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**LARGE RESIDENTIAL  
DEVELOPMENT  
CORRESPONDENCE FORM**

Appeal No: ACP 324030-26

Please treat correspondence received on 17/2/26 as follows:

1. Update database with new agent for Applicant/Appellant _____	
2. Acknowledge with LRD <u>20</u>	1. RETURN TO SENDER with LRD _____
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<b>Amendments/Comments</b>
<u>Applicant's response to letter dated 21st Jan.</u>

4. Attach to file (a) Processing <input checked="" type="checkbox"/> (b) Inspector <input type="checkbox"/>	RETURN TO EO <input type="checkbox"/>
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EO: <u>Cathy Condon</u>	Plans Date Stamped <input type="checkbox"/>
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	AA: <u>A. Delaney</u>
	Date: <u>18/02/26</u>



David Behan

CC

**From:** John O'Brien | HW Planning <jobrien@hwplanning.ie>  
**Sent:** Tuesday 17 February 2026 17:01  
**To:** Appeals2; Bord  
**Cc:** Harry Walsh | HW Planning  
**Subject:** ACP-324030-26 - LRD of 544 residential units, a creche facility, commercial/retail unit at Greenfield, Ballincollig, Cork.  
**Attachments:** 260216\_LTR\_Greenfield Appeal Response\_HW.pdf; 260122\_ACP\_Greenfield Appeal\_AMoC.pdf

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Dear Sir/Madam

We act on behalf of Murnane & O'Shea Limited, applicant in the above matter who wish to respond to third-party appeals submitted regarding the referenced development at Greenfield, Ballincollig, Cork. An Coimisi n Plean la reference ACP-324030-26 refers. Please see attached appeal response letter. The attached appeal response relates specifically to the third-party appeals which were enclosed with the attached An Coimisi n Plean la letter dated the 21<sup>st</sup> of January 2026.

We would appreciate formal written confirmation that same has been received at your earliest convenience.

Kind Regards

**John O'Brien**  
Planning Consultant

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HW Planning  
5 Joyce House  
Barrack Square,  
Ballincollig, Co. Cork

-----  
[hwplanning.ie](http://hwplanning.ie)  
[+353 \(0\)21 4873250](tel:+3530214873250)  
[+353 \(0\)87 1332570](tel:+3530871332570)

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[LinkedIn](#)

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The Secretary  
An Coimisiún Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

13<sup>th</sup> February 2025

**HW Planning**

5 Joyce House,  
Barrack Square,  
Ballincollig,  
Cork  
P31 KP84

[www.hwplanning.ie](http://www.hwplanning.ie)  
[info@hwplanning.ie](mailto:info@hwplanning.ie)  
+353 (0)21 487 3250

**Directors:**

Harold Walsh  
Conor Frehill

**Company Reg. No.**  
486211

**Accreditations**

ISO 9001:2015  
ISO 14001:2015  
ISO 45001:2018

**Re: An Coimisiún Pleanála Case No: ACP-324030-26  
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 at Greenfield, Ballincollig, Cork.**

Dear Sir/Madam,

We act on behalf of Murnane O'Shea Limited, Lahadane, Bantry, Co. Cork, who wishes to respond to the third-party appeals submitted by the following parties against Cork City Council's decision to grant permission for the above development.

Liam Cotter	1 Woodberry, Greenfields, Ballincollig, Cork. P31 PW52
Mr. Martin Walsh	3 Woodberry, Greenfields Road, Ballincollig, Cork. P31 DK30
Mrs. Karin Walsh	3 Woodberry, Greenfields Road, Ballincollig, Cork. P31 DK30
Barry Crowley	'Cuilleann', Greenfield, Ballincollig, Cork. P31 VX23
Mary Murphy, Pat Brett	Sean Tuath, Greenfields Road, Ballincollig, Cork. P31 N968

The Commission will note that the appellants are mostly individuals and property owners currently living on Greenfields Road and which is currently characterised by low density residential development of large detached homes on individual sites. On review of the appeals, it is evident that the grounds of appeal raised are similar in content across all the appeals and the applicants welcome the appellants' recognition that they have no objection to the development of these lands, which have been zoned for development for over 20 years and since the 2003 Cork County Development Plan. The appeals are dominated by concerns regarding the proposed strong urban edge to Greenfields Road, which the appellants consider is inappropriate. It is contended that the density and height of the proposed development does not comply with the Cork City Development Plan 2022-2028 or current national guidance and will result in a negative visual impact. The appellants consider and suggest that the proposed development particularly the frontage to Greenfields Road should be revised to reflect the prevailing suburban and low

density character of the area and that 2 storey housing, should replace the 3 storey duplexes permitted by Cork City Council.

The applicants have sympathy for the existing residents of Greenfields Road, many of whom have owned and lived in properties for over 20 years. Given the low density nature of Greenfields Road and the fact that zoned land adjacent to them has remained in agricultural use for over 20 years they have enjoyed an aspect and amenities that would not be expected within an identified Urban Expansion Area within Cork City's largest Metropolitan Town. The applicants recognise that the significant changes this area will undergo in accordance with national and local policy will be difficult for existing residents to accept. However, compact growth which is the overarching national policy dictates that a greater number of people are accommodated in future housing developments within these areas so that more people can avail of the transport, social and physical infrastructure and amenities enjoyed by existing residents for some time.

The appellants are correct in identifying that the proposed strong urban edge to Greenfields Road does not match the existing pattern of development in this area and the applicants have sympathy for some of their concerns. However, the Commission will note that the scheme has evolved and responded to the City Council's comments during the LRD process and be aware that for Compact Growth to be achieved future developments will be denser and taller than the prevailing environment, with the obvious result being appeals from existing residents in these areas.

### **Project Background**

As noted above the subject lands have been zoned for development for over 20 years and since the 2003 Cork County Development Plan and the applicants' have a long-standing commitment to the delivery of residential development at the subject lands with previous S247 meetings having taken place with the Planning Authority regarding development proposals at the subject site since 2021.<sup>1</sup>. Predating and during LRD process discussions have taken place with the various internal departments at Cork City Council, relating to the future delivery and development strategy of the site and the wider South Ballincollig (Maglin) Urban Expansion Area (MUEA).

As detailed in Chapter 2 (Project Description & Alternatives Considered) of the accompanying Environmental Impact Assessment Report (EIAR), which accompanied the application that since the inception of the project, the applicants and project design team have considered several different layouts and options for the development of the subject lands. Each stage of the project required a reappraisal of the design strategy of the project and an evaluation of how each proposed layout responded to the site's context. The Commissions will note from a review of the City Council Reports and as specifically identified in the Executive Planners Report of September 22<sup>nd</sup>, 2025 that the permitted development has evolved in response to the Council's comments during the LRD process to date, where it was noted that

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<sup>1</sup> ABP reference 312235-21 – SHD Pre-Consultation Submission for a development of 685 no. residential units – 22<sup>nd</sup> July 2021.  
CCC Ref: 180/22- LRD S247 Meeting Request for proposed development of 650 no. residential units - 15<sup>th</sup> November 2022.  
CCC Ref: 169/23 - LRD S247 Meeting Request for proposed development of 652 residential units - 4<sup>th</sup> December 2023.  
CCC Ref: 41/24 - LRD 247 Meeting Request for proposed development of 521 units – 17<sup>th</sup> May 2024

*The overall site layout has evolved throughout the LRD Pre-Application and Opinion stages. The evolution of the proposed site layout resulted from two pre-application consultation meetings*

## Response to Grounds of Appeal

While the applicants understand the motivation for the appeals they are nevertheless disappointed by the same and note that all matters raised by the appellants have been fully addressed in the Council's decision. The submitted appeals are very similar in content and we consider that valid grounds of appeal can be summarised as follows

- 01 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
- 02 The proposed treatment of Greenfields Road has an inadequate set back and does not make adequate provision for future upgrades. .
- 03 The proposed density does not comply with National and Local Policy Guidance.
- 04 The proposed development will result in traffic congestion.
- 05 The proposed development will have undue environmental impacts caused by flooding and construction activities.

The response below addresses these grounds of appeal

### **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**

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. The City Architects Department Planning Report of September 8<sup>th</sup>, 2025 highlights that the scheme has evolved in response to the comments of the Planning Authority during the LRD process and notes that

*The overall form of the scheme is considered appropriate in how the greater density is concentrated towards the SAC and the eastern corner of the site where it will form a backdrop of appropriate scale to the public open space.*

The Commission will note that the content of many of the appeals is similar to the observations made during the LRD process. The Planning Authority requested Further Information on the application, in which they did not query the principle or form of development but required additional detailed in relation to drainage, biodiversity and landscaping. The City Council did not request the alteration of the scale and form of development to Greenfields Road, which as highlighted in the report they considered appropriate.

The proposed development has been divided into five character areas with Character Area 1 a Medium – High Density Urban Edge Along Kilmoney Road and the Maglin Sustainable Access Corridor and Character Area 3 Medium – High Density Urban Edge Along Kilmoney Road. The attached extracts from the Architectural Design Statement prepared by Dedy Gahan highlights the architectural approach and rationale.

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. In terms of visual impact Chapter 3 of the accompanying EIAR notes that the existing dwellings to the north of the road are sensitive receptors to change.

Having regard to the sensitivities of the receiving environment it is proposed to introduce three storey duplex blocks along the site frontage to Greenfields Road. Duplex terraces are an urban typology, but at three storeys they are of modest height. 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. Section 3.10.3 of the EIAR notes that the combination of the buildings' typology and positioning would both generate urban character and avoid excessive built/visual enclosure.

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" 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.*

# 05 DETAILED DESIGN

## CA 1 MEDIUM- HIGH DENSITY: URBAN EDGE ALONG KILUMNEY ROAD + MAGLIN SUSTAINABLE ACCESS CORRIDOR



FIG. CHARACTER AREA 1- UNIT TYPE 3D RENDER



FIG. CHARACTER AREA 1- UNIT TYPE 3D RENDER

Character Area 1 is proposed to be of medium-high density. It is located at the eastern entrances of the proposed development, creating a gateway into the scheme. The typology group will be of the form of 3 storey duplex apartments and 2 storey townhouses with some units overlooking various open spaces.

The double frontage duplex-apartments front onto the Kilumney road and Maglin Sustainable Access Corridor, creating an urban edge to the road side, and overlooks/creates pockets of open spaces to the rear. Beige and white brick with off-white render are the predominant materials proposed for this character area. This facilitates low maintenance and a high-quality finish.

3 bed townhouse typologies were selected in order to provide a desirable unit mix to the market with regard to cost and unit area. The 3-bed townhouses are designed with compact growth in mind and have a variety of elevational treatment. They act as the northern edge along the main pedestrian and cycle route which runs north to south through the site, providing passive surveillance and scale along the route. In addition, a greater variety of unit typologies intends to provide an attractive and diverse development within the immediate context.

**Social Infrastructure** - The town of Ballincollig is located directly to the north of the proposed development site which includes social infrastructure facilities such as national/secondary schools, churches, pharmacy, shop/supermarkets and hairdressers. All are accessible and are within walking distance from the site.



# 05 DETAILED DESIGN

## CA 3 MEDIUM-HIGH DENSITY: URBAN EDGE ALONG KILUMNEY ROAD

### M A T E R I A L P A L E T T E



CHARACTER AREA 3  
BEECH GREEN



FIG. CHARACTER AREA 3- UNIT TYPE 3D RENDER

Character Area 3 is located north-west of the site, bordering one of the entrances to the proposed development and forefronts Kilumney road. This character area proposed to be of medium-high density. The typology group will be of the form of 2-bed townhouses and 3 storey duplex apartments with double frontage. Urban form of character area 3 is designed to create a semi-public internal courtyard with the majority of units overlooking this amenity spaces.

Beige brick and off-white render finish are the predominant materials proposed for this character area. This provides a subtle link to the materials used in character area 1 while being unique enough to give the future residents a distinct sense of community in the development.



FIG. CHARACTER AREA 3- UNIT TYPE 3D RENDER



FIG. CHARACTER AREA 3- UNIT TYPE 3D RENDER

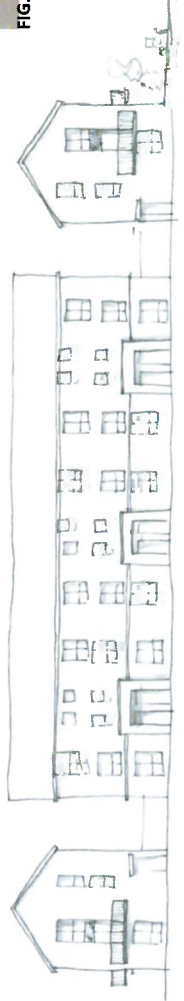


Figure: Proposed Character Area 3



<b>MODEL WORKS</b>	Project	Greenfield, Ballinacorney, Co. Cork	Photography	12.11.2024 12.46 Canon 5D Mark II 24mm Lens	Location	E 55.7954 776 N 58.9827 843	Viewpoint	View 03 Existing
								Issued



<b>MODEL WORKS</b>	Project	Greenfield, Ballinacorney, Co. Cork	Photography	12.11.2024 12.46 Canon 5D Mark II 24mm Lens	Location	E 55.7954 776 N 58.9827 843	Viewpoint	View 03 Proposed
								Issued

Figure 01: View 03 – Existing & Proposed (Chapter 03 EIAR)



<b>MODEL WORKS</b>	project: Greenfield Ballinacraig Co. Cork	photography: 12.11.2024 - 12.26.2024 Canon 5D Mark III 24 mm Lens	location: 5011807 128 N. 5838554 483	viewpoint: View 04 Existing issued: 20.05.2025
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<b>MODEL WORKS</b>	project: Greenfield Ballinacraig Co. Cork	photography: 12.11.2024 - 12.26.2024 Canon 5D Mark III 24 mm Lens	location: 5011807 128 N. 5838554 483	viewpoint: View 04 Proposed issued: 20.05.2025
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**Figure 02: View 04 – Existing & Proposed (Chapter 03 EIAR)**

In assessing the potential visual impact of the proposed development the Executive Planner in his report of September 22<sup>nd</sup>, 2025 considered that

*The proposed development will have a significant visual impact in the short-term, during construction phases. The proposed development represents a significant*

*change in the landscape in a number of public view points, both local road and national road. The proposed design strategy including layout, scale, materials and landscaping measures are acceptable. Council's Conservation Report and City Architect's Report have no objections to the proposed development given adequate separation distance from Ballincollig Caste and integration of the proposed density within the area. Overall, the proposed development would not have any unacceptable direct, indirect or cumulative impacts in terms of landscape and visual impact.*

The potential impact of the proposed development on the residential amenities of existing properties was thoroughly assessed in the Population & Human Health chapter of the EIAR (Chapter 13) and also in the submitted Daylight and Sunlight Analysis prepared by Model Works. 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.

In assessing the impact of the proposed development on the daylight and sunlight to existing properties the submitted Daylight and Sunlight Analysis concluded that

*The proposal site is located in a predominantly rural area of Ballincollig, it has existing farmland to the southeast and northeast and Greenfield Road bounds the site to the northwest and southwest. 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 would not be adversely affected, and therefore a detailed assessment was not required.*

In assessing the overall impact of the proposed development on Human Beings, the Executive Planner in his report of September 22<sup>nd</sup>, 2025 concluded that

*No significant adverse impacts are envisaged. Some minor potential negative impacts to human beings during the construction phase will be mitigated through the implementation of appropriate mitigation measures including a Construction and Environmental Management Plan. Some positive impacts are likely to arise in terms of provision of housing, consolidating the urban area and the provision of a creche and retail unit during the operational phase.*

Overall 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. In accordance with the principle of Compact Growth and good urban design practice the proposed development will present an appropriate urban edge to Kilumney Road which will evolve from its current low density and suburban character to a medium density streetscape, forming a western gateway to the Metropolitan Town of Ballincollig.

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

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 full regard to the potential future upgrade of the Greenfields Road to cater for public transport. The Commission will note that 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 and the applicants have no objection to this condition.

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

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 Architectural Design Statement prepared by Deady Gahan outlines the various character areas within the scheme and the proposed scale of development within the scheme. In general, buildings are of 2-3 storeys with some 4 storey over basement apartment buildings in the southern area and as highlighted in detail below the proposed development constitutes a net density of 45 units per hectare

National Guidelines on residential densities are contained within the Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities (CSGS). Ballincollig is categorised as a 'Metropolitan Town' in the Cork Metropolitan Area Spatial Plan (Cork MASP) of the RSES. Table 3.3 of the 'CSG's, 'Areas and Density Ranges – Metropolitan Towns and Villages' states of Suburban /Urban Extension areas of Metropolitan Towns (>1,500 population).

*'Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban/urban extension locations (as defined in Table 3.8).*

Figure 07, extracted from 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.

### High Capacity Public Transport Node or Interchange

- Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail<sup>21</sup>, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'<sup>22</sup> stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

### Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

Figure 03: Extract from Table 3.8 CSG's – Accessibility

As illustrated in the accompanying Sustainable & Compact Settlement Guidelines Settlement, Place & Density Map, the subject site is located over 1.5 KM 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.

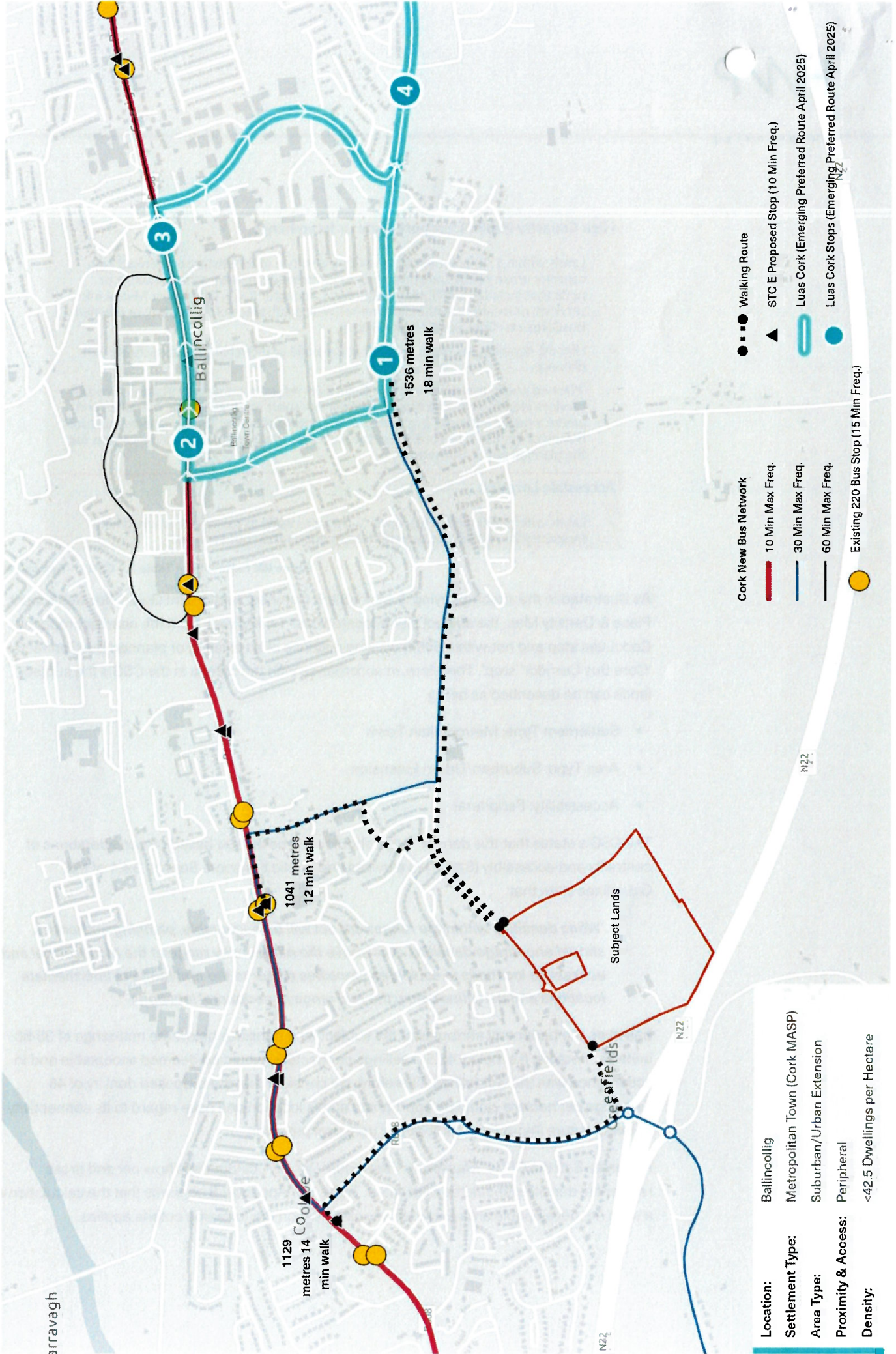
- Settlement Type: Metropolitan Town
- Area Type: Suburban/Urban Extension
- Accessibility: Peripheral

The CSG's states that this density range should then be refined based on considerations of centrality and accessibility (Step 1) to services and public transport. 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*

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, we consider that the proposed density of 45 dwellings per hectare would be appropriate at this location and have regard to its connectivity potential future improvements in public transport provision.

Appendix B of the CSGs '*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.



- Cork New Bus Network**
- 10 Min Max Freq.
  - 30 Min Max Freq.
  - - - 60 Min Max Freq.
  - Existing 220 Bus Stop (15 Min Freq.)
- Walking Route**
- Walking Route
  - ▲ STC E Proposed Stop (10 Min Freq.)
  - Luas Cork (Emerging Preferred Route April 2025)
  - Luas Cork Stops (Emerging Preferred Route April 2025)

<b>Location:</b>	Ballincollig
<b>Settlement Type:</b>	Metropolitan Town (Cork MASP)
<b>Area Type:</b>	Suburban/Urban Extension
<b>Proximity &amp; Access:</b>	Peripheral
<b>Density:</b>	<42.5 Dwellings per Hectare

- 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.

The proposed net developable site area has been calculated as being 12.1 hectares of the total site area. As detailed in Section 04 enclosed Architectural Design Statement prepared by Deady Gahan Architects, a comprehensive assessment of the site's terrain, features and restrictions was conducted in advance of preparation of the proposed layout. 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.

As demonstrated above and illustrated in the Architectural Design Statement prepared by Deady Gahan Architects, 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.

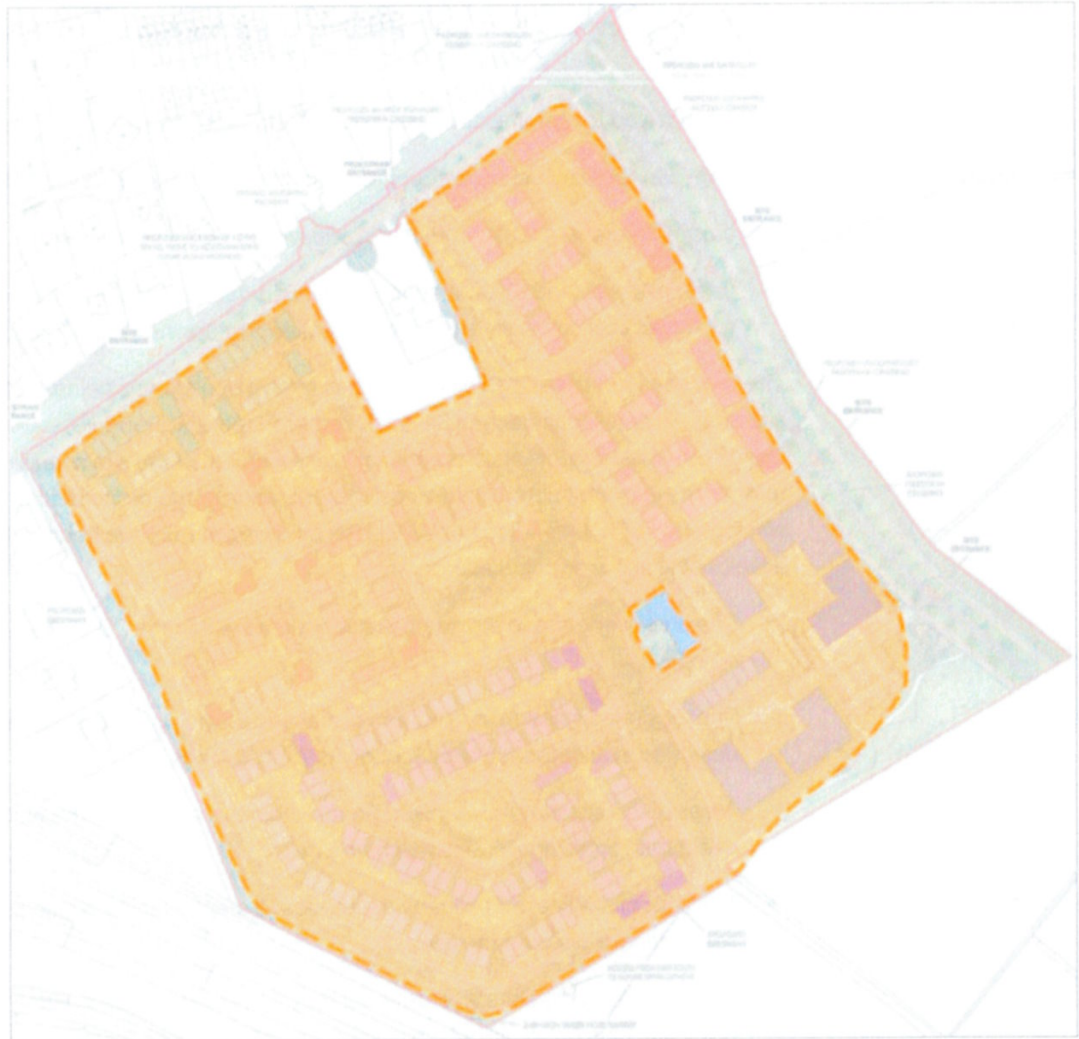


Figure 04: Areas of Site Included in Net Developable Site Area outlined in colour .

Contrary to the suggestions of the appellants the density of the proposed development is consistent with and in compliance with both national and local policy and represents an appropriate density given the locational attributes of the subject site.

#### **The proposed development will result in traffic congestion**

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 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. This will also result in improvements in the performance of the junctions. In view of the above Chapter 4 considers that 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.

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

As there is a risk of flooding affecting a portion of the project site, a Site-Specific Flood Risk Assessment (FRA) was carried out by Malachy Walsh & Partners Consulting Engineers (MWP) in accordance with the Flood Risk Guidelines. A copy of the FRA is provided in Appendix 7-3 of the EIAR and concludes that:

- A hydraulic model was created to predict the flood zones and flood levels at the site. This demonstrated that 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.
- The source of potential flooding at Greenfield is an artificial drain (Lisheens Stream) located just south of the site and connected to the site by a field boundary drain.
- All of the residential units are located outside the flood extents, with amenity space, landscaping and the southern-most section of the sustainable access corridor located within areas at risk of flooding. As such, the development is considered appropriate in accordance with the OPW Guidelines.
- A Justification Test was carried out for the sustainable access corridor which demonstrates that its development is compliant with the OPW Guidelines (and the Objectives of Cork City Development Plan 2022 – 2028).
- 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 medium range future scenario plus 500mm freeboard. On this basis, the minimum FFL would be 19.05mOD. The proposed minimum FFL of the residential units is 20.00mOD.
- That part of the site within the flood extents area should be used only for amenity open space, landscaping or similar.
- Provide 3no. 300mm circular pipe culverts beneath the proposed sustainable access corridor to provide continuity of flow along the existing floodplain.
- Provide floodplain compensation storage in the open area at the southeast corner of the proposed development site.

Once these mitigation measures are implemented, the proposed development will not have an adverse impact elsewhere and is in accordance with the Flood Risk Guidelines.

The operational impact of the proposed development on the receiving environment were assessed in detail in the EIAR which accompanied the application. 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. The resulting residual effect is neutral to negative, imperceptible to not significant, and long-term.

Chapter 11 Air Quality 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. 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 considers the impact of the proposed development on climate change. The operational phase of a mixed-use residential development emits CO<sub>2</sub> through vehicular traffic into and out of the development and energy usage within the buildings. As evidenced by 2022 census information in Figure 13.5, Ballincollig's inward commuter flows are disproportionately car-dependant. 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. The public realm upgrades proposed will promote sustainable commuting patterns and reduce car dependency and overall CO<sub>2</sub> emissions. Energy reduction measures from the buildings also forms a significant potential source of emissions. All buildings however are designed in compliance with the NZEB building regulations enforcing energy reductions of 70% and CO<sub>2</sub> reduction of 60% and mitigating the overall potential effects of the operational phase of the proposed development. It concluded that the residual climatic impacts on human health will be direct, long-term, negative and not significant.

## Conclusion

In summary, we consider that the proposed development represents the sequential and sustainable expansion of Ballincollig and will reflect a high-quality residential development for future occupiers. The proposed layout has evolved in response to the S247 discussions which date from 2021 and in response to City Council's advice and positive feedback during the LRD process. The genuine concerns of the appellants are noted and the potential impact of the proposed development on their residential amenities has been thoroughly assessed through the preparation of an EIAR and detailed assessment of the Planning Authority.

Neither the EIAR or Planning Authority identified any impacts which required mitigation through a reduction in the scale and density of the proposed development. The appellants are seeking the maintenance and extension of the low density suburban nature of Greenfields Road, which is in direct conflict with local and national policy that requires development of increased scale and densities at locations such as the subject site. The proposed development which at 45 dwellings per hectare is within the mid range of the densities recommended for this expansion area of the Metropolitan Town of Ballincollig by national policy guidance and is the lower range of the densities recommended in the City Development Plan, represents an appropriate transition and modern new western gateway to Ballincollig.

PCL XL error

Subsystem: IMAGE

Error: ExtraData

Operator: ReadImage

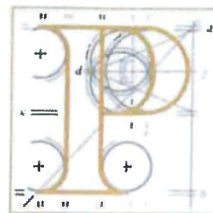
Position: 328436



**Our Case Number: ACP-324030-26**

**Planning Authority Reference Number: 2544048**

**Your Reference: Murnane O Shea Limited**



**An  
Coimisiún  
Pleanála**

HW Planning  
5 Joyce House  
Barrack Square  
Ballincollig  
Co. Cork  
P31 KP84

**Date: 21 January 2026**

**Re: Large-Scale Residential Developemnt (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.  
Greenfield, Ballincollig, Cork**

Dear Sir / Madam,

Enclosed is a copy of a large-scale residential development appeal under the Planning and Development Act 2000, as amended.

As a party to the appeal under section 129 of the Planning and Development Act 2000, as amended, you may make submissions or observations in writing to the Commission **within a period of 4 weeks** beginning on the date of this letter.

Any submissions or observations received by the Commission outside of that period shall not be considered and where none have been validly received, the Commission may determine the appeal without further notice to you.

**Please note when making a response/submission only to the appeal it may be emailed to [appeals@pleanala.ie](mailto:appeals@pleanala.ie) and there is no fee required.**

Please quote the above appeal reference number in any further correspondence.

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:communications@pleanala.ie">communications@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

If you have any queries in the meantime, please contact the undersigned officer of the Commission at [appeals@pleanala.ie](mailto:appeals@pleanala.ie).

Yours faithfully,



Sarah McDonnell  
Administrative Assistant  
Direct Line: 01-804-9388

LRD05

**Tel**  
**Glaó Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel**  
**LoCall**  
**Fax**  
**Website**  
**Email**

(01) 858 8100  
1800 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[communications@pleanala.ie](mailto:communications@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902