

Comhairle Cathrach Chorcaí Cork City Council

Halla na Cathrach, Corcaigh - City Hall, Cork - T12 T997

Harry Walsh,
Harry Walsh Planning,
5 Joyce House,
Barrack Square,
Ballincollig,
Cork.
P31 KP84

28/05/2025

**Large-Scale Residential Development (LRD) Opinion
Planning and Development Act 2000 (as amended)
Planning and Development Regulations 2001 (as amended)**

**RE: LRD25-03
Greenfield, Ballincollig.**

A Chara,

With reference to your application LRD25-03 Opinion Stage at Greenfield, Ballincollig, Cork, I enclose the following for your attention:

- Notice of Opinion
- LRD Opinion Report
- Appendices
 - A. Section 247 Consultation minutes
 - B. Section 32C LRD Meeting minutes
 - C. Internal Consultee Reports
 - D. External Consultee Reports
 - E. End-to End Alignment

I trust that this is in order.

Yours sincerely,

Anthony Angelini

Anthony Angelini
Assistant Staff Officer
Planning and Integrated Development



We are Cork.

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DEPARTMENT OF CHEMISTRY
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APPENDIX A – Section 247 Consultation Minutes

LRD Meeting held on 11/12/24 under Section 247 of the Planning and Development Act 2000 (as amended)

1. The meeting was held on 11/12/24 at 10:00 AM in the LRD Meeting Room. The meeting was chaired by the Chair of the LRD, Councillor [Name].

Item	Discussion
1. Chair's Report	The Chair reported on the progress of the LRD since the last meeting. The LRD has been working on the consultation process for the proposed development.
2. Proposed Development	The LRD discussed the proposed development and the impact it will have on the surrounding area. The LRD agreed to support the proposed development.
3. Planning Conditions	The LRD discussed the proposed planning conditions and agreed to support the proposed conditions.
4. Other Matters	The LRD discussed other matters raised by members and agreed to support the proposed development.

2. The LRD agreed to support the proposed development and the proposed planning conditions. The LRD also agreed to support the proposed development.

3. The LRD agreed to support the proposed development and the proposed planning conditions. The LRD also agreed to support the proposed development.

4. The LRD agreed to support the proposed development and the proposed planning conditions. The LRD also agreed to support the proposed development.



Cork City Council
Culture, Community and Placemaking Directorate
Pre-Planning Meeting Minutes Ref: LRD 140-24

Section 247(2) of the Planning & Development Act 2000 (as amended) states "the planning authority shall advise the person concerned of the (1) procedures involved in considering a planning application including any requirements of the permission regulations, and shall, as far as possible, indicate (2) the relevant objectives of the development plan which may have a bearing on the decision of the planning authority"

1. Site Location/Site Address	Greenfield, Ballincollig, Cork.
2. Person Requesting Meeting	John O' Brien, Harry Walsh Consulting
3. Applicant	Murnane & O'Shea Limited
4. Person's Interest in Land/Letter of Consent	Letter of Consent included
5. Meeting attendees	<p>Applicants Team:</p> <p>John O'Brien, HW Planning Eamonn Gahan, Deady Gahan Architects Ger Naughton, Deady Gahan Architects Tara O'Leary, EGIS Group Liam O'Toole, DOSA Consulting Engineers Harry Walsh, Harry Walsh Planning Paudie Murnane, Murnane O' Shea Kieran O'Donovan, Murnane O' Shea Simon Ronan, Landscape Architecture</p> <p>Cork City Council:</p> <p>Evelyn Mitchell, Senior Executive Planner, Planning & Development Management Kevin O' Connor, Senior Planner, Planning Policy Kevin Cullen, Senior Executive Architect, City Architects Valerie Fenton, Executive Engineer, Planning & Development Management Tony Lynch, Senior Executive Transport Officer, Planning Policy Tony Donovan, Senior Executive Engineer, Water Services Eoghan McSweeney, Executive Engineer, Environmental Management Emer O' Callaghan, Senior Parks & Landscape offer, Parks & Recreation Rosemarie McDonald, Biodiversity Officer, Parks & Recreation Liam Buckley, Area Engineer Robert Farrell, Executive Planner, Planning Policy Fiona Redmond, Senior Planner, Planning & Development Management Anthony Angelini, Assistant Staff Officer, Planning & Integrated Development</p>

	Apologies: Ashleigh Murray, Executive Conservation Officer, Planning Policy
6. Meeting	11/12/24, 11.30am-12.30pm. MS Teams

DOCUMENTATION SUBMITTED

BRIEF DESCRIPTION OF DEVELOPMENT/PROPOSAL

Include Uses and Characteristics

RECENT PLANNING HISTORY ON SITE – NONE

None

COMPLIANCE WITH LRD THRESHOLDS

Yes

APPLICANT MUST READ COMMENTS BELOW IN CONJUNCTION WITH & REFER TO CORK CITY DEVELOPMENT PLAN: [HTTPS://WWW.CORKCITY.IE/EN/CORK-CITY-DEVELOPMENT-PLAN/](https://www.corkcity.ie/en/cork-city-development-plan/) OR VIEW HARD COPY AT CORK CITY COUNCIL

**KEY DEVELOPMENT PLAN OBJECTIVES:
CORK CITY DEVELOPMENT PLAN 2022**

AS PREVIOUSLY ADVISED

MINISTERIAL AND OTHER GUIDELINES

As previously advised

MEETING AGENDA

Any recording devices including AI tools are not permitted at this meeting.

- Introduction – mute mikes

Cork City Council:

1. Evelyn Mitchell, Senior Executive Planner, Planning & Development Management:

- Introduced meeting.
- Outlined details of the site.

2. Kevin O' Connor, Senior Planner, Planning Policy:

- From a Strategic Planning perspective, the application is acceptable in principle
- Concerned about the delivery of roads and the delivery of units. The preference is to see some units built before road is developed.
- Special contribution in relation to amenities in the area.

3. Tony Donovan, Senior Executive Engineer, Water Services:

- At the previous meetings we addressed the requirements for Storm Water and Flood Risk Management.
- Offline discussions have been held with Murnane O'Shea and DOSA. Drainage requirements are progressing.
- Clarification is required on the following section included in the South Ballincollig Drainage Study – Sustainable Drainage Strategy.

6.1.3 Drainage Proposal for Residential Developments

It is required that for areas zoned for residential use that:

- That all runoff within the curtilage of the property boundary pass through at least one suitable SuDS component prior to discharging to downstream SuDS components.
- Storage up to the 1 in 100 year event including climate change allowance shall be provided within the curtilage of the property boundary, with maximum discharge rates/volumes in accordance with Section 3.
- Runoff from public areas (such as roads, parking areas, hard and soft landscaped areas, and footpaths) shall pass through at least one SuDS component prior to discharging to the final downstream detention/retention SuDS components.
- Runoff from roofs can be managed using water butts, rainwater harvesting, rain gardens, infiltration trenches, permeable paving, and soakaways.
- Runoff from hardstanding areas can be managed using permeable paving, filter strip, swales, and bioretention systems.
- The final SuDS components located within the development shall comprise basins/ponds/wetlands, prior to discharge to the Maglin River or local surface water sewer .

4. Eoghan McSweeney, Executive Engineer, Environmental Management:

To properly assess the proposed development, the following details will be required:

- 4.1 Construction Environmental Management Plan**
- 4.2 Construction and Demolition Resource Waste Management Plan**
- 4.3 Operational Waste Management Plan**
- 4.4 Swept Path Drawing for Refuse Vehicles**
- 4.5 Noise & Vibration Impact Assessment**
- 4.6 Air Quality Report**
- 4.7 Energy & Climate Action Statement**

4.1 Construction Environmental Management Plan

A Construction Environmental Management Plan shall be submitted, this plan shall provide details of intended construction practice for the development, including phasing of the works, piling requirements, mitigation measures for noise & vibration, dust and air quality. Detail in relation to traffic management, lighting, pedestrian safety, water quality protection measures and hours of work to be included.

4.2 Construction and Demolition Resource Waste Management Plan

The developer shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record.

4.3 Operational Waste Management Plan

An Operational Waste Management Plan is required detailing how the waste arising in the development will be managed. Details shall include proposals for waste reduction, reuse, recycling, vented bin storage, as well as who will manage the waste, present it for collection, and dispose of it. The plan should outline who will present the communal waste bins from the Apartment Blocks and Creche for collection. Provisions should be made within the properties for internal bins to match those that are presented for waste - i.e. provide, general waste, recycling and compost bins.

Apartment Blocks - Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided in each storage area. Drawings of Bin Stores to be provided and location of bin stores to provide ease of access for residents as well as those presenting waste for collection.

Further detail required in relation to waste storage for the childcare facility - Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided. Location of childcare facility bin storage to be identified and confirm if management company or childcare facility operator will present this waste for collection. Drawings of bin storage area to be provided.

Further detail required in relation to bin storage facilities for townhouses, terraced houses and duplexes within this development. Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided for townhouses. Storage facilities to be provided within each properties curtilage. Bins to be screened from view for townhouses/terraced houses.

All bin storage drawings for the various house types and communal bins to be submitted and appended to the Operational Waste Management Plan.

4.4 Swept Path Drawing for Refuse Vehicle

It is not clear if a refuse vehicle can enter and turn within the development during waste collection. A swept path analysis of a refuse vehicle is required.

4.5 Noise & Vibration Impact Assessment

Given the proximity of the proposed development site to the existing Castle Road and N22, as well as the proposed Distributor Road a Noise Impact Assessment shall be submitted. Given the proximity of the proposed development site to the existing Castle Road, N22, and the proposed Distributor Road, a comprehensive Noise Impact Assessment shall be submitted:

(a) An inward Noise Impact Assessment will be required to assess the potential noise impact from the existing road network and future Distributor Road traffic on properties. Baseline noise monitoring shall be conducted in general accordance with ISO 1996 when schools and universities are in term to capture representative traffic conditions. The location of noise monitoring and methodology shall be agreed with the Planning Authority in advance. The resulting Acoustic Design Statement (ADS) must comply with ProPG guidelines and demonstrate how internal noise levels, as specified in BS8233:2014, will be achieved. The assessment shall evaluate noise levels within internal rooms of the proposed properties, external areas including back gardens, and communal amenity spaces. For duplex/apartments, noise levels shall be assessed at various floor heights, including balconies.

The impact of the future Distributor Road noise levels shall be factored into the assessment. Noise mapping of existing and future conditions shall be included in the final report, accounting for any mitigation measures. The developer shall provide detailed specifications of construction assemblies, glazing, ventilation strategies, noise barriers to meet both internal and external noise criteria.

The developer shall determine if an existing noise barrier is present along the site boundary with the N22 and shall liaise with TII to establish exact location and barrier specifications. Where noise barriers are proposed or existing, the developer shall outline the maintenance agreement that will be implemented throughout the development's lifetime, including service agreement duration.

(b) The noise impact assessment shall evaluate impacts on surrounding properties during both construction and operational phases. Using the baseline monitoring levels, construction noise threshold levels shall be established in accordance with the ABC method outlined in BS 5228 "Noise Control on Construction and open sites Part 1: Code of practice for basic

information and procedures for noise control." For the operational phase, the assessment shall include predicted noise levels at surrounding properties, compared to relevant thresholds, and account for noise generated from the childcare facility, heat pumps, air conditioning units, and other mechanical plant.

4.6 Air Quality Report

Given the proximity of the proposed development site to the Castle Road, N22, and the proposed Distributor Road, an Air Quality Impact Assessment shall be submitted that meets EPA air quality standards. A reference should also be made to WHO targets for indicative purposes. This assessment shall evaluate both construction and operational stages in terms of air quality impacts on surrounding properties and properties within the development. The primary focus of the report shall outline the potential air quality impact from the existing road network and future Distributor Road traffic emissions on inhabitants of the properties, both internal and external, as well as within amenity spaces. The assessment shall include air quality evaluation at various levels of apartment blocks and balconies, with particular attention to properties closest to the N22 and future Distributor road in relation to air quality limit thresholds.

Air quality monitoring shall be conducted to establish baseline conditions and evaluate emissions generated from roads and their potential cumulative impact (N22, Castle Road, and future Distributor road) on receptors. Monitoring shall be carried out when schools and universities are in term. As a minimum, PM10, PM2.5, and NO2 shall be monitored on site. The location of air quality monitoring and methodology shall be agreed with the Planning Authority in advance.

The report shall provide:

- A detailed outline of methodologies used for monitoring and analysis
- A comprehensive evaluation of air quality levels in relation to relevant standards and guidelines
- Proposed mitigation measures to address any identified air quality issues, ensuring the health and well-being of future residents and the surrounding community
- The assessment must demonstrate compliance with EPA air quality standards and include recommendations for maintaining acceptable air quality levels throughout the development's lifecycle.

4.7 Energy & Climate Action Statement

No detail has been provided regarding the proposed energy use within the development. It is not clear what form of space/water heating is proposed for the development. The developer shall submit a 'Climate Action and Energy' statement and endeavour to use sustainable source of energy, and to operate an energy conservation policy on the design and operation of the residential scheme.

5. Emer O' Callaghan, Senior Parks & Landscape Officer, Parks & Recreation:

- Condition survey of all hedgerows – no indication of retention of the eastern boundary hedgerow. The retention of hedgerows is welcome.
- Central open space is bisected by hedgerows – which negates the potential for open space usability and informal play.
- Apartment blocks –provision of play as per the design guidelines for new apartments – indicated for one block and not the other.
- SUDs – design detail required and locations- maintenance plans will be required - eg Tree planting pits , swales etc
- Local play – natural play with innovative design but no fixed equipment. Location of playground seems to be in different locations in different drawing.
- Plaza is indicated for central open space as well as multipurpose open space and playground – can this be clarified.

Information required:

- Scheule of landscape implementation – works to be completed prior to occupancy
- Management and maintenance plans for agreed Landscape Design.

6. Rosemarie McDonald, Biodiversity Officer, Parks & Recreation:

- Biodiversity Survey.
- An Ecological Impact Assessment to cover: habitat survey, bat surveys to check for potential roosts and the usage on site, breeding bird and wintering bird surveys.
- Would need further details on the potential use of the area by bats and wintering/breeding birds.
- A survey for IAPS and produce a separate IAPS management plan for the site.

7. Valerie Fenton, A/Senior Executive Engineer, Planning & Development Management:

- No objection to relocation of car parking spaces.
- Not in favour of secondary access onto the Killumney Link Road.
- Would be concerned that the estate could be used as a rat run.
- Cross section of distribution road would be beneficial.

8. Liam Buckley, Area Engineer:

- There is at least one drainage pipe taking surface water from the Kilmuney Road to an open drain within the development site. The inlet on Kilmuney Road is at 51.8805112798873, - 8.609451055526735. This will need to be tied into the new proposed surface water system dependent on levels. Alternatively, a new gully and pipe will be required at a sufficient depth to tie into the proposed new surface water system. This would be subject to a survey and discussion with the Area Office.
- Clarification on new junction with Kilmuney Road/Greenfields Road – is this to be signalised?
- Pedestrian connections from the proposed development to the existing pedestrian network to the north - It is thought that there should be at least one formal pedestrian crossing point on Kilmuney Road/Greenfields Road, location of crossing(s), type of crossing(s) to be agreed with Area Engineer and Urban Roads and Streets Engineer.

9. Tony Lynch, Senior Executive Transport Officer, Planning Policy:

- The number and location of the vehicular entrances are acceptable, additional traffic management measures required to limit through traffic within the proposed development
- The final set back of the building line along Kilmuney Link Road needs agreement to allow for the future enhancement of this street; there is a requirement to provide additional pedestrian crossing points along Kilmuney Road as well.

10. Ashleigh Murray, Executive Conservation Officer, Planning Policy (apologies):

- Views, sections and visualisations are still required to enable a full assessment on the impact of the setting of the Ballincollig Castle, a protected structure (PS1225).
- The sensitivity of the castle and its setting should be considered when positioning the varied-height blocks throughout the development.

11. Evelyn Mitchell, Senior Executive Planner, Planning & Development Management:

- Regarding creche facility – looking for client to liaise with Cork City childcare company.
- Would like to see further detail on the house mix.

12. Kevin Cullen, Senior Executive Architect, City Architects:

- Reasonably happy with the urban design strategy.
- However, a much greater level of detail will be required as regards the design for the structures and streetscapes in order to demonstrate good place-making.

Applicant Team:

- Pre-consultation EIR will have detailed phasing plan.
 - Intention to have road development lag behind construction of housing.
 - Site specific flood study to be presented.
 - AWN have been tasked with noise and air quality monitoring. Confident that noise will not be an issue for residents.
 - Photo montages will be provided where required.
 - Will consider severing the distributor road link to reduce potential for "rat running".
-
- AOB
 - Close

Post-meeting note: subsequent meeting held to discuss proposals to prevent rat running – EG - Deady Gahan, HW - HW Planning, MOS, Kevin Cullen Tony Lynch and Evelyn Mitchell.

ATTENDEE	SIGNATURE	DATE
Anthony Angelini Assistant Staff Officer	<i>Anthony Angelini</i>	18/02/25

The applicant is advised in accordance with Section 247 (3) of the Planning and Development Act 2000 (as amended), that "the carrying out of any consultations shall not prejudice the performance by a Planning Authority of any other of its functions under this Act, or any regulations made under this Act & cannot be relied upon in the formal planning process or in legal proceedings".

APPENDIX B – Section 32C LRD Meeting Minutes

Meeting held on 01/05/25 under Section 32C of the Planning and Development Act 2000 (as amended)



Cork City Council
 Planning and Integrated Development Directorate
 LRD Opinion Meeting Minutes Ref: LRD25-03

Section 32C. (1) of the Planning & Development Act 2000 (as amended) states "Where the prospective LRD applicant submits a request in accordance with section 32B, the planning authority shall convene an LRD meeting to take place within the period of 4 weeks beginning on the date on which the request is received by the planning authority."

1. Site Location/Site Address	Greenfield, Ballincollig, Cork.
2. Person Requesting Meeting	Harry Walsh – HW Planning
3. Applicant	Murnane & O'Shea Limited
4. Person's Interest in Land/Letter of Consent	Owners Letters of Consent
5. Meeting attendees	<p>Applicant: Harry Walsh, HW Planning John O'Brien, HW Planning Kieran O'Donovan, Murnane & O'Shea Ltd Paudie Murnane, Murnane & O'Shea Ltd Liam O'Toole - DOSA Consulting Engineers Tara O'Leary – Egis Richard Butler – Modelworks Studio Simon Ronan - Simon Ronan Landscape architecture Avril Purcell - Lane Purcell Archaeology Carl Dixon – Dixon Brosnan Eamonn Gahan - Deady Gahan Architects Ger Naughton - Deady Gahan Architects</p> <p>Cork City Council: Fiona Redmond, Senior Planner, Development Management Evelyn Mitchell, Senior Executive Planner, Development Management Emer O'Callaghan, Senior Parks and Landscape Officer, Parks and Recreation Eoghan McSweeney, Executive Engineer, Environmental Management Kevin Cullen, Senior Executive Architect, City Architects Micheál Shanahan, Executive Engineer, Development Management Rosemarie McDonald, Biodiversity Officer, Parks and Recreation Tony Lynch, Senior Executive Transport Officer, Planning Policy Majella McMorro, Senior Staff Officer, Development Management</p> <p>Apologies: Thomas Kane, Tree Officer, Executive Parks and Landscape Officer, Parks and Recreation Tony Donovan, Senior Executive Engineer, Water Services Ciara Brett, Executive Archaeologist, Planning Policy Ashleigh Murray, Executive Conservation Officer, Planning Policy</p>

6. Meeting

Held on 01/05/2025 at 2pm via Teams

DOCUMENTATION SUBMITTED

BRIEF DESCRIPTION OF DEVELOPMENT/PROPOSAL

Include Uses & Characteristics

ZONING OBJECTIVES

DEVELOPMENT PLAN OBJECTIVES

MEETING AGENDA

Any recording devices including AI tools are not permitted at this meeting.

1. Introduction

Evelyn Mitchell, Senior Executive Planner opened the meeting

2. Applicant Comments

- Development is a mixture of apartments, duplexes and houses, totalling 548 units
- The density of the development is 45.3 Unit/Ha
- There is linkage with the old railway line
- Vehicular access via 2 entrances from Greenfield Road with separate pedestrian entrances
- Plans to limit linkages into the site to reduce the chances of it becoming a rat run

3. Planning Authority Comments

3.1 Parks and Recreation

- Play Provision – informal non-equipped design solutions if imaginatively and practically conceived - taking advantage of site features, may be suitable and adequate to meet children's play needs.
- There is a net gain in tree cover with the level of planting indicated, and this is welcomed.
- Suds provision has been outlined. The sunken areas for SuDs provision in the central landscape areas – are they large enough for informal kickabout?
- Cork County Council Draft Recreational & Amenity Policy is referred to in the submitted documents – this is not relevant to Cork City Council.
- The issue/concern of the lack of separation of the public and semi-private open spaces in the courtyards of the apartments was raised.
- Taxus is to be removed from the planting palette as the fruits are toxic.
- The defects period and maintenance periods are to be identified

3.2 Environment

Looking for a number of reports:

- Construction Environmental Management Plan
- Construction and Demolition Resource Waste Management Plan
- Operational Waste Management Plan
- Swept Path Drawing for Refuse Vehicle
- Refuse Autotrack drawing has been provided. The information provided is sufficient at this time.
- Noise Impact Assessment
- Air Quality Report
- Energy & Climate Action Statement

3.3 Urban Roads and Street Development

- Generally the overall layout is acceptable please see below a number of points from Sustainable Travel perspective:
 - Road and safety assessment/ audit carried out internally in relation to speed control measures – signage relationship with shared surfaces. DMURS to be reference and clarified.
 - General observation that may be picked up by Traffic however : possible clash with property entrance to the northeast against proposed central island of the main Greenfields Road see image below.
 - Taking in charge area to designed and constructed in tandem with services laid to mitigate any future legal issues - wayleaves. All services co-ordinated and laid within future public area where humanly possible.
 - Client needs to firm up internally drop kerb lines / tactile locations to ensure safe crossing point locations i.e that they are directly opposite throughout site. DMURS to be reference and clarified.
 - Internal Corner Radii with suitable safe sightline to be adhered to in compliance with guidelines set out in DMURS.

3.4 Biodiversity

- Would request more detail on the volume of hedgerow retention within the proposed development.
- Would request to have breeding bird surveys incorporated into the suite of surveys being conducted for the proposed development.
- Would ask for further information regarding the type of biodiversity enhancements being incorporated into the proposed development such as nest boxes, bat boxes, bee hotels etc.

3.5 Architect

- There is good site permeability
- The Courtyard as a semi private space is positive
- Hard to define as residents shared space as opposed to public space without the use of a gate
- Architectural expression – character of area & change of language

3.6 Drainage (read out at meeting)

- **Storm Water**
The overall storm water drainage strategy is acceptable and incorporates our feedback and comments from previous S247 meetings. Some comments in relation to the access and maintenance of the proposed attenuation tanks will be included in the Opinion Report.
- **Flood Risk Management**

A detailed site-specific flood risk assessment was submitted which is acceptable and addresses the relevant issues.

3.7 Tree Officer (read out at meeting)

- A detailed Arboricultural report compliant with BS5837:2012 will need to be submitted.
- Given the development is to be taken in charge, it is essential that the species specified are appropriate for long term retention in the given locations.

3.8 Traffic

- Submission inline with previous discussion
- Active travel provision
- Cycle connection near Creche

4. Response of Applicant

- There have been no bats discovered on the site
- A breeding birds survey to be looked at
- There will be an EIS
- Detailed sections showing pinch points in relation to the hedgerows will be submitted
- The plan is for the courtyards to be communal, a full analysis will be undertaken
- There will be a noise barrier in the SW corner

5. AOB
6. Close

ATTENDEE	SIGNATURE	DATE
Anthony Angelini Assistant Staff Officer	Anthony Angelini	27/05/25

The applicant is advised in accordance with Section 32E of the Planning and Development Act 2000 (as amended), that "Neither the taking place of an LRD meeting nor the provision of an LRD opinion shall prejudice the performance by the planning authority of its functions under this Act or any regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

APPENDIX C – Internal Consultee Reports

- Archaeology
- Biodiversity
- City Architects
- Conservation
- Drainage
- Engineering
- Environment
- Housing
- Parks and Recreation
- Planning policy
- Transport
- Tree Officer
- Urban Roads and Street Design

Archaeology

I have discussed the site with the consultant archaeologist and all has been agreed. CH is being assessed in the EIAR and the testing programme has been agreed with City Archaeologist.

Kind regards and thanks,

Ciara

[Ciara Brett MA MIAI]
Archaeologist | Strategic Planning and Heritage
Planning and Integrated Development Directorate

Biodiversity

Comments: LRD25-03: Greenfield

- The amount of hedgerow retention within the proposed development.
- To have breeding bird surveys incorporated into the suite of surveys being conducted for the proposed development.
- What types of biodiversity enhancement are being incorporated into the proposed development such as: nest boxes, bat boxes, bee hotels etc.

Kind regards

Rosemarie McDonald

Biodiversity Officer | Parks & Recreation

City Architects Department Planning Report

Re. MAGLIN LRD Greenfield LRD – Opinion Report
Planning Ref. LRD25-03
Date: 27 May 2025

Context

The site is located within the wider South Ballincollig Urban Expansion Area.

Its located to the west of the expansion area and will form the initial stretch of development along the proposed new Maglin Sustainable Access Corridor (SAC) that will connect the Kilumney Road to the Heathfield development and N22 beyond.

It is an important development therefore in establishing an appropriate development pattern for each of the developments associated with the SAC in terms of defining the character of the SAC itself and in setting the basis for a coherent and legible neighbourhood that meets the key indicators of quality urban design and placemaking.

The relevant policy documents in this regard are the 'Design Manual for Urban Roads and Streets' (DMURS) and 'Sustainable Residential Development and Compact Settlements Guidance' (SRDCS) which form the basis of this appraisal.

Proposed Development

The proposed development consists of a mix of residential typologies, with density concentrated towards the SAC road. Public realm is concentrated towards the centre of the site and corresponds with existing hedgerows in the area which are retained.

An existing hedgerow is also retained to the southwest of the scheme along which a new greenway is proposed, which continues along the southeast boundary, on axis with Ballincollig Castle.

The internal street network introduces further connectivity between the SAC and Kilumney Road.

Appraisal

The design progression has benefitted from a number of design-focused sidebar meetings. However, in our view there are some remaining items that should be addressed in order for the submission to fully constitute a reasonable basis for a formal application. These items have been assessed under the following key headings arising from the DMURS and SRDCS guidance mentioned above:

1. Connectivity

Connectivity to the wider area has been well considered

2. Enclosure

Enclosure is key to defining the character of the SAC so that – in so far as possible - it takes on the character of an urban street more so than a distributor road, and delivers the associated reduced traffic speeds and a more people-centric environment:

- It is important to keep the width of streets, verges and building set-backs to a minimum. DMURS recommends an arterial road width of between 6.0m and 6.5m. Our understanding is that Cork City Council's design for the SAC is for 6.0m, whereas the proposed drawings measure 7.0m.

It is advised therefore that the SAC width reverts to 6.0m.

- Street trees are promoted by DMURS for achieving good street enclosure and the intention is to establish a strong avenue of mature trees that will continue for the full length of the SAC.

The grass verges are relatively wide, measuring approx. 5.8m, but this width will allow for planting street trees whilst allowing for the future addition of 3m wide bus lanes.

It is advised that details are provided as to the proposed planting distances, planting pits and how the trees are positioned and protected to withstand the future bus lane construction.

It is also advised that rather than the Tilia Cordata proposed, London Plane trees be considered for aesthetic reasons, their suitability to both the urban environment and the scale of the landscape along the SAC, and for the avoidance of epicormic growth in proximity to the cycle path and road edge.

It should be noted that the cross-sections through these verges as shown on Deady Gahan drawings 004D and 004E indicate that the slope of the verges will not allow for the construction of the bus lanes without substantial retaining which will result in the removal of the trees and lead to a change in level between the road and the adjacent footpath and cycle path. This is not desirable and will act as a barrier northwards.

It is advised that levels are adjusted so that the footpaths, cycle paths and road are at a relatively consistent level to ensure that construction of the bus lanes avoids the need for retaining or changes in level

- The 5.8m grass verge are appropriate where provision is being made for future bus lanes. **However where the SAC increases to 4 lanes there is no need for such wide verges and these should be reduced to ca. 2.5-3.0m in width.**
- The use of 3-storey duplexes and apartment blocks along the SAC is appropriate in terms of maximising building height and street enclosure. However this could be improved through the use of monopitches to the duplexes which would also serve to improve the streetscape with a stronger and more consistent parapet line. It would also provide a more cohesive 'urban' architectural expression between the apartments and the duplexes that create the street edge. This could be viewed as extending Character Area 2 to include all units facing the SAC.

It is advised therefore to introduce monopitches to the duplexes facing the SAC

The more residential, vernacular roof-profile and architectural expression is considered appropriate to the existing Kilumney Road context as well as the more residential nature of the remainder of the scheme.

3. Active edge

The building setbacks to the SAC should comply in so far as possible with DMURS' recommendation for achieving strong street presence i.e. approx. 3m. This will assist with the street enclosure as outlined above.

In general a good active edge is provided to the SAC through the continuous ground floor accommodation of the apartments blocks, and through the own-door entrances and 1st floor living spaces of the duplexes.

We are of the view that smaller windows may be more appropriate to the street-facing ground floor duplex bedrooms which at the current scale are likely to result in drawn curtains in order to provide privacy.

4. Sustainable and Efficient Movement

The street network provides good permeability between the Killumney Road and the SAC, and the '3-way Off-Set' road network as advocated in DMURS provides good legibility and will be easy to navigate for sustainable modes of transport

5. Built Responsive Form

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.

However it is felt that the apartment block arrangement should derive from an optimum urban block scale rather than the more pavilion-type approach apparent in the current scheme. **To achieve this the two courtyards formed by the apartment and duplex blocks should be considered as semi-private space within the urban block so that the public 'street' is confined to the perimeter of the block.** This need not take the form of tall security barriers but there should be a legible distinction between the two different spaces and some form of barrier to define what is public and what is semi-private space.

It is our view that a refinement of the architectural expression of the apartment blocks would improve the scheme. **We recommend that there should be a differentiation in the architectural expression of the apartments relatively to their context,** i.e. whether the apartments address the edge of the scheme or the main residential area behind. The current architectural expression with the variety of materials and set-backs is appropriate to the architectural expression of the residential area. However, to the edge of scheme we are of the view that a more homogenous elevational and massing treatment would suit the scale of the space that it addresses.



Kevin Cullen,
Senior Executive Architect
City Architects Department

Conservation

From a conservation perspective, the main visual/s to assess will be from Ballincollig Castle, a protected structure (Ref: PS1225), which were not provided in the Opinion documentation. Existing views have been included in the preliminary LVIA and the supporting text states that the impact would be limited; this would just need to be assessed with the relevant visual/s.

[Ashleigh Murray BSc, MSc, MA, IHBC (Conservation Accredited)]
Executive Architectural Conservation Officer | Planning and Integrated
Development

LRD25-03 – Greenfields, Ballincollig

Drainage Section – Opinion Report

Storm Water

The overall storm water drainage strategy is acceptable and incorporates our feedback and comments from previous S247 meetings.

In relation to the proposed attenuation tanks, there are concerns over how the tanks will be accessed for maintenance. Attenuation Tank Nr.5 is located in a green area between a private area and an area to be managed by a Management Company. There appears to be no access for plant and equipment.

Attenuation Tank Nr.6 is located in an area of public open space and amenity. It is located a significant distance from an access road and would require crossing pedestrian / cycle paths. There are concerns that accessing the tank with plant and equipment could significantly damage the landscaping. Also, the SuDS schematic layout shows numerous trees planted on top of and around the tank which would further impede access.

Please clarify how the tanks will be accessed, identifying access routes and locations for the safe parking and positioning of plant and equipment.

Also, no drawings were provided for the attenuation tank. Please provide general arrangement and cross-section drawings for each of the proposed attenuation tanks. Please note that internal walls or any internal obstructions to cleaning should be avoided. Access covers with fall arrests are required on opposite sides of the tanks to facilitate cleaning.

Flood Risk Management

A detailed site-specific flood risk assessment was submitted which is acceptable and addressed the relevant issues.

Opinion

I have reviewed the documents provided. In relation to storm water drainage and flood risk management, the documents submitted constitute a reasonable basis for making an application for permission.



Tony Donovan
A/Senior Engineer
Drainage Division
Dated:28/04/2025

Engineering

Previous comments from a previous LRD on the same site apply,

- There is at least one drainage pipe taking surface water from the Killumney Road to an open drain within the development site. The inlet on Killumney Road is at 51.8805112798873, - 8.609451055526735.
- This will need to be tied into the new proposed surface water system dependent on levels. Alternatively, a new gully and pipe will be required at a sufficient depth to tie into the proposed new surface water system. This would be subject to a survey and discussion with the Area Office.
- Clarification on new junction with Killumney Road/Greenfields Road – is this to be signalised?

Thanks.

Regards,

Liam Buckley

Executive Engineer | Roads Operations | Cork City Council | Ballincollig
Office | P31 CK26

LRD25-03 GREENFIELD, BALLINCOLLIG. OPINION MEETING

Construction Environmental Management Plan

The applicant is advised to make the following amendments/additions for final submission:

- Working hours during site clearance and construction shall be 0800-1800 hours on Mondays to Fridays and to 0800-1600 hours on Saturdays. Activities outside these hours shall require the prior approval of the Planning Authority.
- Construction Noise Levels to be revised to reflect BS5228 ABC method as outlined in the Initial Noise Assessment.
- Final CEMP to include all construction related mitigation measures outlined in the EIAR.
- All Appendices to be included within final report.

Construction and Demolition Resource Waste Management Plan

The applicant has outlined within their Planning Statement that a final Construction and Demolition Resource Waste Management Plan shall be included in the future LRD application. No further comment or opinion can be provided at this time by CCC.

Operational Waste Management Plan

The applicant has outlined within their Planning Statement that a final Operational Waste Management Plan shall be included in the future LRD application. No further comment or opinion can be provided at this time by CCC.

The details outlined in the pre-planning notes issued by CCC shall be fully addressed in the final submission by the applicant.

Swept Path Drawing for Refuse Vehicle

Refuse Autotrack drawing has been provided. The information provided is sufficient at this time.

Noise Impact Assessment

Initial Noise Assessment provided outlining process to be carried out and progress to date. Assessments, modelling noted as ongoing at this time. Final report and predicted noise levels thresholds to reference ProPG thresholds.

Where noise barriers are proposed, the developer shall include a section drawing (Appended to Noise Impact Assessment) showing the location of the proposed barrier within the Applicant's land ownership. The applicant shall also outline the maintenance and service agreement that will be implemented throughout the development's lifetime.

The impact of the distributor road to be included within noise impact assessment. Noise impact assessment to include section drawing or table illustrating noise levels within apartments and balconies at various floor heights.

The details outlined in the pre-planning notes issued by CCC shall be fully addressed in the final submission by the applicant.

Air Quality Report

High level note provided outlining Air Quality Impact Assessment methodology. Final report to include assessment findings, predicted air quality levels and mitigation measures.

The details outlined in the pre-planning notes issued by CCC shall be fully addressed in the final submission. The impact of the distributor road as well as the N22 shall be taken into account to assess the impact on air quality for habitants of the properties, both internal and external, as well as within amenity spaces.

Energy & Climate Action Statement

The applicant has outlined within their Planning Statement, these details shall be included in the future LRD application.

Housing

I note the applicant's distinction between Parcel 1 and Parcel 2 in terms of Part V liability.

This is deemed acceptable subject to submission of documentary proof of the date of purchase of Parcel 2 by the applicant at application stage.

I also note that there is an imbalance in the ratio of apartments/duplexes versus houses proposed.

As it stands, I calculate the proposed provision as:

Unit Type	Total No.	Proposed for Part V	Percentage
Houses	234	8	3.5%
Apartments	314	57	18%

A more even proportionality is necessary, a minimum of 25 houses & 40 apartments is recommended.

The location of the units to be agreed may be subject to change dependent the above, funding routes, property management requirements and construction phasing.

This can be covered by the usual Part V condition should permission be granted at application stage.

Regards,

[Kieran O'Keeffe]
Senior Staff Officer | Housing Delivery & Regeneration

Parks and Recreation

Comments from Opinion Meeting on the 1st May 2025

- Play Provision – informal non-equipped design solutions if imaginatively and practically conceived - taking advantage of site features, may be suitable and adequate to meet children's play needs.
- There is a net gain in tree cover with the level of planting indicated, and this is welcomed.
- Suds provision has been outlined. The sunken areas for SuDs provision in the central landscape areas – are they large enough for informal kickabout?
- Cork County Council Draft Recreational & Amenity Policy is referred to in the submitted documents – this is not relevant to Cork City Council
- The issue/concern of the lack of separation of the public and semi-private open spaces in the courtyards of the apartments was raised.
- Taxus is to be removed from the planting palette as the fruits are toxic.
- The defects period and maintenance periods are to be identified

Regards

Emer

Emer O'Callaghan
Senior Parks & Landscape Officer | Parks & Recreation

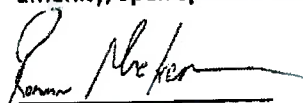
<p>LRD 25-03</p> <p>The proposed development comprises a Large-Scale Residential Development (LRD) at Greenfield (townland), Ballincollig Cork. The proposed development consists of the demolition of an existing dwelling house, farmyard and associated agricultural buildings and the construction of a residential development of 548 no. units (234 no. dwelling houses and 314 no. apartment/duplex units. Vehicular access to the proposed development will be provided via 2 no. entrances from the Greenfields Road with separate pedestrian entrances also provided. Ancillary site works include the provision of bicycle parking and bin storage facilities serving the proposed apartment/duplex buildings, a creche facility and public realm upgrades to the Greenfield Road.</p>	<p>The proposed development comprises a Large-Scale Residential Development (LRD) at Greenfield (townland), Ballincollig Cork. The proposed development consists of the demolition of an existing dwelling house, farmyard and associated agricultural buildings and the construction of a residential development of 548 no. units (234 no. dwelling houses and 314 no. apartment/duplex units. Vehicular access to the proposed development will be provided via 2 no. entrances from the Greenfields Road with separate pedestrian entrances also provided. Ancillary site works include the provision of bicycle parking and bin storage facilities serving the proposed apartment/duplex buildings, a creche facility and public realm upgrades to the Greenfield Road.</p> <p>Greenfields, Ballincollig</p>
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The following are the observations of Forward Planning section based on an assessment of the documentation submitted.

- These lands are located on lands zoned ZO-02 which seeks to provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.
- The application can be assessed on its own merits as the land is zoned but there are issues namely the lack of the necessary physical infrastructure crucially road infrastructure that is capable of providing safe and efficient access and egress from the site,
- The proposal is located on lands considered contiguous and sequential to the existing built-up area of Ballincollig.
- Give the sites location at the periphery of the Maglin UEA the density proposed is acceptable.
- The number of childcare places proposed is acceptable.

In addition, to the above please find paraphrased correspondence received from MWP in relation to drainage on the overall UEA and their confidence that SuDs measures will be effective.

Although not familiar with the specifics of each development in the expansion area, I would not see any issue achieving this within the development boundary of each residential area. At development scale there is generally plenty scope to implement various SuDs measures, and the amenity/open space areas can be designed to accommodate same.



Ronan Mac Kernan
Senior Executive Planner

01/05/25

Reference LRD 25-03	Applicant:	Murnane & O'Shea
Strategic Transport Planning Report	Date of Report	14 th of May 2025

Strategic Transport Planning Report

Introduction

The following report presents the opinion of the strategic transport planning team in response to the 'Proposed Large-Scale Residential Development (LRD) at Greenfield, Ballincollig' by Murnane & O'Shea Limited. The proposed development will consist of the construction of 548 residential units. Vehicular access to the proposed development is via Greenfield Road and the Proposed Maglin Distributor Road where a section of this roadway has been included within the plans.

The following report includes commentary on the following key issues:

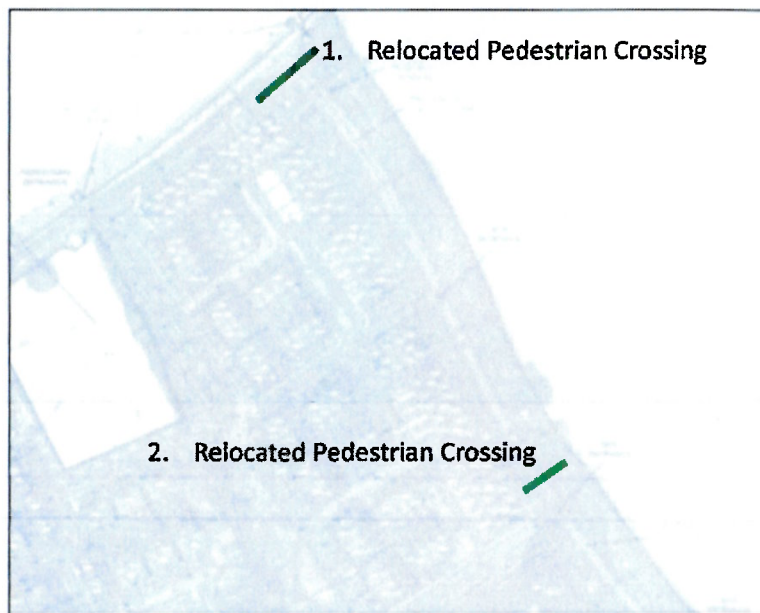
- Active Travel Accessibility
- Vehicle Accessibility
- Transport Assessment

Active Travel Accessibility

Active Travel Connectivity along the Maglin Distributor Road

The proposed development has included for the section of the Maglin Distributor Road within the proposed development site. The proposed development includes a total of four vehicle entrances and a separate pedestrian only access corresponding with the location of the planned future Greenway. To further enhance pedestrian connectivity across this Distributor Road the following measures are proposed:

1. The relocation of the northern most pedestrian crossing (dropped kerbs is sufficient at this location)
2. The relocation of central pedestrian crossing (uncontrolled with dropped kerbs)
3. The retention of the southern pedestrian crossing (uncontrolled with dropped kerbs)



Internal Active Travel Connectivity

The internal active travel connectivity is generally very good, with footpaths provided extensively throughout the proposed development along with a high-quality active travel route circulating the

site focusing connectivity both internally and externally within the site. I have the following connectivity issues to be addressed in the next design iteration.

- Short Additional footpath south of 1001
- New Footpath opposite 4015 (on the other side of the road)
- New Footpath opposite 4001-4006 (on the other side of the road)
- Short Additional footpath west of 1090
- Extend Active travel route to the west of the Creche, remove route through the bike store
- Extend Active Travel Route to the north of the bike store (Creche)
- Convert active travel route in front of Block 1 and Block 2 to just a footpath.
- Provide a footpath between the creche and its neighbouring parking

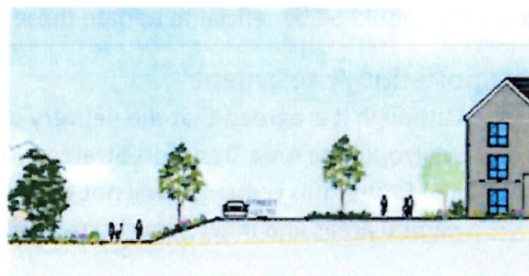




Vehicular Accessibility

Maglin Distributor Road

1. The design of the Maglin Distributor Road will need to support the future construction of parallel bus lanes on both sides of the road. The current design has included for large embankments where the adjacent bus lanes are proposed, potentially jeopardising their future



delivery. Further details and reporting on the design of the Maglin Distributor Road needs to reflect the constructability of these future bus lanes.

Access Junction

2. The number and type of access points proposed along the Maglin Distributor Road and Greenfields Road is supported.

Car Parking

3. All parking spaces positioned between a street/ road and a footpath will need to be taken in charge (i.e. behind 1023-1034; 1035-1046; 1055-1066; 1067-1078; 3026-3028; 3047-3049)
4. The footpath in front of Block 1 and Block 2 should be included in the taking in charge drawing along with the parking spaces between the footpath and the roadway.
5. All parking in the 'taking in charge' areas is not to be assigned/ allocated to a specific individual and/or an individual property
6. The proposed quantum of parking proposed as part of the overall development is in line with the parking standards as presented in the Cork City Council Development Plan 2022-2028.
7. There are a small number of parking areas that could be re considered to enhance both the public realm within the scheme and support improved active travel access. The areas of parking to be reconsidered in the next design iteration are highlighted below.



Sightlines

As presented in the submitted Transport Assessment the required sightlines along the Maglin Distributor Road should be 49 metres (minimum), the accompanying drawing demonstrates the sightline at 26 metres although it is clear from the drawings that the greater sightlines can be achieved it would be beneficial to update these drawings to ensure consistency.

Transportation Assessment

1. Although it is agreed that the delivery of transport infrastructure as outlined in the Cork Metropolitan Area Transport Strategy will reduce the overall modal share by car drivers into the future, this reduction will not be uniform across the entire metropolitan area, (i.e. central areas and inner suburbs are likely to benefit more), in addition not all roads/ streets

will experience a uniform reduction in traffic (i.e. central streets such as Main Street Ballincollig will experience lower flows, while strategic routes such as the N22 Ballincollig Bypass may actually experience higher flows due to the planned population growth in the city. Therefore, as part of this assessment it would be best that the blanket traffic reductions as presented under 'Further Sensitivity Test' are not included in the assessment of the proposed development.

2. The input data and associated findings with respect to the submitted transport assessment are generally acceptable and no further clarification is required with the exception of the point raised above.

TONY LYNCH

Senior Executive Transport Officer
Strategic Planning & Heritage

Tree Officer

- A detailed Arboricultural report complaint with BS5837:2012 will need to be submitted.
- Given the development is to be taken in charge, it is essential that the species specified are appropriate for long term retention in the given locations.

[Thomas Kane - MArborA]

Tree Officer – Executive Parks & Landscape Officer | Parks & Recreation

Urban Roads and Street Design

Generally, the overall layout is acceptable please see below a number of points from Sustainable Travel perspective:

- Road and safety assessment/ audit carried out internally in relation to speed control measures – signage relationship with shared surfaces. DMURS to be reference and clarified.
- General observation that may be picked up by Traffic however: possible clash with property entrance to the northeast against proposed central island of the main Greenfields Road see image below.



- Taking in charge area to designed and constructed in tandem with services laid to mitigate any future legal issues - wayleaves. All services co-ordinated and laid within future public area where humanly possible.
- Client needs to firm up internally drop kerb lines / tactile locations to ensure safe crossing point locations i.e that they are directly opposite throughout site. DMURS to be reference and clarified.
- Internal Corner Radii with suitable safe sightline to be adhered to in compliance with guidelines set out in DMURS.

Kind Regards,

Micheal Shanahan

E.Eng. | Planning & Integrated Development

APPENDIX D – External Consultee Reports

- Cork City Childcare
- Inland Fisheries Ireland
- National Transport Authority
- Transport Infrastructure Ireland
- Uisce Eireann

Date: 20th May 2025

RE: Proposed Large-Scale Residential Development (LRD) at Greenfield, Ballincollig, Cork.

To whom it may concern,

Cork City Childcare carried out a childcare needs assessment for the Proposed Large-Scale Residential Development (LRD) at Greenfield, Ballincollig, Cork, area. The accompanying table is a list of Childcare Services located within 3 km radius surrounding this area. The childcare needs assessment was conducted with information gathered from the Tusla register on the week of 27/01/2025 and revised again on 20/05/2025. The Childcare Assessment reflects the services that are in operation within 3km radius of the Greenfield, Ballincollig, Cork, area. Please note this is a mix of full day care, sessional preschools, and/or part-time childcare services, combined Early Learning and care/school aged childcare.

According to the *Childcare Facilities Guidelines for Planning Authorities, 2001*, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings is a guideline provided. In terms of this development, **with 548 dwellings proposed**, that would average **approximately 146 childcare spaces at a minimum**. A submission letter was sent in January 2025 stating a childcare facility with capacity of 128 spaces would be adequate as this figure represented 480 dwellings, omitting the one bedroom dwellings. 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, such as sessional/part time/full day care/drop in/after-school.

It is clear from the capacity assessment undertaken by Cork City Childcare that there are minimal places available in the area. There are 8 of these services offering preschool only sessions, operating on only a 15-hour week basis. In most cases additional childcare provision, alongside this three hour per day, is required to meet the needs of working families and parents engaged in training and education.

Within a 3km radius of the Greenfield, Ballincollig, Cork, area there are only three services catering for full day care. Only two of these services is currently providing care for children under the age of two years. Many childcare services in the 3km radius surrounding this area operate an internal waitlist, to meet the needs of families already within the service, that often **comprises of a two year wait**. Please note this is not inclusive of the external waitlist available to additional children and families in the area. The demand for baby places is at an all-time high. The [Annual Early Years Sector Profile Survey 2020/2021 report](#) states that for every two babies enrolled in services, approximately three are placed on a waiting list (154%). A link to the full report is available here: [Annual Early Years Sector Profile Survey 2020/2021 report](#)

The Central Statistics Office Ireland (CSO, 2023) also reported there was a total of 1,704 children aged between 0-4 years, 1,913 children aged between 5-9 years and 1,887 children aged between 10-14 years residing within a 3km radius of the Greenfield, Ballincollig, Cork, area. as of, 2023. Everchanging dynamics in how young families are now living has also added to the already existing childcare demand associated with the area.

Directors: Eibhlín M hC Phart hA laín, Eileen Wael, Marian Quinn, Johanna Forde
CR O Number: 354923 Charity Number: 20 204749

According to *Census of Population 2022 Profile 3 - Households, Families and Childcare National*

- Almost one-third (331,783) of children under the age of 15 in the State were in some form of childcare.
- A crèche or a similar facility was the most common form of childcare (42%), followed by an unpaid relative or family member (28%).
- A crèche was the most common type of childcare used among 0- to 4-year-olds. Over half (56%) used this childcare option and a further 19% used an unpaid relative or family member.
- Primary school children were most likely to be in some type of childcare (52%).

Cork City

- There were 146,235 families in Cork in April 2022, up from 138,895 (+5%) in 2016. The average number of children per family in the county was 1.32, compared with 1.34 nationally.
- There were 113,667 children aged 15 and under in Cork in April 2022. Of these, 38,604 (34%) were in childcare, compared with 33% nationally.

Based on the county average of 1.32 children per family, applying this to the 723.36 proposed family homes results in an estimate 723.36 children. Given that 34% of these children (the county average for those requiring childcare) would need childcare within a 15-year cycle, this equates to approximately 245.94 children. **Therefore, we would recommend and advocate for a large childcare facility with a minimum of 128 spaces in the reports and plans for this LRD.** It is vital that Cork City has sufficient capacity to support the growing demand for childcare in lands located at the Greenfield, Ballincollig, Cork, area.

In conclusion, with reference to the Childcare Facilities Guidelines for Planning Authorities (2001), **a capacity of 128 at minimum would align with the recommendations provided.** In light of the national demand for childcare services and the notable shortage of places for children aged 1 to 3 years, we recommend revisiting the facility drawings to ensure a more balanced distribution of rooms across all age groups. We would recommend that the developers revisit the creche drawings to ensure that the proposed floor areas and room capacities align with the regulatory ratios set out by TUSLA.

For example, one of the toddler rooms is currently designed to accommodate 24 children. Given the required staff-to-child ratio of 1:6 for this age group, this number may be excessive and could result in overcrowding. We would strongly encourage the developers to reconsider this capacity to better align with both space and supervision requirements.

Additionally, we suggest reviewing the layout of the pre-school rooms. The current drawings indicate three rooms, each accommodating 16 children. Considering the TUSLA ratio of 1:11 for this age group, it would be feasible—and more space-efficient—to configure two rooms with 22 children each. This would still comply with staffing regulations (2 staff per room) and allow for more effective use of space.

By adjusting the pre-school rooms from three rooms of 16 (total 48 children) to two rooms of 22 (total 44 children), you would free up capacity for four additional places. These could be reallocated to create an additional wobbler or toddler room. For example, reducing the toddler room capacity from 24 to 18 would release six places. Combined with the four from the preschool

room adjustment, this would create capacity for a new room of 10 wobblers—offering a more balanced and regulation-compliant distribution of children across the facility.

Thank you for the opportunity to submit this proposal and contribute to the development of much-needed childcare services in Cork City. The area of Ballincollig has seen substantial housing growth in recent years, yet the availability of childcare services has not kept pace. We are experiencing a high volume of inquiries from parents who are facing long waiting lists, which highlights the pressing need for additional childcare spaces. I am enthusiastic about the potential positive impact this facility could have on the community and its families. Please feel free to reach out if you require any further details, clarification, or additional support as you move forward with the planning and implementation of this Childcare Facility. I would be more than happy to assist in any way I can to ensure the successful development and operation of this important project.

Kind regards,

Leanne Twomey

Development Officer

Cork City Childcare Committee

Cork City Childcare- Capacity Assessment

ELC Childcare					
Name	Address	Service Type	Age Range	Capacity	Available places
Rainbow Rascals Montessori School	22 Hawthorn Ave, Inniscarra View, Ballincollig, Co. Cork	Sessional	2-6 yrs	11	0
Cheeky Cherubs Early Years Schools – Bishopstown	19 Uam Var Avenue, Bishopstown, Cork City, Co. Cork	Full Day/ Part Time/ Sessional	2-6 yrs	40	0
Child Vision Pre- school	c/o Guide Dogs HQ, Model Farm Road, Ballincollig, Co. Cork	Sessional	2-6 yrs	11	0
The Willows Montessori	The Willows, Model Farm Road, Co. Cork	Sessional	2-6 yrs	22	2
Kindercare Childcare	Unit 4,5,8,9,10, Classes Lake Retail Centre, Classes Lake, Ovens, Co. Cork	Full Day/ Part Time/ Sessional	0-6 yrs	190	0
Positive Ideas T/A Highcare Childcare	Caisleán Drive, Ballincollig, Co. Cork	Full Day	0-6 yrs	160	0
Eileens Playschool	8 Glincool Drive, Maglin, Ballincollig, Co. Cork	Sessional	2-6 yrs	22	0
Spraoi Pre-school	9 The Paddocks, West Village, Ballincollig, Co. Cork	Sessional	2-6 yrs	19	0
Innishmore Family Resource Centre	Innishmore, Ballincollig, Co. Cork	Sessional	2-6 yrs	68	0
Na Seoda Oga	Community Centre, Station Road, Ballincollig, Co. Cork	Sessional	2-6 yrs	38	0

Ballincollig Early Years Pre school (BRFC)	The Village Centre, Station Road, Ballincollig, Cork, Co. Cork	Sessional	2-6 yrs	54	0
School Aged Childcare					
Name	Address	Service Type	Age Range	Capacity	Available places
Sherpa Kids Gaelscoil an Chaisleáin	Tanner Park, Coolroe, Ballincollig, Co. Cork	Stand Alone	4-12 yrs	48	0
Cheeky Cherubs	Highfield Park, Carriganarra, Ballincollig, Co. Cork	Combined	4-10 yrs	24	0
Kindercare Childcare	Unit 8, 9 & 10, Classes Lake Retail Park, Ballincollig, Co. Cork	Combined	4-12 yrs	22	0
Na Seoda Oga	Ballincollig Community Hall, Station Road, Ballincollig, Co. Cork	Combined	4-12 yrs	25	0
Positive Ideas T/A Highcare Childcare	Caisleán Drive, Ballincollig, Co. Cork	Combined	4-12 yrs	60	0

Inland Fisheries Ireland

A chara

Thank you for your recent email regarding the above-mentioned.

It appears it may be proposed to dispose of septic effluent from the development to the public sewer. IFI would ask that Irish Water signifies there is sufficient capacity in existence so that it does not overload either hydraulically or organically existing treatment facilities or result in polluting matter entering waters. Should this not be the case then please forward proposals for alternative treatment and disposal options.

IFI would ask that there be no interference with, bridging, draining, or culverting of the Maglin River, its tributaries or any watercourse, their banks or bankside vegetation to facilitate this development, without the prior approval of IFI and that full cognisance is given to IFI "Guidelines on protection of fisheries during construction works in and adjacent to waters"

<https://www.fisheriesireland.ie/media/guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters>

Furthermore, there should be no loss of flood plain as a result of the proposed development.

Michael Mc Partland
Senior Fisheries Environmental Officer.

Iascach Intíre Éireann
Inland Fisheries Ireland



Údarás Náisiúnta Iompair
National Transport Authority

Community, Culture & Placemaking Directorate
Cork City Council
City Hall,
Cork T12 T997

An tÚdarás Náisiúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
Baile Átha Cliath 7, D07 CF98

National Transport Authority
Haymarket House
Smithfield, Dublin 7, D07 CF98

11th April 2025

01 879 8300
info@nationaltransport.ie
www.nationaltransport.ie

Re: LRD 25-03 Opinion Meeting Request, Greenfield, Ballincollig

Dear Sir/Madam,

The National Transport Authority (NTA) acknowledges the Council's invitation to make a submission on the above referenced proposed development, to assist the planning authority with forming an opinion.

It is noted from the Planning Statement that the proposed development at Greenfield, Ballincollig includes 548 no. units and creche on a site of 15.4ha (12.1ha net) with a net density of 45.3 units per hectare.

The information and comments presented below set out matters which it is recommended are taken into consideration in relation to the subject site's location, proximity to public transport services and provision for walking and cycling.

These comments are made without prejudice to any future application that may arise at this location.

The matters raised are informed by and related to the provisions of a number of sustainable transport projects and programmes currently being progressed as they relate to general location of the subject site, with reference to the associated high-level objectives set out in CMATS.

Firstly, the NTA would place a critical emphasis on the need for the proposed development of the subject site to be supported by a clear demonstration of its complementarity with these transport projects and consistency with the complementary land use and transport considerations which underpin CMATS.

CMATS <https://www.nationaltransport.ie/cork/> was undertaken by the National Transport Authority, in conjunction with Cork City Council, Cork County Council and Transport Infrastructure Ireland and was completed in early 2020. CMATS sets out an integrated transport planning policy framework for the Cork Metropolitan Area with supporting transport investment priorities. Its preparation has been informed at national level by the National Planning Framework 2040 and the National Development Plan 2018-2027. The delivery of CMATS is identified as a critical objective in the RSES for the Southern Region and the associated Metropolitan Area Strategy Plan (MASP) for Cork, which also came into effect in 2020.

CMATS sets out a phased implementation plan for the short, medium and long terms, which is intended to guide the progress of projects identified as being required to meet the anticipated demand for transport, in a manner which is consistent with the Strategy's objectives.

Implementation of the transport strategy's recommendations will be progressed in line with the available funding assigned under the National Development Plan 2018-2027.

CMATS – Context for the location of the subject proposed development

In relation to the general location of the subject site, the transport infrastructure proposals and associated objectives identified in CMATS include the following:

CMATS Land Use Priorities

Land use priorities are set out on pages 26 and 27 of the CMATS Report and, *inter alia*, include a strong emphasis on –

- The integration of 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;
- Deliver consolidated development in a manner that can avail of existing transport infrastructure, nearby amenities and facilities in the short term to deliver a critical mass of growth in population and employment which can support the transition and sequencing of investment to higher capacity public transport infrastructure and services; and
- Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

Cork BusConnects

CMATS sets out the indicative BusConnects network, which includes a number of routes in the vicinity of the subject site. The NTA and Cork City Council established a project team to develop BusConnects Cork and is being advanced through two discreet but complementary processes – *BusConnects Infrastructure* and *Bus Network Redesign*.

BusConnects Infrastructure (Sustainable Transport Corridors)

Specialist design teams have developed concept designs for the Sustainable Transport Corridors (STC) to support the efficient running of bus services. The Sustainable Transport Corridors involve the implementation of bus priority and cycle facilities along 11 key bus corridors around Cork City. The 11 STCs are designed with the aim of making the bus system operate more efficiently in addition to providing safe cycling along key routes. The 11 STCs have now been combined into three standalone proposed schemes, including the Cork City South-West Sustainable Transport Corridors Scheme, which combines STC E (Ballincollig to City), STC F (Bishopstown to City) and STC G (Togher to City).

Comment

The subject site is located within approximately 1km of proposed stop locations on STC E which, it is expected, will have a positive impact on the operation of bus services in the Ballincollig area.

Bus Network Redesign

This comprises the design and planning of a revised and optimised network of PSO services for the Metropolitan Area. The new network will include benefits such as an increase of over one third in bus services in Cork, shorter wait times and more direct routes and additional services at weekends. Following the finalisation and publication of the network in June 2022, planning for the implementation of the new bus network is on-going and it is intended that all phases will be fully implemented by 2027.

In relation to the general location of the subject site, on the basis of the information presented in the 'Cork New Network Map', <https://busconnects.ie/cork/busconnects-cork-new-bus-network/> the Bus Network Redesign provides for services on:

- L2261 Greenfields, R608, Flynn's Road and Castle Road (2B, Ovens to Ashmount - weekday midday frequency: 30 minutes).
- R608 (1 Ovens to Mahon Point – weekday midday frequency; 10 minutes).

A service is also proposed (16) with a midday frequency of 60 minutes, connecting Ballincollig Town Centre with Kent Station, via Cloghroe, Blarney and Blackpool.

Comment

Taking the above matters into consideration, on the basis of the routes proposed as part of the BusConnects Network Redesign, the location of the subject site would benefit from public transport service connectivity to the City Centre and other significant destinations including MTU, UCC, CUH and Mahon. The NTA would however, place a critical emphasis on provision for a high quality walking environment between the site and bus stops in the locality.

Provision for Walking and Cycling

Cycling

Under CMATS, it is intended to deliver a cycle network across the Cork Metropolitan Area. Among the objectives relating to the short to medium term, CMATS proposes to align the implementation of the cycling network with the implementation of the BusConnects network; a feeder network and a permeability review to be undertaken and implemented. It is also stated that further cycle network implementation is to be aligned with new development opportunities and traffic calming.

The Cork Metropolitan Area Cycle Network Plan and the indicative Cycle Network Map (CMATS p.50) includes a primary cycle route along the L2261, Greenfields Road (on the northern boundary of the subject site) and Castle Road. Flynn's Road, to the north-east of the site, is identified as a secondary route. A number of other routes are also indicated, corresponding to a north-south route through the site and along the southern boundary of the site. It is noted that facilities corresponding to these routes are indicated in the Planning Statement.

Walking

CMATS' key objectives relating to walking are set out in Chapter 6 of the CMATS Report. Among the key outcomes for walking are included:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Supporting a high quality and fully accessible environment for all abilities and ages ... ;
- Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;
- Promote a higher standard of urban design and permeability in new and existing development, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.

Recommendation

The NTA recommends that opportunities for walking and cycling connectivity between the subject development and adjacent development areas are considered, providing for universal access.

Provision for Cycle Parking

In relation to cycle parking, it is noted from the Traffic and Transport Assessment that 459 spaces are proposed for the residential element of the proposed development, in excess of the Development Plan's minimum requirement of 157 spaces.

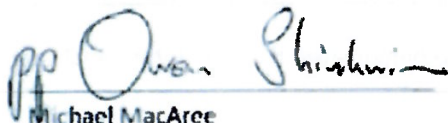
Comment and Recommendation

In relation to cycle parking, it is recommended that its location, design and access arrangements are informed by the Dun Laoghaire Rathdown County Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments'. Also, as specified in the Cork City Development Plan 2022-2028 (paragraph 11.245), in relation to the design and location of the cycle parking, this should be convenient, accessible and be sited as close as possible to the main building entrances.

https://www.dlrcoco.ie/sites/default/files/atoms/files/dlr_standards_for_cycle_parking.pdf

I trust that the views of the NTA will be taken into consideration.

Yours sincerely,


Michael MacAree

Head of Strategic Planning



Anthony Angelini
Development Management
Community, Culture & Placemaking Directorate,
Cork City Council,
City Hall,
Anglesea Street,
Cork City
T12 T997
By email : LRD@corkcity.ie, anthony.angelini@corkcity.ie

Dáta | Date 24 March 2025 Ár dTag | Our Ref. TII25-130816 , TII25-130312

Re: LRD25-03 : LRD Opinion Meeting Request Ballincollig Cork.

Dear Mr. Angelini,
Transport Infrastructure Ireland (TII) acknowledges receipt of your LRD Opinion Meeting Request in respect of the above proposed project. TII are aware of the importance of streamlining the processing of these applications while also ensuring the development is in accordance with sustainable planning and development principles.

TII has previously provided commentary for similar proposals prior to the LRD application being submitted. However, with concern TII noted in those cases that it appeared that the applicant was not made aware of the issues. To avoid any issues during the processing of a future application, TII strongly advise that the commentary made by the Authority should be clearly communicated to the applicant. In addition, TII are available to engage directly with the planning authority on any issues raised .

With respect to the material forwarded on this development proposal , TII advise that it is considers the information provided and the assessment of the interactions with the N22, both in the protection of future occupants of the development and impact of material assets associated with the N22, is inappropriate and inadequate. To assist the planning authority, TII provides that following requirements which need to be considered and addressed prior to the submission of a valid planning application:

A. Drainage

As previously advised under TII's Submission LRD25-01 : LRD Opinion Meeting Request on the construction of 1141 no. residential units, and all associated ancillary development works at Maglin and Carrigrohane (townlands), Ballincollig Cork, it should be noted that national road surface water drainage regimes are constructed with the objective of disposing of national road surface water only. It is important that capacity in the national roads surface water drainage regime is retained to address this essential function. Having regard to the foregoing, 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.

TII as previously advised under LRD25-01 expects that this will be demonstrated by the future applicant and also following matters need to be addressed:

- i. TII advises and expects that Flood Risk Assessment the assessment will require the investigation of both Pluvial and Fluvial Flooding Risk

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Bonneagar Iompair Éireann
Ionad Gnó Gheata na Páirce
Sráid Gheata na Páirce
Baile Átha CI leith 8
Éire, D08 DK10



Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
Ireland, D08 DK10



info@tii.ie



www.tii.ie



+353 (0)1 646 3600



+353 (0)1 648 3601

- ii. Related to the previous item, TII are unclear and concerned about the proposed of treatment for surface water in the vicinity of the N22. TII observes proposals for manholes, attenuation tanks and drainage inceptor in close proximity to the existing N22 boundary - a key strategic infrastructure asset.
- iii. TII will also require confirmation with appropriate evidence that the proposals do not outfall to any national road drains which should also be protected.

B. Amelioration of existing environment national road impacts for future residents

TII notes that Report entitled " *Initial Noise Assessment of Development Site Project Title: Proposed Residential Development, Greenfield, Ballincollig, Co. Cork*" indicates that the existing noise and vibration environments across the development site and in the vicinity of the nearest existing noise sensitive locations are dictated by transportation sources including the existing N22 and acknowledges that after development of the proposed residential units it is expected to remain to be the case. In particular it is noted that the report highlights that there are some building façades exposed to high noise levels, i.e. the semi-detached buildings' southern facades facing the N22 Ballincollig Bypass.

Based on the material available, TII does not consider that applicant proposes to ensure the noise levels and other impacts associated with the existing national road impacts can be ameliorated to acceptable levels at this close proximity to the N22 Ballincollig Bypass. This is especially critical as the applicant has not acknowledged the absence of existing noise attenuation measures to existing N22. The requirement for noise attenuation would not have been applicable previously to this location given the existing rural character of the area concerned.

TII advises that this will not be the case as this residential area develops, it would also be expected that the planning authority will ensure an appropriate and coherent approach to noise attenuation will be implemented in both this area and also any future residential development in this area.

As has been advised in TII Submissions made to development plans, local area plans and planning applications to both Cork City and County Councils, the Authority advises that the Council has regard to have regard to the provisions of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities in the preparation of a future planning application. TII would also expect the planning authority to consider the requirements of Environmental Noise Directive (END) and the European Communities (Environmental Noise) Regulations 2018 to 2021 Environmental Noise Regulations 2006 (SI 140 of 2006) as well as the Cork Agglomeration Noise Action Plan 2022– 2028. The Council should also be aware that structures (lighting, gantries etc.) associated with national road management are located in close vicinity to the proposed development site. These should be a matter of importance to be considered by the Council with respect to any claims made by future occupants of the development. There is a clear need to address appropriately these matters for future residents.

TII recommends that the developer shall be advised that any additional works/structures required to mitigate these matters shall in accordance with TII Publications and shall be funded and implemented by the developer prior to the first occupation of any impacted dwelling. For clarity, the Authority advises will entertain no future claims in respect of impacts (e.g., noise, air, dust, drainage, light, visual etc.) from the proposed development or future occupants, if approved, due to the presence of the existing road.

C. Landscaping and Boundary Treatments including Future Management

Related to the previous item B, with respect to the proposed 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 both inappropriate and inadequate. In particular, TII notes with concern the lack of detail and evaluation provided in the landscape plan and also the cross section within E-E in 20195_P_004E Site Section.

TII observes with concern that the greenway appears to be developed close to the heavily trafficked N22 Ballincollig Bypass with a lack of coherent details with respect to proposed treatment taking account requirements also for noise protection, lighting, drainage requirements, boundary protection and environmental protection /screening of a highly trafficked national primary roads.

TII advises that it would expect that the any landscaping, boundary and hardscaping greenway feature treatment to demonstrate and be in accordance with TII publications for projects in proximity to a heavily trafficked national road and will also ensure security and safety for both the national road users and residents.

In addition, TII would expect that plans and details would also be outlined of the nature and management of the boundaries, noise treatment measures, open space, drainage, and footpath/roads which extend and run parallel to the N22 boundary within the applicants' lands into the future . In the case of the latter, TII considers with concern that the plans provided do not demonstrate these requirements .

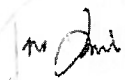
For clarity again, the Authority advises will entertain no future claims in respect of impacts (e.g., noise, air, dust, drainage, light, visual etc.) from the proposed development or future occupants, if approved, due to the presence of the existing road. The developer shall be advised that any additional work/structures required shall be funded by the developer.

To conclude based on the information available, TII are unable to ascertain or evaluate that national road interactions associated the TII maintained area and all associated infrastructure assets including lighting, gantries, signage, substations, noise, landscape and boundary treatments including management and especially drainage arrangements have been considered especially with regard to future residential amenity and maintenance and safety of the national road network.

TII would also highlight that similar matters were also raised in TII's submission under LRD25-01 : "*LRD Opinion Meeting Request on the construction of 1141 no. residential units, and all associated ancillary development works at Maglin and Carrigrohane (townlands), Ballincollig Cork*" which included this area. . There is a clear need to address appropriately these matters of interactions for future residents.

Notwithstanding, any of the above, this commentary provided is non-exhaustive, therefore, the issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

Yours sincerely,



Tara Spain,
Head of Land Use Planning.

Uisce Éireann Ref: PN25000020144
Planning Ref: Pre-Planning - LRD Opinion Meeting - LRD25-03
Planning Authority: Cork City Council
Issue Date: 26 March 2025

Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
D01 WA07
Éire

Uisce Éireann
PO Box 6000
Dublin 1
D01 WA07
Ireland

T: +353 1 89 25000
F: +353 1 89 25001
www.water.ie

Development Location:

Greenfield, Ballincollig, Cork

Development Description:

The proposed development consists of the demolition of an existing dwelling house, farmyard and associated agricultural buildings and the construction of a residential development of 548 no. units (234 no. dwelling houses and 314 no. apartment/duplex units. Vehicular access to the proposed development will be provided via 2 no. entrances from the Greenfields Road with separate pedestrian entrances also provided. Ancillary site works include the provision of bicycle parking and bin storage facilities serving the proposed apartment/duplex buildings, a creche facility and public realm upgrades to the Greenfield Road.

A Chara,

Uisce Éireann (UÉ) welcomes the opportunity to submit an opinion response on Murnane & O'Shea Ltd's request for a Section 32B LRD Meeting for a Large-scale Residential Development consisting of the construction of 548 no. residential units and all associated ancillary development works at Greenfield, Ballincollig. Cork.

Pre-Connection Enquiry (PCE)

Uisce Éireann can confirm a Confirmation of Feasibility (COF) was issued to the applicant for the proposed development on the 4th March 2025, stating a Water and Wastewater connection is feasible subject to upgrades.

In relation to the water connection, the COF states a connection is feasible subject to upgrades. In order to be able to supply the subject site, watermain upgrades of approximately 250 metres are required. The upgrade will be from Station Road to Maglin Road along Sunningdale. There will be a requirement of a spine main to be located through the development to be able to serve future developments and to have a future link to the Maglin Road watermain. This Main is currently sized to be 200mm.

In relation to the water connection, the COF states a connection is feasible without infrastructure upgrade by Uisce Éireann. Uisce Éireann notes the applicant's proposal for the provision of a pumping station. 24-hour storage shall be provided for the proposed pumping station, with the provision of a sensor to be provided on the existing network to limit/inhibit pumping in order to ensure surcharging of the existing network does not occur. Sufficient ground space shall be

provided to allow for 3600m³ of storage and future expansion of the pumping station. The discharge connection shall be made to the 450mm sewer located on Maglin Road. 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. These options can be explored further at Connection Application stage.

In addition, applicant should be made aware of the following advisory notes and addressed where relevant as part of the plan & particulars of their planning application.

In Situ Public Infrastructure

Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

Drinking Water Sources

Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality.

Environmental Impact Assessment Report (EIAR)

As a statutory consultee, Uisce Éireann is requested to be consulted via an EIAR Scoping letter c. 6 months prior to the submission of the formal planning application lodgement date. All scoping letters can be forwarded to our planning administration email address planning@water.ie. A formal Scoping response can then be issued by UÉ outlining items to be considered as part of any EIA assessments.

Queries relating to the terms and observations above should be directed to planning@water.ie

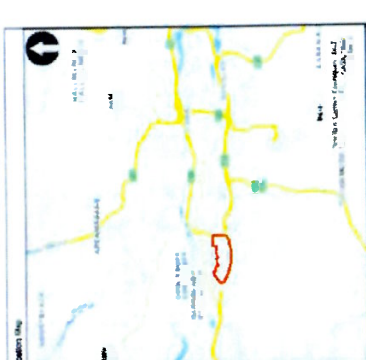
Signed on behalf of Dermot Phelan
Connections and Developer Services



Uisce Éireann is a statutory consultee under the Planning and Development Act 2000 (as amended). Uisce Éireann's job is to deliver the highest quality drinking water to taps every day and ensure that wastewater is properly treated and safely returned to the environment. To ensure the satisfactory completion of a development, any permission, approval, or consent granted pursuant to the Planning and Development Act 2000 (as amended) that requires a new connection(s) to water services should include a condition that requires the applicant or developer to enter into a connection agreement(s) with Uisce Éireann prior to the commencement of development. Any person discharging trade effluent to a sewer, must have a Trade Effluent Licence issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).

APPENDIX E

- End-to-end alignment



LEGEND

- Study Area
- Link to existing Road Network
- Existing Road Network, Note
- Route Option 1 (P04-P05)
- Route Option 1 (Open Corridor)
- Route Option 1 (Link Road)
- Route Option 1 (Link Road - 20m Corridor)

Note: Project is indicative only and may be subject to further change during the design and environmental evaluations.

Line No.	Start	End	Link Type	Link Name	Link ID
1	100.000	100.000	Link	Link 1	100
2	100.000	100.000	Link	Link 2	101
3	100.000	100.000	Link	Link 3	102
4	100.000	100.000	Link	Link 4	103
5	100.000	100.000	Link	Link 5	104
6	100.000	100.000	Link	Link 6	105
7	100.000	100.000	Link	Link 7	106
8	100.000	100.000	Link	Link 8	107
9	100.000	100.000	Link	Link 9	108
10	100.000	100.000	Link	Link 10	109
11	100.000	100.000	Link	Link 11	110
12	100.000	100.000	Link	Link 12	111
13	100.000	100.000	Link	Link 13	112
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98	100.000	100.000	Link	Link 98	197
99	100.000	100.000	Link	Link 99	198
100	100.000	100.000	Link	Link 100	199

M M
MOTT
MACDONALD

2 Glasgow Avenue
 Cork Road
 Cork
 T12 6E21 400000
 W www.mottmac.com

Cork City Council
 City Hall
 Annesley Street
 Cork T12 9B77

Cork City Council
 Comhairle Cathair Chorcaí

Maglin Urban Expansion Area
 Sustainable Access Corridor
 Preferred Route

Scale 1:5,000
 PRE P04 STD
 229101 276-MM-D-0000-XX-GIS-C-0201