regard to the above assessment that the proposed development would not have any unacceptable direct, indirect, or cumulative impacts in terms of Material Assets – Landscape & Visual Impact, Traffic & Transportation, Services Infrastructure & Utilities and Cultural Heritage.

7.39. **Interaction between the above Factors**

7.40. **Issues Raised**

No specific issues have been raised in relation to this matter.

7.41. **Examination, analysis and evaluation of the EIAR**

Though also referenced in the individual technical chapters, Chapter 16 Interactions of Impact of the EIAR highlights the significant interactions between environmental factors. Table 14.1 outlines a matrix showing the factors that interact with each other and the EIAR provides a detailed commentary on same. The potential significant effects of the proposed development and the measures proposed to mitigate have been outlined in the preceding sections of this EIA. The cumulative impacts have already been addressed in relation to each individual environmental factor. The primary interactions can be summarised as follows:

- Noise, air, waste, water and traffic with population and human health
- Land and soils with traffic, water, resource management, noise, air and biodiversity
- Water with biodiversity
- Waste with biodiversity
- Cultural heritage and the landscape
- Air quality and climate and traffic

During the Operational Phase, it is anticipated that landscape, water and traffic will be the key environmental factors impacting upon population and human health as a new residential landscape will be created. The change in landscape from rural to urban and the increase in population will result in loss of visual amenity, changes to surface water drainage, increased traffic, increased demands on the water supply, and increased requirements for wastewater treatment. These are addressed in the appropriate sections of this EIAR and in the foregoing. Where any potential negative effects have been identified during the assessment process, these impacts have been avoided by design or reduced by the proposed mitigation measures.

7.42. **Assessment: Direct, Indirect, and Cumulative Effects**

All mitigation measures relating to the construction and operational phases of the Proposed Development are set out in the relevant chapters of this EIAR. Chapter 17 of the EIAR presents a compilation of these measures, grouped according to

environmental field / topic in a format which provides an easy to audit list that can be reviewed and reported on during the future phases of the project.

The proposed development could occur in tandem with the development of other sites that are zoned in the area. Such development would be unlikely to differ from that envisaged under the County Development Plan which has been subject to Strategic Environment Assessment. Its scale may be limited by the provisions of those plans and its form and character would be similar to the development proposed in this application. The proposed development is not likely to give rise to environmental effects that were not envisaged in the Cork City Development Plan that was subject to SEA. It is, therefore, concluded that the cumulation of effects from the planned and permitted development and that currently proposed would not be likely to give rise to significant effects on the environment other than those that have been described in the EIAR and considered in this EIA.

I have considered the interrelationships between the various environmental factors and whether these may as a whole affect the environment, even though the effects may be acceptable on an individual basis. Having considered both the embedded design and the mitigation measures to be put in place, I am satisfied that no residual risk of significant negative interaction between any of the environmental factors would arise and no further mitigation measures to those already provided for in the EIAR, or as conditions of the permission, would arise. I am satisfied that the various interactions were accurately described in the EIAR.

7.43. Conclusion: Direct, Indirect, and Cumulative Effects

I consider that, subject to the proposed mitigation measures and the recommended conditions, there would be no significant direct, indirect, or cumulative interactive effects as a result of the proposed development.

7.44. Reasoned Conclusion on the Significant Effects

7.45. Having regard to the examination of environmental information contained above, and in particular to the EIAR and supplementary information provided by the applicant, and the submissions from the planning authority, prescribed bodies, and observers in the course of the application, it is considered that the main significant direct, indirect and

cumulative effects of the proposed development on the environment, with the implementation of the proposed mitigation measures, are as follows:

- **Population and Human Health** – A positive impact with regard to population and material assets due to the increase in housing stock, the delivery of part of the planned SAC / Link Road along the western boundary of the site and upgrades to existing roads and the provision of amenities including the proposed cycleway and public open space that would be made available in the area. Construction-related disturbance, including noise, dust, dirt, and traffic, would be mitigated by construction management measures, including the agreement of a Construction Environmental Management Plan, a Construction Traffic Management Plan, and a Resource and Waste Management Plan.
- **Traffic and Transport** - Potential for moderate short-term negative impacts in terms of construction traffic will be mitigated as part of a construction management plan. There will be no significant negative impact on traffic junctions in the immediate area in the operational phase and any potential impact will be mitigated by way of design and implementation of a Mobility Management Strategy for the development. Continuing developments in the area, in terms of improved public transport services, improved pedestrian and cycle infrastructure provision, the delivery of part of the planned new South Ballincollig (Maglin) Urban Expansion Area (MUEA) Sustainable Access Corridor (SAC / Link Road) along the western boundary of the site, and construction of 3m wide two-way cycle track and 2m wide pedestrian footpath on the southeast side of Greenfields Road (adjacent to the site) will see an increased modal shift towards more sustainable forms of transport, with a subsequent decrease in impacts on the local road network. Significant positive effects resulting from aspects of the development which encourage a shift towards more sustainable modes of travel and the location of the site which will allow future occupiers to benefit from improvement in public transport in the area.

Biodiversity - Disruption to birds and bats due to the construction works, lighting, dust, and the loss of vegetation. This will be mitigated by the employment of good practice construction measures to reduce disruption, including pre-construction surveys and monitoring by the project ecologist, and by the design of the proposed scheme (including lighting and landscaping) which will retain and protect important habitats, and features. Impacts on water quality and the aquatic environment as a

result of silt laden and contaminated runoff, which will be mitigated by standard good practice construction stage measures and the operational suitably designed and site specific surface water drainage system where the primary mechanism for controlling stormwater runoff to greenfield rates will be by means of underground attenuation tanks. Significant effects at construction phase as a result of the introduction and / or spread of invasive species which will be mitigated by way of appropriate site management practices and implementation of the Invasive Species Management Plan.

- **Water** - Construction stage impacts on groundwater and surface water quality, which will be mitigated by standard good practice construction stage measures including a Construction Environmental Management Plan. Operational stage surface water drainage including associated downstream impacts on biodiversity, which will be mitigated by the implementation of suitably designed and site specific Sustainable Urban Drainage System (SuDS) measures.
- **Air & Climate** – Potential negative effects arising from noise and air during the construction and operational phases, which will be short term in nature and will be mitigated by appropriate construction management and design measures outlined in the relevant section of the EIAR. Operational effects will be longer term but will be mitigated through design and operational practices and are not considered to be significant.
- **Noise & Vibration** - Likely, negative, significant, and temporary effect, as well as potential negative cumulative effects, resulting from noise impacts to during the construction phase which would be mitigated by appropriate construction phase measures and by way of additional environmental conditions.
- **Material Assets** - Disturbance of recorded and unrecorded archaeological features as a result of construction stage excavation and groundworks, which will be mitigated by a range of measures including the retention / protection of important features, further archaeological testing and monitoring, and the recording of archaeological remains.
- **Landscape** – There will be changed views from various locations given the change from a greenfield site to a dense residential development relative to the low-density, low rise suburban location. The site is zoned for development, and the proposal is not expected to involve the introduction of new or uncharacteristic

features into the local or wider landscape character setting, relative to what exists and is under construction in the immediate and wider area. The potential impact will be positive. Changes to the localised landscape character associated with the development of this site, which will be mitigated by the design and layout of the proposed development.

- 7.46. Having regard to the above, the likely significant environmental effects arising as a consequence of the proposed development have been satisfactorily identified, described, and assessed. The environmental impacts identified are not significant and would not require or justify refusing permission for the proposed development or require substantial amendments.

8.0 Appropriate Assessment

- 8.1. In screening the need for Appropriate Assessment, it was determined that the proposed development could result in significant effects on Cork Harbour SPA (Site Code No 004030) in view of the conservation objectives of this site and that Appropriate Assessment under the provisions of S177U/ 177AE was required.
- 8.2. Following an examination, analysis and evaluation of the NIS, all associated material submitted, I consider that adverse effects on site integrity of the Cork Harbour SPA (Site Code No 004030) can be excluded in view of the conservation objectives of this site and that no reasonable scientific doubt remains as to the absence of such effects.
- 8.3. My conclusion is based on the following:
- Detailed assessment of construction and operational impacts.
 - Effectiveness of mitigation measures proposed including supervision and monitoring and integration into CEMP ensuring smooth transition of obligations to eventual contractor.
 - Application of planning conditions to ensure application of these measures.
 - The proposed development will not affect the attainment of conservation objectives for the Cork Harbour SPA (Site Code No 004030).
- 8.4. Refer to Appendix 1: Appropriate Assessment Screening Determination and Appendix 2: Appropriate Assessment of this report

9.0 Water Framework Directive Screening

- 9.1. I have assessed the proposed development and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively. Refer to Appendix 3: Water Status Impact Assessment – Screening Form of this report
- 9.2. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment
- 9.3. This conclusion is based on:
- Nature of the project, site and receiving environment.
 - Objective information presented in the appeal case documentation
 - Hydrological and hydrogeological characteristics of proximate waterbodies.
 - Absence of any meaningful pathways to any waterbody.
 - Standard pollution controls and project design features

10.0 Assessment

- 10.1. A 10 year planning permission was sought from Cork City Council (CCC) on the 28th day of July 2025 for a Large-Scale Residential Development (LRD) comprising the demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 residential units, a creche facility, commercial/retail unit and all ancillary site development works at Greenfield, Ballincollig, Cork. An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development. Further information was submitted on the 24th October

2025. Further details are provided in Section 2.0 above. Cork City Council issued a notification of decision to grant planning permission subject to 59 no conditions on 18th December 2025. This assessment is based on the plans and particulars submitted to CCC on 28th July 2025 as amended by further plans and particulars submitted by way of further information (FI) on 24th October 2025.

10.2. I note the concerns raised in the appeal with regard to the submission of inadequate and inaccurate information with the LRD application. Particular reference is made to the EIAR and NIS submitted. Having regard to the plans and particulars submitted with the application, the further information, the reports of the planning authority, observations, appeal submissions and responses and taken together with my site inspection I am satisfied that there is adequate information available with this LRD appeal case to enable the Coimisiún to determine this application. Further reference is made to the adequacy of information available in the EIAR and AA in the relevant EIA Section of this report above and in the AA Appendices below. No issues relating to the adequacy of information available was raised in either of these sections.

10.2.1. Having regard to the information presented by the parties to the appeal and in the course of the planning application and my inspection of the appeal site, I consider the key planning issues relating to the assessment of the appeal can be considered under the following general headings:

- Principle
- Density
- Design & Layout
- Traffic Impact
- Greenfield Road & Provision for Public Transport
- Wastewater & Drainage
- Flooding
- Noise Impact
- First Party Appeal vs Condition No 5
- Conditions
- Other Issues

10.3. Principle

- 10.4. The appeal site is located in a strategically important location in the future expansion of Ballincollig. The lands form part of the South Ballincollig (Maglin) Urban Expansion Area (MUEA) which is a strategic land bank of approximately 220 no. hectares to the south of the town and north of the N22 as identified in the Core Strategy of the Cork City Development Plan 2022-2028 (CCDP). Section 2.47 of the Core Strategy of the CCDP identifies the MUEA as one of seven strategic consolidation and expansion areas in the city which are identified to accommodate significant levels of housing and population growth during the lifetime of the plan and to meet the longer term targets for Cork set out in the Regional Spatial & Economic Strategy for the Southern Region (RSES) and the National Planning Framework 2040 (NPF).
- 10.5. The strategic importance of the delivery of the MUEA in terms of the delivery of housing in population growth is reflected in the land use zoning objectives for the 'South Ballincollig (Maglin) Expansion Area'. The majority of the appeal site is within an area zoned as '*ZO 2 New Residential Neighbourhoods*' in the Cork City Development Plan 2022 (CDP), with a portion of the site to the east zoned '*ZO 15 Public Open Space*'. The respective objectives for both sites is as follows:
- ZO 2** - To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure
- ZO 15** - To protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities.'
- 10.6. Having regard to the CCDP Core Strategy for population and growth targets in Ballincollig that sets a population target of 27, 987 no. people in Ballincollig by 2028, an increase of over 54% from 2016 figures to be accommodated in an additional 3,947 units together with the proposal to develop a mixed-use residential development of 544 no. residential units, two storey creche facility, and commercial/retail unit at this site I am satisfied that the development is in accordance with the zoning objective for this site. Accordingly, the principle of residential development at this location is acceptable.
- 10.7. The proposed development consists of the demolition of an existing dwelling house and farmyard with associated agricultural buildings. The farmhouse is of masonry construction, built in the 1960's. The farm sheds are of concrete block and mass

concrete construction with mostly sheet metal roofs. There are also large areas (approximately 2,750m², including shed floors) of concrete yards. Development Plan provisions (including Objective 3.4 Compact Growth). Encouraging the retrofitting and reuse of existing buildings, rather than their demolition and Objective 8.18) acknowledge the 'embodied energy' implications associated with the demolition and seeks to minimise waste. However, I consider that demolition must also be balanced with the wider sustainability issues associated with the proposed development and the wider policy objectives for the area.

10.8. The demolition of these structures is required in order to deliver a coherent and legible layout while securing a sustainable development at an appropriate density conducive to the site's location within the MUEA and the strategic importance for the delivery of compact urban development. The structures to be removed are not considered to be of any architectural or historical merit. No evidence of bat roosting at these structures and there is a low to negligible potential for roosting bats (discussed in the EIA above)..Given the existing policies at both local and at national level in relation to intensification of use and density in built up serviced areas, the retention of this building on lands zoned for residential development is not justified and demolition is considered acceptable.

10.9. **Density**

10.10. Much of the concerns raised in the appeal submissions centre around the scale of the development in terms of density and the maintenance of the low-density suburban nature of Greenfields Road.

10.11. The site is located in the outer suburbs of Cork City as identified in the CCCDP. Residential densities are set out in Table 11.2 of the CCDP where densities are expressed in terms of minimums and maximums for the constituent areas of the City. The target density for development in this area is for 40 – 60 units per hectare. It is not readily evident if these densities are based on gross or net site area. However, I note from the Case Planners assessment that the proposed 45 units per hectare is in line with the required target for this location and that this proposed density is therefore considered to be acceptable as the proposal does accord with the specific requirements that are set out for housing density for this part of the City in the CCDP.

While not explicitly stated I am satisfied that the density of 45 units per ha is based on a net site area. This is expanded further in Section 10.15 below.

10.12. Notwithstanding the requirements of Table 11.2 of the CCDP I refer to the Sustainable Residential Development and Compact Settlements– Guidelines for Planning Authorities (CSG) (2024). Ballincollig is categorised as a 'Metropolitan Town' in the Cork Metropolitan Area Spatial Plan (Cork MASP) of the RSES. Table 3.3 - Areas and Density Ranges – Metropolitan Towns and Villages of the CSG states that it is a policy and objective of Suburban /Urban Extension areas of Metropolitan Towns (>1,500 population) such as Ballincollig that residential densities in the range of 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns. Densities of up to 100 dph (net) shall be open for consideration at “accessible” suburban / urban extension locations as defined in Table 3.8 of the CSGs.

10.13. Table 3.8 of the CSG, defines what constitutes a high-capacity public transport nodes or accessible suburban/urban extension locations suitable to support higher density. The site is located over 1.5km walk from the nearest proposed Cork Luas stop and not within 500m walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop'. Therefore, in accordance with the criteria in the CSG's the subject lands can be described as being.

- Settlement Type: Metropolitan Town
- Area Type: Suburban/Urban Extension
- Accessibility: Peripheral i.e. lands that do not meet the proximity or accessibility criteria

10.14. Section 3.4.1 of the Guidelines state that while densities within the ranges set out will be acceptable, planning authorities should encourage densities at or above the mid-density range at the most central and accessible locations in each area, densities closer to the mid-range at intermediate locations and densities below the mid-range at peripheral locations. Therefore, based on the peripheral attributes of the site (as discussed above), densities below the mid-range of 35-50 units per hectare, (i.e. below 42.5 dwellings per hectare) would be deemed acceptable and in accordance with the Guidelines.

10.15. Appendix B of the CSG 'Measuring Residential Density', categorises how net and gross residential densities should be calculated. Table 1 of Appendix B confirms that the calculation of a sites net developable area excludes any areas which the following criteria applies.

- Major road/streets such as Arterial Streets and Link Streets as defined by Section 3.2.1 DMURS.
- Lands used for commercial development (inc. retail, leisure and entertainment).
- Lands for primary schools, churches and other community services and facilities.
- Larger, Regional or District Parks, Wayleaves or rights of way.
- Other areas of land that cannot be developed due to environmental sensitivities, topographical constraints (i .e. steepness) and/or are subject to flooding.

10.16. The proposed net developable site area has been calculated as being 12.1 hectares of the total site area. In accordance with criteria in Appendix B of the CSG's, the following areas have been omitted from the net developable site area calculation.

- The area of the site to the southeast is situated within the ZO 15 Public Open Space zoning objective.
- The proposed spine road/SAC and buffer areas serving the proposed development designed in accordance with Section 3.2.1 of DMURS.
- Areas of the site along Greenfield Road, within the red line for the purposes of delivering pedestrian crossings/public realm upgrades.
- The area of the site occupied by the proposed creche facility which constitutes a commercial development/use.
- The area along the sites western boundary where there is an existing field hedgerow and along the sites boundary which will form part of the sites ecological and landscape strategies.

10.17. Having regard to the foregoing the definition of the site's net developable site area of 12.1 hectares is consistent with the criteria set out in Appendix B of the CSG's. Therefore, the proposed housing density in this scheme is 45 dwellings per hectare (dph) net. I am satisfied that the proposed net density of this scheme, is in line with

the required target for this location as set out in the Cork City Development Plan 2022 – 2028 and the Compact Settlements– Guidelines for Planning Authorities, 2024.

10.18. While I note the appellant's concerns in relation to the increased density of development proposed when compared to the low-density suburban nature of existing adjoining properties, it remains that these lands have been zoned for development for over 20 years since the 2003 Cork County Development Plan. Further, compact growth which is the overarching national policy, dictates that a greater number of people are accommodated in future housing developments within areas such as Ballincollig, a Metropolitan Town. A set out above the site forms part of the South Ballincollig (Maglin) Urban Expansion Area (MUEA) which is a strategic land bank identified to accommodate significant levels of housing and population growth during the lifetime of the plan. Accordingly, the density of residential development proposed at this location is acceptable.

10.19. **Design & Layout**

10.20. Concerns have been raised in the appeal submissions that the proposed development is out of character with the surrounding area, has an inappropriate design and layout, there is an inadequate provision of public open space and that the scheme will have a significant visual impact, particularly with regard to the 3-story duplex/apartment blocks that front onto Greenfield Road. Further concerns are raised that the development will have a seriously negative impact on local residential living conditions through overlooking, overshadowing and excessive bulk and scale.

10.21. The appellants primary concern relates to the scale and form of development proposed to Greenfield Road where it is considered that two storey dwellings would be more appropriate. The layout, height and design, the proposed development incorporates a variety of housing/building typologies. This is in accordance with the ZO 2 Zoning for the majority of the site (which requires a 'mix of housing types') and allows the development to address/respond to the surrounding landscape in different ways. Generally, there is an increase in density/intensity across the site from the west and south west to the north and east. This is reflected in the division of the site into five character areas with Character Area 1 a Medium - High Density Urban Edge Along Greenfield Road and the Maglin Sustainable Access Corridor and Character Area 3

Medium - High Density Urban Edge Along Greenfield Road. This transition across the site also reflects that Ballincollig town centre is to the east, and the urban edge lies to the west and south.

10.22. It is proposed to introduce three storey duplex blocks along the site frontage to Greenfields Road. Duplex terraces are an efficient urban typology and the three storey units proposed in this scheme is a modest height in both relative and absolute terms. Further the buildings are set well back from the road to allow for a segregated cycle lane and the possibility of a future road widening scheme. This is significant having regard to the importance of Greenfield Road to the long-term realisation of the strategic growth objective for this area.

10.23. The appellants for the most part are property owners currently living on Greenfields Road and which is currently characterised by low density residential development of large detached homes on individual sites. Like the applicant I can understand the concerns raised by the existing residents of Greenfields Road, many of whom have owned and lived in these properties for over 20 years and have enjoyed an aspect and amenity overlooking undeveloped agricultural lands that would not be expected within an identified Urban Expansion Area within Cork City's largest Metropolitan Town. However, these lands have been zoned for development for over 20 years and taken together with the national policy to deliver compact growth that has been translated into the CCDP, a mix of housing typology is necessitated to deliver an appropriate density at this location. To put, for example, two storey detached / semi-detached / terraced housing with a parallel feeder road fronting Greenfield Road on this site, similar to the existing houses to the north of Greenfield Road would be an inefficient use of land and quite frankly unjustifiable. Further it would represent an “engineering led solution” rather than a holistic urban design response where movement, typology, connectivity and open space are the guiding principles in delivering well-designed high-density developments.

10.24. The design and layout of this scheme represents the monumental shift in approach to residential land use development that has been evolving over the last two decades and that is reflected in National, Regional Local policy where the delivery of well designed compact settlements with a mix of housing typologies is now standard. In this context it is evident that what is proposed is a carefully designed, well considered scheme that reflects detailed engagement with Planning Authority, who having

considered the current proposal supported the scheme in their notification of decision to grant permission.

10.25. I agree with the City Architects Report that the form of the scheme is appropriate in how the greater density is concentrated towards the SAC / Link Road and the eastern corner of the site, where it will form a backdrop of appropriate scale to the public open space. The proposed 3 storey duplex development to Greenfield Road forms a suitable urban edge at this location, appropriate to the roads status and function in this emerging development area without causing excessive built/visual enclosure. Overall, I consider that the design, height and scale of the duplexes has been carefully considered by the applicant in consultation with the Planning Authority and that what is proposed demonstrates a clear understanding of the long term strategic growth objective for the area. Further I consider the location of higher density development proximate to Greenfield Road to be the most appropriate and efficient use of lands having regard to future public transport infrastructure in the area and proximity to Ballincollig. Accordingly there are no objections to the proposed design response to Greenfield Road.

10.26. In terms of visual impact, I refer to Chapter 3 of the EIAR. The potential visual impacts have mostly been classified neutral or positive – apart from the impacts on two viewpoints representing the houses on the north side of Greenfields Road opposite the site (Viewpoints 3 and 4). The EIAR concludes that the Significance & Quality of Effect of the proposed development when assessed from View 03 and View 04 would be "moderate negative" and highlights that

While there would be a loss of visual amenity, (a) the change is not inappropriate given the land's zoning and 'strategic site' designation in the CCDP, and (b) the resulting view would not be unsightly. The buildings are modestly scaled and of high quality design and materials, creating an attractive new street elevation

10.27. The views from the properties on Greenfield Road are currently of a rolling pastoral landscape, with the hills south of Ballincollig forming the horizon. The new duplex buildings fronting Greenfields Road would block these views and change the character of the road to that of an urban street. The houses north of the road would thus experience a loss in visual amenity. However this change is not considered

inappropriate given the nature of the landscape, and the sites strategically important location in the future expansion of Ballincollig. Having regard to the site context and its location within the South Ballincollig (Maglin) Urban Expansion Area (MUEA) I consider that the scale, height and design of the proposed scheme is appropriate and that to permit same is acceptable.

10.28. The proposed development provides for 18,360 sqm of public open space, which, based on the net developable area of 12.1 hectares, represents 15.3%. which is in excess of the City Development Plan target of 15%. The proposal includes the provision of a variety of public open spaces, green spaces, greenway, and play areas located throughout the scheme layout. The key elements of the landscape proposals are as follows:

- The west boundary hedgerow and trees would be retained. Inside this boundary, it is proposed to densely plant a linear space up to 15m wide to form a landscape/ecological corridor, with a parallel greenway (pedestrian and cycle path) that continues around the southern boundary of the site. This landscape corridor would function as a buffer between the development and the lane and houses to the west.
- The townland boundary hedgerow outside the east boundary of the site would be retained, unaffected by the proposed development. This hedgerow would enclose and form a soft green edge to the neighbourhood.
- The north-south aligned internal hedgerow would be largely retained, forming the axis of an open space corridor crossing the site. This linear green space is one of the main arranging elements of the layout, separating the eastern and western character areas and providing a dedicated pedestrian and cycle route off-road through the neighbourhood
- Where the internal hedgerows meet at the centre of the site, a large rectangular open space is proposed, so that large sections of the two hedgerows, and their junction, can be retained.
- Another large open space is proposed in the southeast corner of the site, part-enclosed and overlooked by the apartment buildings. This space is contiguous with the large area of zoned public open space extending eastward into the Maglin lands.

- A variety of SUDS features are proposed throughout the scheme, including rain gardens, infiltration basins, filter drains and green roofs on the apartment blocks.
- Many of the internal roads feature street trees on one or both sides, and numerous trees are proposed in the open spaces.
- Of 54 no. existing trees identified on the site (in the hedgerows), 37 in number, would be retained and 17 would not be removed. 778 no. new trees are proposed along the streets and greenways and in the open spaces of the new neighbourhood. There would therefore be a net increase of 761 no. trees on the site

10.29. As pointed out, by the applicant, it is evident that the overall layout and design of open space has emerged as a result of a coordinated and collaborative approach between architecture, biodiversity, drainage and arboriculture, and this has resulted in a successful layout that was supported by the Planning Authority. I agree with the applicant that the proposed landscape/recreation and amenity strategy capitalises on the site's natural resources and setting by incorporating existing natural features into the wider layout. Overall, I am satisfied that the proposed open space complies with the requirements of the CCDP in terms of quantity, quality and hierarchy.

10.30. For residential development car parking, it is proposed to provide 767 car parking spaces, of which 428 car parking spaces are for houses, 148 car parking spaces are for apartment units, 164 car parking spaces are for duplex units (including G/F apartment units), 24 car parking spaces are for visitors, and 3 car parking spaces are for GoCar. Of the 320 car parking spaces provided for residential units with not-in-curtilage parking, 19 accessible parking spaces will be provided. This is considerably below the maximum allowed parking from the standards.

10.31. For non-residential development, it is proposed to provide 15 car parking spaces, of which 9 car parking spaces are for the creche, and 6 car parking spaces are for the shop. Included in the 15 car parking spaces provided for non-residential development, one accessible parking space for creche and two accessible parking spaces for the shop will be provided.

10.32. The developer will also provide 67 parking spaces with functioning EV charging points from completion of the residential units with not in-curtilage parking. An additional 1

space is provided for the creche, and 1 space is provided for the shop – a total of 69 EV parking spaces on site.

10.33. In line with the report of the CCC Traffic: Regulation & Safety Report and the Case Planner, I consider that the quantum of car parking proposed is generally consistent with the parking standards as prescribed in the Cork City Development Plan.

10.34. Regarding the housing mix, I refer to the Statement of Housing Mix submitted with the application. The proposed housing mix provides a lower rate of one- and two-bedroom units than the target identified in Table 11.9 of the CCDP, and a higher rate of 3- and 4-bedroom units than the target. The proposed housing mix falls within the identified minimum and maximum ranges and is intended to reflect the demographic profile and market demand as anticipated in the HNDA.

10.35. CCDP Objective 11.2 confirms that the Planning Authority will adopt a flexible approach to the housing mix targets identified in CDP, stating that where *'justification can be provided on the basis of market evidence that demand/need for a specific dwelling size is lower than the target, then flexibility will be provided according to the ranges specified.'*

10.36. To this end, the applicant appointed Savills to prepare an objective analysis of the housing needs based on their experience of housing demand in Metropolitan Cork and Ballincollig. The report concluded, based on market research in the private housing sector, that there is significantly lower demand for 1- and 2-bedroom units in Ballincollig, with the strongest housing need and demand for larger 3- and 4-bedroom family units.

10.37. Having regard to the foregoing together with the report of CCC Planning Policy that recommends a grant of permission I agree with the Case Planner that, having regard to the location of the site at this greenfield suburban location, and noting the existing receiving environment and typologies, it is considered acceptable in this instance to permit the proposed housing mix. The overall housing mix will provide a good variety of housing types within the development to suit all requirements and should help create a sense of community within the proposed development. I am satisfied that no issues arise in this regard.

10.38. The Daylight and Sunlight Report submitted with the application assesses the proposal with respect to daylight and sunlight provision to the proposed development. Also

assessed is the potential impact to daylight and sunlight of the proposal on neighbouring properties. The scheme performs very well for daylight provision to the rooms with 93% of all rooms achieving compliance with the BRE guidelines when assessed with trees and 97% when assessed without. The scheme performs well regarding sunlight exposure with 85% of the units achieving compliance when assessed with trees and 87% when assessed without. The architects have included a number of compensatory design measures ensuring that the apartments offer more than the minimum standards allowed in the 2023 Apartment Guidelines, or the recently updated Planning Design Standards for Apartments (2025). These Compensatory Design Measures are set out in Section 5.4 of the Daylight and Sunlight Assessment and related to the following units:

- Apartment Type A – 2 bed apartment
- Apartment Type B – 2 bed apartment
- Apartment Type C – 2 bed apartment
- Apartment Type D – 1 bed apartment
- Duplex Own-Door Apartment G2– 2 bed apartment
- Duplex Own-Door Apartment G3– 2 bed apartment
- Ground Floor Own-Door Apartment F3– 1 bed apartment

10.39. The scheme includes twenty amenity areas totalling circa 31,000 sqm. These include individual communal open spaces for the apartments/duplexes, public open spaces, and two greenways. All meet the BRE threshold for sun on the ground. Overall, I am satisfied that no issue arises in this regard.

10.40. With regard to daylight and sunlight impacts on existing buildings, there are several large, detached houses along Greenfield Road most of which are set well back from the road. Given the height of the proposed buildings adjacent to these neighbouring houses and the distance between them, it was determined that the daylight or sunlight to these existing houses, their associated gardens, and amenity areas would not be adversely affected; therefore, a detailed assessment was not required. I agree with these findings, and I am satisfied that no issue arises in this regard.

10.41. Regarding overlooking existing properties, the layout and spacing ensure that existing residents' privacy is adequately protected. Similar to the conclusion reached regarding the impacts of daylight and sunlight, I consider that no significant negative

issues arise given the separation distances between the existing dwellings and the proposed development.

10.42. With regard to the existing dwelling house situated in the northern area of the site and fronting onto Greenfield Road, which is not included within the red line boundary, I note the concerns raised regarding piecemeal development and the need to include this area within the proposed development. While I agree that it would make sense, in terms of the efficient use of zoned lands, to include these lands, their omission does not impede the Commission's consideration of the proposed scheme. Should these lands come forward for development, they will be subject to the rigours of the planning assessment process.

10.43. Overall, I am satisfied that the design of the scheme has been developed in accordance with national guidelines, in particular the Compact Settlement Guidelines 2024 and Design Standards for New Apartments. The scheme has been designed with regard to neighbouring developments so as to ensure compatibility with the strategic growth objectives for the area without negatively impacting on residential amenity.

10.44. Traffic Impact

10.45. Concern has been raised in the appeal that the proposed development will inevitably result in a substantial increase in traffic volumes along this stretch of Greenfield Road, further exacerbating existing congestion and safety concerns and that the development will have a significant negative impact on traffic flow at both roundabouts serving this exit off the N22. Further concern is raised that the 'Sustainable Access Corridor' is not in accordance with DMURS and that the development provides an inadequate setback between the front doors of the three-storey duplex/apartment blocks and Greenfields Road, resulting in potential safety concerns for future residents.

10.46. The access strategy of the proposed development provides for 3 no. eastern vehicular entrances from the c400m new link road to be provided as part of the South Ballincollig (Maglin) Urban Expansion Area (MUEA) Sustainable Access Corridor (SAC / Link Road) along the western boundary of the site with an additional vehicular access point from Greenfields Road to the north. A new priority junction with Greenfields Road

and the New Link Road to the proposed development will be constructed. Another new priority-controlled junction will be constructed on Greenfields Road and provide direct pedestrian and vehicular access to/from Greenfields Road. The proposed development also provides for dedicated pedestrian entrances from Greenfields Road in addition to the upgrade of public realm on Greenfield Road including the provision of a pedestrian crossing, connecting to the existing footpath network on the northern side of the Greenfields Road. The proposed development also provides for active travel infrastructure along Greenfields Road which can accommodate any potential future road widening proposals. In summary the scheme provides the following works as part of the proposed development:

- Construction of approximately 400 metres New Link Road (with 2m wide one-way cycle track and 2m wide pedestrian footpath on both sides of the road) connecting between the proposed development and Greenfields Road;
- Construction of a new priority junction with Greenfields Road and the New Link Road to the proposed development;
- Construction of three priority junctions providing direct pedestrian and vehicular access to/from the New Link Road;
- Construction of another priority junction providing direct pedestrian and vehicular access to/from Greenfields Road;
- Construction of 3m wide two-way cycle track and 2m wide pedestrian footpath on the southeast side of Greenfields Road (adjacent to the site);
- Construction of a 4m wide signalised crossing on Greenfields Road;
- Provision of two uncontrolled crossings across Greenfields Road and two uncontrolled crossings across the New Link Road; and

10.47. I have reviewed both the submitted Traffic and Transport Assessment and Chapter 4 of the Environmental Impact Assessment Report (Material Assets – Traffic & Transportation) and I agree with the CCC Traffic: Regulation & Safety Report both the input data and methodology employed to validate the findings of the assessment are acceptable.

10.48. An assessment of the construction and demolition phase of the proposed development concluded that any impacts would be temporary in nature and less significant compared to the operational stage under full occupation. In line with the report of the

CCC Traffic: Regulation & Safety Section I am satisfied with the technical input provided to substantiate the findings of the assessment and there will be no unacceptable impacts on the receiving road network during the construction phase subject to the delivery of the measures outlined in the Construction Traffic Management Plan and the EIAR.

10.49. In terms of the operational stage submitted assessment has demonstrated that the projected increase in traffic associated with the delivery of the proposed development at a number of key junctions is likely to be less than 5% and will have limited traffic impacts on prevailing traffic conditions. The junctions which are likely to result in traffic flows less than 5% include:

- Junction 5–Link Road / Limeworth / Carriganarra Road / Leo Murphy Link Road
- Junction 6–Link Road / Heathfield / Carriganarra Road
- Junction 7–Killumney Link East Roundabout
- Junction 8–Northern Roundabout at Junction 1 of Cork South Ring Road / Ballincollig Bypass
- Junction 9–Southern Roundabout at Junction 1 of Cork South Ring Road / Ballincollig Bypass

10.50. The Transport Assessment included a detailed assessment of the other neighbouring junctions which were likely to experience traffic flow increases of greater than 5%, namely:

- Junction 1–Northern Roundabout at Junction 2 of N22 Ballincollig Bypass;
- Junction 2–Greenfields Road / Flynn’s Road / Castle Road;
- Junction 3–Sunningdale / Maglin Road / Castle Road;
- Junction 4–Sunningdale / Station Road / Carriganarra Road;
- Junction 10–Greenfields Road / New Link Road;
- Junction 11–Secondary Site Access on Greenfields Road; and
- Junction 12–Southern Roundabout at Junction 2 of N22 Ballincollig Bypass

10.51. The assessment of each of the above junctions noted that they would all be within capacity under the opening year assessment (Year 2032) with some small increase in queuing and delays likely. The Year 2047 assessment noted a number of junctions (Junctions 1, 3, 4 and 12) would operate over capacity. However as pointed out by

the CCC Traffic: Regulation & Safety Section and the applicant CMATS has identified a wide range of active and sustainable transport infrastructure projects which are aimed to manage the growth in private car traffic in the Cork area (including Ballincollig) and support a more inclusive and integrated transport network for the city.

10.52. With the delivery of the planned new roads and upgrades to existing roads within the Maglin Urban Expansion Area it is anticipated that the performance of these junctions will be further improved. It is also anticipated that BusConnects will be delivered prior to the operational phase of the proposed development, resulting in a modal shift towards walking, cycling and public transport and leading to a reduction in dependency on private car single-occupancy use. This will also result in improvements in the performance of the junctions.

10.53. In line with the conclusion of the CCC Traffic: Regulation & Safety Section and with the implementation of appropriate mitigation the proposed development will not cause unacceptable operational traffic impacts in the short to medium term and the delivery of the planned transport infrastructure as presented in the Cork Metropolitan Area Transport Strategy (CMATS) will support the longer-term transport needs of the existing and future residents of the area.

10.54. With regard to the setback between the front doors of the three-storey duplex/apartment blocks and Greenfields Road, I am satisfied having regard to the layout, design and set back of the proposal that no issues arise in relation to potential safety concerns for future residents

10.55. Overall, I am satisfied that given the location of the appeal site, the layout of the proposed scheme together with infrastructure improvement proposals that the vehicular movements generated by the scheme would not have a significant material impact on the current capacity of the road network in the vicinity of the site or conflict with traffic or pedestrian movements in the immediate area. I am satisfied that no issues arise in this regard.

10.56. With regard to the construction of the SAC / Link Road and compliance with DMURS I would set out the following. The proposed development provides for the construction of the first part of the western section of the MUEA SAC / Link Road. This is consistent with the Strategic Growth Objectives for the area and reflects an integrated approach between the provision of enabling infrastructure, compact urban development, future

public transport upgrades and the promotion of walking and cycling as viable modes of transport to create a new '15 minute neighbourhood' at a location identified for compact growth in the CCDP Core Strategy.

10.57. It is also evident that this SAC / Link Road is consistent with the strategy developed by the applicants at the eastern end of the SAC / Link Road, where the first section of the eastern portion of the SAC / Link Road was constructed in tandem with the residential development of Heathfield. Under planning application Reg Ref 2241611, permission was granted for construction of 99 no. residential units (comprising of 75 no. houses, and 24 no. apartment and duplex units) in January 2024. It is anticipated that the Heathfield Phase 4 development will be completed in 2025.

10.58. The route and design of the SAC / Link Road provides for a new priority junction with Greenfields Road, with 2 metre wide cycle paths and 2 metre wide footpaths on both sides of the SAC / Link Road with landscape buffer zones which can accommodate future widening of the SAC / Link Road, to provide for dedicated public transport lanes as required. The proposed development allows for the construction of an additional 420m of this distributor road. The timeline for delivery of the remainder of the route is currently unknown. As detailed in Chapter 4 of the EIAR (Material Assets – Traffic & Transportation) the provision of a signalised junction with the MUEA SAC / Link Road and Greenfield Road is not required for the traffic generated by the proposed development.

10.59. With reference to the Statement of Compliance with the Design Manual for Urban Roads and Street (DMURS) it is evident that the proposed development has been designed to align with the principles and standards set forth in the DMURS. I am satisfied that no issues arise in this regard.

10.60. **Greenfield Road**

10.61. It is submitted in the appeal that it is essential that development along key corridors such as Greenfields Road safeguards sufficient space to accommodate future public transport infrastructure to avoid expensive and contentious CPO's in the future.

10.62. The scheme provides for the construction of 3m wide two-way cycle track and 2m wide pedestrian footpath on the southeast side of Greenfields Road (adjacent to the site). It is clearly evident from the information on the file that the design and cross section

and interaction between the proposed development and Greenfields Road has been the subject of detailed consultation with the Planning Authority. I am satisfied that the proposed scheme has had full regard to the potential future upgrade of the Greenfields Road to cater for public transport. I refer to the CCC Traffic Regulation and Safety Report where there were no stated objection to the layout of the scheme and where it was recommended that a condition be attached requiring that the final geo metric layout for both the Greenfields Road and the Maglin Sustainable Access Corridor shall be finalised prior to commencement of work on site. Condition No 8 of the notification of decision to grant permission refers. I agree with this condition. This requirement is reflected in recommended Condition No 5 below.

10.63. I am satisfied that the scheme has been carefully considered in consultation with the Planning Authority and that the scheme as proposed will enable the sustainable long term development of this area in line with the Strategic Growth Objectives for this site, that forms part of the South Ballincollig (Maglin) Urban Expansion Area (MUEA). Accordingly, I am satisfied that no issues arise in this regard.

10.64. **Public Transport**

10.65. With regard to the public transport serving the site it is submitted that the existing public transport is inadequate. In this regard I note that the existing 220 no. bus route which runs from Ovens-Carrigaline (via Ballincollig Main Street) operates a peak frequency of every 15 minutes, In terms of the provision of future public transport I refer to the Cork Metropolitan Area Transport Strategy (CMATS) that provides the framework to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area. The Strategy has identified a number of key active and sustainable transport investments to support the sustainable growth of the Ballincollig Area. These include a significant enhancement to the bus services in Cork and the Ballincollig area both in terms of the bus network and in terms of delivering bus priority on key routes in the City. The bus network proposals for the Ballincollig area include the following enhanced bus services:

- Route 1 Ovens to Mahon Point: This is a proposed 10 minute service connecting the proposed development with Beaumont, Ballinlough, City Centre, Bishopstown and Ballincollig. This planned bus service is proposed to terminate within Mahon Point.

- Route 2B Grange Manor to Mayfield: This bus service is planned to operate on a 30 minute frequency directly serving Greenfield Road / Castle Road and connecting with locations such as Curraheen, Bishopstown, Cork University Hospital, University College Cork, the city centre, Dillion's Cross, Mayfield and Silversprings.

10.66. Section 2.2 of the EIAR states that the site is within a 15-minute walking / 10 minute cycle distance of the existing 'West End' neighbourhood centre which is identified as a bus stop location to serve 'Sustainable Transport Corridors' (STC) E, Ballincollig to City in Draft BusConnects. The site is also situated within 15 minutes only walking distance from another STC Bus Stop at Coolroe to the northwest of the lands and from bus stops serving the existing 220 no. 24 hour bus route which runs from Ovens Carrigaline (via Ballincollig Main Street) operates a peak frequency of every 15 minutes. The lands are also situated within 1.5 kilometres, equivalent to approximately 18 minutes walk of the potential future 'Carriganarra Road' stop as identified on the Emerging Preferred Route of the Luas Cork project.

10.67. In addition, the proposed Maglin Sustainable Access Corridor, part of which will be delivered by the proposed development, will also support new bus services. Chapter 4 of the EIAR (Material Assets - Traffic & Transportation) anticipates that BusConnects will be delivered prior to the operational phase of the proposed development, resulting in a modal shift towards walking, cycling and public transport and leading to a reduction in dependency on private car single-occupancy use.

10.68. In terms of future public transport serving the site I agree with the report of the CCC Traffic: Regulation & Safety Section that the proposed development is well located in terms of accessibility to existing services and sustainable transport services and through the delivery of the CMATS programme of infrastructural investment, future residents will have access to a much wider array of sustainable transport alternatives. Overall, I am satisfied that the proposed development will not cause unacceptable operational traffic impacts in the short to medium term and the delivery of the planned transport infrastructure as presented in CMATS will support the longer-term transport needs of the existing and future residents of the area.

10.69. Wastewater & Drainage

10.70. Concern is raised in the appeal that there is insufficient detail for sewage / foul surface water disposal.

10.71. The development will be serviced by mains sewer which will be treated at Ballincollig WWTP. The Ballincollig WWTP has a capacity of 33,000 PE. According to the latest Annual Environment Report for this facility, the quality of the treated water discharged to the River Lee is compliant for all test parameters. Uisce Eireann has confirmed in its submission to CCC that a Confirmation of Feasibility (COF) has been issued to the applicant advising that both water & wastewater connections are feasible subject to the following upgrades:

- To complete the proposed foul sewer connection, there is a requirement for a pumping station with 24-hour storage. The discharge connection would be to the 450mm diameter sewer line located on Maglin Road.

10.72. An alternative foul sewer connection could be made to the network to the north of the site, but this would require downstream upgrades near the R608 road. I am satisfied that no issues arise in relation to wastewater capacity subject to compliance with the requirements of Uisce Eireann.

10.73. In relation to surface water drainage the appellants raised concerns that the CCDP does not recommend the use of underground attenuation measures and that as the majority of the attenuation tanks are placed under the proposed open spaces, which are also designed as infiltration basins, this will reduce the quality of these spaces and reduce the ability to plant above them. It is further submitted that such open spaces should be discounted from the quantum of open space being proposed.

10.74. Extensive site investigations undertaken on the site have confirmed the presence of Karst as the subject area is underlain by carboniferous limestone bedrock. This may lead to instability issues within these areas if water is encouraged to infiltrate these areas. This result has informed the SuDS selection and restricted the implementation of certain SuDS features within the proposed development. There will be no direct discharges to groundwater. As the site is underlain by limestone formations which are susceptible to karstification, infiltrating SuDS features, which would concentrate flows to the subsurface, are avoided.

- 10.75. Section 2.3.12 of the Drainage impact Assessment highlights that the results of the site-specific site investigations resulted in the Infiltration Systems, Permeable Paving, Ponds & Wetlands and Swales being omitted from design consideration due to the presence of Karst. Engineering solutions (6 No. attenuation tanks) will be the primary mechanism for controlling stormwater runoff to greenfield rates. The discharge from the tanks will be to the drain flowing to Lisheens Stream. This is in accordance with the recommendations in the Ballincollig drainage study. The challenges the geology of the site presents from a SuDS perspective is acknowledged by the Planning Authority in their assessment and acceptance of the proposed SuDS strategy.
- 10.76. Attenuation tanks are a suitable, space efficient solution for managing surface water runoff without comprising surface land. Suitable underground attenuation tanks are designed to be load bearing allowing the surface to be used for amenities like open space as is proposed in this development. Further by their nature they remain out of view and do not therefore disrupt the visual amenity of the open space or the overall development. There is no objection to the proposed use of attenuation tanks under the proposed open space. However, access to these tanks via manholes or inspection chambers is necessary. In line with the recommendation of the CCC Drainage Report (14th November 2025) and Condition No 23 of the notification of decision to grant permission it is recommended that a condition be attached requiring that the proposed attenuation system makes adequate provision for access for inspection and maintenance (including desilting) and be suitably load-rated to withstand traffic loadings. This requirement is reflected in recommended Condition No 16 below.
- 10.77. Further concerns raised that the drainage issues in combination with the proposed attenuation tanks (within open space areas) may result in negative environmental impacts in terms of the water quality that will impact the local streams and ultimately Cork Harbour are noted. Having regard to the surface water drainage proposal for the site together with mitigation proposals set out the relevant plans and particulars submitted with the application I am satisfied that no issues with regard to water quality are likely. These matters are further discussed in the Appropriate Assessment and Water Framework Directed Screening in the Appendices below where no findings of negative impact to water quality were concluded. I am satisfied that no issues in this regard arise.

10.78. Transport Infrastructure Ireland (TII) in their submission to CCC stated that they would not support any private development application accessing the national road drainage regime. TII requested that drainage from the proposed development be completely independent of the N22 drainage infrastructure, which includes Cork City Council's existing drainage network along Greenfield Road and Woodbury Road, which discharges into the N22 drainage network.

10.79. I refer to Chapter 7, Water (Hydrology & Hydrogeology) of the EIAR. Figure 7.4 of the EIAR (N22 Drainage Infrastructure Near Greenfield Site) demonstrates the existing N22 drainage network in the vicinity of the site, along with the proposed discharge point from the proposed development to a drain feeding into the Lisheens Stream. As stated in Section 7.1.5.2 of the EIAR *'the proposed development will not access / interfere with the N22 drainage infrastructure'*. Section 7.5.5 of the EIAR, 'Predicted Impacts' also confirms that *'the stormwater infrastructure for the development will not connect to the N22 drainage infrastructure. Drainage from the N22 adjacent to the Greenfield site passes through an interceptor and discharges to the Maglin North River near culvert No. 10 (i.e., at the northern side of the river culvert under the N22). The runoff from the N22 (and other urbanised areas in the catchment) are assessed in the SSFRA report. No impact on the N22 drainage infrastructure is predicted'*.

10.80. The applicants have confirmed that drainage from the proposed development will be completely independent of the N22 drainage infrastructure, which includes Cork City Council's existing drainage network along Greenfield Road and Woodbury Road, which discharges into the N22 drainage network. I am satisfied that the proposed drainage strategy will not result in any adverse impacts on the N22.

10.81. **Flooding**

10.82. Concern has been raised in the appeal that the proposed development will result in additional flood risk to adjoining lands and lands downstream of the proposed development site.

10.83. A Site-Specific Flood Risk Assessment (SSFRA) has been completed for the proposed development. The Stage 1 and 2 flood risk assessments indicated that there is potential for fluvial flooding at this site. The potential source of flooding was identified as the Lisheens Stream located southeast of the site. A Stage 3 Detailed Flood Risk

Assessment (FRA) was carried out to assess flood risk issues in sufficient detail to provide a quantitative appraisal of potential flood risk to the site. The majority of the site is located in Flood Zone C and therefore has a low probability of flooding. More localised areas of the site in the southeast corner are located in Flood Zone A/B and therefore has a high/moderate probability of flooding. A Justification Test was carried out which demonstrates that the proposed development of the distributor road is compliant with Flood Risk Management Guidelines and the Objectives of Cork City Development Plan 2022 - 2028.

10.84. To ensure that there is no unacceptable flood risk, the following mitigation measures are recommended:

- The finished floor level (FFL) of all buildings should be set above the 1% AEP flood level for the MRFS plus 500mm freeboard. This recommendation is in line with the requirements of Criterion 3 of the Greater Dublin Strategic Drainage Study (GDSDS), 2005. On this basis, the minimum FFL would be 19.05mOD. The proposed minimum F.F.L of the residential units is 20.00mOD.
- The land within the site which is located in Flood Zone A/B should be used only for amenity open space, landscaping or the like.
- 3no. 300mm circular pipe culverts should be added beneath the proposed road to provide continuity of flow along the existing floodplain.
- It is proposed to provide floodplain compensation storage in the proposed open area of the proposed development site.

10.85. It was concluded that, once the above mitigation measures are implemented, the proposed development would not have an adverse impact on flooding elsewhere. Residual risks associated with the development were also assessed and are considered to be acceptable

10.86. As documented in the CCC Drainage Report a small portion of the site, on the southeastern boundary was identified as at risk of flooding under the Strategic Flood Risk Assessment which was carried out as part of the South Ballincollig Drainage Study. Flooding was also identified on adjoining lands. The SSFRA carried out as part of this application, identified a slightly greater flood extent on the site and adjoining lands. As part of this application, the area identified as at risk of flooding is

to be used for amenity open space and landscaping. This is deemed to be water-compatible development which does not require a Justification Test.

10.87. To mitigate the impact of flood risk elsewhere, the proposal includes the construction of 3 no 300 pipe culverts under the proposed road to maintain existing flow paths. Compensatory storage is also provided within the development by lowering ground levels of the amenity and open space. The site-specific flood risk assessment concludes that once the mitigation measures are implemented, the proposed development would not have an adverse impact on flooding elsewhere.

10.88. I am satisfied that no issues arise in relation to the flooding and recommend that the conditions as recommended in the CCC Drainage Report be attached to any grant of permission and relate to inter alia that final capacity of the Compensatory Flood Storage Area to be submitted and agreed and that the Compensatory Flood Storage Area shall be maintained and protected. These requirements are reflected in recommended Condition No 16 below.

10.89. **Noise Impact**

10.90. CCC Environment Section and Transport Infrastructure Ireland (TII) raised concerns in relation to noise pollution, noise attenuation measures, landscaping boundary and hardscaping greenway features given the proximity of the development to the N22 Ballincollig Bypass together with associated mitigation measures and future maintenance agreements. These concerns were addressed by way of further information.

10.91. Section 10.9.2.3 of EIAR Chapter 10 (Noise and Vibration), states that the selected barrier system will be specified in accordance with BS EN-1:2017 - 'Road traffic noise reducing - test method for determining the acoustic performance. Intrinsic characteristics of sound absorption under diffuse sound field conditions and BS EN 17932:2018 – 'Road traffic noise reducing devices. Test method for determining the acoustic performance - Intrinsic characteristics of airborne sound insulation under diffuse sound field conditions'.

10.92. The proposed noise barrier will be located inside the proposed fence line, facing the N22 and its effectiveness will be determined by the height of the barrier and the distance of the residential properties behind, from the road edge. As outlined in

Chapter 10 of the submitted EIAR and in particular Appendix 10.1 (Acoustic Design Statement) the height of the proposed 2.5 metre noise barrier was determined following a comprehensive assessment. Section 10.4.1 of the EIAR states of 'Incorporated Design" measures that:

An assessment of inward noise levels from existing road traffic surrounding the proposed development has been undertaken. The building facades are expected to achieve suitable internal noise levels with standard double glazing and the inclusion of a 2.5m high boundary screen (either by use of walls, proprietary timber noise barrier, earth berms or a combination of these elements, once a 2.5m height from existing topography to top of barrier is achieved) to the south the site boundary overlooking the N22.

10.93. Section 10.5 'Residual Impact Assessment' states of the predicted residential noise impacts following the implementation of recommended mitigation measures that:

The resultant residual inward noise effect will be of neutral, not significant and long term.

During the operational phase, the predicted change in noise levels associated with additional traffic in the surrounding area is neutral to negative, imperceptible to not significant and long-term. The predicted change in noise levels associated with buildings services in the surrounding area is negative, not significant and long-term

The resultant residual inward noise effect will be of neutral, not significant and long term.

Overall, no significant noise and vibration impacts are predicted during the construction or operational phases of the proposed development or cumulative development.

10.94. The applicants confirmed that a Management Company will be appointed and will be responsible for the long term maintenance of the proposed noise mitigation measures (barrier / boundary) and related landscaping and hardscaping features. Stated that the proposed noise barrier will be the designed to require low maintenance over time and will be in accordance with the measures recommended in Chapter 10 of the EIAR and relevant TII Guidance including 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes March 2014'.

10.95. It is noted that TII, having considered the FI submitted stated that the details of the proposed treatments remain inadequate. However, CCC Environment Section having considered the FI submitted was satisfied with the foregoing proposals subject to conditions. Most of the recommended conditions can be addressed using the ACP standard conditions. Condition No 28, as recommended and set out in the notification of decision to grant permission seeks further restrictions in relation to noise control with a follow up noise impact assessment to be undertaken by the developer, mitigation measures as agreed to be completed prior to occupation of any house within 150m of the N22 National Road with the future management of the N22 road boundary and associated noise mitigation measures to be agreed.

10.96. In relation to the operational phase of the scheme, it is not considered necessary to provide enhanced acoustic glazing beyond standard double glazing to ensure that, when windows are closed, the internal noise environment is good. It is stated that the noise level internally with the windows open will be higher than ideal at the southern facing bedrooms at the units to the immediate southern boundary of the site, overlooking the N22. However, it is noted that inhabitants will have the option to close the window to reduce the noise level internally with mechanical ventilation. Having regard to the context of the proposed scheme and the limited number of units that are expected to be affected I am satisfied that the scheme as proposed is acceptable.

10.97. I note the noise impact concerns raised in the appeals relating to traffic and equipment and general building works building for a long period of time (8-10 years) and the impact of same to the local residents. Mitigation measures for the demolition and construction phases are set out in the EIAR and other documentation submitted in order to reduce potential impacts as far as practicable. The assessment detailed in Chapter 10 of the EIAR has determined that construction activities can typically operate within the adopted construction noise threshold levels at the closest off-site NSLs when carried out at distances greater than 60m from the main phases of the construction works. Vibration levels at the closest neighbouring buildings are expected to be orders of magnitude below the limits set out in Table 10.3 of the EIAR to avoid any cosmetic damage to buildings. It is stated that best practice noise and vibration control measures will be employed by the contractor during the construction phase in order to avoid exceedance of the adopted construction noise threshold values at the nearest NSLs. The best practice measures set out in BS 5228 (2009 +A1 2014)

Parts 1 and 2 will be complied with and include guidance on several aspects of construction site mitigation measures, including, but not limited to:

- Selection of quiet plant
- Control of noise sources
- Screening
- Hours of work
- Liaison with the public

10.98. A designated Community Liaison Officer (CLO) will be appointed to site during construction works. Any noise complaints will be logged and followed up in a prompt fashion by the CLO. In addition, prior to particularly noisy construction activity the CLO will inform the nearest noise sensitive locations of the time and expected duration of the noisy work. In addition, it is stated that the phasing programme will be arranged so as to control the amount of disturbance in noise and vibration sensitive areas at times that are considered of greatest sensitivity.

10.99. Overall having regard to the plans and particulars submitted with the application and by way of FI I am satisfied that noise impact in relation to proximity to the N22, local residents during the demolition and construction phase and future residents of the development during the operational phase has been comprehensively assessed and appropriately mitigated through the developments design response. I consider that Condition No 28 of the notification of decision to grant permission issued by CCC, as recommended by CCC Environment Section, comprehensively addressed noise concerns not only in relation to the proximity of the scheme to the N22 but also noise impact associated with the construction and demolition phases of the scheme to neighbouring properties together with long term maintenance and management of associated noise mitigation measures. I also note that Condition No 30 of the notification of decision grant permission includes specific noise limits during site clearance and construction. It is recommended that should the Coimisiún be minded to grant permission that similar conditions be attached. These conditions together with the Coimisiún standard conditions requiring compliance with the plans and particulars submitted and in particular the mitigation measures contained in the submitted Environmental Impact Assessment Report will ensure that no significant issues arise

in relation to noise impact at the demolition, construction or operational phase. Having regard to the foregoing I am satisfied that no issues arise in this regard.

10.100. **First Party Appeal - Condition No 5**

10.101. The first party has appealed Condition No. 5 of CCC notification of decision to grant permission. Condition No 5 set out the following:

The childcare facility shall be constructed and operational prior to the occupation of any residential dwelling of 2 or more beds within the subject site, unless otherwise agreed in writing with the Planning Authority, in consultation with Cork City Childcare.

Reason: *In order to ensure the provision of essential childcare services.*

10.102. The applicant submits that the condition is unwarranted and unduly onerous and that neither the Planning Authority nor the Cork City Childcare raised any concerns regarding the timeframe for the delivery of the creche. The applicant refers to planning precedent where a similar condition attached to a development comprising by 550 houses at Dunkettle, Glanmire, Cork was appealed by the first party. The Coimisiún replaced CCC condition with the following. An Coimisiun Pleanála Case reference: LH28.322434, an LRD.

The phasing of the proposed development shall be carried out in accordance with a Final Phasing Strategy, to be submitted to, and agreed in writing with the planning authority prior to the commencement of the development. The phasing strategy shall incorporate the completion of the childcare unit and medical centre, to an operational standard, prior to the completion of the development.

Reason: *In the interests of clarity and in order to ensure the satisfactory implementation of the development and in order to ensure the provision of essential community and childcare services.*

10.103. The applicants request that the Commission amend Condition No. 5 of the Planning Authority's decision and replace the requirement for the creche to be operational prior to the occupation of any dwelling with 2 or more bedrooms to a condition requiring that the creche be made operational prior to the completion of the development, as suggested below

The permitted childcare unit shall be completed to an operational standard prior to the completion of the development.

Reason: In the interests of clarity and in order to ensure the satisfactory implementation of the development and in order to ensure the provision of essential community and childcare services

10.104. With reference to the ACP Case LH28.322434 as referenced above I note from the Inspectors report that the first-party appellant in that case *also cited a precedent decision from the Board (ABP Ref 319654-24, Midleton) where the Board agreed it would be unreasonable to expect the creche to be operational* and recommended that the appealed condition *should be modified as per previous Board decisions on this matter (e.g. 319654-24, 319434-24, 31836523).*

10.105. I agree with the applicant that requiring the creche to be operational prior to occupation of the residential units would not be necessary or reasonable in this instance, noting that the provision of the creche is designed primarily to accommodate the demand of the proposed development rather to accommodate existing childcare demand. It would also require the applicant to enter into an agreement with a third party whose timeframe and interests may not align with that of the applicant. This condition would place an unreasonable burden on the permission.

10.106. It is recommended that should the Commission be minded to grant planning permission that Condition No 5 be amended to reflect the Commissions decision in the Glanmire case requiring the completion of the creche to an operational standard prior to the completion of the proposed development. Such a condition is consistent with the approach taken by the Commission on such matters. I am satisfied that no issues arise in this regard.

11.0 Other Issues

11.1. **Creche** – This section should be read in conjunction with Section 10.96 First Party Appeal – Condition No. 5 above. I refer to the Childcare Needs Assessment submitted with the application, the FI response and the report of the Cork City Childcare who strongly welcome and support the provision of a 128 place crèche as part of this development. The proposed development provides for 128 no. child capacity creche facility with a gross floor area of 839.4 sqm in the south-central area of the site. The

childcare requirement for the proposed development was calculated in accordance with the criteria of the City Development Plan, National Childcare Guidelines 2001 and Section 4.7 of the 2025 Apartment Guidelines (omission of 1 and 2 bedroom apartment units) where a baseline figure of 379 no. units was considered appropriate. The proposed crèche facility with a capacity of 128 no. childcare spaces is in excess of the minimum requirements and is therefore acceptable. I am satisfied that no issues arise in this regard.

11.2. **Duration of Permission & Phasing** – The applicants have sought a 10 year permission. I note the concerns raised in the appeals regarding the construction impact of the scheme on adjoining properties over a 10 year period. The applicant states that based on the anticipated construction schedule and the relative uncertainty which remains in the housing market particularly around the viability of apartments for sale on the private market, it is considered that a 10 year permission is essential to allow an appropriate period to construct the proposed development and to react to the changes in the market that will invariably arise in the future.

11.3. I also note the concerns raised that that there is no justification for the approach to the proposed development's phasing. The Planning Authority did raise any objection to the duration of permission sought but did attach a condition requiring that the final phasing strategy is to be agreed. Condition No 57 of the notification of decision to grant permission issue by CCC refers.

11.4. The phasing plan submitted indicates that construction will take between 8 years as follows:

- Phase 01A (Year 1 – 3) - 140 Units. Portion of active travel paths along Kilmoney Road. Demolition of existing dwelling & Farm Sheds
- Phase 01B (Year 4 – 5) - 150 Units. Complete works along Kilmoney Road. Complete Sustainable Access Corridor (SAC / Link Road). Complete Creche.
- Phase 02A (Year 6 – 7) - 106 Units.
- Phase 02B (Year 7 – 8) - 148 Units and retail/commercial unit in the southeastern areas of the site

11.5. I have considered the impact of the scheme in other sections of this report and I am satisfied that no significant impacts will arise with appropriate mitigation in place.

Given the scale of development that also accommodates the first western section of the SAC / Link Road facilitating access to the other lands in the central areas of the MUEA I am satisfied that a permission in excess of the standard 5 years is reasonable. However, as there are no obvious complexities with developing out this site that merit or justify the granting of permission for 10 years, it is recommended that permission be granted for 8 years only as indicated in the submitted phasing plan. While the Planning Authority did not include a condition in relation to the duration of the development, I consider it appropriate to do so, and same is reflected in recommended Condition No 2 below.

11.6. In relation to phasing, I consider the phasing plan submitted to be generally acceptable. It is however recommended that the Final Phasing Strategy, be submitted and agreed with the planning authority prior to the commencement of the development. This requirement is reflected in recommended Condition No 7 below. With reference to the report of the CCC Traffic Regulation and Safety Report I agree with the recommended conditions that Phase 1 A and 1B the active travel measures proposed along the entire Greenfields Road to be completed prior to occupation and that the SAC / Link Road shall be constructed to the boundary of the proposed scheme to ensure unimpeded connectivity to the neighbouring lands and shall be completed before the commencement of Phase 2A. This requirement is reflected in recommended Condition No 5 below.

11.7. **Material Contravention** – I note that one of the observers to the appeal raises concerns that the proposed development materially contravenes the Cork Metropolitan Area Transport Strategy (CMATS) 2040 and the Design Manual for Urban Roads and Streets (DMURS). In Irish planning law a material contravention is primarily associated with a City or County Development Plan. I refer to the Cork City Development Plan 2022-2028 (CCDP). CMATS was produced by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council. It sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area's development in the period up to 2040. It is a strategic objective of the CCDP to:

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.

(SO 3: Transport and Mobility refers)

- 11.8. DMURS has been implemented in Chapter 4 Transport and Mobility and Chapter 11 Placemaking and Managing Development. Section 11.226 of the CCDP requires that the layout of proposed new residential, commercial or mixed-use developments must be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 11.9. The Planning Authority did not raise the issue of a material contravention in their LRD Opinion, nor did they raise any such concerns in their subsequent planning assessment of this LRD case. Having regard to the foregoing assessment, together with the site's strategically important location in the South Ballincollig (Maglin) Urban Expansion Area (MUEA), where CCDP Objective 10.57 supports compact growth and development as a strategic city consolidation and expansion area as identified in the Core Strategy *and where 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* I am satisfied that the scheme is consistent with the requirements of the CCDP in relation to CMATS or DMURS and that a material contravention does not arise in this instance
- 11.10. **Devaluation of Property** - I note the concerns raised in the grounds of appeal in respect of the devaluation of neighbouring property. However, having regard to the assessment and conclusion set out above, I am satisfied that the proposed development would not seriously injure the amenities of the area to such an extent that would adversely affect the value of property in the vicinity.
- 11.11. **Inland Fisheries Ireland (IFI)** - In their submission to CCC requested that Irish Water / Cork City Council clarify that the development will not a) overload either hydraulically or organically existing treatment facilities b) result in polluting matter entering waters or c) cause or contribute to non-compliance with existing legislative requirements. The matter of sewer capacity, water supply and surface water drainage are discussed in the Section 7 EIA above, Section 10.6 Wastewater & Drainage and Section 12 Conditions. These matters and other potential pollutants are also discussed in the Environmental Impact Assessment above and in the Appropriate Assessment and

Water Framework Directive Screening Assessment in the Appendices below. I am satisfied that no issues arise in this regard.

11.12. IFI have also requested that should permission be granted that a planning condition be attached requiring that there is no interference with, bridging, draining, or culverting of any watercourse, its banks or bankside vegetation to facilitate this development without the prior approval of IFI. I am satisfied that subject to compliance with the plans and particulars submitted together with the implementation of an Construction and Environmental Management Plan (CEMP), to be submitted and agreed by condition that no issue arise in this regard.

11.13. **School Demand** – Concern is raised in the appeal that there is insufficient school places available to serve the development. Sections 10.222 of the CCDP states that *Ballincollig has 4 primary schools and 2 secondary schools and that there is also a special needs school, Our Lady of Good Counsel, in Inishmore.* It is further stated that *Ballincollig as a growing town requires additional educational facilities and that the Maglin Urban Expansion Area in the south of the town is considered the optimum location for these schools.* This is reflected in Objective 10.62 - Ballincollig Education where it is stated that *Cork City Council will work with the Department of Education and landowners to identify new school sites for the town and its wider catchment.* Future schools to be delivered in Ballincollig are identified by the ZO 12 'Education' zoning objectives for Ballincollig, which includes lands at Coolroe, and two separate educational facilities to be delivered in the MUEA.

11.14. Scoil Barra, Ballincollig Community School, Le Chéile Secondary School and Our Lady of Good Counsel School situated at Innishmore are all within approximately 15 minutes walking distance from the subject lands and within 10 minutes cycling distance. Other schools within a 10-minute cycle distance of the site include Scoil Eoin on Station Road, and Gaelscoil Ríordáin on the Carriganarra Road. Colaiste Choilm on Ballincollig Main Street is situated within 10-15 minutes cycle distance from the site. Gaelscoil an Chaisleain which operates from the grounds of Ballincollig Rugby club is also situated less than 10 minutes cycling distance from the subject site.

11.15. I refer to the School Demand Assessment submitted with the application. I agree with the applicant that in view of the existing and planned capacity and projected future falls in student numbers, the potential school place demand generated by the

proposed development of between 159 and 186 no. primary school places and 106 - 124 no. secondary school places, would be unlikely to cause any undue pressure on the existing and planned school capacity.

11.16. Based on the above, it is concluded that the proposed development would not result in any negative impact on the capacity of primary and secondary school facilities throughout the Ballincollig School Planning Area.

11.17. **Construction and Operational Impact**

11.18. Concern has been raised in the appeal that to the large scale and scope of development the corresponding dust and pollution from additional traffic and equipment and general building works will significantly impact the local residents. This section should be read in conjunction with the EIA above, where these issues are also addressed.

11.19. The Construction Phase Traffic Management Plan (CTMP) submitted with the application details the traffic management procedures, identification of haulage routes, predicted construction traffic levels during various phases of the development and mitigation/monitoring measures to be implemented during the construction stage of the project. Chapter 10 of the EIAR assessed Noise & Vibration. This chapter concludes that in the context of the existing noise environment, the overall contribution of traffic is not considered to pose any significant impact to nearby residential locations in the long term. Chapter 11 Air Quality of the EIAR notes that vehicles accessing the site will emit pollutants which may impact air quality and human health. However, it was concluded that the increased number of vehicles associated with the proposed development will not cause a significant change in air pollutant emissions in the locality. It has been assessed that emissions will be in compliance with the ambient air quality standards which are set for the protection of human health. Having regard to the foregoing I am satisfied that no issues arise in this regard.

11.20. **Development Contribution** - I refer to the Cork City Council Development Contribution Scheme. The proposed scheme is not exempt from the contribution scheme. Accordingly, it is recommended that should the Board be minded to grant permission that a Section 48 Development Contribution condition is attached.

12.0 Conditions

Cork City Council issued a notification of decision to grant permission on the 18th December 2025 subject to 59 no conditions. Many of the conditions reflect the particular requirements of CCC and its internal departments together with those of prescribed bodies. While some of the conditions as recommended can be dealt with by way of standard conditions (Uisce Éireann, surface water, compliance with DMURS, EV charging points, Section 47 Agreement re first occupancy, naming scheme, boundary treatment, construction works etc) others require further consideration. For example, Condition No 39 requires the translocation of historic apple trees to an area of public open space. This is discussed below.

12.1. For completeness and ease of reference all the conditions are considered in the following table and where a particular condition was recommended by CCC Internal Department this is highlighted.

12.2.

	CCC Condition	Comment
1.	Compliance with plans and particulars submitted on 28th July 2025 as amended by the FI submitted on 24th October 2025	Agreed. Standard ACP Condition to apply. Reflected in recommended Condition No 1
2.	Section 47 agreement that restricts all houses and duplex units permitted, to first occupation by individual purchasers	Agreed. Standard ACP Condition to apply. Reflected in recommended Condition No 9
3.	Part V	CCC Housing Report (10 th September 2025) Agreed. Standard ACP Condition to apply. Reflected in recommended Condition No 28
4.	Connection Agreement(s) with Uisce Éireann	CCC Urban Roads & Street Design Report (12 th September 2025)

		Agreed. Standard ACP Condition to be attached. Reflected in recommended Condition No 14
5.	Childcare facility shall be constructed and operational prior to the occupation of any residential dwelling of 2 or more beds.	Please refer to Section 10.97 & Section 11 of this assessment. Condition to be amended to be consistent with the Commissions recent decision. Reflected in recommended Condition No 7
6.	Phase 1A active travel measures along Greenfields Road requires completion prior to occupation	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 5
7.	Phase 1B active travel measures along Greenfields Road requires completion prior to occupation	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 5
8.	Final geo metric layout for both the Greenfields Road and the Maglin Sustainable Access Corridor shall be finalised	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 5
9.	Maglin Sustainable Access Corridor shall be constructed to the boundary of the proposed scheme	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 5
10.	Public lighting design	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 13

11.	Off-curtilage parking shall not be reserved for individual residential units	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 20
12.	Construction traffic management plan	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached. Reflected in recommended Condition No 23
13.	Vehicular gate or barrier entering the site shall be positioned to ensure that any entering vehicles does not block the road carriageway.	CCC Traffic Regulation and Safety Report (26 th August 2025) Agreed similar condition to be attached with additional caveats. Reflected in recommended Condition No 20
14.	All areas not intended to be taken in charge shall be maintained by a legally constituted management company.	Agreed. Standard ACP Condition to be attached. Reflected in recommended Condition No 26
15.	Bond	CCC Urban Roads & Street Design Report (12 th September 2025) Agreed. Standard ACP Condition to be attached. Reflected in recommended Condition No 29
16.	Areas of the development for Taking in Charge shall be agreed	CCC Urban Roads & Street Design Report (12 th September 2025) Agreed. Reflected in recommended Condition No 26
17.	Damage to the existing road(s), footpath and services	CCC Urban Roads & Street Design Report (12 th September 2025)

	shall be repaired by the developer.	Agreed. Reflected in recommended Condition No 19
18.	Existing inlet/gully on Greenfields Road shall be tied into the new surface water drainage system	CCC Area Engineer Report (17 th September 2025) Agreed. Reflected in recommended Condition No 15
19.	Drainage layouts and details shall be in accordance with drainage layouts, drawings, details and calculations submitted	CCC Drainage Report (14 th November 2025) Agreed. Reflected in recommended Condition No 15
20.	All drainage shall be separated throughout.	CCC Drainage Report (14 th November 2025) Agreed. Reflected in recommended Condition No 16
21.	Final capacity of the Compensatory Flood Storage Area to be submitted	CCC Drainage Report (14 th November 2025) Please refer to Section 10.78 of this assessment. Agreed. Reflected in recommended Condition No 16
22.	Compensatory Flood Storage Area shall be maintained and protected	CCC Drainage Report (14 th November 2025) Please refer to Section 10.78 of this assessment. Agreed. Reflected in recommended Condition No 16
23.	Provision for access for inspection and maintenance (including desilting) of proposed attenuation system	CCC Drainage Report (14 th November 2025) Please refer to Section 10.78 of this assessment. Agreed. Reflected in recommended Condition No 16
24.	Upon completion a SuDS Assessment Report to be submitted	CCC Drainage Report (14 th November 2025) Agreed. Reflected in recommended Condition No 16

25.	Management / Taking in Charge – Drainage System	CCC Drainage Report (14th November 2025) CCC Urban Roads & Street Design Report (12 th September 2025) Agreed. Reflected in recommended Condition No 26
26.	Comply with obligations under the Water Services Act 2007 (as amended) and Part H of the Building Regulations 2016 in terms of avoiding any negative impacts upon existing drains and sewers	CCC Drainage Report (14th November 2025) Standard General Drainage Condition to apply with details to be agreed with the Planning Authority. Reflected in recommended Condition No 15
27.	Construction waste management and disposal	CCC Environment Report (19 th November 2025) Agreed. Standard ACP Condition to be attached. Reflected in recommended Condition No 25
28.	Noise Control - follow up noise impact assessment is to be undertaken by the developer, mitigation measures as agreed shall be completed prior to occupation of any house within 150m of the N22 National Road and nature and future management of the N22 road boundary and associated noise mitigation measures to be agreed.	CCC Environment Report (19 th November 2025) Please refer to Section 10.86 of this assessment. Agreed. Reflected in recommended Condition No 22

29.	Waste management company for management and disposal of waste	CCC Environment Report (19 th November 2025) Agreed. Standard ACP Condition to be attached together with Standard ACP CEMP Condition with details to be agreed with the Planning Authority. Reflected in recommended Condition No 21 & 24
30.	Noise restrictions during site clearance and construction and construction working hours	CCC Environment Report (19 th November 2025) Please refer to Section 10.86 of this assessment. Agreed. Reflected in recommended Condition No 12 & 22
31.	No appreciable negative environmental impacts shall occur because of the construction works associated with this development.	CCC Environment Report (19 th November 2025) Agreed. Reflected in recommended Condition No 1, 3 & 21
32.	Excavated material stockpiled on site during construction shall be held in a manner such as to ensure that no silt or run-off enters any watercourse	CCC Environment Report (19 th November 2025) Standard CEMP Condition to apply with details to be agreed with the Planning Authority. Reflected in recommended Condition No 21
33.	Proposals for energy use within the development to be agreed	CCC Environment Report (19 th November 2025) Agreed. Standard condition requiring compliance with the plans and particulars submitted. Reflected in recommended Condition No 1

34.	Construction and Demolition Resource Waste Management Plan (RWMP)	CCC Environment Report (19 th November 2025) Agreed. Standard Condition to apply. Reflected in recommended Condition No 25
35.	All mitigation in the NIS, EIAR, Arborist report (tree protection, signage, root protection etc.), lighting design, CEMP and Further Information documents shall be implemented	CCC Biodiversity Report (no date) Agreed. Standard Conditions to apply. Reflected in recommended Condition No 2 & Others
36.	A suitably qualified Ecological Clerk of Works (ECoW) shall be present on-site for the duration of the preconstruction (site clearance) and construction phase	CCC Biodiversity Report (no date) Agreed. Similar Condition to apply. Reflected in recommended Condition No 4
37.	A qualified ecologist who is an NPWS licensed bat worker to survey trees and buildings for bats prior to commencement of tree felling or demolition works	CCC Biodiversity Report (no date) Agreed. Reflected in recommended Condition No 4 together with standard condition requiring compliance with the mitigation and monitoring measures outlined in the plans and particulars submitted. Reflected in recommended Condition No 1 & 3.
38.	Site clearance works, including removal of existing vegetation and buildings, shall only occur outside the	CCC Biodiversity Report (no date) Agreed. Reflected in recommended Condition No 4 together with standard condition requiring compliance with the mitigation and monitoring measures outlined

	bird nesting season (1st March to 31st August)	in the plans and particulars submitted. Reflected in recommended Condition No 1 & 3.
39.	Historic apple trees suitable for translocation, shall be translocated to a suitable alternative area on site, within an area of public open space. Details to be agreed.	CCC Biodiversity Report (no date) While there is merit in terms of the intent of this condition, I am concerned that it may prove unsuccessful. The first party did not raise any concerns regarding the condition. It is therefore included in the recommended conditions below. Reflected in recommended Condition No 8
40.	In hedgerow planting and supplementary hedge planting, only native species of Irish provenance shall be planted	CCC Biodiversity Report (no date) Agreed. Reflected in recommended Condition No 8
41.	Only native seed and plants of Irish provenance shall be used in meadows.	CCC Biodiversity Report (no date) Agreed. Reflected in recommended Condition No 8
42.	Details indicating how the trees proposed for the sustainable access corridor shall be positioned and detailed to be agreed.	CCC City Architects Report (8 th September 2025) Agreed. Reflected in recommended Condition No 8
43.	Fencing associated with the apartment block courtyards shall be agreed	CCC City Architects Report (8 th September 2025) Agreed. Reflected in recommended Condition No 8
44.	Estate /street name to be agreed	Agreed. Standard condition to apply Reflected in recommended Condition No 10

45.	Landscape Masterplan	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
46.	Landscaping scheme shall be implemented fully before any of the units are made available for occupation	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
47.	Playground equipment shall conform to relevant European standards	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
48.	Management and maintenance of the play equipment	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
49.	Certificate of Effective Completion of Landscape Works	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
50.	All wildflower seeds shall be of native species, of local provenance and sourced within 50kms of the proposed site	CCC Parks & Recreation Report (9 th September 2025) Agreed. Reflected in recommended Condition No 8
51.	Archaeological resolution of the site shall be agreed	CCC Archaeology Report (10 th September 2025) Agreed. Reflected in recommended Condition No 27

52.	Archaeological excavation	CCC Archaeology Report (10 th September 2025) Agreed. Reflected in recommended Condition No 27
53.	Developer shall retain the services of a suitably qualified archaeologist	CCC Archaeology Report (10 th September 2025) Agreed. Reflected in recommended Condition No 27
54.	Material finishes of each Character Area / Phase to be agreed	Agreed. Standard condition to apply. Reflected in recommended Condition No 11
55.	Details of the use of the 'retail' unit i.e. type and nature of retail or community use, hours of operation, any signage details, number of staff, to be agreed	Agreed. Reflected in recommended Condition No 6
56.	Details of any signage and lighting associated with the creche shall be agreed	Agreed. Reflected in recommended Condition No 6
57.	Final Phasing Strategy to be agreed	Agreed. Reflected in recommended Condition No 7
58.	Wheel wash facility	Standard CEMP Condition to apply with details to be agreed with the Planning Authority. Reflected in recommended Condition No 21
59.	Development Contribution	CCC Contributions Report (8 th December 2025) Agreed. Standard condition to apply. Reflected in recommended Condition No 30

13.0 Recommendation

Having considered the contents of the application the provision of the City Development Plan, the grounds of appeal and the responses thereto, my site inspection and my assessment of the planning issues, I recommend that permission be **GRANTED** for the following reason and considerations and subject of the conditions outlined below.

14.0 Draft Commission Order

14.1. Reasons & Considerations

14.1.1. The Commission performed its functions in relation to the making of its decision, in a manner consistent with the Climate Action and Low Carbon Development Act 2015, as amended; the Climate Action Plan 2024 and Climate Action Plan 2025, and had regard to the following:

14.1.2. Having regard to the following:

- a) the nature, scale, and extent of the proposed development and the pattern of existing and permitted development in the area,
- b) the provisions of the Project Ireland 2040 National Planning Framework: First Revision (April 2025),
- c) the provisions of the National Biodiversity Action Plan 2023-2030, which have been considered,
- d) the provisions of the Sustainable Residential and Compact Settlement Guidelines for Planning Authorities (January 2024),
- e) the provisions of the Urban Development and Building Height Guidelines for Planning Authorities (December 2018),
- f) the provisions of the Sustainable Urban Housing: Design Standards for New Apartments (2025),
- g) the provisions of the Design Manual for Urban Roads and Streets (2019),
- h) the provisions of the Regional Spatial and Economic Strategy for the Southern Region 2020-2032,

- i) the provisions of the Cork City Development Plan 2022-2028,
- j) the documentation submitted with the planning application, such as the Environmental Impact Assessment Report and Natura Impact Statement, and the grounds of appeal,
- k) the submissions and observations received on file including from the planning authority, prescribed bodies, and third parties,
- l) the likely consequences for the environment and the proper planning and sustainable development of the area in which it is proposed to carry out the proposed development and the likely significant effects on European sites,
- m) the report of the Planning Inspector.

14.2. Appropriate Assessment: Stage 1

The Commission considered the documents submitted with the application, and all the other relevant submissions on file, and carried out an Appropriate Assessment screening in relation to the potential effects of the proposed development on designated European sites. The Commission agreed with the screening assessment and conclusion carried out in the Inspector's Report that Cork Harbour Special Protection Area (Site Code 004030) is the only 'European Site in respect of which the proposed development has the potential to have a significant effect in view of the Conservation Objectives for the site and that Stage 2 Appropriate Assessment is, therefore, required.

14.3. Appropriate Assessment: Stage 2

The Commission considered the Natura Impact Statement, and all the other relevant submissions on file, and carried out an Appropriate Assessment of the implications of the proposed development on Cork Harbour Special Protection Area (Site Code 004030) in view of this site's Conservation Objectives. The Commission considered that the information before it was sufficient to undertake a complete assessment of all aspects of the proposed development in relation to the site's Conservation Objectives using the best scientific knowledge in the field. In completing the assessment, the Commission considered, in particular, the following:

- i. the site-specific Conservation Objectives for the European Site,

- ii. the likely direct and indirect impacts arising from the proposed development, both individually or in combination with other plans or projects, and
- iii. mitigation measures which are included as part of the current proposal.

In completing the Appropriate Assessment, the Commission accepted and adopted the Appropriate Assessment carried out in the Inspector's Report in respect of the potential effects of the proposed development on the aforementioned European Site. In overall conclusion, the Commission were satisfied that the proposed development would not adversely affect the integrity of the European Site in view of the site's Conservation Objectives and that there is no reasonable scientific doubt as to the absence of such effects.

14.4. Environmental Impact Assessment

The Commission completed an Environmental Impact Assessment of the proposed development taking account of:

- a) the nature, scale, location, and extent of the proposed development,
- b) the Environmental Impact Assessment Report (EIAR) and associated documentation submitted in support of the application.,
- c) the submissions received from the applicant, planning authority, prescribed bodies and observers in the course of the application, and,
- d) the Planning Inspector's report.

The Commission considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately identifies and describes the direct, indirect, secondary, and cumulative effects of the proposed development on the environment. The Commission agreed with the examination, set out in the Inspector's report, of the information contained in the Environmental Impact Assessment Report and associated documentation submitted by the applicant and submissions made in the course of the application.

14.5. Reasoned Conclusion on the Significant Effects

The Commission considered that the main significant direct and indirect effects of the proposed development on the environment, with the implementation of the proposed migration measures, are as follows:

- **Population and Human Health** – A positive impact with regard to population and material assets due to the increase in housing stock, the delivery of part of the planned SAC / Link Road along the western boundary of the site and upgrades to existing roads and the provision of amenities including the proposed cycleway and public open space that would be made available in the area. Construction-related disturbance, including noise, dust, dirt, and traffic, would be mitigated by construction management measures, including the agreement of a Construction Environmental Management Plan, a Construction Traffic Management Plan, and a Resource and Waste Management Plan.
- **Traffic and Transport** - Potential for moderate short-term negative impacts in terms of construction traffic will be mitigated as part of a construction management plan. There will be no significant negative impact on traffic junctions in the immediate area in the operational phase and any potential impact will be mitigated by way of design and implementation of a Mobility Management Strategy for the development. Continuing developments in the area, in terms of improved public transport services, improved pedestrian and cycle infrastructure provision, the delivery of part of the planned new South Ballincollig (Maglin) Urban Expansion Area (MUEA) Sustainable Access Corridor (SAC / Link Road) along the western boundary of the site, and construction of 3m wide two-way cycle track and 2m wide pedestrian footpath on the southeast side of Greenfields Road (adjacent to the site) will see an increased modal shift towards more sustainable forms of transport, with a subsequent decrease in impacts on the local road network. Significant positive effects resulting from aspects of the development which encourage a shift towards more sustainable modes of travel and the location of the site which will allow future occupiers to benefit from improvement in public transport in the area.

Biodiversity - Disruption to birds and bats due to the construction works, lighting, dust, and the loss of vegetation. This will be mitigated by the employment of good practice construction measures to reduce disruption, including pre-construction surveys and monitoring by the project ecologist, and by the design of the proposed scheme (including lighting and landscaping) which will retain and protect important habitats, and features. Impacts on water quality and the aquatic environment as a result of silt laden and contaminated runoff, which will be mitigated by standard good practice construction stage measures and the operational suitably designed

and site specific surface water drainage system where the primary mechanism for controlling stormwater runoff to greenfield rates will be by means of underground attenuation tanks. Significant effects at construction phase as a result of the introduction and / or spread of invasive species which will be mitigated by way of appropriate site management practices and implementation of the Invasive Species Management Plan.

- **Water** - Construction stage impacts on groundwater and surface water quality, which will be mitigated by standard good practice construction stage measures including a Construction Environmental Management Plan. Operational stage surface water drainage including associated downstream impacts on biodiversity, which will be mitigated by the implementation of suitably designed and site specific Sustainable Urban Drainage System (SuDS) measures.
- **Air & Climate** – Potential negative effects arising from noise and air during the construction and operational phases, which will be short term in nature and will be mitigated by appropriate construction management and design measures outlined in the relevant section of the EIAR. Operational effects will be longer term but will be mitigated through design and operational practices and are not considered to be significant.
- **Noise & Vibration** - Likely, negative, significant, and temporary effect, as well as potential negative cumulative effects, resulting from noise impacts to during the construction phase which would be mitigated by appropriate construction phase measures and by way of additional environmental conditions.
- **Material Assets** - Disturbance of recorded and unrecorded archaeological features as a result of construction stage excavation and groundworks, which will be mitigated by a range of measures including the retention / protection of important features, further archaeological testing and monitoring, and the recording of archaeological remains.
- **Landscape** – There will be changed views from various locations given the change from a greenfield site to a dense residential development relative to the low-density, low rise suburban location. The site is zoned for development, and the proposal is not expected to involve the introduction of new or uncharacteristic features into the local or wider landscape character setting, relative to what exists and is under construction in the immediate and wider area. The potential impact

will be positive. Changes to the localised landscape character associated with the development of this site, which will be mitigated by the design and layout of the proposed development.

14.6. Proper Planning and Sustainable Development

The Commission considers that, subject to compliance with the conditions set out below, the proposed development would be consistent with the applicable zoning objectives pertaining to the site, and other policies and objectives of the Cork City Development Plan 2022-2028, would result in an appropriate density of residential development, would constitute an acceptable mix and quantum of residential development, would provide acceptable levels of residential amenity for future occupants, would provide the essential community and childcare services, would not seriously injure the residential or visual amenities of property in the vicinity, would not cause adverse impacts on or result in serious pollution to biodiversity, lands, water, or air, would be acceptable in terms of pedestrian, cyclist and traffic safety and convenience, and would be capable of being adequately served by water supply, wastewater, and surface water networks without risk of flooding. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

15.0 Conditions

1.	<p>The development shall be carried out in accordance with the plans and particulars lodged with the application on the 28th July 2025 as amended by the documents/drawings received by the Planning Authority on the 10th October 2025 except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.</p> <p>Reason: In the interest of clarity</p>
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2.	<p>The period during which the development hereby permitted may be carried out shall be eight years from the date of this Order.</p> <p>Reason: Having regard to the nature of the development, the Commission considers it appropriate to specify a period of validity of this permission in excess of five years.</p>
3.	<p>The mitigation measures contained in the submitted Environmental Impact Assessment Report and Natura Impact Statement shall be implemented.</p> <p>Reason: To protect the environment and the integrity of European Sites.</p>
4.	<p>a) All works shall be supervised by an on-site Ecological Clerk of Works who will report on compliance with the relevant mitigation measures. The Ecological Clerk of Works shall be empowered to halt works where he/she considers that the continuation of the works is likely to result in a significant pollution or siltation incident. In the event of a water pollution incident, or of damage to the adjacent estuary, these reports will be made available to the relevant statutory authorities, and on-site works will cease until authorized to continue by the Planning Authority. A compliance monitoring report shall be prepared by the Ecological Clerk of Works and shall be submitted to the planning authority at the end of the main construction period.</p> <p>b) The applicant shall commission a qualified ecologist who is a National Parks and Wildlife Service (NPWS)-licenced bat worker to survey the site for bats prior to commencement of site clearance works and, if there is bat usage of the existing vegetation or buildings on the site found, the applicant shall ensure that;</p> <ul style="list-style-type: none"> i. a licenced bat works is present on site prior to and during the removal of existing trees planned for removal; and ii. all necessary licences for relocation of bats are obtained in advance from the NPWS. <p>c) Site clearance works, including removal of existing vegetation and buildings, shall only occur outside the bird nesting season (1st March to 31st August). Where this is not possible, such works shall only proceed</p>

	<p>if it has been verified in writing by a qualified ecologist that no active nest is present. If an active nest is present, then works shall only proceed under licence from the National Parks and Wildlife Service.</p> <p>Reason: In the interest of clarity, biodiversity and protecting the environment and public health.</p>
5.	<p>a) Prior to the occupation of any of the residential units associated with Phase 1 A and 1B the active travel measures proposed along the entire Greenfields Road shall be completed, to the satisfaction of the Planning Authority.</p> <p>b) The final geo metric layout for both the Greenfields Road and the Maglin Sustainable Access Corridor shall be finalised in consultation with Cork City Council and shall be agreed in writing with, the planning authority prior to commencement of development.</p> <p>c) The Maglin Sustainable Access Corridor shall be constructed to the boundary of the proposed scheme to ensure unimpeded connectivity to the neighbouring lands. The Maglin Sustainable Access Corridor shall be completed before the commencement of Phase 2A.</p> <p>Reason: In the interest of orderly development and to support enhanced sustainable mobility and ensure the safe operation of the road network for all users,</p>
6.	<p>a) Prior to occupation of the retail unit the developer shall submit details of the use of the 'retail' unit i.e. type and nature of retail or community use, hours of operation, any signage details, number of staff, to be agreed in writing with the Planning Authority.</p> <p>b) Prior to operation of the creche details of any signage and lighting associated with the creche shall be submitted to and agreed in writing with the Planning Authority.</p> <p>Reason: In the interest of proper planning and sustainable development and in the interest of visual amenity.</p>
7.	<p>a) The phasing of the proposed development shall be carried out in accordance with a Final Phasing Strategy, to be submitted to, and agreed</p>

	<p>in writing with the planning authority prior to the commencement of the development.</p> <p>b) Prior to commencement of any development on the overall site, details of the first phase shall be submitted to, and agreed in writing with, the planning authority and shall ensure that the appropriate section of access road, footpath, lighting, open space, landscaping and infrastructural services benefitting the particular dwellings are fully completed prior to those dwellings being occupied.</p> <p>c) The phasing strategy shall incorporate the completion of the childcare facility to an operational standard, prior to the completion of the development.</p> <p>Reason: In the interests of clarity and in order to ensure the satisfactory implementation of the development and to ensure the timely provision of services, for the benefit of the occupants of the proposed dwellings</p>
8.	<p>a) The landscaping scheme as submitted to the planning authority shall be carried out within the first planting season following substantial completion of external construction works. All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development or until the development is taken in charge by the local authority, whichever is the sooner, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.</p> <p>b) Details indicating how the trees proposed for the sustainable access corridor shall be positioned and detailed to ensure that the construction of any future bus lane shall not negatively impact on those trees or their planting pits shall be submitted to and agreed in writing with the Planning Authority prior to commencement of work on site.</p> <p>c) In hedgerow planting and supplementary hedge planting, only native species of Irish provenance shall be planted. Any changes to the proposed planting schedule shall be confirmed and agreed in writing with the Planning Authority prior to planting commencing.</p>

	<p>d) A stand of Apple Trees that form part of a historic orchard have been identified and is documented in the EIAR. Where there are trees suitable for translocation, these historic trees shall be translocated to a suitable alternative area on site, within an area of public open space. Details of same, including the exact location shall be submitted to and agreed in writing with the Planning Authority and methodology reviewed by the Planning Authority, prior to the commencement of development. Translocation efforts shall be made under arborist / ecological supervision.</p> <p>e) All wildflower seeds used for the creation of any wildflower meadows shall be of native species, of local provenance and sourced within 50kms of the proposed site. The supplier must provide certification of provenance and species origin prior to sowing. No substitutions of species or origin are permitted without prior written approval from the local authority.</p> <p>f) Prior to the commencement of development, the applicant shall submit to the Planning Authority for full written agreement full details of the proposed Natural Play areas. The proposed play equipment shall conform to relevant European Standards and the management and maintenance of the play equipment shall be the sole responsibility of the appointed Management Company.</p> <p>g) Details of design and specification of the fencing associated with the apartment block courtyards shall be submitted to and agreed in writing by the Planning Authority prior to commencement of work on site.</p> <p>Reason: In the interest of visual and residential amenity, to ensure that non-native / invasive plant species are introduced, to protect historic trees being retained and to avoid adverse impacts to wildlife and to ensure the provision of sustainable play areas.</p>
9.	<p>All of the permitted house and duplex units in the development, when completed, shall be first occupied as a place of residence by individual purchasers who are not a corporate entity and/ or by persons who are eligible for the occupation of social or affordable housing, including cost rental housing. Prior to commencement of development, the applicant, or any</p>

	<p>person with an interest in the land shall enter into a written agreement with the planning authority under section 47 of the Planning and Development Act, 2000 to this effect. Such an agreement must specify the number and location of each house or duplex unit.</p> <p>Reason: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.</p>
10.	<p>Proposals for an estate/street name, house/apartment numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house/apartment numbers, shall be provided in accordance with the agreed scheme. No advertisements/marketing signage relating to the name(s) of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).</p> <p>Reason: in the interest of urban legibility.</p>
11.	<p>Details of the materials, colours, and textures of all the external finishes to the proposed buildings and boundary treatments shall be as submitted with the application, unless otherwise agreed in writing with the planning authority.</p> <p>Reason: In the interest of visual amenity.</p>
12.	<p>Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Fridays inclusive, 0800 to 1400 hours on Saturdays, and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.</p> <p>Reason: In order to safeguard the residential amenities of property in the vicinity.</p>
13.	<p>a) Public lighting associated with the proposed development including temporary lighting as sociated with the demolition/construction phase shall be provided in accordance with a scheme which shall be submitted</p>

	<p>to and agreed in writing with the planning authority prior to the commencement of development. The scheme shall include lighting along pedestrian routes through open spaces and shall take account of the agreed landscaping plans.</p> <p>b) The lighting design shall cover both the internal public lighting within the development and the public lighting along Greenfields Road.</p> <p>c) The design of the lighting scheme shall be approved of by a suitably qualified bat specialist. The details of the lighting scheme, including written evidence indicating approval by the bat specialist, shall be submitted to and agreed in writing with the planning authority prior to commencement of development/ installation of lighting.</p> <p>d) The agreed lighting system shall be fully implemented and operational prior to the making available for occupation of any residential unit.</p> <p>Reason: In the interests of amenity and public safety.</p>
14.	<p>Prior to the commencement of development, the developer shall enter into a Connection Agreement (s) with Uisce Éireann (Irish Water) to provide for a service connection(s) to the public water supply and/or wastewater collection network.</p> <p>Reason: In the interest of public health and to ensure adequate water/wastewater facilities.</p>
15.	<p>a) Drainage arrangements including the attenuation and disposal of surface water shall comply with the requirements of the relevant Section of the Council for such works and services.</p> <p>b) The existing inlet/gully on Greenfields Road shall be tied into the new surface water drainage system for the development as per Drawing No. 6081-4221-E.</p> <p>c) Upon completion, the developer shall submit a SuDS Assessment Report based on the as-constructed development. This report shall include drainage layouts, drawings, details, calculations and confirm the discharge rate from the development.</p>

	<p>Reason: In the interest of public health, surface water management and to prevent the flooding of Greenfields Road.</p>
16.	<p>a) The Compensatory Flood Storage Area shall be maintained and protected for this purpose only and (notwithstanding the exempted development provisions of the Planning and Development Regulations 2001), no development or landscaping (outside of that permitted herein) shall take place in this area without a prior grant of planning permission.</p> <p>b) Prior to commencement, the developer shall confirm in writing that the proposed attenuation system makes adequate provision for access for inspection and maintenance (including desilting), be suitable for use in areas affected by groundwater and be suitably load-rated to withstand traffic loadings. Where a development is to be taken in charge, attenuation tanks must be reinforced concrete tanks.</p> <p>c) Upon completion, the developer shall submit to the planning Authority, as built surveys, drawings and calculations detailing the final capacity of the Compensatory Flood Storage Area, which is to be no less than that submitted with the planning application.</p> <p>d) Reason: In the interest of public health</p>
17.	<p>All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.</p> <p>Reason: In the interests of visual and residential amenity</p>
18.	<p>Prior to commencement of development and/ or occupation of the residential units, as applicable, final Road Safety Audit(s) and/ or Quality Audit(s) of the development, including the main entrance, internal road, pedestrian/ cycle path layouts, shall be submitted to and agreed in writing with the planning authority.</p> <p>Reason: In the interests of traffic, pedestrian and cyclist safety, and sustainable transport.</p>

19.	<p>a) The internal road and cycle network serving the proposed development including turning bays, junctions, parking areas, footpaths, and kerbs shall comply with the detailed construction standards of the planning authority for such works and design standards outlined in Design Manual for Urban Roads and Streets (DMURS).</p> <p>b) Footpaths shall be dished at road junctions in accordance with the requirements of the planning authority. Details of all locations and materials to be used shall be submitted to and agreed in writing with the planning authority prior to the commencement of development.</p> <p>c) Any works carried out on the public footpath, or the public road shall require a Road Opening Licence & Hoarding Licence. These licences are available from the District Engineer. All works carried out on the public footpath, or the public road shall be agreed with the District Engineer prior to works being carried out.</p> <p>d) Any interference with or damage to the road or footpath in the area caused during the construction of the development shall be made good at the expense of the developer to the confirmed written satisfaction of the Planning Authority.</p> <p>Reason: In the interest of traffic and pedestrian safety.</p>
20.	<p>a) All off-curtilage parking serving and subject to 'taking in charge' shall not be reserved for individual residential units. The final 'Taking in Charge' plan will need to reflect this requirement</p> <p>b) All the communal parking areas serving the residential units shall be provided with functional electric vehicle charging points, and all of the incurtilage car parking spaces serving residential units shall be provided with electric connections to the exterior of the houses to allow for the provision of future electric vehicle charging points. Details of how it is proposed to comply with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p>c) Any vehicular gate or barrier necessitated to enter / exit the site during the construction phases only shall be positioned to ensure that any entering</p>

	<p>vehicles does not block the road carriageway and shall be removed prior to occupation of any residential unit.</p> <p>Reason: In the interest of sustainable transportation.</p>
21.	<p>A updated Construction and Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the planning authority prior to the commencement of development. The CEMP shall include but not be limited to construction phase controls for dust, noise and vibration, waste management, protection of soils, groundwaters, and surface waters, site housekeeping, emergency response planning, site environmental policy, and project roles and responsibilities.</p> <p>Reason: In the interest of environmental protection residential amenities, public health and safety and environmental protection.</p>
22.	<p>a) During the construction and demolition phase noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142 “Method for rating industrial noise affecting mixed residential and industrial areas”.</p> <p>b) Noise during site clearance and construction shall not exceed 65 dB (A), Leq 30minutes and the peak noise shall not exceed 75 dB (A), when measured at any sensitive point off site that is agreed in writing with the planning authority.</p> <p>c) Upon completion of the proposed noise mitigation measures outlined in Chapter 10 of the EIAR, a follow up noise impact assessment is to be undertaken by the developer to highlight the effectiveness and operational impact of the proposed mitigation measures, prior to the development becoming operational. Should the follow up noise impact assessment highlight deficiencies with the noise mitigation measures, the updated mitigation measures will be submitted to and agreed in writing with the planning authority. Mitigation measures as agreed shall be completed</p>

	<p>prior to occupation of any house within 150m of the N22 National Road, to the satisfaction of the Planning Authority.</p> <p>d) Full plans and details for taking in charge vs maintained by a management company, and long-term maintenance arrangements shall be submitted to and agreed in writing with the Planning Authority. Details shall outline the nature and future management of the N22 road boundary and associated noise mitigation measures.</p> <p>Reason: In order to ensure a satisfactory standard of development, in the interests of residential amenity.</p>
23.	<p>A detailed construction traffic management plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site.</p> <p>Reason: In the interest of sustainable transport and safety.</p>
24.	<p>An Operational Waste Management Plan (OWMP) containing details for the management of waste within the development, the provision of facilities for the storage, separation, and collection of the waste and for the ongoing operation of these facilities, shall be submitted to and agreed in writing with the planning authority not later than 6 months from the date of commencement of the development. Thereafter, the waste shall be managed in accordance with the agreed OWMP.</p> <p>Reason: In the interest of residential amenity, and to ensure the provision of adequate refuse storage for the proposed development.</p>
25.	<p>Prior to the commencement of development, a Resource Waste Management Plan (RWMP) as set out in the EPA's 'Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects' (2021) shall be prepared and submitted to the planning authority for written agreement. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness. All records (including for waste and all</p>

	<p>resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.</p> <p>Reason: In the interest of proper planning and sustainable development.</p>
26.	<p>a) The development hereby permitted shall be carried out and completed at least to the construction standards set out in the Planning Authority's Taking in Charge Policy.</p> <p>b) The management and maintenance of the development following its completion shall be the responsibility of a legally constituted management company, or by the local authority in the event of the development being so taken in charge.</p> <p>c) All areas not intended to be taken in charge by the local authority, shall be maintained by the legally constituted management company.</p> <p>d) Details of the management company contract, and drawings/ particulars describing the parts of the development for which the company would have responsibility, shall be submitted to, and agreed in writing with, the planning authority before any of the residential units are made available for occupation.</p> <p>Reason: In the interests of orderly development, to ensure that the development is carried out and completed to an acceptable standard of construction and to provide for the satisfactory future maintenance of this development</p>
27.	<p>The developer shall engage a suitably qualified (licensed eligible) archaeologist to monitor (licensed under the National Monuments Acts) all site clearance works, topsoil stripping, groundworks, dredging and/or the implementation of agreed preservation in-situ measures associated with the development following consultation with the Local Authority Archaeologist. Prior to the commencement of such works the archaeologist shall consult with and forward to the Local Authority Archaeologist or the National Monument Service as appropriate a method statement for written agreement. The use of appropriate tools and/or machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. Should archaeological remains be identified during the course of archaeological</p>

	<p>monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the National Monuments Service, regarding appropriate mitigation. The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service, shall be complied with by the developer. Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the National Monuments Service shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.</p> <p>Reason: To ensure the continued preservation either in situ or by record of places, caves, sites, features or other objects of archaeological interest</p>
28.	<p>Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to the provision of housing in accordance with the requirements of section 94(4) and sections 96(2) and (3) (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the planning authority or any other prospective party to the agreement to An Coimisiun Pleanála for determination.</p> <p>Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan of the area.</p>
29.	<p>Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and</p>

	<p>maintenance until taken in charge by the local authority and/ or management company of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Coimisiun Pleanála for determination.</p> <p>Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.</p>
30.	<p>The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Coimisiun Pleanála to determine the proper application of the terms of the Scheme.</p> <p>Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.</p>

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Mary Crowley

Senior Planning Inspector

1st May 2026

Appendix 1 – Appropriate Assessment Screening Determination

Screening for Appropriate Assessment	
Test for likely significant effects	
Step 1: Description of the project and local site characteristics	
Case file: ACP-324030-26	
Brief description of project	<p>Planning permission for a Large-Scale Residential Development (LRD) comprising the demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 residential units, a creche facility, commercial/retail unit and all ancillary site development works.</p> <p>Associated works include connection to the existing Uisce Eireann potable water network and foul sewer network (which is treated at Ballincollig wastewater treatment plant).</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.</p>
Brief description of development site characteristics and potential impact mechanisms	<p>The greenfield site is located at the southwest of Ballincollig town works on lands zoned 'ZO 2 New Residential Neighbourhoods' in the CDP, with a portion of the site to the east included within the 'ZO 15 Public Open Space' zoning objective.</p> <p>The site is directly bound on the north by the existing Greenfields Road and to the south by the Ballincollig Bypass (N22).</p> <p>The site is characterised by its gently sloping topography from the north and west to a low point</p>

	<p>on the south-eastern boundary which is approximately +18.42m AOD. The elevation height along the perimeter from the north, west and southern side varies from +30.0m to +19.0m AOD.</p> <p>A detailed description of the proposed development is provided in Section 2.0 of the Inspectors report and detailed specifications of the proposal are provided in the NIS and other planning documents provided by the applicant.</p> <p>The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.</p> <p>Habitats recorded within the site include (Figure 4 & 5 of the NIS refers):</p> <ul style="list-style-type: none">- Buildings and Artificial Surfaces- Scattered trees and parkland / Flower beds and borders- Hedgerows / Stonewalls and other stonework- Treelines- Improved Agricultural Grassland- Drainage Ditch <p>An ecological appraisal of the site indicates that it supports common habitats which are not of high value in the context of European designations. The habitats recorded within the works area do not correspond to habitats listed on Annex I of the Habitats Directive. Winter bird surveys in 2023/2024 and 2025 found no SCI birds within or in the vicinity of the proposed development site.</p> <p>There is no habitat within the red line boundary which would be considered of particularly high</p>
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	<p>value for wintering birds. No rare or protected species were recorded on the site at the time of surveying. There was no evidence of Otters or Badgers on the site at the time of surveying. No third schedule species were recorded within the proposed development site. Submitted that the proposed development site is essentially outside the core range for SCI birds of Cork Harbour SPA</p> <p>Site Drainage - The Lisheens Stream, a tributary of the Grange Hill and Curraheen Stream, is located at the south-east corner of the site. Lisheens Stream is fed by several field drains, many ephemeral, draining the project site and adjacent fields. During operation, the proposed surface water drainage network will discharge to this stream. The Lisheens Stream meets the Curraheen stream approximately 2.8km downstream of the proposed development site (via the Grange Hill Stream). The Curraheen Stream meets the Glasheen River c.5.9km downstream of this and the River Glasheen flows into the Lee Estuary 3.7km downstream of this point. The Cork Harbour SPA is located 4.5km downstream of this point.</p> <p>Foul Drainage – Wastewater from the site will ultimately discharge into River Lee via the Ballincollig Wastewater treatment plant (WWTP) approximately 14.6km upstream of Cork Harbour SPA. Uisce Eireann Confirmation of Feasibility issued on 4th March 2025 (Infrastructure Report submitted with the application refers). The overall quantity of wastewater for the proposed development is estimated at 254 m³ per day.</p>
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	<p>Surface Water Drainage – Treated surface water from the development will be discharged at one location namely the open drain at the southeastern boundary of the site where it turns in a southeasterly direction. This will flow to the Lisheens Stream. Surface Water Drainage will be via SuDS features, including rainwater harvesting, infiltration basins, filter drains, tree pits, raingarden / bioretention tree pits, green roofs and attenuation tanks fitted with flow control devices. Hydrocarbon interceptors will also be installed upstream of each attenuation tank. To reduce the effects of the surface runoff on potential flooding, a Stormwater Management Plan will be applied to surface water discharges into adjacent watercourses to control the rate of runoff from new development. The maximum permitted surface water outflow from the new development is to be restricted to that of the existing Greenfield site by the usage of attenuation storage.</p> <p>Flooding - A Site-Specific Flood Risk Assessment (SSFRA) has been completed for the proposed development. This SSFRA was taken to Stage 3 as potential flooding was identified in the Ballincollig Drainage Study. This study indicated that the 0.1% AEP (Annual Exceedance Probability) high end future scenario flooding will extend into the southeastern periphery of the site. The proposed distributor road encroaches into this potential flood extents area. A Justification Test was carried out which demonstrates that the distributor road is compliant with PSFRM</p>
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	<p>Guidelines and the Objectives of Cork City Development Plan 2022 - 2028. The SSFRA concluded that, once the mitigation measures set out in the SSFRA are implemented, the proposed development would not have an adverse impact on flooding elsewhere.</p>
Screening report	<p>Yes – Concluded that on the basis of objective information and in view of best scientific knowledge, the possibility of significant effects from the proposed development on the Cork Harbour SPA, cannot be ruled out and therefore an Appropriate Assessment is required.</p>
Natura Impact Statement	<p>Yes - A Stage 2 NIS in support of the Appropriate Assessment process was submitted to inform and assist in the determination of whether the proposed LRD at Greenfield, Ballincollig, Co. Cork (either alone or in combination with other plans, programmes and projects) will result in significant adverse impacts to the integrity of the Natura 2000 sites identified in the previous section i.e., Cork Harbour SPA with respect to the site's structure, function and/or conservation objectives.</p>
Relevant submissions	<p>CCC Biodiversity Report – Sets out the following comments in relation to Appropriate Assessment (NIS).</p> <p><i>This report documents the proposed site plan; potential impacts associated with the development and includes required mitigation to ensure that the proposed site works would not have an adverse ecological impact on any Natura 2000 sites or associated Qualifying Interest (QI) species. The report is comprehensive and</i></p>

	<p><i>acknowledges that hydrological connectivity exists. This connectivity includes direct (via an adjacent drain) and indirect (via sewage and waste water) connectivity. The report does not include an up-to-date confirmation from Uisce Eireann on a valid connection agreement, however, an up-to-date letter from Uisce Eireann providing Confirmation of Feasibility in an additional document supplied with the application is noted. It is concluded that that subject to implementation of mitigation, the construction and operation of the proposed development is not likely to adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects. This report is complete.</i></p> <p>Inland Fisheries Ireland (18th August 2025) - Requested that Irish Water/Cork City Council signify there is sufficient capacity in existence so that it does not</p> <ul style="list-style-type: none">a) overload either hydraulically or organically existing treatment facilitiesb) result in polluting matter entering waters orc) cause or contribute to non- compliance with existing legislative requirements. <p>Should permission be granted IFI request that planning conditions require there is no interference with, bridging, draining, or culverting of any watercourse, its banks or bankside vegetation to facilitate this development without the prior approval of IFI.</p>
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Step 2. Identification of relevant European sites using the Source-pathway-receptor model

The proposed development does not overlap with any European site. One European site is identified as being located within a potential zone of influence of the proposed development as detailed in the table below, namely the Cork Harbour SPA. While this SPA overlaps with Great Island Channel SAC, no other designated sites are considered relevant here due to a lack of hydrological link given their locations within the wider estuary/harbour area where there is a very significant water throughput associated with the tidal regime as influenced by the Celtic Sea. Therefore, I have only included the single site below, with any possible ecological connection or pathway in this screening determination.

Potential effects could arise from the following:

- Potential effects from loss of habitat
- Potential effects from noise and disturbance
- Potential effects on from surface water runoff/discharges
- Potential effects from wastewater discharges
- Potential effects from spread of invasive species
- In-combination effects.

European Site (code)	Qualifying interests (summary) Link to conservation objectives (NPWS, date)	Distance from proposed development	Ecological connections	Consider further in screening Y/N
Cork Harbour SPA	<u>Species</u> <ul style="list-style-type: none"> ▪ Little Grebe ▪ Great Crested Grebe 	11.5km east (16.9km downstream)	Hydrological Connection – impact on	Yes

<p>(Site Code No 004030)</p>	<ul style="list-style-type: none"> ▪ Cormorant ▪ Grey Heron ▪ Shelduck ▪ Wigeon ▪ Teal ▪ Pintail ▪ Shoveler ▪ Red-breasted Merganser ▪ Oystercatcher ▪ Golden Plover ▪ Grey Plover ▪ Lapwing ▪ Dunlin ▪ Black-tailed Godwit ▪ Bar-tailed Godwit ▪ Curlew ▪ Redshank ▪ Black-headed Gull ▪ Common Gull ▪ Lesser Black-backed Gull ▪ Common Tern <p><u>Habitat</u></p> <ul style="list-style-type: none"> ▪ Wetlands <p>(NPWS 16th December 2014)</p> <p>https://www.npws.ie/protected-sites/spa/004030</p>		<p>water quality from demolition, construction and / or operation of the proposed development by way of water runoff / discharge, wastewater discharge.</p> <p>Atmospheric Connection – Impact from noise and disturbance as a result of the proposed development at the construction and operation stage of development.</p> <p>Ornithological Connection – impact from the loss of ex situ foraging habitat as a</p>	
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			result of the proposed works.	
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Loss of Habitat - The site is located 11.5km from Cork Harbour SPA at its closest point. The habitats recorded within the site do not correspond to habitats listed on Annex I of the Habitats Directive. Winter bird surveys in 2023/2024 and 2025 found no SCI birds within or in the vicinity of the proposed development site. Where SPAs are at greater distance from the site than the core foraging distances for their listed Special Conservation Interest (SCI) species, there is no likely ecological connectivity to the development and so the SPAs are outside the likely Zone of Impact. Core ranges are not available for all SCI species of Cork Harbour SPA. Given there are no wetland features of significance at the site, ducks and diving SCI species will not forage at the site e.g. Cormorant, Little Grebe, Great Crested Grebe, Common Tern. Based on the above, the proposed development site is essentially outside the core range for SCI birds of Cork Harbour SPA. Considering its distance from the SPA, the core ranges of SCI birds and the absence of wetland habitats in the vicinity, this site does not provide critical roosting or foraging habitat for SCI birds. The proposed development will not result in any significant loss of ex situ foraging or roosting habitat for SCI birds for the Cork Harbour SPA. Considering the above no likely significant effects on European sites from loss of habitat due to the proposed development have been identified.

Noise & Disturbance - The wintering birds listed as qualifying interests for the Cork Harbour SPA are strongly associated with estuarine shoreline areas or wetlands - habitat types absent from the proposed development area. No valuable habitat for SCI species was recorded within or adjacent to the proposed development area. The construction phase of the project will increase noise and disturbance. However, given the lack of valuable habitat for SCI species on or near the proposed development area no impact on birds listed as qualifying interests for the Cork Harbour SPA is predicted to occur.

Wastewater Discharges – Operational wastewater / foul effluent arising from the proposed development will be collected by a new foul sewer network at site that will be directed into the existing public foul sewer network for treatment at Ballincollig WWTP (approx. 14.6km upstream of Cork Harbour SPA), a tertiary treatment plant which has a capacity of 33,000 PE. Discharge of treated water is to Cork Harbour via the River Lee. Although unlikely given the distance downstream increased nutrients can potentially impact on estuarine habitats by changing baseline ecological conditions and increasing algal growth, which in turn could impact on feeding success for birds listed as qualifying interests for the Cork Harbour SPA.

The proposed occupancy of the housing development can be taken as 1,504.8 PE (based on 2.7 persons per dwelling and 36 PE for creche). In 2023 the agglomeration PE for Ballincollig WWTP was 23,836 (AER 2023). The proposed development would increase the current WWTP P.E. from 23,836 to 25,340.80, which is well within the 33,000 P.E. design capacity. No capacity issues identified. According to the latest Annual Environment Report (2023) for this facility, the quality of the treated water discharged to the River Lee is compliant for all test parameters. The report further states that the WWTP discharge was compliant with the Emission Limit Values (ELV's) set in the wastewater discharge licence and that the discharge from the wastewater treatment plant does not have an observable negative impact on the Water Framework Directive status. Uisce Eireann has confirmed its capacity to treat sewage from the Greenfield site subject to the following upgrades to the sewer network:

- To complete the proposed foul sewer connection, there is a requirement for a pumping station with 24-hour storage. The discharge connection would be to the 450mm diameter sewer line located on Maglin Road.
- An alternative foul sewer connection could be made to the network to the north of the site, but this would require downstream upgrades near the R608 road.

The addition of the effluent discharge from the proposed LRD to the Ballincollig WWTP is well within its design capacity and will not comprise the operational capability of the WWTP to treat effluent to comply with emission limit values. Therefore, the impacts from the proposed development will be negligible given the current operating conditions at the WWTP. Minor increases in nutrient levels

potentially discharged by the WWTP will not have a significant impact on water quality within the River Lee and/or the Cork Harbour SPA. Therefore, no likely significant effects on water quality within European sites from wastewater discharges have been identified.

Spread of Invasive Species - No high-risk invasive species were recorded within the proposed development area. The 3rd schedule invasive species *Azolla* sp. was recorded in the Lisheens Stream downstream of the proposed development site. This species was not recorded within the proposed development site boundary. It is noted that biosecurity protocols will be followed on any works to the adjoining drainage ditch to ensure this invasive species is not spread further outside the proposed development site. There is no potential for this freshwater species to impact estuarine habitats within Cork Harbour SPA. No likely significant effects on Cork Harbour SPA via impacts from the spread of invasive species have been identified.

Step 3. Describe the likely effects of the project (if any, alone or in combination) on European Sites

There will be no direct impacts. However, there may be indirect impacts from hydrological connection to this SPA during the construction and operation phase by way of impact to water quality through surface water runoff associated with the demolition, construction and operational phase of the development and wastewater discharges during operation

Surface Water Runoff / Discharges – Potential impacts on aquatic habitats which can arise from surface water emissions associated with the construction phase of the proposed development include increased silt levels in surface water run-off, inadvertent spillages of hydrocarbons from fuel and hydraulic fluid and spillage of cementous materials. Hazardous waste, such as asbestos, could also potentially impact on local water quality if not stored/managed correctly during

construction/demolition works. During operation surface water from the site will discharges to the Lisheens Stream. In the absence of mitigation, hydrocarbons from the parking areas could be carried in the stormwater and increased volumes of stormwater as a result of increased areas of impermeable surfaces could also occur during operation. Therefore, the conservation objectives of Cork Harbour SPA may be impacted by surface water runoff during construction and operation and likely significant effects from surface water emissions cannot be excluded in the absence of mitigation.

Therefore, having regard to the foregoing impacts generated by the demolition, construction and operation of the development require further consideration. Sources of impact and likely significant effects are summarised in the Table below.

Site Name	Possibility of significant effects (alone) in view of the conservation objectives of the site	
	Impacts	Effects
Cork Harbour SPA (Site Code No 004030)	Water Quality - Discharge / run off of surface waters containing sediment, silt, oils and / or other pollutants during the demolition, construction and operational phases. Nutrient release through wastewater discharge during the operational phase.	Decline in water quality by way of emissions to surface water has the potential to affect the supporting habitat of QI species associated with the Cork Harbour SPA.
	Likelihood of significant effects from proposed development (alone): Yes- Consequently, the potential for indirect impacts on the Annex species associated with the SPA requires further assessment.	
	If no, is there likelihood of significant effects occurring in combination with other plans or projects? n/a	

Step 4 Conclude if the proposed development could result in likely significant effects on a European site

Based on the information provided, site visit, review of the conservation objectives and supporting documents, I consider that in the absence of mitigation measures beyond best practice construction methods, the proposed development has the potential to result significant effects on the Cork Harbour SPA (Site Code No 004030).

I concur with the applicants' findings that such impacts could be significant in terms of the stated conservation objectives of the SPA when considered on their own and in combination with other projects and plans in relation to pollution related pressures and disturbance on qualifying interest habitats and species.

Screening Determination

Finding of likely significant effects

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of objective information provided by the applicant, I conclude that the proposed development could result in significant effects on the Cork Harbour SPA (Site Code No 004030) in view of the conservation objectives of a number of qualifying interest features of those sites.

It is therefore determined that Appropriate Assessment (Stage 2) under Section 177V of the Planning and Development Act 2000 of the proposed development is required.

Appendix 2 – Appropriate Assessment

Appropriate Assessment

The requirements of Article 6(3) as related to appropriate assessment of a project under part XAB, sections 177V [or S 177AE] of the Planning and Development Act 2000 (as amended) are considered fully in this section.

Taking account of the preceding screening determination, the following is an Appropriate Assessment of the implications of the planning permission for a Large-Scale Residential Development (LRD) comprising the demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 residential units, a creche facility, commercial/retail unit and all ancillary site development works in view of the relevant conservation objectives of Cork Harbour SPA (Site Code No 004030) based on scientific information provided by the applicant.

The information relied upon includes the following as submitted with the application and by way of Further Information:

- Appropriate Assessment (AA) Screening & Natura Impact Statement (NIS)
- Construction & Environmental Waste Management Plan
- Construction Resource Waste Management Plan
- Infrastructure Report (Includes a Confirmation of Feasibility dated 4th March 2025)
- Construction Traffic Management Plan
- Drainage Impact Assessment
- Site Investigations Report
- Landscape & Green Infrastructure Report
- Flood Risk Assessment
- Water Framework Directive Assessment Report

- Operational Waste Management Plan
- Biodiversity Report
- Invasive Species Management Plan
- Construction Environmental Waste Management Plan
- Lighting Impact Assessment
- Landscape & Green Infrastructure Report
- Tree Survey & Arboricultural Assessment
- Bird Nesting Plan
- Proposed Attenuation Tanks – General Arrangement
- Outdoor Light Report
- Boundary Treatment Plan
- EIAR
- Uisce Eireann submission to CCC dated 2nd September 2025 confirming that a Confirmation of Feasibility has been issued to the applicant advising that water and wastewater connections are feasible subject to upgrade.
- Publicly accessible information on the NPWS website
- Publicly accessible information on the EPA Website and the EPA Appropriate Assessment Tool.

I am satisfied that the information provided is adequate to allow for Appropriate Assessment. I am satisfied that all aspects of the project which could result in significant effects are considered and assessed in the NIS and mitigation measures designed to avoid or reduce any adverse effects on site integrity are included and assessed for effectiveness.

Submissions / Observations

Cork City Council Biodiversity Report

The report sets out the following comments in relation to Appropriate Assessment (NIS).

This report documents the proposed site plan; potential impacts associated with the development and includes required mitigation to ensure that the proposed site works would not have an adverse ecological impact on any Natura 2000 sites or associated Qualifying Interest (QI) species.

The report is comprehensive and acknowledges that hydrological connectivity exists. This connectivity includes direct (via an adjacent drain) and indirect (via sewage and waste water) connectivity. The report does not include an up-to-date confirmation from Uisce Eireann on a valid connection agreement, however, an up-to-date letter from Uisce Eireann providing Confirmation of Feasibility in an additional document supplied with the application is noted.

It is concluded that that subject to implementation of mitigation, the construction and operation of the proposed development is not likely to adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects. This report is complete.

Inland Fisheries Ireland (18th August 2025)

Requested that Irish Water/Cork City Council signify there is sufficient capacity in existence so that it does not:

- a) overload either hydraulically or organically existing treatment facilities
- b) result in polluting matter entering waters or
- c) cause or contribute to non-compliance with existing legislative requirements.

Should permission be granted IFI request that planning conditions require there is no interference with, bridging, draining, or culverting of any watercourse, its banks or bankside vegetation to facilitate this development without the prior approval of IFI.

European Sites

Cork Harbour SPA (Site Code No 004030)

Cork Harbour is a large, sheltered bay system, with several river estuaries - principally those of the Rivers Lee, Douglas, Owenboy and Owennacurra. The SPA site comprises most of the main intertidal areas of Cork Harbour, including all of the North Channel, the Douglas River Estuary, inner Lough Mahon, Monkstown Creek, Lough Beg, the Owenboy River Estuary, Whitegate Bay, Ringabella Creek and the Rostellan and Poul nabibe inlets.

The site is of special conservation interest for holding an assemblage of over 20,000 wintering waterbirds. Cork Harbour has a nationally important breeding colony of Common Tern (102 pairs in 1995). The birds have nested in Cork Harbour since about 1970, and since 1983 on various artificial structures, notably derelict steel barges and the roof of a Martello Tower.

Summary of Key issues that could give rise to adverse effects (from screening stage):

- Water quality degradation (construction and operation)

Qualifying Interest features likely to be affected	Conservation Objectives and Targets attributes (summary inserted)	Potential adverse effects
Little Grebe Great Crested Grebe	Maintain favourable conservation condition which is defined by the	Water quality degradation and / or alteration of habitat quality by reason of demolition, construction and / or operational impacts

<p>Cormorant</p> <p>Grey Heron</p> <p>Pintail</p> <p>Shoveler</p> <p>Red-breasted Merganser</p> <p>Black-headed Gull</p> <p>Common Gull</p> <p>Lesser Black-backed Gull</p> <p>Common Tern</p>	<p>following attributes and targets:</p> <p><i>Population Trend - Long term population trend stable or increasing</i></p> <p><i>Distribution - No significant decrease in the range, timing or intensity of use of areas by the QI, other than that occurring from natural patterns of variation</i></p> <p><i>Common Tern - Foraging range: max. 37km, mean max. 33.81km, mean 8.67km.</i></p>	
<p>Shelduck</p> <p>Wigeon</p> <p>Teal</p> <p>Oystercatcher</p> <p>Golden Plover</p> <p>Grey Plover</p> <p>Lapwing</p> <p>Dunlin</p> <p>Black-tailed Godwit</p> <p>Bar-tailed Godwit</p>	<p>Maintain favourable conservation condition which is defined by the following attributes and targets:</p> <p><i>Population Trend - Long term population trend stable or increasing</i></p> <p><i>Distribution - No significant decrease in</i></p>	<p>Water quality degradation and / or alteration of habitat quality by reason of demolition, construction and / or operational impacts</p>

<p>Curlew Redshank Greenshank</p>	<p><i>the range, timing or intensity of use of areas by the QI, other than that occurring from natural patterns of variation</i></p>	
<p>Wetlands</p>	<p>To maintain the favourable conservation condition of the wetland habitat in Cork Harbour SPA as a resource for the regularly-occurring migratory waterbirds that utilise it. This is defined by the following attribute and target:</p> <p><i>Habitat Area - The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 2,587 hectares, other than that occurring from natural patterns of variation</i></p>	<p>Water quality degradation and / or alteration of habitat quality by reason of demolition, construction and / or operational impacts</p>

Mitigation Measures

The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.

The focus of mitigation measures proposed are at preventing ingress of pollutants and silt into surface water and receiving watercourses. This is to be achieved via design (avoidance), supervision by a Project Ecologist, application of specific mitigation measures and monitoring effectiveness of measures. A Construction Environmental Management Plan (CEMP) has been prepared for the proposed development, and this contains construction mitigation measures, which are also set out in the NIS. Measures include as follows:

Concrete Pouring Mitigation Measures

- Concrete pours will occur in contained areas using shuttering. Rinsing down of concrete trucks will be done at a dedicated location on site—adjacent to the construction site or at a suitable alternative location. Signage will be erected at each concrete pour location directing drivers to the rinse down area. This rinse down area will be removed at the end of the construction phase.

Surface Water Drainage

- A Site Environment Plan (SEP) identifying fuel storage and refuelling locations will be developed and this plan will also identify the spill kit locations. Spill response kits will be required for each piece of heavy equipment (i.e., Excavators, Loaders, Trucks) which will be at least 21 litre drum size each with spill pads, sorbent, small boom, plastic garbage bag and gloves.
- Silt traps will be installed on surface water drains during the site development works.
- Constructing buildings and roads above the flood level to ensure that back flows through the surface water outfalls will not occur.
- All foul and other wastewater will be discharged to the foul drainage system.
- The storm drainage system with associated hydrocarbon interceptors and silt collection will be cleaned and maintained on an on-going basis throughout its lifetime in a manner and frequency that is in line with guidelines.

- Areas stripped of vegetation will be kept to a minimum; enough to keep pace with house construction. On-going landscaping and restoration of completed units will be carried out. This will reduce areas of soil exposed to erosion.
- During the operational phase the runoff from the site will be controlled and managed using a suite of SuDS and engineering controls. These will include tree pits, infiltration basins, filter drains, blue/green roofs, raingarden / bio retention tree pits and stormwater attenuation tanks fitted with flow control devices.
- Diesel tanks, used to store fuel for the various items of machinery, will be self-contained and double-walled.
- Refuelling will be carried out from these tanks or from delivery vehicles and will not be left unattended.
- Fuels, lubricants and hydraulic fluids for equipment used on the construction site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to best codes of practice - (Enterprise Ireland BPGCS005).
- Any spillage of fuels, lubricants or hydraulic oils will be immediately contained and the contaminated soil removed from the site and properly disposed of.
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or re-cycling.
- The development's road network will be finished with tarmac or asphalt surface which will discharge runoff to a piped drainage system.
- Proven engineering practice will apply during the hydraulic design process.
- Surface water drains will be installed in roads and streets and in pre-determined wayleaves adjacent to building structures.
- Spillage and leaks of oil from cars parked in the development during the operational phase is unavoidable. To reduce the potential impacts, oil interceptors will be incorporated into the site drainage design.
- The area is serviced by mains gas and this utility will be provided to the new development. The use of home heating oil is therefore eliminated so the risk has been removed.

Earthworks

- Careful selection of stockpile locations to-avoid, as far as practical, double handling of materials; avoid steep slopes; avoid natural overland flow paths of stormwater runoff; provide shelter from the prevailing wind direction.
- Blading off the vegetative layer (for separate storage). Vegetation will not be incorporated in the stripped topsoil.
- Avoid stripping in inclement wet weather conditions. Wet soils are more difficult to work and handle and it is more likely to damage soil structure in wet conditions.
- Avoid extending topsoil stripping into the mineral soil layer. Limiting height of stockpiles to avoid anaerobic conditions occurring.
- Profiling of stockpiles to promote rainwater runoff.
- Check dams and / or straw bales will be installed along the alignment of roadside drainage to slow flows and remove silt. These will be constructed using clean stone and geotextile spanning across the drainage channel
- Placement of silt fencing downgradient of stockpiles to catch any fines carried by stormwater runoff.
- Stockpiles will be allowed vegetate naturally, which will reduce erosion by wind and water.
- A street sweeper will attend site regularly to clean the road when there are truck movements in and out of the site.
- Earthworks will be suspended during extreme weather conditions. An extreme rainfall event will be classified as an event that corresponds to the Met Éireann Orange–Weather Alert for Rainfall.
- Hard surface roads will be regularly swept to remove mud and aggregate materials from their surface.
- Public roads outside the site will be regularly inspected for cleanliness, and cleaned as necessary.
- Material handling systems and Site stockpiling of materials will be designed and laid out to minimise exposure to wind; and

- Water misting or sprays will be used on stockpiles as required if particularly dusty activities are necessary during dry or windy periods.
- Potential hydrocarbon spillages during the construction stage are unmitigated and depend largely on the volume released, hydrocarbons reaching the surface water environment would have a local short-term direct slight negative impact on water quality and a short term indirect slight negative impact on habitats downstream. Hydrocarbons attenuate naturally in the environment, so any negative impacts are reversible. During the operational phase there would be comparatively little hydrocarbons apart from parked cars. Interceptors as part of the SuDS train will mitigate this concern.
- Any storage of oils and diesel on site will be in steel or plastic tanks of good integrity and bunded to 110 % of tank capacity. All fuel and hydraulic fluids will be stored in the site COSHH store located in the site compound.
- Refuelling of site plant will be carried out at the site compound where a concrete refuelling pad will be provided adjacent to the fuel storage tank. When refuelling takes place directly from self-bunded mobile refuelling bowsers, spill kits will be readily available (kept in the machine). Refuelling of mobile plant will not take place within 50m of any sensitive receptor. Toolbox talks on refuelling will be given to delivery drivers in addition to plant operatives.
- Fuels, lubricants and hydraulic fluids for equipment used on the construction site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to best codes of practice.
- Any spillage of fuels, lubricants or hydraulic oils will be immediately contained, and the contaminated soil removed from the site and properly disposed of. Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling.
- Appropriate spill control equipment, such as oil soakage pads, will be kept in the site plant to deal with any accidental spillage. Spare spill kits will be kept at the construction site compound in the container adjacent to the fuel storage

I would note also that the EIAR sets out a range of mitigation measures within this document that either directly or indirectly related to measures to ensure surface water and ground water is not contaminated (and these are summarised in Chapter 15 of the EIAR).

It is my view that these are best practice standard construction management and surface water management measures which have not been designed or intended to avoid or reduce any harmful effects of the project on a European Site. The measures are otherwise incorporated into the applicant's Construction Environmental Management Plan (CEMP), the EIAR, and other elements of the documentation and drawings submitted, and I do not consider that they include any specific measures that would be uncommon for a project of this nature.

I am satisfied that the preventative measures which are aimed at interrupting the source-pathway-receptor are targeted at the key threats to the qualifying interests of the Cork Harbour SPA (Site Code No 004030) and by arresting these pathways or reducing possible effects to a non-significant level, adverse effects can be prevented. Mitigation measures are captured in planning condition no 2 of the recommended conditions as set out in Section 13.0 Conditions of this report above.

Assessment of issues that could give rise to adverse effects in view of conservation objectives

There is one distinct potential adverse impact on the Cork Harbour SPA associated with this development, namely water quality degradation (construction and operation) by reason of surface water runoff and wastewater discharge impacts. These are discussed separately below.

Surface Water Runoff / Discharges

The Lisheens Stream, a tributary of the Grange Hill and Curraheen Stream, is located at the south-eastern corner of the proposed development site. During operation, the proposed surface water drainage network will discharge to this stream. The Lisheens Stream meets the stream c.2.8km downstream of the proposed development site (via the Grange Hill Stream). The Stream meets the Glasheen River c.5.9km downstream of this and the River Glasheen flows into the Lee Estuary 3.7km downstream of this point. The Cork Harbour SPA is located 4.5km downstream of this point. The proposed development site is located c.16.9km upstream of Cork Harbour SPA.

Although unlikely given the distance downstream, silt-laden stormwater run-off during site preparation, site clearance, dewatering of excavations and construction of site access roads as well as spillages of fuel and oil and concrete / cement run-off could potentially impact on water quality within the Lisheens Stream and the Cork Harbour SPA downstream of the proposed development site.

In addition to the foregoing mitigation measures as outlined, it is noted that the proposed petrol interceptor also includes a silt storage capacity in addition to the oil storage capacity that allow silt to be collected in the interceptor prior to discharge to the proposed attenuation tanks. This silt build-up can then be removed from the tanks. The interceptors will be specified at detailed design stage. Attenuation Tank Sizes and Petrol Interceptor Sizing/Specifications have been included as part of the Stormwater Network Design.

Taking the above into consideration, no significant adverse effects are considered likely in relation to surface water runoff and wastewater discharge impacts on Cork Harbour SPA qualifying interest through water quality degradation and / or alteration of habitat quality by reason of construction and / or operational impacts associated with the proposed development.

In-Combination Effects

An assessment of plans and projects with the potential for in-combination effects in association with the proposed development was undertaken. A search of planning applications in the vicinity of the proposed development was undertaken in May 2025 to examine projects with potential for in-combination effects (Source: Cork County Council, An Bord Pleanála, EPA). Other projects or developments which could potentially cause in-combination impacts are listed in Table 8 of the NIS and include the River Basin Management Plan 2022-2027, Inland Fisheries Ireland Corporate Plan 2021-2025, Irish Water Capital Investment Plan 2020-2024, Water Services Strategic Plan (WSSP, 2015), WWTP discharges and other developments in the vicinity. The NIS concluded that following mitigation, no adverse impacts from changes in water quality during construction or operation were identified in the plans or projects described in Table 8. In summary, no measurable in-combination impacts are likely to Cork Harbour SPA from other developments.

It is acknowledged that other developments have a potential cumulative impact on the surface water drainage network. However, as the project will not result in significant negative impacts it will not have the potential to combine with other projects in the surrounding area to result in cumulative significant effects to the local environment or Natura 2000 sites occurring in the wider surrounding area.

I am satisfied that in-combination effects has been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects.

Findings and Conclusions

The applicant determined that following the implementation of mitigation measures, the construction and operation of the proposed development alone, or in

combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from aspects of the proposed development can be excluded for the European site considered in the Appropriate Assessment. No direct impacts are predicted. Indirect impacts would be temporary in nature and mitigation measures are described to prevent likely significant effects on water quality at the construction and operational phase of development. Monitoring measures are also proposed to ensure compliance and effective management of measures.

I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented. The proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.

Reasonable Scientific Doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the attainment of the conservation objectives of the Cork Harbour SPA (Site Code No 004030). Adverse effects on site integrity can be excluded and no reasonable scientific doubt remains as to the absence of such effects.

Appropriate Assessment Conclusion: Integrity Test

In screening the need for Appropriate Assessment, it was determined that the proposed development could result in significant effects on Cork Harbour SPA (Site

Code No 004030 in view of the conservation objectives of those sites and that Appropriate Assessment under the provisions of S177U/ 177AE was required.

Following an examination, analysis and evaluation of the NIS, all associated material submitted, I consider that adverse effects on site integrity of the Cork Harbour SPA (Site Code No 004030) can be excluded in view of the conservation objectives of these sites and that no reasonable scientific doubt remains as to the absence of such effects.

My conclusion is based on the following:

- Detailed assessment of construction and operational impacts.
- To maintain the special conservation status of existing bird species and extent of habitat.
- Effectiveness of mitigation measures proposed.
- Application of planning conditions to ensure application of these measures.
- The proposed development will not affect the attainment of conservation objectives for the Cork Harbour SPA (Site Code No 004030).

Appendix 3 - Water Framework Directive Impact Assessment - Screening

Stage 1 Screening			
Step 1: Nature of the Project, the Site and Locality			
ABP Ref.	ACP-324030-26	Townland, address	Greenfield, Ballincollig, Cork
Description of project	<p>Planning permission for a Large-Scale Residential Development (LRD) comprising the demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 residential units, a creche facility, commercial/retail unit and all ancillary site development works.</p> <p>Associated works include connection to the existing Uisce Eireann potable water network and foul sewer network (which is treated at Ballincollig wastewater treatment plant).</p> <p>An Environmental Impact Assessment Report (EIAR), a Natura Impact Statement and Water Framework Directive Assessment Report have been prepared in respect of the proposed development. Chapter 7 Water (Hydrology & Hydrogeology and Chapter 5 Services, Infrastructure & Utilities of the EIAR are relevant in this screening assessment.</p>		
Brief site description, relevant to WFD Screening	<p>The Lisheens Stream, a tributary of the Grange Hill and Curraheen Stream, is located at the south-east corner of the site. There are internal field boundary drains, but these are dry except during prolonged heavy rainfall. An open drain flows in a southwestern direction on the south-eastern boundary of the site. Halfway along this boundary it turns to the southeast for approximately 150m before joining the headwater of Lisheens Stream at the 'Boiling Well'. There are a network of interconnected field boundary drains at the site and adjoining agricultural fields</p>		

which connect to the Lisheens Stream at three locations. The Lisheens Stream joins the Maglin North River to the east of Ballincollig Castle (approximately 825m from the southeast corner of the Greenfield site. The drainage from N22 (Ballincollig Bypass) and Greenfield Road in the vicinity of the site discharges to the Maglin North River approximately 650m to the southeast of the site. There is no direct connection between the N22 drainage infrastructure and the drainage from the site (existing or proposed).

The site is within hydrometric area 19 (Lee, Cork Harbour and Youghal Bay). Hydrometric area No 19 includes the surface catchment drained by the River Lee and all streams entering tidal water in Cork Harbour and Youghal Bay and between Knockaverry and Templebreedy, extending to an area of 2,153km². The total population of the catchment is approximately 328,854 with a population density of 153 people per km². The catchment comprises 18 sub-catchments with 92 river water bodies, three lakes, 13 transitional, six coastal water bodies and 16 groundwater bodies. The proposed development site is located within the Glasheen (Cork City)_SC_010 sub catchment.

The connection works to the Uisce Eireann networks are located within the same WFD sub-basin as the Greenfield site. The Ballincollig WWTP is located in, and discharges treated water to, the Lee(Cork)_050 WFD river waterbody sub-catchment and Lee(Cork)_090 WFD river waterbody subbasin.

I refer to the Site-Specific Flood Risk Assessment (SSFRA) submitted with the application. This SSFRA was taken to Stage 3 as potential flooding was identified in the Ballincollig Drainage Study. This study indicated that the 0.1% AEP (Annual Exceedance Probability) high end future scenario flooding will extend into the southeastern periphery of the site. The proposed distributor

	<p>road encroaches into this potential flood extents area. As the road extends into the flood extents area, modelling was carried out to assess the potential impacts on flooding extents and magnitude.</p> <p>There will be no direct discharges to groundwater. As the site is underlain by limestone formations which are susceptible to karstification, infiltrating SuDS features, which would concentrate flows to the subsurface, are avoided. Of the 15.2ha of site area, 3.1ha will consist of open space and landscaping. Incident rainfall in these areas will continue to percolate into subsoil and recharge the aquifer.</p> <p>The designated sites downstream of the Greenfield site are:</p> <ul style="list-style-type: none"> ▪ Great Island Channel SAC & pNHA – site code 001058. ▪ Cork Harbour SPA - site code 004030. ▪ Douglas River Estuary pNHA - site code 001046. ▪ Dunkettle Shore pNHA - site code 001082. ▪ Rockfarm Quarry, Little Island pNHA - site code 001074. ▪ Monkstown Creek pNHA – site code 001979. ▪ Lough Beg (Cork) pNHA – site code 001066. ▪ Whitegate Bay pNHA – site code 001084. ▪ Ballincollig Caves pNHA – site code 001249. <p>In addition to these, the Lee Valley pNHA (site code 000094) is downstream of the discharge from the Ballincollig WWTP.</p>
<p>Proposed surface water details</p>	<p>Discharge to Surface Water will be via SuDS features, including rainwater harvesting, infiltration basins, filter drains, tree pits, raingarden / bioretention tree pits, green roofs and attenuation tanks</p>

	<p>fitted with flow control devices. Hydrocarbon interceptors will also be installed upstream of each attenuation tank. Treated surface water from the development will be discharged at one location – the open drain at the southeastern boundary of the site where it turns in a southeasterly direction. This will flow to the Lisheens Stream, a tributary of the Grange Hill and Curraheen Stream, is located at the south-east corner of the proposed development site.</p> <p>To reduce the effects of the surface runoff on potential flooding, a Stormwater Management Plan will be applied to surface water discharges into adjacent watercourses to control the rate of runoff from new development. The maximum permitted surface water outflow from the new development is to be restricted to that of the existing Greenfield site by the usage of attenuation storage.</p>
<p>Proposed water supply source & available capacity</p>	<p>Uisce Eireann mains water connection subject to the following upgrades:</p> <ul style="list-style-type: none"> ▪ In order to complete the proposed water supply connection for the development, approximately 250m of watermain upgrades are required between Station Road and Maglin Road. ▪ A 200mm diameter spine main, located through the Greenfield site, will be required to service future development. <p>A review of the Uisce Eireann Capacity Register (Published August 2025) at the time of writing this report indicated “capacity available” in Cork City to support 2034 population targets and that Level of Service (LoS) improvement required. I am satisfied that no issues arise in relation to water supply subject to compliance with the requirements of Uisce Eireann.</p> <p>No capacity issues identified.</p>

<p>Proposed wastewater treatment system & available capacity</p>	<p>Uisce Eireann Wastewater connection. The development will be serviced by mains sewer which will be treated at Ballincollig WWTP, a tertiary treatment plant which has a capacity of 33,000 PE. Discharge of treated water is to the River Lee. According to the latest Annual Environment Report (2023) for this facility, the quality of the treated water discharged to the River Lee is compliant for all test parameters. The report further states that the WWTP discharge was compliant with the Emission Limit Values (ELV's) set in the wastewater discharge licence and that the discharge from the wastewater treatment plant does not have an observable negative impact on the Water Framework Directive status.</p> <p>Uisce Eireann has confirmed its capacity to treat sewage from the Greenfield site subject to the following upgrades to the sewer network:</p> <ul style="list-style-type: none"> ▪ To complete the proposed foul sewer connection, there is a requirement for a pumping station with 24-hour storage. The discharge connection would be to the 450mm diameter sewer line located on Maglin Road. ▪ An alternative foul sewer connection could be made to the network to the north of the site, but this would require downstream upgrades near the R608 road. <p>A review of the Uisce Eireann Capacity Register (Published August 2025) at the time of writing this report indicated “spare capacity available” in the wastewater treatment capacity at Ballincollig WWTP (Reg D0049). I am satisfied that no issues arise in relation to wastewater drainage capacity subject to compliance with the requirements of Uisce Eireann.</p> <p>No capacity issues identified.</p>
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Other	Contamination - Polluting materials stored, use and / or generated on site include hydrocarbons, concrete and silt. These present a risk of polluting the surface water and groundwater environment primarily during the construction phase.
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Step 2: Identification of relevant water bodies and Step 3: S-P-R connection

Identified Waterbody	Distance to (m)	Waterbody name(s) (code)	WFD Status 2019 - 2024	Risk of not achieving WFD Objective 2016 - 2021	Identified pressures on the waterbody	Pathway linkage to water feature
River Waterbody	Lisheens Stream (a first order stream) is located at the south-east corner of the site and is fed by several field drains, many ephemeral, draining the project site and adjacent fields. The Lisheen Stream joins the Maglin North River (a second order stream) just east of Ballincollig Castle. These	Currageen (Cork City)_010 IE_SW_19C120 740	Moderate – Expert Judgement	At Risk	Nutrients	Surface water run off
		Lee (CORK)_090 IE_SW_19L0308 00	Moderate - Monitoring	Not at Risk	Non identified	Wastewater

	waterbodies form part of the Curragheen (Cork City) River Waterbody					
Groundwater Waterbody	Underlying site	Ballincollig IE_SW_G_002	Good	Not at risk	Non identified	Drainage to groundwater
Transitional Waterbody	c7.5km to the east	Lee (Cork) Estuary Upper IE_SW_060_0950 Lee (Cork) Estuary Lower IE_SW_060_0900 Lough Mahon IE_SW_060_0750	Moderate - Monitoring Poor - Monitoring Moderate - Monitoring	At Risk At Risk At risk	Urban Runoff & Urban Waste Water Urban Waste Water, & Urban Runoff Urban Waste Water	Surface water run off and wastewater Surface water run off and wastewater Surface water run off and wastewater
Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage.						
CONSTRUCTION PHASE						

No.	Component	Waterbody receptor	Pathway (existing and new)	Potential for impact / what is the possible impact	Screening Stage Mitigation Measure	Residual Risk (yes/no) Detail	Determination to proceed to Stage 2. Is there a risk to the water environment?
1.	Demolition / site clearance / construction	River Waterbody Curragheen (Cork City)_010 Lee (CORK)_090	Runoff from the site entering the Lisheens Stream via the existing field boundary drains.	Increased sediment loading in the surface water runoff from the site Hydrocarbon spills or leaks from construction machinery. Release of cement to watercourses during concrete pours Concrete delivery trucks washdown water	The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.1 of the WFD Assessment Report. Housing units are setback from the Lisheens Stream, providing a buffer of greater than 70m Main field boundary drains on the site have been incorporated into the	No	Screened out

					development layout Implement CEMP		
2.	Demolition / site clearance/ construction	Groundwater Waterbody Ballincollig	Drainage through soil / bedrock	As above Groundwater (aquifer) vulnerability will be increased with the removal of topsoil and overburden.	The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.1 of the WFD Assessment Report. Removal of topsoil and overburden is reversible with the construction of foundations and roads which will provide a barrier to downward migration of any pollutants. Implement CEMP	No	Screened out

3.	Demolition / site clearance/ construction	<p>Transitional Waterbody</p> <p>Lee (Cork) Estuary Upper</p> <p>Lee (Cork) Estuary Lowe</p> <p>Lough Mahon</p>	None	As above	<p>The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.1 of the WFD Assessment Report.</p> <p>Implement CEMP</p>	No	Screened out
OPERATIONAL PHASE							
1.	Surface water run-off & wastewater treatment	<p>River Waterbody</p> <p>Curragheen (Cork City)_010</p> <p>Lee (CORK)_090</p>	<p>Runoff from the site entering the Lisheens Stream</p> <p>Wastewater discharge to Ballincollig WWTP</p>	<p>Hydrocarbon spills or leaks resulting in contamination of surface water</p> <p>Increased hardstanding areas with a change in greenfield site runoff characteristics, volumes and rates entering the Lisheen River</p> <p>Displacement of a small volume of</p>	<p>The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.2 of the WFD Assessment Report.</p> <p>Incorporation of silt and oil interceptors to ensure clean discharge</p>	No	Screened out

				<p>flood storage capacity. Deterioration of water quality in River Lee.</p>	<p>Implement Stormwater Management Plan Uisce Eireann Wastewater connection. Development will be serviced by mains sewer which will be treated at Ballincollig WWTP The conclusion of the SSFRA is that, with the recommended mitigation, the development will not result in increased flood risk at or downstream of the site. Runoff from the site will be controlled and managed using a suite of SuDS and engineering</p>		
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					controls designed for a 1:100-year storm event plus a 20% allowance for climate change.		
2.	Groundwater discharges	Groundwater Waterbody Ballincollig	Drainage through soil / bedrock	Hydrocarbon spills or leaks resulting in contamination of surface water Deterioration of water quality Reduction in groundwater quality	The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.2 of the WFD Assessment Report. Construction of foundations and roads will provide a barrier to downward migration of any pollutants SUDs Features. Implement Stormwater	No	Screened out

					Management Plan		
3.	Surface water run-off & wastewater treatment	Transitional Waterbody Lee (Cork) Estuary Upper Lee (Cork) Estuary Lowe Lough Mahon	None	None	The avoidance and mitigation to be implemented to protect the water environment are set out in Section 5.2 of the WFD Assessment Report. SuDS features Implement Stormwater Management Plan. Uisce Eireann Wastewater connection. Development will be serviced by mains sewer which will be treated at Ballincollig WWTP.	No	Screened out
DECOMMISSIONING PHASE							

1.	Decommissioning is not anticipated as this is a permanent residential development.
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