

Part 8 Planning Report

For Development at Blackrock Avenue,
Mahon/Blackrock, Cork

on behalf of Cork City Council

July 2026



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

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1. Introduction

This Part 8 Planning Report has been prepared by McCutcheon Halley Planning Consultants in support of a residential development proposal at Skehard Road, Blackrock Avenue, Eden, Blackrock, Cork City, on behalf of Cork City Council.

The proposed development at Blackrock Avenue, Eden, Blackrock, Cork comprises the construction of 114 no. residential apartment units, consisting of a mix of one-bedroom and two-bedroom units, arranged within 2 no. apartment blocks, which varies in height from three to five storeys over ground floor.

The development has a gross site area of approximately 0.91 hectares, including Blackrock Avenue, and a net development area of approximately 7,833 sq.m, or 0.78 hectares.

The proposed development will comprise:

- The construction of 114 no. residential apartment units within 2 no. apartment blocks ranging from four to six storeys;
- The provision of 56 no. car-parking spaces;
- The provision of 231 no. bicycle-parking spaces, including secure internal bicycle storage;
- Private amenity spaces in the form of balconies and patios for each apartment;
- Communal open space totalling approximately 697.8 sq.m and a centrally located public open space of approximately 1,701.5 sq.m;
- Vehicular and pedestrian access from Blackrock Avenue and a direct pedestrian connection to the Mahon Boreen Pathway/Ballinsheen Road;
- Bin storage facilities, internal circulation routes, plant, boundary treatments, public lighting and landscaping;
- Surface-water and foul-drainage infrastructure incorporating a Sustainable Urban Drainage Systems strategy, together with connections to existing public services and utilities; and
- All associated localised road, footpath, public-realm and site-development works.

The Passage Railway Greenway adjoins the western boundary of the site and provides an important active-travel and ecological corridor within the surrounding area.

This report is presented under the following headings:

- Site Context;
- Planning History;
- Planning Policy;
- Proposed Development;
- Site Suitability; and
- Planning Application Approach.

2. Site Context

2.1 Site Context

The subject site is located at Blackrock Avenue, Eden, Blackrock, Cork City and has a gross area of approximately 0.91 hectares, including Blackrock Avenue, and a net development area of approximately 7,833 sq.m, or 0.78 hectares.

The majority of the site comprises greenfield public open space dominated by intensively managed amenity grassland, scattered trees, parkland, scrub and ornamental shrubs. Part of the northern area has previously been disturbed and partially cleared in connection with the adjoining Eden development and includes areas of spoil or bare ground, recolonising ground and a temporary finished surface of imported stone fill.

The site generally slopes from northwest to southeast, with levels falling from approximately 14.21 m OD to 9.64 m OD. A small escarpment is present along the southern boundary.

The site is bounded by Blackrock Avenue and Blackrock Hall to the east, the Eden residential development to the north, the Passage Railway Greenway to the west, and the Mahon Boreen Pathway and adjoining green open space to the south and southwest. Established residential development is located principally to the west, while commercial, healthcare and community uses are located to the east.

Vehicular and pedestrian access is provided from Blackrock Avenue, which connects to the R852 Skehard Road. A direct pedestrian connection is proposed to the Mahon Boreen Pathway/Ballinsheen Road. The Passage Railway Greenway adjoins the western boundary and provides walking and cycling connections to the wider Blackrock and Mahon area.

The Caherlag-Marina high-pressure gas pipeline runs along the western boundary of the site. The relevant area will be kept free from development, and the scheme will maintain the required separation from Gas Networks Ireland infrastructure in accordance with IS 328 and IS 329. The current design provides for a wayleave of approximately 9 metres on either side of the gas main, subject to confirmation with Gas Networks Ireland.

2.2 Planning History

2.2.1 Subject Site

There is no planning history on the subject site but there has been two relevant planning applications on the adjoining lands to the north. This are summarised below.

Lands located to the north:

Cork City Council Reference No: 16/37233

In September 2017, Cork City Council granted planning permission to demolish an existing dwelling and construct 117 no. residential units, bin stores, ESB substation building, ancillary car parking, landscaping and site

development works. The application was appealed and subsequently granted, subject to a number of conditions.

Cork City Council Reference No: 19/38979

In April 2020, Cork City Council granted modifications to Block 2 permitted under Cork City Council Ref. 16/37233 (An Bord Pleanála Ref. PL 28.249400) at Eden, Blackrock, Cork. The proposed development consists of internal modifications to the permitted ground floor level to provide for an increase in the size of the permitted crèche, associated elevational changes, and all ancillary site development works. The proposed modifications will reduce the number of apartments in Block 2 from 26 to 23.

A Grant was issued on the 1st April 2020.

2.3 Zoning & Planning Policy Context

2.3.1 National Planning Framework Revision April 2025

The National Planning Framework (NPF) – First Revision (April 2025) supports the sustainable management of Ireland's future growth by strongly emphasising compact, efficient, and environmentally sustainable development. A key policy driver is the regeneration and intensification of existing urban areas to support compact growth.

Objective 4 of the NPF notes:

'A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.'

As noted in the National Planning Framework Project Ireland 2040 (NPF), more people, jobs and activity are encouraged within existing urban areas. National Policy Objective 11 which is relevant to the proposed development site states that:

"in meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth".

National Policy Objective 13 of the NPF also states that:

"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. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected".

2.3.2 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities 2024

The *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities* were published in 2024. These guidelines build on and update the earlier *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* (2009) guidance.

The 2024 guidelines strongly emphasise residential density, housing standards, and the delivery of high-quality urban design and placemaking, all of which aim to support compact and sustainable growth in line with national policy objectives.

The Guideline supports the development's principles of location, density, accessibility, and local character. Situated within a residential land use zone and embodying the '15-minute city' concept, the Site benefits from proximity to various local services, amenities, and public transport bus options.

Section 1.3.2 of the Guidelines relating to Compact Growth states the following:

'priorities for compact growth include an emphasis on the renewal of existing settlements, rather than continued sprawl. This priority recognises the impacts that our dispersed settlement pattern (including the dispersal of residential, commercial and employment uses within settlements) is having on people, the economy and the environment. In particular, there is a recognition that dispersed settlement patterns are contributing to the social, economic and physical decline of the central parts of many of our cities and towns, as population and activities move out. There is a recognition that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel and long commutes that affect quality of life for many citizens.'

2.3.3 Cork City Development Plan 2022 – 2028

The subject site is zoned as ZO 01, Sustainable Residential Neighbourhoods, as defined by the Cork City Development Plan 2022–2028 (CCDP). The objective of this zoning is:

'To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.'

The CCDP notes that within this zoning area, the vision for sustainable residential development in Cork City is one of the sustainable residential neighbourhoods where a range of residential accommodation, open spaces, local services, and community facilities are available within easy reach of residents.

The Plan notes that tackling key challenges in delivering homes and sustainable neighbourhoods across Cork City is a priority. This means

increasing the proportion of dwellings that are apartments and duplexes to achieve compact growth.

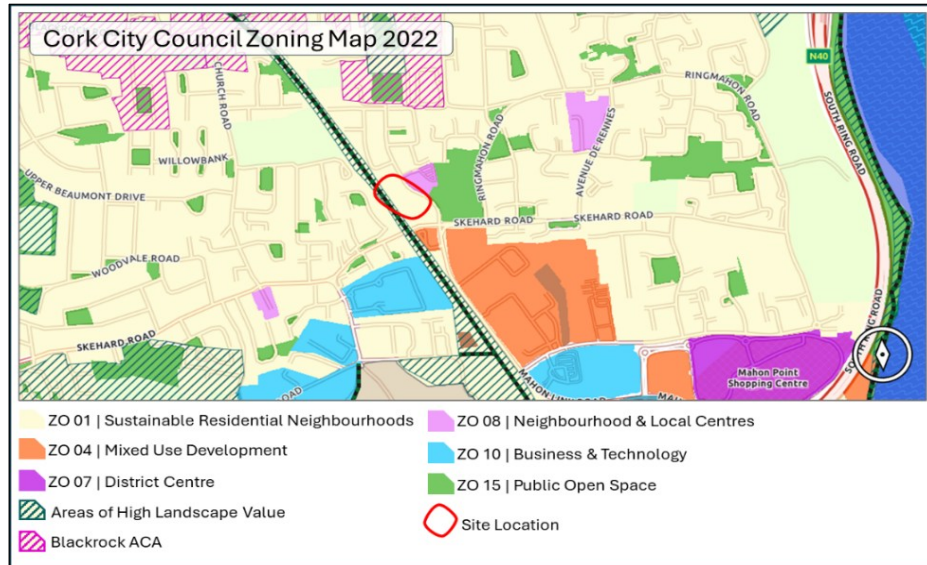


Figure 1 Extract from Cork City Development Online Map Database

The site overlaps between the 'Primary Urban Corridors and Principal Towns', and 'Inner/Urban Suburbs/ designations for housing density and building height, as per the Cork City Development Plan 2022-2028 and shown in Figure 2 below.

The statutory development objectives for lands within the Mahon Primary Urban Corridor and Principal Towns designate the area for compact, higher-density growth. The applicable targets seek residential densities in the range of 50 to 120 units per hectare (uph), together with building heights generally between 4 and 6 storeys. These targets reflect the site's location within a strategically important suburban growth area, well served by public transport, road infrastructure, and community facilities. These standards aim to ensure the efficient use of serviced and accessible lands, support sustainable travel patterns, and provide for the delivery of housing at an appropriate scale relative to Cork City's growth strategy.

The statutory development objectives for lands within the Ballintemple and Blackrock Inner Urban Suburbs set a target residential density of 40 to 80 units per hectare (uph), with building heights generally ranging from 3 to 5 storeys. These targets are intended to guide development towards achieving a balanced suburban character, where new housing integrates with the established residential fabric while still delivering on compact growth principles. The standards recognise the transitional role of the Inner Urban Suburbs, supporting sustainable residential development at a scale that respects existing neighbourhoods while making efficient use of zoned and serviced lands.

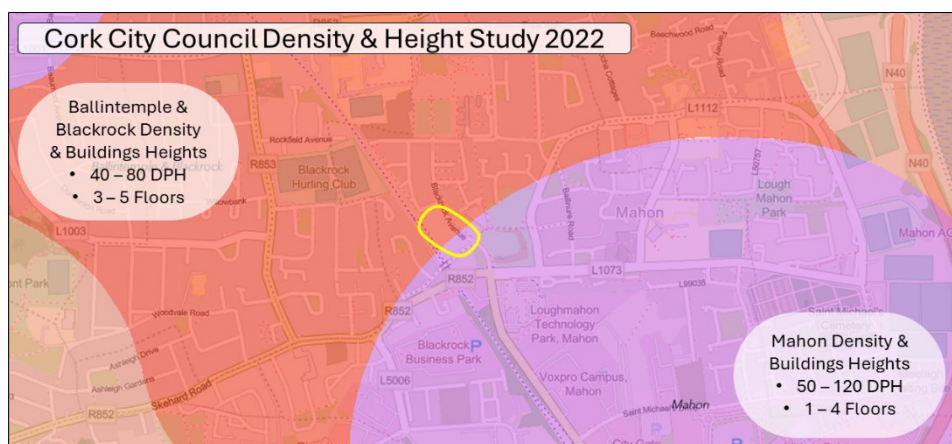


Figure 2 Density & Building Height Map.

The proposed development is compliant with the 2022 Cork City Development Plan (CDP) where Objective 3.5 in relation to residential densities states that:

Cork City Council will seek to:

- a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and*
- b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;*
- c. Ensure that urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;*
- d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.*

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*		Prevailing		Target	
				Lower	Upper	Lower	Upper	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. Blamey	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

Figure 2 Extract from Cork City Development Plan 2022 - Ch. 11 *Placemaking & Managing Development 2022*

The proposed development provides a net residential density of approximately 146 units per hectare and this is deemed to be acceptable as the site falls within the 50–250 units per hectare range identified for City–Urban Neighbourhood locations in the Sustainable Residential Development and Compact Settlements Guidelines 2024. The density is supported by the site’s residential zoning, serviced urban location, proximity to public transport, walking and cycling infrastructure, and access to local services and amenities.

In terms of height, the proposed development comprises two apartment blocks ranging from four to six storeys. This falls within the four-to-six-storey range applying to the Mahon Primary Urban Corridor. The proposed height provides an appropriate transition between the established residential development to the west and the larger mixed-use and apartment buildings to the east and north.

In terms of height, the Department of Housing, Planning and Local Government have issued Guidelines for Planning Authorities on “*Urban Development and Building Heights*” (2018). The overall objective of the Guidelines is to encourage more sustainable development through greater

densities and heights, particularly in built up areas and advises against the implementation of generic maximum height limits:

*"In recent years, local authorities, through their statutory development and local area plan processes, have begun to set generic maximum height limits across their functional areas. Frequently, such limits have resulted from local-level concerns, like maintaining the character of an existing built-up area, for example. However, such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built-up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes."*¹

Of particular relevance to the current proposal is the acceptance that planning policy and decisions have to promote a transition to greater heights within traditional residential areas where heights are often two storeys, to increased heights:

"Reflecting the National Planning Framework strategic outcomes in relation to compact urban growth, the Government considers that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas. For example, if much of the future development in and around existing urban areas, where two-storey development is currently the norm, was of four-storey form as the default objective, it would be possible to provide substantially more population growth within existing built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services. Therefore, these guidelines require that the scope to consider general building heights of at least three to four storeys, coupled with appropriate density, in locations outside what would be defined as city and town centre areas, and which would include suburban areas, must be supported in principle at development plan and development management levels"

As outlined in national and local planning policy, the rationale for increasing building heights is to accommodate compact growth within serviced urban

¹ Department of Housing, Planning and Local Government, Urban Development and Building Heights updated in 2020.

and suburban locations, where infrastructure, public transport, and community facilities are already in place. In this context, the subject site is strategically located within the Mahon Primary Urban Corridor, where building heights of 4 to 6 storeys are specifically encouraged.

Given the site's location and the positioning and design of the proposed apartment blocks, the proposed four-to-six-storey form can be accommodated without giving rise to undue adverse impacts on the residential amenities of the surrounding area. The proposed massing has been carefully considered to ensure an appropriate transition with existing medium-density housing to the west, while also responding positively to the larger mixed-use and apartment buildings to the east and north.

The *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities* were published in 2024. These guidelines build on and update the earlier *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* (2009) guidance.

The 2024 guidelines strongly emphasise residential density, housing standards, and the delivery of high-quality urban design and placemaking, all of which aim to support compact and sustainable growth in line with national policy objectives.

In accordance with Table 3.1 of the Sustainable Guidelines 2024, the subject site falls within the City – Urban Neighbourhoods category. This category applies to suburban areas within Cork City and identifies a recommended compact medium-density residential range of 50 to 250 dwellings per hectare (net).

City - Urban Neighbourhoods

The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations⁷, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

The *Planning Design Standards for Apartments Guidelines for Planning Authorities* (2025) update and replace the previous *Planning Design Standards for Apartments* (2025). The 2025 Guidelines provide detailed guidance on delivering new apartment developments, including standards relating to unit mix, internal layouts, floor areas, aspect, private amenity space, communal facilities, and management arrangements. The guidelines aim to ensure that new apartment schemes deliver high-quality, sustainable homes that respond to the evolving needs of urban communities and support compact growth in line with national and local policy.

These Guidelines set out Specific Planning Policy Requirements (SPPRs), which take precedence over conflicting objectives in Development Plans.

- **SPPR 1:** No restrictions within statutory plans in relation to the mix of unit sizes or types in apartment developments; no

minimum or maximum requirements for apartments with a certain number of bedrooms.

- **SPPR 2:** Minimum floor areas are specified as follows: Studios – 32 sq.m; 1-bedroom – 45 sq.m; 2-bedroom – 63 sq.m; 3-bedroom – 76 sq.m.
- **SPPR 3:** A minimum of 25% of apartments must be dual aspect.
- **SPPR 4:** Ground floor units must provide a minimum floor-to-ceiling height of 2.7 metres.
- **SPPR 5:** No requirement for a minimum number of units per floor per core.
- **SPPR 6:** The provision of new communal, community, and cultural facilities within apartment schemes shall only be required in specific locations identified within the Development Plan.
- **SPPR 7:** Relates to shared accommodation/co-living development.
- **SPPR 8:** Relates to student accommodation.

The proposed scheme has been designed to comply with the above SPPRs, ensuring that all units achieve the required minimum standards and that the development delivers a high-quality living environment in line with national guidance.

3. Proposed Development

This report has been prepared by McCutcheon Halley Planning Consultants in support of a residential development proposal at Skehard Road, Blackrock Avenue, Eden, Blackrock, Cork City.

The proposed development at Blackrock Avenue, Eden, Blackrock, Cork comprises the construction of 114 no. residential apartment units, consisting of a mix of one-bedroom and two-bedroom units, arranged within 2 no. apartment blocks, which varies in height from three to five storeys over ground floor.

The development has a gross site area of approximately 0.91 hectares, including Blackrock Avenue, and a net development area of approximately 7,833 sq.m, or 0.78 hectares.

The proposed development will comprise:

- The construction of 114 no. residential apartment units within 2 no. apartment blocks ranging from four to six storeys;
- The provision of 56 no. car-parking spaces, equivalent to approximately 0.49 spaces per apartment;
- The provision of 231 no. bicycle-parking spaces, equivalent to approximately 2.03 spaces per apartment, including secure internal storage;
- Private amenity spaces in the form of balconies and patios for each apartment, communal open space totalling approximately 697.8 sq.m and a centrally located public open space of approximately 1,701.5 sq.m;
- Vehicular and pedestrian access from Blackrock Avenue and a direct pedestrian connection to the Mahon Boreen Pathway/Ballinsheen Road;
- Surface-water and foul-drainage infrastructure incorporating a Sustainable Urban Drainage Systems strategy, together with connections to existing public services and utilities; and
- All associated localised road, footpath, public-realm and site-development works.

Each apartment will be provided with a private amenity space in the form of a patio or balcony. In addition, residents will benefit from high-quality communal open space areas totalling approximately 697.8 sq.m and a centrally located public open space of approximately 1,701.5 sq.m.

The land-use breakdown comprises a total hard-surface footprint of approximately 4,995.27 sq.m/0.5 ha, including an apartment-block footprint of approximately 1,885.75 sq.m and approximately 3,109.52 sq.m for parking, access routes, footpaths, play space and hard landscaping. The total green open space is approximately 2,837.73 sq.m, including communal open space of approximately 697.8 sq.m and public open space of approximately 1,701.5 sq.m.

Adequate internal storage areas are provided in all units, along with dedicated bin storage facilities and secure bicycle parking.

The layout of the scheme has been carefully designed to respond to the site's orientation and surrounding context, maximising natural light and ensuring a high standard of residential amenity. The positioning of the two blocks and associated open space creates a strong sense of place and supports the delivery of a sustainable residential neighbourhood.

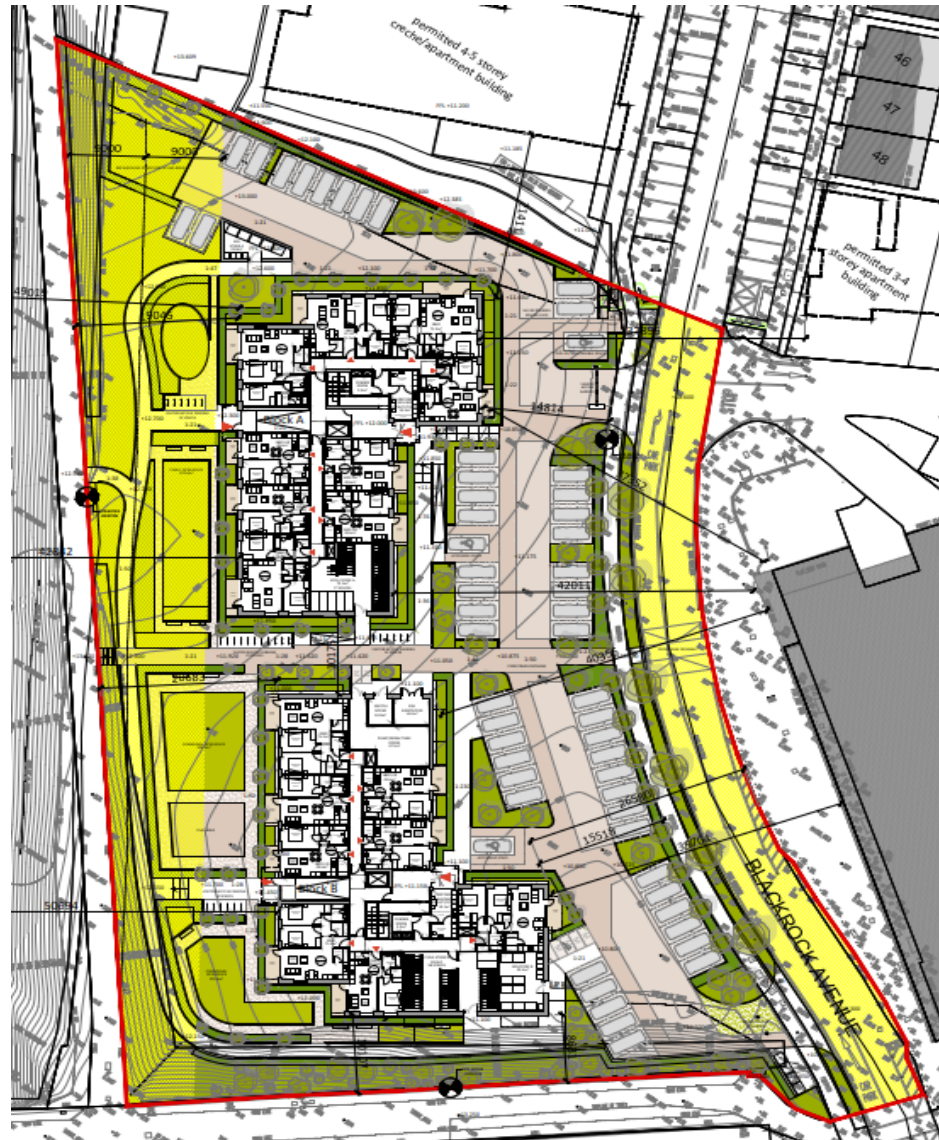


Figure 3 Proposed Site Plan

4. Site Suitability

4.1 Suitability of Site

The site is located within close proximity to a range of services, amenities and public transport and is zoned for residential development in the current 2022 Cork City Development Plan. The zoning provisions and the site's strategic location demonstrate that it is suitable for residential development.

Vehicular access to the subject site will be provided from Blackrock Avenue, which connects to the R852 Skehard Road. A direct pedestrian connection is proposed to the Mahon Boreen Pathway/Ballinsheen Road, with the Passage Railway Greenway adjoining the western boundary and providing wider walking and cycling connections to Blackrock and Mahon.

4.2 Access and Transportation

A bus stop serving routes 202, 202A, 215, 215A, and 219 is located within 300 metres of the subject site. These services provide regular and reliable connections to Cork City Centre and the wider metropolitan area, with frequencies ranging from every 20 minutes to hourly throughout the day. This ensures that the proposed development will benefit from strong public transport connectivity to key destinations including Cork City, Mahon, Hollyhill, and other major employment centres.



Figure 4 Bus stop locations

The site benefits from strong pedestrian connectivity. A direct pedestrian connection is proposed to the Mahon Boreen Pathway/Ballinsheen Road, while the Passage Railway Greenway adjoins the western boundary and provides high-quality walking and cycling connections to Blackrock, Mahon and the wider suburban area. These connections enhance accessibility and ensure integration with the surrounding urban fabric, while supporting sustainable and active modes of travel.

4.2.1 Cork Metropolitan Area Transport Strategy CMATS 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area up to 2040. It takes its lead from the NPF 2040 and the National Development Plan (NDP) 2018-2027, which envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase in its population by 2040.

The Strategy provides a coherent transport planning policy framework and implementation plan to support the planning authorities' land use zoning and help promote higher densities along transport corridors.

The subject site is strategically located adjacent to key sustainable transport corridors identified in the Cork Metropolitan Area Transport Strategy (CMATS) 2040. The indicative route of the proposed light rail line runs along the western boundary of the site. At the same time, the Passage Railway Greenway is also routed through this corridor, providing high-quality walking and cycling connections. This locational advantage ensures the site is well-positioned to support compact growth objectives by integrating future residents with sustainable transport options and reducing reliance on private car use.



Figure 5 Cork Metropolitan Area Transport Strategy Map

4.3 Site Services

Surface water, foul drainage and water supply infrastructure will be provided in accordance with the requirements of Cork City Council and Uisce Éireann, as described in the engineering report by MMOS Consulting Engineers.

Surface Water Drainage

Surface water will be managed through a Sustainable Urban Drainage Systems strategy comprising green roofs, rain gardens, rainwater-harvesting tanks, bio-retention tree pits, green open space, retention and enhancement of natural vegetation, a conventional attenuation tank, silt traps, sediment controls and bypass interceptors. An off-site hydrocarbon interceptor is also present within the receiving drainage system.

Excess surface water will discharge to the existing surface-water drainage network on Blackrock Avenue, which ultimately flows to the River Lee, the Tramore River, Lough Mahon, and Cork Harbour. Surface-water discharge will be appropriately attenuated and controlled so that the development does not adversely affect the receiving drainage network or downstream environment.

Infiltration testing has ruled out the use of traditional soakaways and permeable paving, and these elements do not form part of the proposed drainage strategy.

Water services

The proposed development will connect to the existing public water-supply and foul-drainage networks, subject to the requirements and approval of Uisce Éireann. All connections will be designed and installed in accordance with the applicable Uisce Éireann Codes of Practice and technical standards.

The site is located within the Ballinhassig Ground Water Body (IE_SW_G_002) and is underlain by a Regionally Important Karstified Aquifer – diffuse. Groundwater vulnerability is classified as High and Extreme. No mapped karst feature or fault traverses the site, and the nearest mapped karst feature is approximately 1.2 km west at Beaumont Park. Groundwater was not encountered during trial-pit investigations extending to approximately 4.5 metres below ground level. Groundwater movement is inferred to be generally from northwest to southeast.

4.4 Flood Risk Assessment

A Flood Risk Assessment was undertaken by MMOS Consulting Engineers and forms part of the Part 8 submission. The assessment examines potential flood risks to the proposed development and its surroundings and identifies appropriate design and drainage measures.

The Flood Risk Assessment confirms that the site is located within Flood Zone C, where the probability of flooding is low. The assessment considered tidal, fluvial, pluvial, groundwater and infrastructure-related flood risk and identified no recorded flooding events within or immediately adjoining the site.

The proposed development will not increase flood risk elsewhere, obstruct existing flow paths or reduce flood-storage capacity. The drainage design will incorporate appropriate climate-change allowances. Accordingly, flood risk to and from the proposed development is considered low and manageable through the proposed design and drainage measures.

4.5 Environmental Considerations

An Environmental Impact Assessment Screening Report has been prepared for the proposed development in accordance with Schedule 7 and Schedule 7A of the Planning and Development Regulations 2001, as amended.

The proposed development comprises 114 no. residential units on a gross site area of approximately 0.91 hectares and is substantially below the applicable mandatory Environmental Impact Assessment thresholds. Having regard to the nature, scale and location of the development, the characteristics of the receiving environment and the measures incorporated into the design and construction process, the EIA Screening concludes that the development is not likely to give rise to significant effects on the environment and that the preparation of an Environmental Impact Assessment Report is not required.

A Stage 1 Screening for Appropriate Assessment has also been prepared. Cork Harbour SPA, located approximately 1.1 km from the site, and Great Island Channel SAC, located approximately 5 km from the site, were identified within the potential Zone of Influence. The site does not contain Annex I habitat, Qualifying Interest habitat for Great Island Channel SAC or suitable ex-situ supporting habitat for the Special Conservation Interests of Cork Harbour SPA. The AA Screening concludes that likely significant effects on any Natura 2000 site can be excluded, either individually or in combination with other plans and projects, subject to the determination of Cork City Council as competent authority.

The majority of the site comprises amenity grassland with scattered trees and areas of scrub. The Passage Railway Greenway adjoining the western boundary functions as an active-travel and ecological corridor. Potential ecological effects include the removal of amenity grassland and potentially up to 8 no. trees, temporary disturbance arising from construction noise, lighting and human activity, the risk of invasive species, and potential effects on water quality. The retained scrub, trees and adjacent ecological corridor will be protected during construction, and the development will incorporate native planting and biodiversity enhancements.

Construction is expected to extend over approximately 22 months and will include excavation, piling and limited rock breaking. Potential construction effects relating to noise, vibration, dust, traffic, temporary lighting, waste and accidental pollution will be managed through a Construction Environmental Management Plan and a project-specific Aquatic Environmental Protection System. The latter will include silt-control measures, controlled management of concrete and washout water, sediment settlement, appropriate pumping controls and pollution-response procedures.

Surface water will be managed through the proposed Sustainable Urban Drainage Systems strategy. The site is located within Flood Zone C, and the Flood Risk Assessment concludes that flood risk to and from the development is low. Having regard to the proposed drainage, construction-management, ecological-protection and landscape measures, no significant

adverse environmental effects are anticipated during either the construction or operational phases.

4.6 Social and Community Facilities

There is convenient access to various commercial, social, and community services within walking distance of the site. Figure 7 and Table 1 below identify the services, amenities, schools, and neighbourhood centres located in proximity to the subject site.



Figure 6 Location of services/facilities on context of the site. Site location outlined yellow.

Type of Infrastructure	Type of Service	Distance from Site
Service / Facility		
Harty Medical Practice	General Practitioner	c. 120 m
Dundanon Medical Centre	General Practitioner	c. 1.4 km
Dental Options	Dentist	c. 120 m
Mahon Dental Surgery	Dentist	c. 1km
Zita Geaney Dental Care	Dentist	c. 900 m
St. Michael's Credit Union	Credit Union	c. 600 m
The Animals Home	Vet	c. 850 m
Village Vets Goold	Vet	c. 850 m
Retail		
Aldi	Grocery	c. 120 m
Scally's SuperValu	Grocery	c. 850 m
Ballintemple Food Store	Grocery	c. 1.8 km
Phelans Pharmacy Blackrock	Pharmacy	c. 120 m
Crowley's Allcare Pharmacy	Pharmacy	c. 1 km
Skehard Pharmacy	Pharmacy	c. 850 m
Mahan Point Shopping Centre	Shopping Centre	c. 1.80 km
B & Q Cork	Retail Park	c. 1.10 km
Curry's	Retail Park	c. 1.10 km

Education		
Nagle Community College	College	c. 850 m
Mahon Community Pre-School	Childcare	c. 750 m
Scoil na Croise Naofa Primary School	Primary School	c. 950 m
Scoil Ursula Primary School Cork	Primary School	c. 900 m
Ursuline Convent School	Secondary School	c. 900 m
Ursuline Secondary School	Secondary School	c. 900 m
St Michaels Primary School	Primary School	c. 1.2 km
The Village Montessori School	Childcare	c. 1.4 km
Beaumont Primary School	Primary School	c. 1.5 km
Beaumont Girls School	Primary School	c. 1.5 km
Holy Angels Pre-School	Childcare	c. 1.5 km
Amenity		
Gym Plus Cork	Sports	c. 1.1 km
Oakgrove Leisure Centre	Sports	c. 1.1 km
Cork Camogie Grounds	Sports	c. 1.4 km
Ringmahon Rangers AFC	Sports	c. 1.4 km
St. Michael's Cork GAA Club	Sports	c. 1.4 km
Loughmahon Park Playground	Sports	c. 1.2 km
Loughmahon Community Park	Sports	c. 1.2 km
Blackrock House Gardens	Open Green Space	c. 450 m
Playground	Playground	c. 850 m
Astro Turf Pitch	Sports	c. 1 km
Ursuline Tennis Courts	Sports	c. 1.1 km
St. Michaels Tennis Club	Sports	c. 1.3 km
Blackrock National Hurling Club	Sports	c. 1.1 km
Beaumont Park	Open Green Space	c. 1.7 km
Avondale Utd Beaumont Park	Open Green Space	c. 7 km
Sean Cronin Park	Open Green Space	c. 190 m
Social		
NOODLEE-Mahon	Restaurant	c. 900 m
The Red Cove In	Bar	c. 800 m
The Cottage Community Café	Café	c. 900 m
Leges Takeaway	Fast-food	c. 950 m
Coffee Dock	Café	c. 850 m
The Coffee Line 1850	Café	c. 750 m
The Leaping Salmon	Bar	c. 1 km
The Maple Leaf	Bar	c. 1 km
Faith Based		
Holy Cross Catholic Church	Church	c. 650 m
St Michaels Cemetery	Burial Grounds	c. 1 km
Ursuline Sisters Cemetery	Burial Grounds	c. 700 m
St. Michaels Catholic Church	Church	c. 1.2 km
St. Michaels Church of Ireland	Church	c. 1.2 km
Holy Trinity Indian Orthodox Church	Church	c. 1.2 km

Table 1 Services/Facilities in the area

4.7 Heritage and Archaeology

There are no protected structures, recorded monuments or Architectural Conservation Areas within the application site. The nearest heritage features are located outside the site boundary and will not be directly affected by the proposed development. The accompanying heritage information identifies nearby NIAH-listed structures and recorded archaeological features; however, no direct effect on these features is anticipated.

The proposed development will not impact the existing structures.

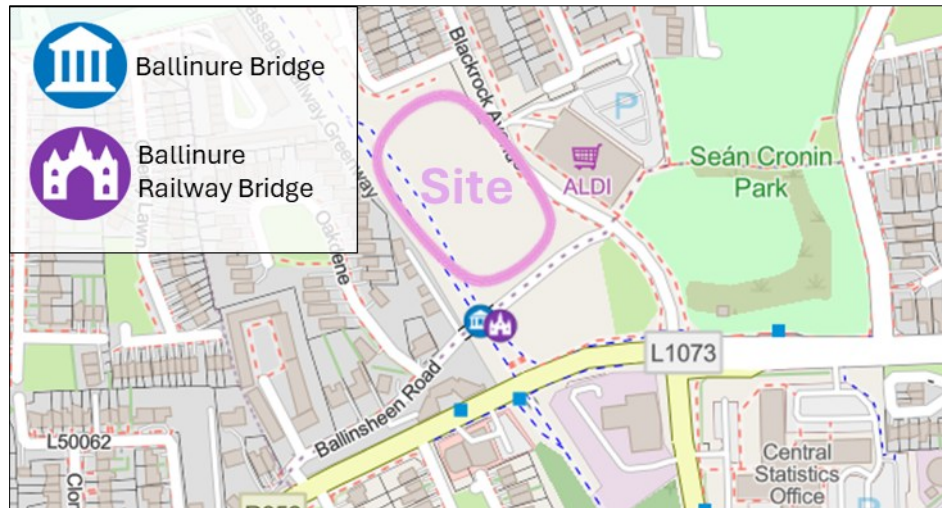


Figure 7 National Structures as per the CCDP 2022

The site is located within an area identified as being of High Landscape Value in the Cork City Development Plan 2022–2028. Although the site lies within an area designated as being of High Landscape Value, it is located within an established urban environment and is surrounded by residential, commercial and community development. The proposed four-to-six-storey development has been designed having regard to this urban context and incorporates substantial landscaped communal and public open spaces. Significant adverse landscape or visual effects are not anticipated.

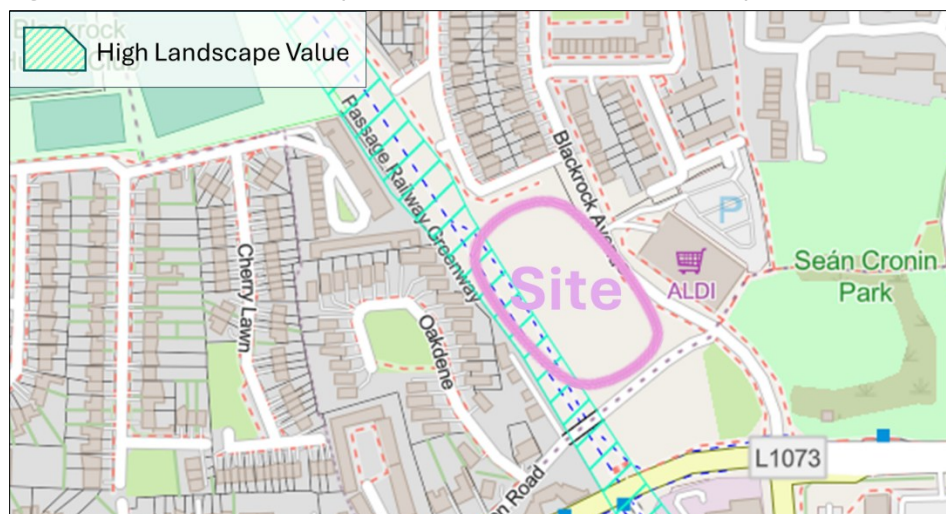


Figure 8 High Landscape Value area as per the CCDP 2022

5. Planning Application

O'Mahony Pike Architects have designed the proposed scheme to maximise the site's development potential to provide a high standard of residential amenity for future residents. Please refer to the detailed Design Statement by O Mahony Pike Architects included as part of this submission.

The Part 8 documentation includes the architectural drawings and design statement, engineering and drainage documentation, Flood Risk Assessment, EIA Screening Report, Stage 1 Screening for Appropriate Assessment, Ecological Impact Assessment, landscaping proposals and all other plans and particulars required to describe and assess the proposed development.



Figure 10 View of Proposed Development

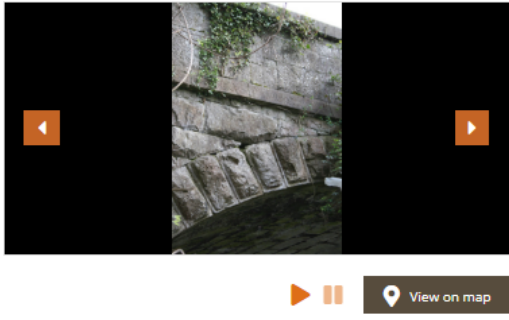
MMOS Consulting Engineers have prepared the engineering inputs for the proposal. Please refer to the engineering report included as part of this submission.

The site owners have assembled a highly experienced design team to deliver this proposal. Based on the current zoning of the lands the proposed scheme will comply with the zoning and development standards of the Cork City Development Plan 2022, as well as the relevant national and regional planning guidance, including:

- Project Ireland 2040: National Planning Framework Revisions 2025;
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024);
- Design Manual for Urban Roads and Streets (2013);
- Planning Design Standards for Apartments (2025);
- Urban Development and Building Heights Guidelines (2018);
- Cork Metropolitan Area Transport Strategy (CMATS) (2040); and
- Cork City Development Plan (2022).

Appendix 1 – Extract from NIAH

Skehard Road, BALLINURE, Blackrock, CORK



Survey Data

Reg No	20868052
Rating	Regional
Categories of Special Interest	Architectural, Technical
Original Use	Bridge
In Use As	Bridge
Date	1840 - 1860
Coordinates	171660, 70981
Date Recorded	10/04/2011
Date Updated	--/--/--

Description

Single-arch limestone bridge, built c.1850, carrying road over former Cork to Blackrock and Passage West railway line. Limestone rusticated rock-faced walls with abutments, margined rock-faced voussoirs to segmental arches, dressed limestone platbands and ashlar limestone barrel and parapet with stone coping. Railway line now used as walk path.

Appraisal

The rock-faced rustication reinforces the sense of strength and sturdiness of this structure. The bridge is one of a group of bridges that serviced the former railway line which formed a part of the development of the suburbs and port of Cork. It is an important part of the former Blackrock and Passage West railway line which is now used as an amenity walk.