

Planning Report

Longview Large-Scale Residential Development (LRD)

Prepared for:

Longview Estates Limited

Unit 74

Penrose Wharf

Penrose Quay

Cork City

T12 HF51

By:

Tom Phillips + Associates

Mathew House

Father Mathew Street

Cork City

T12 NTN56

t: +353 1 478 6055

e: info@tpa.ie

w: www.tpa.ie

TABLE OF CONTENTS

1.0 Introduction	3
2.0 Environmental Impact Assessment Screening	9
3.0 Site Location and Context	10
4.0 Planning History	13
5.0 Description of Proposed Development	17
6.0 Compliance with Planning Policy	24
7.0 Enclosures	34
8.0 Conclusion	38

1.0 INTRODUCTION

Tom Phillips + Associates (TPA)¹, Town Planning Consultants, is instructed by Longview Estates Ltd.² (referred to from hereon as the 'Applicant') to submit this LRD planning application in respect of the proposed Large-Scale Residential Development (LRD) on a site of c. 7.62 ha located in the townlands of Lahardane and Ballincolly, Ballyvolane.

In summary, the proposed development will provide 262 no. residential units in a mix of 2, 3 and 4 bed houses and 1 and 2 bed apartments. A creche is to be provided to the northeast of the site and c. 12,637 sqm of public open space is provided throughout.

While this proposal is a fully standalone application, it will represent an expansion of the permitted Longview Development adjacent the site (ABP-306325-20 as amended by CCC Reg. Ref. 23/42409 / ABP-318904-24 and CCC Reg. Ref. 25/43863). This permitted development is currently under construction and will provide a total of 753 no. residential units across six neighbourhoods once completed. The permitted development also includes a neighbourhood centre containing retail, doctor's surgery and childcare which will benefit the wider area including the future residents of the subject proposal.

The subject proposal (known as Neighbourhood 7) will connect to the internal distributor road constructed under the existing permitted Strategic Housing Development (SHD). Further to this, the subject proposal promotes permeability and connectivity through the site to promote a sense of co-ordination and cohesion between the separate sites.

The subject site is zoned ZO2 New Residential Neighbourhoods, in the Cork City Development Plan. The aim of this zoning is *"To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure"*. The subject site is located in Ballyvolane, the Plan states this is an area for growth consolidation and enhancement. This highlights the appropriateness of accelerating and optimising the delivery of residential development on this site.

This *Planning Report* provides an overview of the proposed development, and the enclosed *Statement of Consistency* sets out compliance with national, regional and local policies.

¹ Mathew House, Father Mathew Street, Cork, T12 TN56

² Unit 74 Penrose Wharf, Penrose Quay, Cork

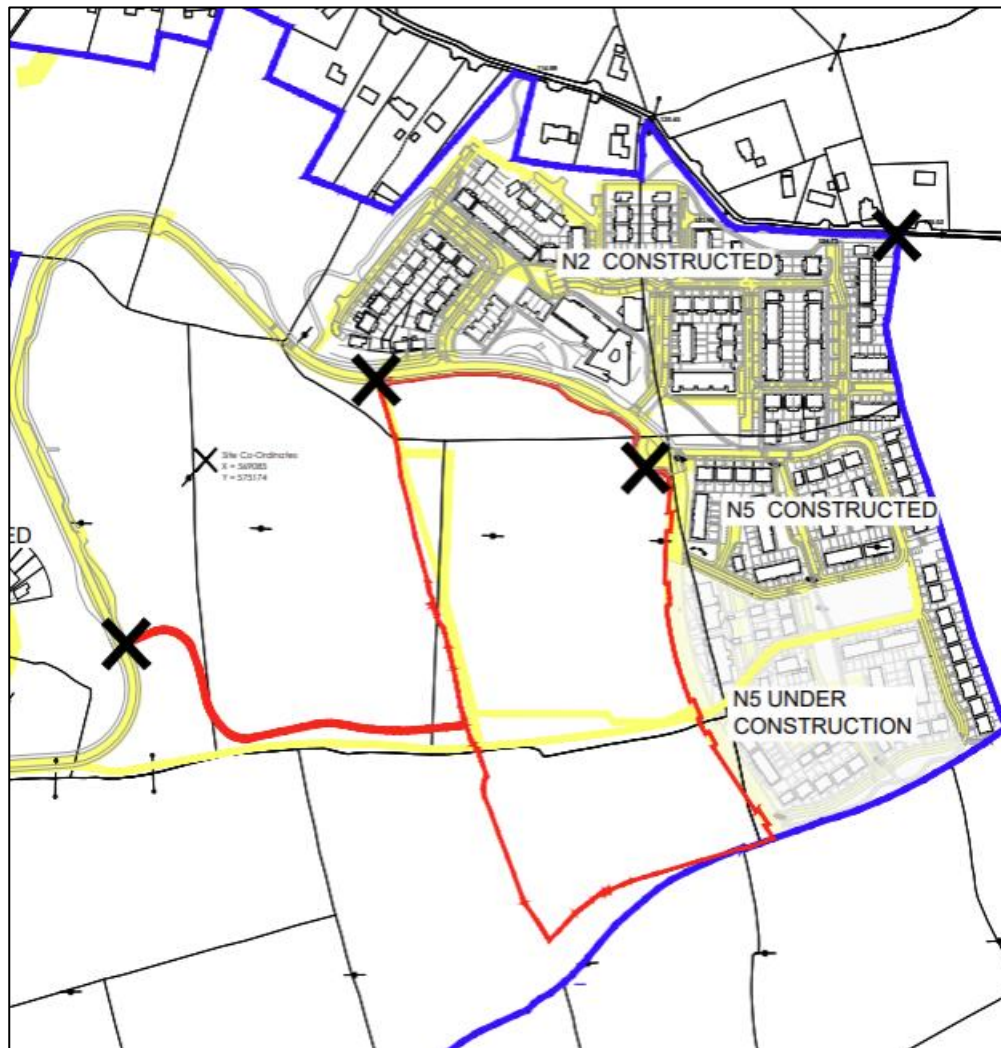


Fig 1.1: Extract of Site Location Plan prepared by Wilson Architecture (Dwg. No. 2326-051)

1.1 Project Team

This planning application has been prepared by Tom Phillips + Associates in conjunction with the following consultants:

Consultant	Document
Tom Phillips + Associates (TPA)	Application Form
	Planning Report (this document)
	EIA Screening Report
	Statement of Consistency
	Community Infrastructure Audit (incl. Childcare Audit)
Longview Estates	Response to s3B Opinion
	Operational Waste Management Plan
	Climate Action and Energy Statement
	Noise Report
	Mobility Management Report
Wilson Architecture	Architectural Drawing Pack
	Architectural Design Statement
	Housing Quality Assessment

MHL Consulting Engineers (MHL)	Engineering Drawing Pack
	Engineering Design Report
	Drainage Impact Assessment
	Construction Management Plan
	Uisce Éireann Confirmation of Feasibility
	Traffic and Transport Assessment
	Road Safety Audit
Cunnane Stratton Reynolds (CSR)	Landscaping Drawing Pack
	Landscape Design Report
Greenleaf Ecology	Appropriate Assessment Screening
	Ecological Impact Assessment (EclA)
BPC Engineers	Daylight and Sunlight Assessment
John Cronin	Archaeology Impact Assessment

1.2 Section 247 Pre-Planning Meetings

27th May 2025

A Section 247 Pre-Planning Meeting was held between the Project Team and Cork City Council representatives in relation to the proposed development on 27th May 2025 via Microsoft Teams (Ref. LRD47-25). The following items were discussed during the meeting, as noted in the minutes issued by Cork City Council (summarised):

- The principle is acceptable but need for greater understanding around permeability within the site, hierarchy of roads/paths and connectivity to the adjoining lands.
- Further details of urban design considerations related to coherent and legible urban structures, active streets, integration with prevailing development, and distinctive architectural strategies with a strong sense of identity; as recommended by the City Architects.
- It is suggested that the creche would benefit from being close to a landscaped public space and that a public building such as that would help activate the public realm node.
- Having regard to Objective 10.75, strategic delivery of key infrastructure associated with the SHD permission and integration of the proposed development as it relates to surrounding existing/permitted development.
- Lands identified as SLR are not zoned and should not be included in the final application red line boundary. Similarly, the proposed pitch to be excluded from a red line boundary associated with the current proposal.
- Having regard to Objective 10.75, to utilise the Design Checklist – key indicators of quality urban design and placemaking in formulating the proposal.
- Further detail on the calculation of net density, discounting non-residential uses as per the methodology set out in Appendix B of the Compact Settlement Guidelines to facilitate assessment. The rationale for any proposed density should also be provided in accordance with Policy 3.1 of the CSGs.
- Extend active travel connections between Character Area 2 and Area 3 across the ‘public open space’ zoned lands, as well as the South of Block A + Block B into the permitted SHD.
- The access to the Playing Field/Park Area to be from a residential cul de sac and no separate parking proposed, it would be preferable that this type of facility is accessed via the Longview Distributor Road and serviced by a suitable number of parking spaces.
- Further details of drainage and water discharge in relation to the permitted SHD and the implementation of SuDS measures and Urban Nature-based Solutions.

- The reduction the proposed attenuation tanks in addition to details of their discharge rate and overall access.
- A number of reports were also requested to be submitted with any future planning application

21st October 2025

A Section 247 Pre-Planning Meeting was held between the Project Team and Cork City Council representatives in relation to the proposed development on 21st October 2025 via Microsoft Teams (Ref. LRD132-25). The following items were discussed during the meeting, as noted in the minutes issued by Cork City Council (summarised):

- Having regard to Obj 10.75 and the need for a co-ordinated approach to the development of these lands, limited information has been provided and is required in terms of planning context, strategic delivery of key infrastructure associated with the SHD permission and integration of the proposed development as it relates to surrounding existing/permitted development as well as any relevant Section 47 agreements and their extent.
- The site layout is largely okay in terms of arrangement of blocks but the interaction with the perimeter needs further consideration.
- Noted that the triangular area to the south of the west apartment block cannot be developed as suggested due to drainage requirements.
- Noted that the angular geometry to the west is only notional and arises from zoning rather than site geometries.
- Suggested that for the above reasons a more orthogonal geometry consistent with the pitch should be explored.
- Noted that an alternative geometry would require a review of the location of the west apartment block.
- Queried also whether locating one of the taller elements of the scheme at this prominent elevated point on approach to the scheme is the best approach.
- Addition of duplexes to the bus stop location noted but not considered the optimal solution, meeting to be held with the designers to explore this further.
- Noted that the east-west running hedgerow is retained but it is questionable as to how well parts of that will work within that specific urban context
- Noted that the main goal will be to reduce speeds along the distributor road by using the DMURS principles to change the character of that road more towards an urban street rather than distributor road. To achieve this, principles such as enclosure, active edge, continuous street wall should be incorporated
- Noted that a cycle lane and path is provided to the west side of the road whilst there is also a cycle path to the east side of the road. Suggested that a holistic review of the wider area in terms of cycle path provision would be beneficial.
- Noted that connections need to be made to the public open space to the west, in particular access needs to be provided to the playing pitch.
- Need AA Screening and EclA
- Approach to Storm Water acceptable
- Flood Risk Assessment is required
- Scheme acceptable from a strategic transport perspective but would benefit from the introduction of a pedestrian connection connecting the development with the main entrance to Longview to the south of the existing open space.

During the course of the meeting, representatives from Cork City Council noted the relevant sections of the Development Plan that the design team should have regard to in formulating the design of the final scheme.

The Design Team have had regard to the feedback received in full and have integrated this feedback into the proposed scheme for this S32b Request. A response to the points raised during the s247 meeting has been prepared by Longview Estates and is enclosed with the application documents.

1.3 Section 32B Planning Opinion

A Section 32B Meeting was held between the Project Team and Cork City Council representatives in relation to the proposed development on 21st January 2026 via Microsoft Teams (Ref. LRD25-25). The following items were discussed during the meeting, as noted in the minutes issued by Cork City Council (summarised):

- Provide contextual views of the western and northwestern aspects of the site to illustrate the proposed scheme against wider skyline
- Soften the proposed western boundary fencing and active travel route with a planted enclosure whereby boundary screening to remain permeable.
- Provide active frontage in Blocks A and B and provide recessed balconies
- Raise entrance floor level to provide level access entrance on the ground floor from the south – to provide a two-storey façade.
- Recommend interior reorganisation whereby dwellings benefit from living spaces on the southern elevation on Blocks C, and D.
- Justification needed for the removal of existing hedgerow
- Consideration should be given to shifting attenuation location west and swapping the location of the SE urban block with the play/green area to ensure a consistent street edge to the distributor road.
- Materials across dwelling types should be consistent.
- Illustrate elevations and materiality of adjacent schemes, particular at main nodes.
- Identify palette of materials to be used in public realm.
- Provide a clear layout of the landscape amenity area to the west of the proposed development, including active travel connections to/from the proposed development
- Provide detail on active travel into the development from the east side of distributor road
- Required to provide clear phasing plan
- Recommended the extension of the western active travel facility to the west of Block A and its inclusions within the lands to be ‘taken in charge’ to retain the northern most pedestrian crossing.
- Include the provision of a pedestrian crossing on the internal on the internal roadways to the northeast Block E
- Recommended to provide the provision of a pedestrian crossing opposite the east-west active travel route located within the central green area
- Additional detail needed regarding the western pedestrian connections are required (Re public lighting, boundary treatments, width)
- Additional detail required regarding the proposed shared surfaces in terms of materials and neighbouring landscape.
- Additional provisions of traffic calming measures should be provided along the length of the main internal roadway.
- All carparking spaces positioned on a street/road & footpath will need to be taken in charge and cannot be assigned to individual properties/individuals/etc.
- Transport assessment should be updated to include the upgraded Fox & Hounds junction and surrounding junctions will experience 5% increase of traffic flow.
- Projected trip generation should be revised to include greater flows assigned to Ballyhooley Road (south) (am and Pm) and traffic at junction 4 of the distribution of traffic at junction 4
- Should reflect a higher volume of traffic towards Blackpool

- Additional traffic generated with the permitted scheme shall be included in the assessment of the junctions as part of the transport assessment
- Provide a Drainage Impact Assessment in engineering or Infrastructure report.
- Detail how surface water will be managed on site for 1% AEP rainfall event, allow 20% increase for climate change, to include drawings and calculations.
- Include a dedicated stormwater drainage drawing indicating all SuDS features
- Upon completion it is required to submit a SuDS assessment report based on the as-constructed development.
- It is required that the development does not interfere with public drinking water or build over any public infrastructure as per Uisce Eireann codes and practices.
- Requirement to consider, and mitigate, any impacts onto Uisce Eireann's assets.
- Required that the design and construction of water and wastewater pipes and other such related infrastructure shall comply with Uisce Eireann standards details and codes of practice.
- Provide further information and possible amendment to;
- Incorporating traffic-calming measures consistent with DMURS.
- Provide dropped kerbs and tactile paving on all pedestrian crossing points.
- Submit detailed cycle and pedestrian crossing proposals along the distributor road.
- Removal of all unallocated parking spaces near the development entrance.
- Omit the turning circle on the distributor road and integrate a drop-off zone with the creche site.
- Requested to submit full details of the quantum of existing hedges to be retained and details of how the boundaries between the proposed development and surrounding private properties
- Scheme Sustainability Statement should be submitted.
- Full screening for Appropriate Assessment and Environmental Impact Assessment should be provided.

The proposed development as submitted has had regard to the above comments and the scheme has evolved to take into account the Opinion of the Planning Authority where feasible. Refer to the *Applicant Response to the s32B Opinion* prepared by Longview Estates for a comprehensive overview of how each item set out in the Opinion has been addressed.

2.0 ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

An *Environmental Impact Assessment (EIA) Screening* has been prepared by TPA as part of this S32B Meeting Request. The EIA Screening notes that the proposed development is a greenfield development but is adjacent to an increasingly built-up area. The site is below 20 hectares, and the proposed number of units sits at 262 no. units and therefore does not meet the requirement for a mandatory EIAR.

The adjacent permitted SHD (ABP-306325-20) has undergone a full environmental assessment which identifies the likely environmental effects and proposed mitigation measures which are being employed in the current implementation of that scheme.

The subject site formed part of the landholding incorporated into the permitted SHD which was made under the previous Development Plan. The subject lands had been designated for development of new schools under previous zoning provisions (the Cobh MD LAP, Cork County Council). The lands are now fully incorporated into the *Cork City Development Plan 2022 – 2028* in which Ballyvolane is designated as a City Consolidation and Expansion Area in the Cork City Core Strategy 2022-2028. This application is a standalone project which seeks to provide housing in line with the updated Development Plan. Refer to Section 4.1 of this Report for further details.

The Inspector for the SHD application (ABP-306325-20) noted the development would have a long-term positive effect in terms of population and human health, public connection to the water network, integration of SuDS measures, design capacity of the proposed pumping station for the wider area and the upgrading of the Ballyhooly Road. The Inspector concluded:

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

The permitted, and under construction, SHD application forms part of the baseline environmental conditions in the area and the subject proposal is separate to this. Notwithstanding this, the EIAR carried out as part of the former Strategic Housing Development process at the subject site (ABP Ref. 306325-20) found that there would be no likely significant effects as a result of the development. Modification applications to this permission also found no significant environmental impact.

We would also highlight that this approach to EIA Screening has been accepted by other Local Authorities, including Cork County Council in the expansion of the Lakeview Development in Midleton (Ref. No. 23/5703). In this case the Planning Authority notes that

“Fundamentally applicant has argued that “urban” development relates to development outside of housing as same is specifically provided for under S10(b)(i). Notwithstanding, the applicant has considered the proposal under the “extension” category as listed under S 13(a) and weighted same against both S10(b)(i) and (iv)- see table below. Judged against both categories, the proposal does not exceed the stated thresholds. Sub threshold screening has also been included and reviewed as part of this assessment. Based on this detail and the particulars of the site/location, I am satisfied that the proposal does not trigger requirement for sub-threshold EIA.”

An identical approach applies in this case. Refer to the enclosed *EIA Screening* prepared by TPA for full details.

3.0 SITE LOCATION AND CONTEXT

3.1 Subject Site

The subject site measures c. 7.62 ha and is located approximately 3.5 km north of Cork City Centre in the townlands of Lahardane and Ballycoolin, Ballyvolane. The lands are principally bound by agricultural land / park land to the south, and the permitted SHD scheme to the north, east and west (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863) which is itself bounded by the R614 Ballyhooly Road to the west, and Lahardane Lane to the north. Access is provided via the internal road from the Ballyhooly Road constructed under the SHD scheme.



Figure 2.1: Aerial Imagery of the existing site (Source: Apple Maps)

The site is c. 4.5km from the city centre, c. 3.5km from Mayfield district centre, c. 2.3km from Blackpool district centre and c. 1.5km from Ballyvolane district centre. A proposal for a Primary Care Centre (PCC) on

lands to the west along with an LRD Apartment scheme have recently been permitted by Cork City Council and ACP.

3.2 Wider Environment of the Subject Site

The surrounding area presents a mixture of both rural agricultural lands, inclusive of farmlands and one-off rural dwellings to the north and south, in addition to newly constructed residential estates primarily to the south and west of the subject site.

Ballyvolane District Centre

Ballyvolane is served by the 207-bus route providing public transport access to Donnybrook in the south of the city and contains two supermarkets in Lidl and Dunnes Stores, and two pharmacies in Ballyhooly Road Pharmacy and Wallace's Pharmacy.

The 248 Route also serves the Ballyhooly Rd but that is a less frequent service than the 30 min 207 route.

The new Cork Network under Bus Connects will provide new more frequent services including the 21 to UCC, 10 to the CUH and 54 to Upper Glanmire. Of these the 21 and 10 will pass the Ballyvolane District Centre. Route 39 of the current Bus Connects proposals access the Longview lands via the constructed Distributor Rd and terminates immediately adjacent to the northern boundary of this application site.

Schools

Scoil Oilibhéir Primary School and St. Aidan's Community College are located nearby.

Schools in the wider area include Cara Junior School in Banduff, St. Mark's Boys National School, St. Patrick's Infants National School, St. Patrick's Girls National School, St. Patrick's Boys National School, St. Patrick's College, Gaelscoil An Ghoirt Álainn, Mayfield Community College, New Inn National School and St. Killian's Special School.

The Department of Education has been constantly apprised of the site/ areas progress and school's provision. Department of Education (DE) "Forward Planning" (FP) section regularly review census trends, child benefit information and more latterly planning lists towards predicting "hot-spots" and possible local need for new schools. Correspondence from the DE Forward Planning Section is attached as Appendix D.

Community Infrastructure

In addition to the green infrastructure under construction on the adjacent site, the proposed development is close to Kempton Park which features a playground, tennis courts, and soccer pitch. St. Oliver's Catholic Church is located in Ballyvolane.

Other community infrastructure in the catchment area includes Frank O'Connor Library Mayfield, Blackpool Library, Mayfield Health Centre, Mayfield Sports Complex, The Glen Resource & Sports Centre, Glen Rovers GAA, Leeds AFC, Brian Dillons GAA, St. Brendan's Catholic Church, St. Joseph's Catholic Church, and Church of Our Lady Crowned Mayfield.

Future Infrastructure

The proposed Cork Northern Distributer Multi Modal Road (CNDMR), to be delivered to the south of the site, will provide access to the higher frequency public transport network proposed under the Cork

Metropolitan Area Transport Strategy including BusConnects and train stations at Blackpool/Kilbarry and Tivoli.

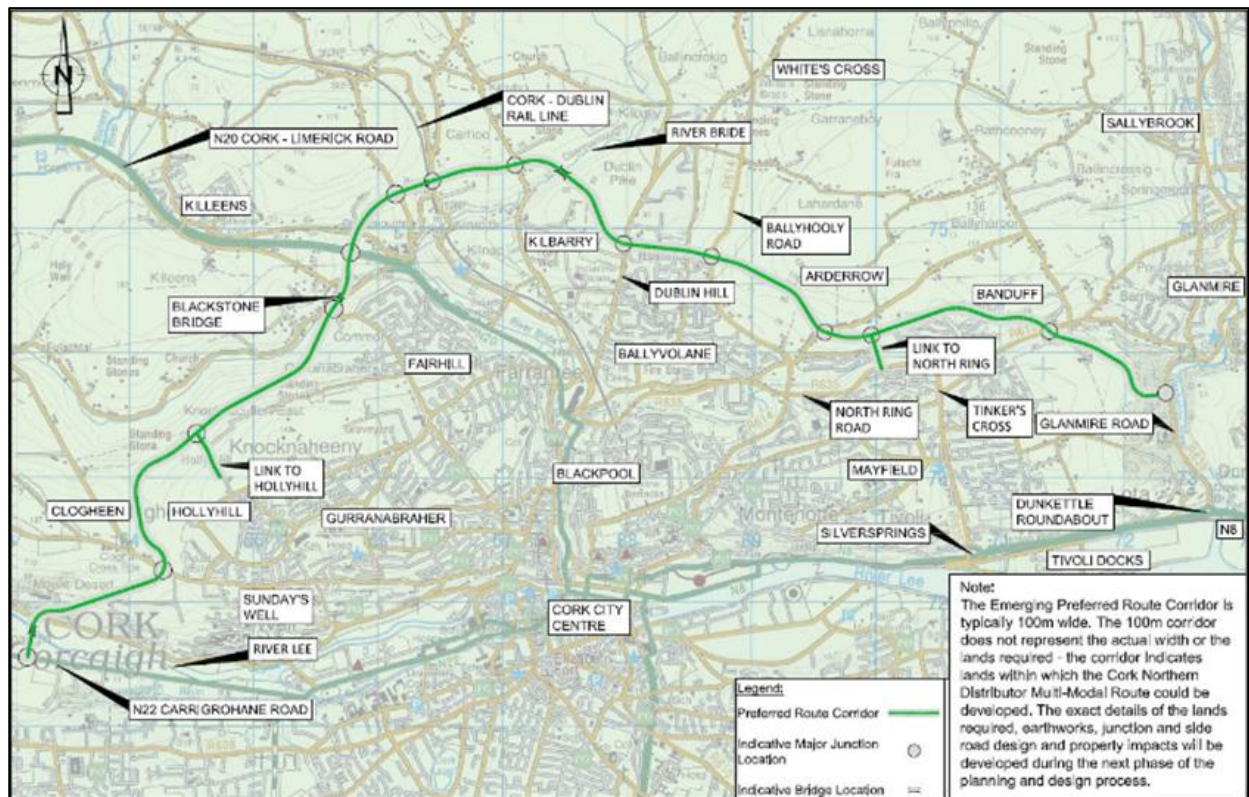


Figure 3.2: Emerging CMMDR (Source: Cork Metropolitan Area Transport Strategy, CMATS 2040, extracted by TPA June 2025).

For further detail on the social, educational, recreational, and community services and facilities within the surrounding area, please refer to the *Community Infrastructure Audit* prepared by Tom Phillips + Associates that is accompanied with this Meeting Request.

4.0 PLANNING HISTORY

A review was carried out to identify other projects (including existing, permitted and live applications currently under consideration), taking into account any existing environmental impacts relating to areas of particular importance likely to be affected.

With regards to potential permitted and proposed projects, the following sources were used to identify relevant developments

- Cork City Planning Application Search (accessed 05 June 2026)
- An Coimisiún Pleanála (accessed 05 June 2026)

4.1 Planning History of the Subject Site

The proposed development site formed part of the overall land holding incorporated in the permitted Longview Development Strategic Housing Development (SHD) (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863). This permitted development is currently under construction and will provide 753 no. residential units across six neighbourhoods once completed. The permitted development also includes a neighbourhood centre which will benefit the wider area, and which future residents of the subject proposal will benefit from. Table 4.1 below sets out the Planning History of the subject site.

Application Reg. Ref.	Development Proposal Summary	Decision
ABP Reg. Ref. 306325	753 no. residential units (531 no. houses, 222 no apartments), creche and associated site works.	FINAL GRANT 27/05/2020
ABP Reg. Ref. 317014	Inclusion of the land on the residential zoned land tax draft map	Appeal Allowed 18/10/2023
ABP. Reg. Ref. 316696	Inclusion of the land on the residential zoned land tax draft map	Appeal Allowed 18/10/2023
Cork City Council Reg. Ref. 23/42409 Appeal ABP Reg. Ref. 318904-24	Permission for a Large-Scale Residential Development (LRD) comprising amendments to a permitted Strategic Housing Development (SHD) of 753 no. units (ABP-306325-20) at a site located at Lahardane, Ballyvolane, Cork City. The proposed development will consist of amendments to Neighbourhoods 2 and 4 of the permitted SHD. The proposed amendments in Neighbourhood 2 include (a) the removal of 3 no. residential units and a change of house types resulting from replacing 3 no. detached houses with 2 no. detached houses; replacing 2 no. semi-detached houses with 1 no. detached house and omitting a mid-terrace unit so that a terrace of 4 no. houses becomes a terrace of 3 no. houses including amendments to the road layout and amenity pathway in Neighbourhood 2 and all associated services. The proposed amendments in Neighbourhood 4 include (b) the reorientation of 4 no. residential units in Neighbourhood 4 and localised amendments to the road layout and all associated services. The proposed development also seeks the amendment of Planning Condition no. 3 of ABP-306325-20 to extend the permission period to ten years. The proposed development includes for ancillary site works associated with the modifications. The application may be inspected	FINAL GRANT 13/05/2024

	online at the following website set up by the applicant: LRD Website: www.longviewlrd.ie	
Cork City Council Reg. Ref. 25/43863	Permission for a Large-Scale Residential Development (LRD) comprising amendments to a permitted Strategic Housing Development (SHD) of 753 no. units (ABP-306325-20) at a site located at Lahardane, Ballyvolane, Cork City. The proposed development consists of modifications to the layout and unit types within neighbourhood 2 of the permitted Strategic Housing Development. Specifically, the proposed amendments comprise the following: The replacement of 7no. detached 4-bedroom houses (permitted as Unit Nos. 29, 30, 31, 32, 33, 34 and 35, all fronting Rathard Avenue) with 6 no. terraced houses (comprising 4 no. 3-bedroom terraced units and 2 no. 2-bedroom terraced units), and 4 no. 3-bedroom semi-detached houses. The proposed modifications will include all associated site works, including alterations to vehicular and pedestrian access arrangements, landscaping, drainage and other ancillary infrastructure within part of Neighbourhood 2. The planning application may be inspected online at the following website set up by the applicant: LRD Website: www.longviewlrd2.ie	GRANT by CCC 01/07/2025

Table 4.1: Full Planning History pertaining to the subject site. (Source Cork City Online Planning Application Portal and Cork County Online Planning Application Portal, accessed by TPA in July 2025).

Under the SHD application made under the previous Development Plan, the subject lands had been designated for development of new schools under previous zoning provisions (the Cobh MD LAP, Cork County Council). That plan remained in force following the expansion of the City Boundary and saw that lands subject to zoning objective NE-C-01, to provide for community uses, and were earmarked for proposed primary and secondary school campus.

Surrounding lands within the masterplan were zoned as NE-R-08 and NE-R-09 for Medium B residential development, as well as NE-O-04 for open space for public recreation as an urban park.

The lands are now fully incorporated into the *Cork City Development Plan 2022 – 2028* in which Ballyvolane is designated as a City Consolidation and Expansion Area in the Cork City Core Strategy 2022-2028. The development will contribute towards the ambitious targeted population growth of 9,197 (proportionate growth rate of 34.3%) for the northeast suburbs of the city where the site is located.

In the course of the Plan's adoption, the initial draft zoning which reflected the pre-existing County Council Zoning, was changed. On foot of submissions made, the City Council (Executive and Elected Members) agreed to change the zoning as part of a broader adjustment of the location of land uses so as to meet the likely alignment of the Cork Northern Distributor Multi Modal Route (CNDMR) and place the community uses at a more central location relative to where public transport was to be provided. This would also maximise the potential of the school lands to be located close to other new housing areas (such as the other new schemes on Ballyhooley Road).

The subject application is a standalone entity within this broader context of delivery. It seeks to deliver housing by connecting to exiting drainage infrastructure and distributor road adjacent to the site and in line with the ZO2 zoning of the site.

4.2 Relevant Planning History of the Surrounding Area

The following sets out the list of projects that have been identified as being of most relevance to the subject application, particularly regarding any potential cumulative impacts as assessed in the enclosed *EIA Screening*. The following methodology was used to identify projects:

- Extant planning permissions that have the potential to be implemented
- Live planning applications
- Major projects that are extant or live – 50 homes or more; or over 3,000 sqm commercial/industrial floorspace
- Applications within a 1km radius of the site

Reg. Ref.	Location	Development Description	Decision date
CCC Ref - 2543863 ABP- 306325 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863	Lahardane and Ballincolly (Townlands), Ballyvolane, Cork City. (www.longviewshd.ie)	753 no. residential units (531 no. houses, 222 no apartments), creche and associated site works.	2020-05-27
ABP – 311414	Millfield Service Station, Redforge Road, Blackpool, Co. Cork.	Demolition of existing structures on site, construction of 116 no. Build to Rent apartments and associated site works.	2022-01-17
ABP- 312076 (amended by CCC Ref 2543574)	Ballyvolane (Townland), Ballyhooly Road, Ballyvolane, Co. Cork. (www.ballyvolaneshd.ie)	275 no. residential units (205 no. houses, 70 no. apartments), creche and associated site works.	2022-03-25
CCC Ref - 2140038 ABP- 311730	Dublin Pike and Ballyhooly Road , Ballincroilig , Cork	Development consisting of construction of 96 no. residential units, 1 no. creche, associated car parking, landscaping and all associated site works.	2023-02-09
ABP- 313994	Cork GAA Lands, Old Whitechurch Road, Kilbarry, Cork City.	Demolition of disused Hurley manufacturing factory and associated outbuildings, construction of 319 no. residential units (203 no. houses and 116 no. apartments), creche and associated site works.	2024-09-05
CCC ref - 2442782	Ballincolly Industrial Estate, Dublin Hill, Cork	Permission for 2 no. units for warehousing/ logistics use with ancillary spaces with provision made for future first floors, parking spaces and loading bays to serve new units, ne site entrance, site boundary works, signage, public sewerage connection, all accessed from	2024-11-19

		existing industrial estate road and all associated works. (3,571 sqm)	
CCC Ref - 2442789 ABP - 320996	Dublin Pike and Ballyhooley Road, Ballincroilig, Cork City	Large scale residential development: Construction of 166 dwellings, extension to previously permitted creche (ref. TP21/40038 (PL.28.311730), new vehicular access and all associated site works. The application may be inspected online at the following website: www.coppengerwoodsldr.ie	2025-01-29
CCC Ref – 2443477	Ballincolly Lahardane, Ballyhooly Road, Ballyvolane	Permission for the construction of a four-storey primary care centre. the development will be accessed via a new vehicular/pedestrian access off Ballyhooly Road and provides for internal roads and footpaths and future pedestrian connection to the north. the proposed development also includes the provision of 1no. retail unit and 2 no. GP Practices at ground floor Solar PV and plant room at roof level and all ancillary development works including ESB sub-station green road bin store signage bicycle and car parking undergrounding of powerlines and all ancillary development works.	2025-12-15
CCC Ref- 2544053 ABP - 324029	Ballyhooly Road, Lahardane, Whites Cross, Cork	Permission for development consisting of a Large Scale Residential Development (LRD) comprising the demolition and removal of the existing building, the construction of 3 no. apartment blocks, ranging in height from 4 to 5 storeys, comprising 114 no. apartment units (45 no. 1 bed, 43 no. 2 bed, and 26 no. 3 bed apartments), and ESB substation and all associated site development works including footpaths, cycle paths, car and bicycle parking, open spaces, drainage, fencing, lighting, and the provision of a new footpath, cycle path, and bus stop along Ballyhooly Road. Access to the site will be via a new vehicle access point and three new pedestrian entrance along Ballyhooly Road. Provision is also made for a pedestrian link to the 'Longview' residential development to the south. The application may be inspected online at the following website set up by the applicant: www.whitescrossldr.ie	2026-05-06

Table 4.2: Relevant Planning History surrounding the subject site relevant to the assessment of the proposed project. (Source Cork City Online Planning Application Portal and Cork County Online Planning Application Portal, accessed by TPA in July 2025).

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 Proposed Development Description

The description of development which will inform the Statutory Notices for the future LRD Planning Application is as follows:

“ Longview Estates Ltd. intend to apply for planning permission for a Large Scale Residential Development (LRD) at a site of c. 7.62ha located at Lahardane and Ballincolly, Ballyhooley Road, Cork City.

The development will provide for the construction of 262 no residential units (total GFA c. 25,427.7 sqm), comprising:

- i. 2 no. 4 storey apartment buildings (Blocks A & B) comprising 54 no. apartments (33 no. 1 bedroom & 21 no. 2 bedroom);*
- ii. 3 no. 2-storey apartment buildings (Blocks C, D & E) comprising 14 no. 2-bedroom duplex apartments;*
- iii. 194 no. houses in a mixture of 2-storey terraced, semi detached and mews end of terrace units (34 no. 4-bedroom, 136 no. 3-bedroom, 24 no. 2-bedroom); and*
- iv. A proposed creche (c. 452.7m²)*

The development will also include: vehicular access points to the east and north of the proposed site connecting to the constructed distributor road to the adjoining Longview Estates (permitted under ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863); a pedestrian link to the west; all associated car parking, cycle parking and bin storage facilities; associated internal roads, pedestrian and cycle paths; public lighting; public open space (c. 14,362 sqm); communal amenity space; landscaping and boundary treatments; connection to public utilities; drainage and surface water management works including attenuation and swales; all ancillary site infrastructure; ESB sub stations and site development and excavation works above and below ground. The proposed development will be constructed in a series of phases, or one continuous phase in accordance with the phasing plans and construction management plans. “



Figure 5.1: Proposed Site Layout prepared by Wilson Architecture

5.2 Summary of the Proposed Development

The proposed development ensures that the house units benefit from high levels of residential amenity in relation to access, privacy, orientation, and pedestrian safety. Careful consideration has been given to ensure the mix of housing types, useable open space areas, neighbourhood creche, as well as safe internal pedestrian and road networks combine to deliver a safe and aesthetically pleasing residential environment. The implementation of pedestrian and cycle linkages throughout the site further integrate with the character of the permitted SHD and the existing built-up environment.

5.2.1 Phasing

The proposed development will be delivered as one phase or a series of phases generally in line with the phasing plan submitted. Delivery will seek to address the drainage catchment areas that are to be delivered

and have regard to the delivery of sub phases where specialised construction / delivery solutions are needed and construction compounds already established are to be maintained.

5.2.2 Proposed Unit Mix

The proposed scheme has a variety of different unit types and sizes ensuring that the scheme will meet the housing needs for a wide range of households in Cork City. These units have been designed to meet all relevant housing development standards and ensures both a sustainable and attractive living environment. Refer to the enclosed *Housing Quality Assessment (HQA)* and *Statement of Consistency* for compliance with relevant standards and policies.

There are 194 no. houses, 14 no. duplexes and 54 no. apartments proposed. The proposed housing mix is as follows:

Unit Type	Quantity	Percentage
1 Bed	33	12.6%
2 Bed	59	22.5%
3 Bed	136	51.9%
4 Bed	34	13%

The specific housing breakdown by unit type is as follows:

No.	Type	No. of Beds	No. of Units
A	End of Terrace	4	9
B	End Terrace	4	25
D	Semi Detached	3	71
E	Terrace	3	58
F	Mews End Terrace	3	7
G	Terrace	2	22
H	Mews Terrace	2	2
K-03	Duplex	2	7
K-04	Duplex	2	7
J-01	Apartment	1	17
J-02	Apartment	1	13
J-03	Apartment	2	1
J-04	Apartment	2	1
J-05	Apartment	1	15
J-06	Apartment	2	7
Total:			262 Units

Table 5.1: Proposed Unit Mix breakdown

Houses

There are six unit types in the proposed scheme, designed in two house styles. These include terraced and semi-detached houses with each ranging in bed size and floor space to provide flexibility to different household sizes, as summarised in the above table extracted from the *Development Summary* prepared by Wilson Architecture.

The houses range from 2 – 4 beds (80.8sqm – 133.2 sqm) providing for different family sizes. Each house is provided with a rear garden and adequate storage in line with the required space standards. Car parking is provided within the curtilage of each dwelling.

Duplex Units

The proposed scheme includes 14 no. duplex units located within Character Area 1 at the north of the site. These duplexes are within Blocks C, D, and E and all consist of 2 bed units. The duplex units are two storeys that are designed with balconies at ground and first floor level that provide an additional housing style for different household types while also integrating the variety of densities, such as the proposed apartments, throughout the scheme.

Apartment Units

There are 54 no. apartment units being proposed to the north of the site within Character Area 1. The apartments consist of 1 and 2 bed units to provide an additional dwelling type to accommodate smaller household sizes within Cork City. These apartments range in size from 48 sqm, 56.4 sqm, and 50 sqm in area for 1 bed units and 70.6 sqm, 75 sqm and 95.6 sqm in area for 2 bed units. The ground floor consists of active frontage through own door units with upper floors having access to balconies.

The apartments range from 3 and 4 storeys with a setback at the top floor in Blocks A and B to integrate the higher density apartments within the housing scheme effectively. Overall, 50% of the apartment units will be dual aspect.

5.2.3 Density

A residential density of 41.3 dph is proposed. Residential densities are set out in Table 11.2 of the Development Plan. The proposed development is located in the Outer Suburbs area. Densities are expressed in terms of minimums and maximums for the constituent areas of the city.

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target* Lower	Upper	Prevailing Lower	Upper	Target Lower	Upper
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	35	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	40	60	2	3	2	4

Cork City Density and Building Height Standards.

The development as proposed will provide an indicative net density of 41.3 dph which is in compliance with the Development Plan. While this is on the lower end of the target density for the area,

we would highlight the need to balance other requirements on site, including the provision of open space, as well as design considerations to ensure the most efficient layout of the site.

The proposed density has also had regard to the *Sustainable and Compact Settlements Guidelines for Planning Authorities*. There is a focus in the Guidelines on the regeneration and consolidation of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

Chapter 3 'Settlement, Place and Density' sets out policy and guidance in relation to the key growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density.

The subject lands can be described as a *City – Suburban/Urban Extension* which is described as:

*"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development⁸. It is a policy and objective of these Guidelines that residential densities in the range **40 dph to 80 dph (net)** shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations."*

[emphasis added]

Again, the proposal achieves the appropriate density for the site in line with the abovementioned objectives. Further to this, Wilson Architecture have prepared the enclosed *Urban Design Statement* setting out compliance with the Design Checklist contained within the Compact Settlement Guidelines.

With regards additional national guidance documents, we would refer to the enclosed Statement of Consistency which sets out in detail compliance with all relevant guidance documents, policies and objectives.

5.2.4 Part V

The proposed development is subject to the requirements of Part V of the *Planning and Development Act 2000 (as amended)*.

Refer to the enclosed Part V drawings (Dwg. No. 2326-105 and 2326-106) for further information and the subsequent agreement from Cork City Council.

5.2.5 Creche

The proposed development consists of the implementation of a neighbourhood creche, located at the north-east of the subject site. The creche has a total floor area of 452.7 sqm and is divided equally between the ground floor and first floor. In total, the creche is designed to accommodate 76 no. children between the ages of 0 – 6 years and 15 no. staff members. In line with comments received at the s247 meeting, the creche is located to the northeast of the subject site in a location that is accessible and central in the context of the wider emerging neighbourhood. This has the benefit of being able to avail of the constructed internal distributor road for ease of access. The creche will also benefit from outdoor space immediately adjacent to the premises.

5.2.6 Landscaping and Open Space

In line with the requirements of the Development Plan, the proposed scheme will provide c. 14,362 sqm public open space in a variety of sizes throughout the development. Further to this, paved seating areas and internal pedestrian and cycle pathways are implemented throughout the site and strengthens the connectivity throughout the proposed development and the permitted SHD while also encourages active modes of travel. Refer to the *Landscaping Layout Drawing* prepared by Cunnane Stratton Reynolds Land Planning & Design for detailed information on the landscaping approach.

5.2.7 Parking

The proposed development provides both bicycle and vehicular parking on site. This is detailed below:

Vehicular

The proposed development consists of a total of 383 no. car parking spaces.

Type	No. of Proposed Spaces
Apartments/Duplex	69
House	314
Creche	8
Total	383

Table 5.3: Proposed car parking breakdown

Throughout the site, the majority of the houses will have in-curtilage parking. Duplex units will avail of on-street parallel and perpendicular parking. The apartments will have access and overlook surface level area car parking directly in front of Blocks A, B, C, D. The proposed neighbourhood creche will have its own allocated on street parking comprising of 8 no. spaces. Electric Vehicle (EV) parking spaces with power charging points are proposed for curtilage parking with ducting to be put in place to allow for additional future EV spaces.

Bicycle

The houses that are provided with rear gardens that are designed to accommodate space to secure and store bicycles for the residents. The proposed Duplex and Apartment units are provided with dedicated bicycle store facilities that are accessible by residents of these units only.

5.2.8 Refuse and Bin Store

All dwelling types have ease off access to allocated refuse and bin store. Houses and duplex units' avail of three bins per house with bin storage provided to the front or side/rear of the units at the store area. The proposed apartments have been provided with a residential Waste Storage Area located at ground level where residents of those apartments can dispose of waste.

5.2.9 Access and Permeability

As noted previously, the proposed development is designed to integrate with the permitted neighbouring SHD (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863). The proposed development is accessed via this distributor road from 4 no. access points located along the eastern side of the site. This use of the internal distributor road contributes assists in integrating the subject proposal into the wider emerging neighbourhood and promotes connections and permeability throughout the site.

The proposed scheme includes the provision of new pedestrian and cycle links throughout the different character areas, further encouraging active travel within the site. These routes improve the overall public realm and streetscape, particularly along the internal distributor road, and also increases connectivity to the neighbouring SHD and the adjacent park lands to the west of the subject site.

6.0 COMPLIANCE WITH PLANNING POLICY

The proposal is in compliance with national and regional planning policy framework, the relevant Section 28 Ministerial Guidelines, as well as the pertinent Development Plan.

In considering the compliance of the proposal with national, regional and local policies the enclosed *Statement of Consistency* has had regard to the following:

- *National Planning Framework, First Revision April 2025 (NPF)*
- *Southern Regional Assembly Regional Spatial & Economic Strategy 2020-2032*
- *Cork Metropolitan Area Transport Strategy 2024 (CMATS) (2020)*
- *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)*
- *Urban Design Manual: A Best Practice Guide (2009)*
- *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)*
- *Childcare Facilities Guidelines (2001)*
- *Part V of the Planning and Development Act 2000: Guidelines (2017)*
- *Design Manual for Urban Roads and Streets (DMURS) (2019)*
- *The Planning System and Flood Risk Management (2009)*
- *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009)*
- *Housing for All – A New Housing Plan for Ireland (2021)*
- *Climate Action Plan (2025)*
- *Cork City Development Plan 2022-2028*

For further detail on compliance with relevant national, regional and local policies, refer to the enclosed *Statement of Consistency* prepared by TPA.

6.1 National Planning Framework First Revision, April 2025

The *National Planning Framework First Revision April 2025 (NPF)* reflects changes to Government policy that have taken place since the NPFs initial publication in 2018, such as climate transition, regional development, demographics, digitalisation and investment and prioritisation.

The *NPF First Revision* retains the original NPF focus on a more balanced distribution of growth across all of Ireland's regions. There is a clear emphasis on the need to plan for housing to meet additional population growth targets.

National Policy Objective 8 states that:

"Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth."

National Policy Objective 16 states that:

"To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1."

City	Population 2022	2018 NPF	Population Growth to 2040		Minimum Target Population 2040
		% Range 2016 – 2040	% Range 2022 – 2040	People	
Dublin – City and Suburbs	1,263,000	20-25%	20-25%	296,000	1,560,000
Cork – City and Suburbs	223,000	50-60%	40%	96,000	320,000
Limerick – City and Suburbs	102,000	50-60%	40%	44,000	150,000
Galway – City and Suburbs	86,000		40%	36,000	122,000
Waterford – City and Suburbs	60,000		40%	28,000	88,000

Table 6.1: Ireland 2040: Targeted Pattern of City Population Growth (Source: Table 4.1, NPF First Revision, April 2025, accessed by TPA in July 2025).

Additionally, the *NPF First Revision* has revised the housing targets for the period 2025-2040, aiming to deliver 50,000 homes per year, an increase from the 30,000 per annum figure stated in the original NPF to cater for this projected growth in population. The proposed construction of c. 263 homes on these under-utilised lands will contribute towards achieving these increased population targets.

National Policy Objective 12

“Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.”

National Policy Objective 13

“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.”

National Policy Objective 22

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.”

National Policy Objective 42

“To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.”

National Policy Objective 45

“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.”

The proposal is compliant with the above objectives and policies set at a national level and will positively contribute to aims of the NPF by providing c. 262 homes.

6.2 Southern Regional Spatial Economic Strategy (RSES) 2019

The RSES is a strategic plan and investment framework to shape future development and to better manage regional planning and economic development throughout the Southern Region. The RSES identifies regional assets, opportunities and pressures and provides policy responses in the form of Regional Policy Objectives.

The RSES's Vision is to:

- Nurture all our places to realise their full potential;
- Protect and enhance our environment;
- Successfully combat climate change;
- Achieve economic prosperity and improved quality of life for all our citizens;
- Accommodate expanded growth and development in suitable locations; and
- Make the Southern Region one of Europe's most creative, innovative, greenest and liveable regions.

The main statutory purpose of the Strategy is to support the implementation of the NPF. The strategy contains the Cork Metropolitan Area Strategic Plan (MASP) which provides a guide for investment and sustainable development across the Cork Metropolitan Area up to 2031. The MASP, which includes the subject site, reinforces Cork City's role as an international centre of scale to complement Dublin, targeting 50-60% population growth by 2040.

The RSES identifies the North Environs-Kilbarry-Blackpool area as a Strategic Residential and Regeneration Area. The permitted development and proposed development are consistent with the RSES which states that "the north environs will be reinvigorated through sustainable development of mixed-use development in Ballyvolane." The overall development at Lahardane makes a substantial contribution to the stated residential yield of 3,600 units for the Ballyvolane Urban Expansion Area. The development is aligned with key guiding principles of the Cork MASP as follows:

- It will contribute to the delivery of a living city and suburbs – a city and suburbs offering a mosaic of quarters, comprising of residential suburbs.
- It will form part of the metropolitan engine which combines the city and suburbs as a well-functioning, socially inclusive and energising place providing residential, employment, health, business, political, educational, and commercial and transport functions driving the region.
- The proposal continues the activation of a strategic residential area to accelerate housing delivery.

The proposed development continues to enable the delivery of a number of the infrastructure priorities associated with the permitted SHD/LRD development (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863) that the RSES identifies for the North Environs-Kilbarry-Blackpool area including:

- Access infrastructure to open the area and services infrastructure to service the area.
- The masterplan provides and facilitates infrastructure such as Road Widening, New Distributor Roads internally within the site, and Uisce Éireann (UE) Pump Station and public transport infrastructure.

- The masterplan provides the Pump Station to service the area will be connected to the UE foul services network.
- Uisce Éireann has confirmed that the masterplan can be connected to the UE network. Longview Estates Ltd is part to a PWSA (Project Works Services Agreement) with Irish Water. The applicant will develop on behalf of, or facilitate Uisce Éireann in delivering, a pump station as part of the servicing strategy for the permitted development. This pumping station will also serve future development lands and other consents issued in the area, such as the subject proposed development.
- Local Road enhancements are provided for as part of the masterplan including the widening of the Ballyhooly Road and junction enhancements at the Lower Dublin Hill/Ballyhooly Rd junction.

6.3 Cork City Development Plan 2022 – 2028

The Cork City Development Plan 2022-2028 (hereinafter referred to as the ‘Development Plan’), is the statutory plan for the area and will guide all future development relating to the subject lands.

Strategic Objectives

Chapter 1 of the Development Plan outlines 9 no. Strategic Objectives (SO’s), these are utilised as a baseline to guide development within the city. The objectives are aligned with the United Nation’s *Sustainable Development Goals* and the National Strategic Outcomes in the *National Planning Framework*.

The proposed development has had regard to several of these Strategic Objectives. This is outlined in further detail below.

SO1 – Compact Liveable Growth

The proposal comprises the development of an underutilised greenfield infill site in the suburbs of Cork City. The development will help to deliver the concept of a 15-minute city through the provision of a new residential development, that has ease of access to existing community services, facilities, and places of employment on foot or using public transport.

SO2 – Delivering Homes and Communities

The density proposed is c. 41.3 dph. The subject site is identified to be within the ‘Outer Suburbs’ (supports 40-60 dph). The proposed density is thought to be appropriate having regard to the site’s characteristics. The development includes a mix of unit types and sizes. The site is well served by existing and future public transport proposals. Residents will have access to a range of community facilities and services nearby. In addition, it is proposed to include the provision of a childcare facility within the development. This provides an active use aiding the development’s integration within an emerging urban neighbourhood.

SO3 – Transport and Mobility

The proposed development is served by existing bus routes high-frequency, public transport infrastructure. Several bus lines provide access to the City Centre and surrounding urban centres within a 15- minute walking distance of the subject site. The site has ease of access to the 207 and 248 bus routes. In addition, the new Cork Network under Bus Connects will provide new more frequent services including the 21 to UCC, 10 to the CUH and 54 to Upper Glanmire. Of these the 21 and 10 will pass the Ballyvolane District Centre.

The sustainable location of the site with convenient access to walking, cycling, and public transport infrastructure will encourage more sustainable transport choices amongst future residents.

SO4 – Climate & Environment

The subject site is currently greenfield. The proposed development will result in a more efficient use of zoned, serviced urban land. The sustainable location of the site, within an emerging residential neighbourhood, will encourage sustainable travel patterns amongst residents. The site is c. 4.5km from the city centre, c. 3.5km from Mayfield district centre, c. 2.3km from Blackpool district centre and c. 1.5km from Ballyvolane district centre. There are bus stops within walking distance of the subject site. There are further improvements to bus routes serving the Ballyvolane area under BusConnects.

The dwellings have been designed to be energy efficient to meet the standards of the current legislation. Please refer to the accompanying documentation for further information regarding this.

SO5 – Green and Blue Infrastructure, Open Space and Biodiversity

The site is not located within or adjacent to any Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas or proposed Natural Heritage Areas. A total of c. 14,362 sqm (22.94%) of open space is proposed throughout the site. The proposal aims to maximise green infrastructure throughout the site through the provision of biodiversity-rich planting including native hedgerows, street trees and wildflower planting. Further to this, it is the intention to retain the majority of the existing hedgerows. The open space strategy proposes a series of high-quality landscaped amenity area, linked together by the existing hedgerow corridors, creating routes and encouraging connection through the site. The proposed development includes the following SuDS measures – green roof, permeable paving, green swales and bioretention area.

The Landscape Design Rationale prepared by Cunnane Stratton Reynolds (CSR) proposed both green and blue infrastructure elements. Please refer to the enclosed documentation for further information.

SO7 – Heritage, Arts and Culture

We would highlight that the development is not located within an Architectural Conservation Area, nor does it include any Protected Structures or structures on the NIAH. The proposed development has been designed to offer interaction with the parkland to the west for pedestrians and cyclists to avail of. The new development aims to incorporate a currently disused site into the surrounding urban environment to create a vibrant new neighbourhood.

SO8 – Environmental Infrastructure

The proposed development has been designed to respond to and prepare for the impact of climate change. The planning application outlines several mitigation and adaptation measures that have been incorporated into the scheme's design. Please refer to the enclosed *Climate Action Energy Statement*. In addition, the accompanying architectural pack prepared by Wilson Architecture outlines the rationale underpinning the design of the proposed development.

SO9 – Placemaking & Managing Development

Placemaking has been central to the layout and design of the proposed development. The proposal comprises a walkable neighbourhood that promotes healthy living, wellbeing, and active lifestyles. The development includes a variety of public open spaces and public realm for residents of all ages. Refer to the accompanying documentation for further information.

Core Strategy and Key Development Area

Ballyvolane is designated as a City Consolidation and Expansion Area in the *Cork City Development Plan 2022-2028*.

Chapter 10 designates Ballyvolane as a key development area. It is stated that there are significant areas of land on either side of the Ballyhooly Road to the northeast of Ballyvolane identified for future growth including residential, employment, local services and open space.

Objective 10.75 Ballyvolane East and West Expansion Areas of the Plan states:

“To support the compact growth and development of Ballyvolane East and West Expansion Areas as strategic City consolidation and expansion areas, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.”

This Objective looks at expansion areas and asks for all development to be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.

The scheme as proposed in this instance seeks to coordinate with the permitted development under construction on terms of connectivity and built form. Additional pedestrian connectivity has been introduced on foot of the consultations with Cork City Council to provide for improves linkages and integration without compromising the longer term delivery of park zoned lands by / for Cork City Council. The scheme in this respect, is in essence, an infill site (of scale).

In many respects, it seeks to operate off permitted / under construction roads and linkages. In that regard the Council should also have regard to Section 1.14 of the City Plan (adopted as a CE Report variation 1.15) that states that *“Where framework plans are indicated for an area, this does not imply that no development proposals will be considered prior to the framework plan being prepared”*.

The proposed development is fully consistent with the Development Plan which states that this land in Ballyvolane will require associated infrastructure, social and community services and facilities including education, community centre, sustainable and active travel, retail, community sports grounds and public open space.

While this proposal is a fully standalone application, it will represent an expansion of the permitted Longview Development adjacent the site (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-313904-24 and CCC Reg Ref 25/43863). This permitted development is currently under construction and will provide 753 no. residential units across six neighbourhoods once completed. The permitted development also includes a neighbourhood centre which will benefit the wider area and future residents of the subject proposal will have access to.

The subject proposal will connect to the Distributor Road constructed under the existing permitted Strategic Housing Development (SHD). Further to this, the subject proposal promotes permeability and connectivity through the site to promote a sense of co-ordination and cohesion between the separate sites.

The permitted development and proposed amendments align with a number of the Objectives outlined in Chapter 2 of the Development Plan as set out below.

Relevant Policy Objective	Response
Objective 2.2 <i>Cork City Council will align with the National Planning Framework (NPF) to achieve the ambitious growth targets set out for Cork City and Metropolitan Area up to 2040. The Council will apply local planning policy approaches in combination with active land management measures to help achieve these targets.</i>	As demonstrated above, the proposed development aligns with the NPF growth targets for Cork City and Metropolitan Area up to 2040.
Objective 2.4 <i>To develop Cork City in a manner that strengthens the role of the Cork Metropolitan Area as an international location of scale and a primary growth in the Southern Region.</i>	This large-scale residential development will assist in driving population growth in the southern region.
Objective 2.8 <i>Prioritise the development of areas in accordance with the 9 Strategic Objectives (SOs) of the Core Strategy as set out in Table 2.1, including areas which are experiencing and/or are likely to experience within the plan period.</i>	The development is consistent with a number of the SOs as illustrated above. The proposed development subject of this planning application should therefore be supported.
Objective 2.10 <i>To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walking neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.</i>	The development will create a vibrant local community that can access all necessary amenities within a 10-minute walk/cycle and access workplaces with a 15-minute public transport journey. As noted, the site is approximately 3km from Cork City Centre and within 1.5km of Ballyvolane District Centre. The permitted infrastructure upgrades including the provision of footpaths that will better connect the site to Ballyvolane and bus stops within the site and on the Ballyhooly Road will ensure that the site is accessible to employment areas, local amenities and services and served by public transport. Additionally, the adjoining development includes a local centre with retail, crèche, doctor's surgery, and a community centre as well as a variety of attractive open spaces and amenity area.
Objective 2.16 <i>Promote high quality neighbourhoods by increasing the range of community, recreational, local enterprise, cultural and leisure related facilities</i>	As stated throughout the application documentation, the proposal is an extension of the emerging Longview development and future residents will benefit from the provision of the adjacent neighbourhood centre and planned Primary Care Centre (currently subject to a live planning application). Notwithstanding this, the proposal also includes a creche with the capacity for 74 no. child spaces. In addition, connectivity has been a key driver in the design with routes connecting the site to adjacent park lands and neighbourhoods prioritised throughout the site.
Objective 2.30 <i>To implement and support the delivery of the Core Strategy in accordance with the Core Strategy Map and Table, the Growth</i>	As a City Consolidation and Expansion Area development at Ballyvolane will assist in the implementation of the Core Strategy.

<i>Strategy Map and Table, and the Objectives for City Growth Table set out in this plan.</i>	
Objective 2.32 <i>Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.</i>	The development will increase the supply of new housing in the city. It will help to rebalance the growth of the city as the northern environs has lagged behind in terms of housing delivery. There are a range of house types, tenures and sizes to accommodate varying household needs and affordability.

Land Use Zoning

The subject site is classified under ‘Sustainable Residential Neighbourhoods’ in the Cork City Development Plan. The aim of this zoning is to protect residential amenity in Cork City. The subject site is located in Ballyvolane and the Plan notes that this is an area for growth consolidation and enhancement. This highlights the appropriateness of accelerating and optimising the delivery of residential development on the subject site.

Further, the subject site has two applicable land zones The first is established as follows:

“ZO 2 - New Residential: *to provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.*

ZO 2.1: Lands in this zone are designated as Tier 1 or Tier 2 zoned lands in the Core Strategy. Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.

ZO 2.2: This zone covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.

ZO 2.3: Uses set out under ZO 1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning.”

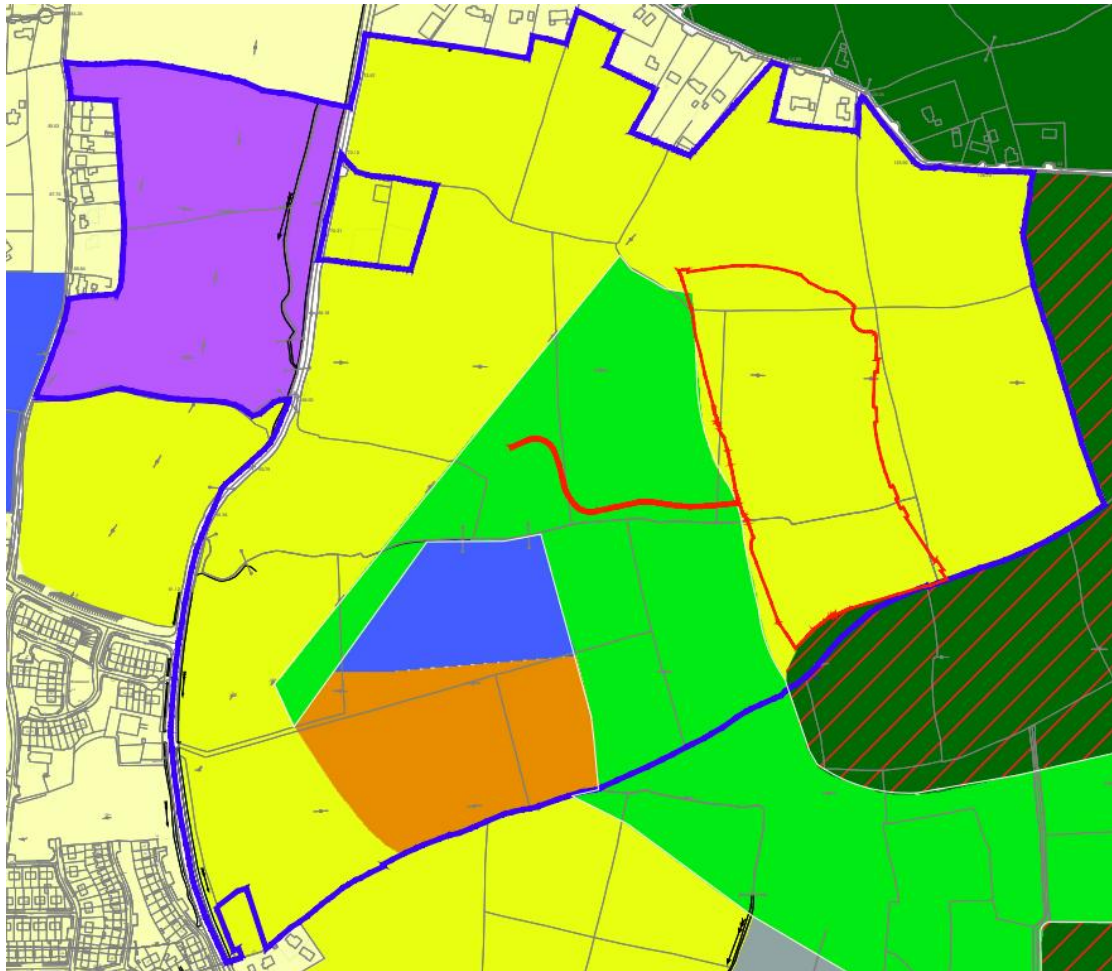


Figure 6.1: Extract from Zoning Map illustrating the relevant zoning of the proposed and surrounding sites

The proposal is fully compliant with the zoning of the lands in that it is providing a new residential neighbourhood. Further to this, a creche is provided and links are maintained to neighbouring green spaces. This proposal represents an addition to the emerging residential quarter that is currently under construction (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863).

With regards to the wider context, *Objective 10.75 Ballyvolane East and West Expansion Areas* of the Plan states:

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

This Objective looks at expansion areas and asks for all development to be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.

The scheme as proposed in this instance seeks to coordinate with the permitted development under construction on terms of connectivity and built form. Additional pedestrian connectivity has been introduced on foot of the consultations with Cork City Council to provide for improves linkages and

integration without compromising the longer term delivery of park zoned lands by / for Cork City Council. The scheme in this respect, is in essence, an infill site (of scale).

In many respects, it seeks to operate off permitted / under construction roads and linkages. In that regard the Council should also have regard to Section 1.14 of the City Plan (adopted as a CE Report variation 1.15) that states that *“Where framework plans are indicated for an area, this does not imply that no development proposals will be considered prior to the framework plan being prepared”*.

The proposed development is fully consistent with the Development Plan which states that this land in Ballyvolane will require associated infrastructure, social and community services and facilities including education, community centre, sustainable and active travel, retail, community sports grounds and public open space.

While this proposal is a fully standalone application, it will represent an expansion of the permitted Longview Development adjacent the site (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-313904-24 and CCC Reg Ref 25/43863). This permitted development is currently under construction and will provide 753 no. residential units across six neighbourhoods once completed. The permitted development also includes a neighbourhood centre which will benefit the wider area and future residents of the subject proposal will have access to.

The subject proposal will connect to the Distributor Road constructed under the existing permitted Strategic Housing Development (SHD). Further to this, the subject proposal promotes permeability and connectivity through the site to promote a sense of co-ordination and cohesion between the separate sites.

7.0 ENCLOSURES

7.1 EIA Screening Report

TPA has prepared the enclosed EIA Screening having regard to the *Planning and Development Regulations 2001 (as amended)* (“the Regulations”). This EIA Screening Assessment confirms that the project does not exceed a threshold specified in Part 1 of Schedule 5 of the Regulations, which requires the mandatory preparation of an EIA.

It is considered that a sub-threshold EIAR is not required for the Proposed Development for the following reasons set out in this screening exercise:

- The proposal falls significantly below the thresholds of Schedule 5 of the Planning and Development Regulations 2001 (as amended);
- Standard construction practices can be employed to mitigate any risk of noise, dust or pollution;
- No identified impact in this screening exercise, cumulatively or individually is considered to likely cause significant effects on the environment.

The Proposed Development will not have any significant impacts on the environment. In conclusion, all recommended mitigation measures and standard practices will be employed throughout the construction and operation phase of the development to ensure that the Proposed Development will not create any significant impacts on the quality of the surrounding environment.

7.2 AA Screening

Greenleaf Ecology has prepared the enclosed AA Screening. As stated within the screening:

“The proposed Neighbourhood 7 Longview, Ballyvolane, Cork, either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.”

7.3 Statement of Consistency

TPA has prepared the enclosed *Statement of Consistency* which details how the proposed development is fully consistent with the relevant national, regional and local planning policies and guidance for the area.

7.4 Community Infrastructure Audit

TPA has prepared the enclosed *Community Infrastructure Audit*. The Audit identifies the extensive existing social infrastructure facilities in the area and their capacity to accommodate the proposed development considering the demographic profile. This audit does not identify any specific deficit in the existing social infrastructure that needs to be met.

Within the enclosed *Community Infrastructure Audit*, TPA prepared a *Childcare Demand Assessment*. This Assessment identifies that the proposed residential units will result in demand for c. 54 no. childcare spaces, but that the proposed Childcare Facility will cater for c. 76 no. childcare spaces. Therefore, the demand for childcare places projected to arise from the proposed development will be met and additional spaces will be available.

7.5 Architectural Design Statement

Wilson prepared the enclosed *Architectural Design Statement*. This Report provides an accessible illustrated overview of the proposed development including:

- Site location and context;
- Site wide strategies (such as massing, elevations, open space, refuse, green and blue roofs);
- Building layouts;
- Architectural approach to different plots and character areas;
- Urban design principles; and
- Landscape and Public realm.

7.6 Housing Quality Assessment

Wilson Architecture prepared the enclosed *Housing Quality Assessment*. This provides a schedule demonstrating compliance with standards for residential units per the Apartment Guidelines, overview of the communal facilities and provides apartment types, area schedules and diagrams. The proposal is fully compliant with all relevant standards and guidelines and represents excellent quality of accommodation.

7.8 Landscape Plan

Cunnane Stratton Reynolds (CSR) prepared the enclosed Landscape Plan and associated landscaping drawings.

There is c. 14,362 sqm (22.65%) of public open space proposed throughout the site. It should also be noted that future residents would also be able to avail of the public open space that will be developed in the adjacent zoned park lands that will be easily accessible through the connections provided throughout the site.

The proposal aims to maximise green infrastructure throughout the site through the provision of biodiversity-rich planting including native hedgerows, street trees and wildflower. Further to this, it is the intention to retain the majority of the existing hedgerows. The open space strategy proposes a series of high quality landscaped amenity area, linked together by the existing hedgerow corridors, creating routes and encouraging connection through the site.

7.9 Construction Environmental Management Plan

MHL Engineers prepared the enclosed *Construction Environmental Management Plan* (CEMP). The CEMP identifies the environmental considerations associated with the construction process and outlines proposed work practices, management, mitigation and monitoring strategies to ensure the project is carried out in accordance with best practice, minimum impact on the surrounding environment and maximum safety throughout the duration of the scheme.

The Plan includes reference to roles and responsibilities, site logistics, environmental impacts and mitigation measures, waste management, outline construction traffic management and provisions for construction.

7.10 Operational Waste Management Plan

Longview Estates Ltd. prepared the enclosed *Operational Waste Management Plan*. This Plan outlines the waste strategy for the operational stages of the proposal in line with the EU Waste Framework Directive (2008/98/EC).

As stated in the Plan,

“The purpose of this OWMP is to ensure that appropriate provision is made across the development to support waste reduction, source separation, safe storage, and efficient collection. These provisions are designed to minimise environmental impact, maximise recycling performance, and ensure public health and amenity standards are maintained throughout the life of the development.”

7.11 Climate Action Energy Statement

Longview have prepared the enclosed *Climate Action Energy Statement* in respect of the proposed development.

The purpose of the Report is to outline the energy efficiency measures, on site generation and embedded renewable energy strategies that will be adopted to substantially reduce the energy demands and carbon emissions from the proposed development.

In accordance with the requirements of the Development Plan the Report also demonstrates how low carbon energy and heating solutions have been considered as part of the overall design and planning of the proposed development.

The goal of the strategy is to provide highly efficient, low energy and sustainable residential dwellings. These facilities will minimise the carbon footprint of the development and provide an exceptional living environment.

7.12 Drainage Impact Assessment

The enclosed *Drainage Impact Assessment* is prepared by MHL. It outlines civil engineering infrastructure works required for the proposed development including existing and proposed surface water, SuDS features, foul water and watermain infrastructure.

7.13 Flood Risk Assessment (within Engineering Report)

The Stage 1 Flood Risk Assessment (FRA) concludes as follows:

“The proposed development has been classified as being located within Flood Zone C based on the DCDP and CFRAM. In accordance with The Planning System and Flood Risk management Guidelines 2009 (Guidelines), no Justification Test for the development is required.”

7.14 Mobility Management Plan

Longview Estates prepared the enclosed *Mobility Management Plan*. It outlines the proposal’s intention to support a shift towards sustainable modes of transport including walking, cycling and the use of public transport.

The proposed development provides a total of 383 no. residential car parking. A total of 8 no. car parking spaces are provided for the creche.

In terms of cycle parking, the houses that are provided with rear gardens that are designed to accommodate space to secure and store bicycles for the residents. The proposed Duplex and Apartment units are provided with dedicated bicycle store facilities that are accessible by residents of these units only. In total, 2 no. bike

stores have been provided and are located across from Block C to the north of the site and beside Block B to the northeast.

The proposal includes new permeability links to improve connections through the site and ensuring integration with the emerging surrounding neighbourhood.

The *Mobility Management Plan* proposes ongoing monitoring to ensure improvement in the shift towards sustainable modes of transport.

7.15 Daylight and Sunlight

BPC Engineers have prepared the enclosed Daylight and Sunlight Assessment in line with the relevant BRE Guidelines. The Report demonstrates excellent compliance with 100% of the rooms meeting or exceeding the recommended levels of internal daylight and all communal open spaces receiving greater than two hours sunlight on March 21st.

8.0 CONCLUSION

As outlined in detail above and within the *Statement of Consistency*, the proposed mixed-use development is in alignment with local, regional, and national policy and guidance.

In summary, we provide key points that further confirms the proposed development's compliance with the relevant policy and guidance in addition to the proper planning and sustainable development of the surrounding area:

- The proposal is the next step in completing the wider emerging Longview residential development and provides for the comprehensive development of the lands whilst delivering public open space, permeability, and a creche to serve the future residents and existing communities.
- The proposed development will deliver 262 no. new residential units and therefore make a significant contribution to the delivery of housing in Cork City on underutilised serviced lands. The proposed development provides a good housing mix that is reflective of verified housing needs.
- The proposed development provides for appropriate residential density and height that is in accordance with local and national guidelines whilst achieving an excellent overall standard of accommodation for future residents.
- Permeability is provided across the site with links to neighbouring open space, the distributor road and the emerging Longview neighbourhood. The development will help to deliver the concept of a 15-minute city through the provision of a new residential development, that has ease of access to existing community services, facilities, and places of employment on foot or using public transport.
- The proposal provides for generous quantities of public green space for use in line with the requirements of the Development Plan.
- The proposed development is supported by a full environmental assessment which details predicted impacts upon the environment and appropriate mitigation measures.

We trust this Application is in order and look forward to positive engagement in due course. Please revert to the undersigned with any queries that might arise.

Yours sincerely,



Ciara Lester
Senior Planner
Tom Phillips + Associates



Dublin Office:

80 Harcourt Street
Dublin 2
D02 F449

t +353 1 478 6055

Cork Office:

Mathew House
Father Mathew Street
Cork T12 TN56

t +353 21 206 6596

e info@tpa.ie

w www.tpa.ie