# The Farm - Bessborough

Proposed Residential Development

# Electric Vehicle Charging Infrastructure Analysis Report

Bessborough,
Ballinure,
Blackrock,
Co. Cork

Estuary View Enterprises 2020 Ltd

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DKP EV ENVIRONMENTAL Dublin Cork London
T : 01-813-1930 T : 064-664-1686
E : post@dkpartnership.com

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| Planning consultants | HW Planning | | ☑ | ☑ |
| Landscape architects | Ilsa Rutgers | | | |

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ING Gerard (Craig) van Deventer CEng., BE(mech)., HDip CIOB, MCIBSE

M : [00] 353 (0)87 260 8080
E : gerard@dkpartnership.com

DKPartnership
70 Main Street, Applewood , Swords, Co. Dublin, Ireland
Reen Kenmare Co. Kerry

post@dkpartnership.com
www.dkpartnership.com

T : [00] 353 (0) 1813 1930
T : [00] 353 (0)64664 1686

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# 1 Introduction

## 1.1 Report purpose

This report gives information on the electric vehicle charging infrastructure installation in connection with the new prosed project covering the private and public (on-street) parking spaces.

## 1.2 Instruction

DKPartnership (DKP) have been commissioned by Estuary View Enterprises 2020 Ltd, to carry out the analysis and report for the proposed development at Bessborough, Co. Cork.

## 1.3 Development detail

Estuary View Enterprises 2020 Limited, intend to apply for planning permission for a Large-scale Residential Development (LRD) at Bessborough, Ballinure, Blackrock, Cork.
The proposed development will consist of: the demolition of 10 no. existing agricultural buildings /sheds and log cabin residential structure and the construction of a residential development of 140 no. residential apartment units over 2 no. retained and repurposed farmyard buildings (A & B) with single storey extension and 3 no. new blocks of 3-5 storeys in height, with supporting resident amenity facilities, crèche, and all ancillary site development works. The proposed development includes 140 no. apartments to be provided as follows: 70 no. 1-bedroom, 12 no. 2-bedroom (3 person), 57 no. 2-bedroom (4 person) and 1 no. 3-bedroom. Block A and Block B will be retained for resident amenities. The proposal includes a new pedestrian/cycle bridge over the adjoining Passage West Greenway to the east, connecting into the existing down ramp from Mahon providing direct access to the greenway and wider areas, as well as new pedestrian access to Bessborough Estate to the north including upgrades to an existing pedestrian crossing on Bessboro Road. The proposed development provides for outdoor amenity areas including publicly accessible parkland, landscaping, surface car parking, bicycle parking, bin stores, substation, public lighting, roof mounted solar panels, wastewater infrastructure including new inlet sewer to the Bessborough Wastewater Pumping Station to the west, surface water attenuation, water utility services and all ancillary site development works. Vehicular access to the proposed development will be provided via the existing access road off the Bessboro Road. Part of the proposed development is situated within the curtilage of Bessborough House which is a Protected Structure (Reference: RPS 490). An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

## 1.4 Policy and building regulation requirements

The project is subject to the following statutory and policy target requirements:
a) Part L 2022 (Dwellings)
b) Part L 2022 (Other then Dwellings)
c) Cork City Council (CCC) EV strategy requirements.

# 2 Executive summary

## 2.1 Analysis conducted

This report analyses the requirement for infrastructure and charger locations for both the private parking spaces for apartments/duplexes where the parking spaces are within the curtilage and the parking spaces for the new buildings containing apartments/duplexes where the parking spaces are deemed to be public/on-street/off-curtilage parking spaces.

## 2.2 Part L, Part M and CCC EV Charging requirements

*Part L 2022* for "Dwellings" (see table 4.1) refers to the EV charging requirements for dwellings or buildings with one or more dwellings (apartment blocks) where the parking spaces are within the curtilage of the relevant dwelling/building and does not cover EV requirements for parking spaces outside the curtilage of dwellings or buildings with one or more dwellings.
*Part L 2022* for "Buildings other then dwellings" (see table 4.2) refers to the EV charging requirements for dwellings or buildings with one or more dwellings (apartment blocks) where the parking spaces are within the curtilage of the relevant dwelling/building and does not cover EV requirements for parking spaces outside the curtilage of dwellings or buildings with one or more dwellings.

*Cork City Council* relate to the public EV charging requirements to Part L however they relate the public charging for off-curtilage EV charging in Cork City Council's Electric Vehicle Infrastructure Strategy as residential neighbourhood charging infrastructure and in particular the Neighbourhood Charging Stations.
These charging stations are typically normal speed installations with a total charging speed of 17.5 ~ 22kW shared between 2 charge points at each charging station. These are to be provided on a phased basis (i.e. initially 1 or more charging station followed by other depending on demand and available ESB network capacity.
The National EV Charging Infrastructure Strategy 2024-2030 however does not go into specifics, i.e. any particular quantities of EV charging points or infrastructure to be provided and relates to the building regulations (Pat L).
Part L is applied, see section 4.3.

Following on from sections 4.3 and 4.3 representing the Part L, Part M and CCC EV charging requirements the following table represents the minimum EV infrastructure, serviced EV charging point locations and operational EV charging point locations for the proposed project based on the developments proposed on-site parking.

Following on from the Part-L and Part-M EV requirements to following table represents the categorised requirements for the dwellings, multi dwelling buildings and non-residential buildings.

| PARKING SPACES | On-site provided | Provide EV infrastructure | | | | Provide serviced EV charger point location | | | | Provide operational charger point location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | parking | Part L | | CCC | | Part L | | CCC | | Part L | | CCC | |
| | spaces | rate | required | rate | required | rate | required | rate | required | rate | required | rate | required |
| Residential – On-Curtilage | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | - | 0 | - | 0 |
| Residential – DAC On-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Residential – Off-Curtilage | 50 | - | 0 | 1 | 1 | - | 0 | 1 | 1 | - | 0 | 1 | 1 |
| Residential – DAC Off-Curtilage | 2 | 1:20 | 1 | 1:20 | 1 | 1:20 | 1 | 1:20 | 1 | 1:40 | 1 | 1:40 | 1 |
| Non Residential – On-Curtilage | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | - | 0 | - | 0 |
| Non Residential – DAC On-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Non Residential – Off-Curtilage | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Non Residential – DAC Off-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Totals | 56 | | 1 | | 2 | | 1 | | 2 | | 1 | | 2 |

Copy of Table 4.5: Building Regulations and CCC Part L and Part M EV charging requirements and project impacts.

## 2.3 Provided EV infrastructure and charger point location cover

The table below represents the required and archived EV infrastructure, EV charger point locations and operational EV charger point locations taken from the EV charger infrastructure site drawings DKP 5201, 5202 and compares these with the required EV infrastructure, EV charger point locations and operational EV charger point locations under Part L 2022, Part M 2022 and CCC EV charging strategy requirements with the latter referring to the National EV Charging Infrastructure Strategy 2024-2030 which does not go into specifics, i.e. any particular quantities of EV charging points or infrastructure to be provided and relates to the building regulations (Part L & Part M).

Part L and Part M required and achieved EV charger point locations, infrastructure and operational charger points table for Part L 2022, Part M 2022, CCC required and provided EV charger point locations, infrastructure and operational EV charger points table.

| PARKING SPACES | On-site provided | Provide EV infrastructure | | | | Provide serviced EV charger point location | | | | Provide operational charger point location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | parking | Part L | | CCC | | Part L | | CCC | | Part L | | CCC | |
| | spaces | required | provided | required | provided | required | provided | required | provided | required | provided | required | provided |
| Residential – On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential – DAC On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential – Off-Curtilage | 50 | 0 | 24 | 1 | 24 | 0 | 24 | 1 | 24 | 0 | 4 | 1 | 4 |
| Residential – DAC Off-Curtilage | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Non Residential – On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – DAC On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – Off-Curtilage | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – DAC Off-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 56 | 1 | 26 | 2 | 26 | 1 | 26 | 2 | 26 | 1 | 6 | 2 | 6 |

Copy of Table 5.1: Building Regulations & CCC Part L and Part M EV charging requirements and provided / achieved services.

From the table above we note that a total of 24 + 2 DAC public parking spaces or ca 50% are provided with the infrastructure to cater for an electric vehicle charging point at each relevant parking space well in excess of the Part L 2022 / Part M 2022 and CCC EV charging strategy including a total of 6 operational EV charging station also covering the 2 no DAC parking places.

## 2.4 Conclusion

We note that the project does not have any on-curtilage residential or non residential parking spaces and that a total of 26 curtilage (public/on-street) car parking spaces have been provided with the infrastructure for EV charging points including 6 no. operational charging points well in excess of the Part L 2022, Part M requirements and CCC EV charging strategy. The other remaining parking spaces are within the root zones of existing trees and should possible be avoided. We, DKP, therefore deem the electrical vehicle charging infrastructure design to be in compliance with the applied standards and recommendations.

## 2.5 Mitigation measures / actions

No mitigation measures required for compliance to the relevant EV charging requirements.

# 3 Geographical overview

## 3.1 Project overview

Image 3.1, the (google maps) site map below shows the approximate location of the site with proposed development approximately outlined in red.




Image 3.1: Proposed development site boundary. Imagery © Google 2025.

# 4 Approach and methodology

## 4.1 Analysis approach

For the design of the Electric Vehicle charging infrastructure installation we applied the direction given in Part L 2022 (current) and Part M 2022 (current) identified in section 4.3 and CCC requirements with the latter just relating to the National EV Charging Infrastructure Strategy 2024-2030 which does not go into specifics, i.e. any particular quantities of EV charging points or infrastructure to be provided and relates to the building regulations (Part L).

## 4.2 The extend of the sites relevant parking spaces

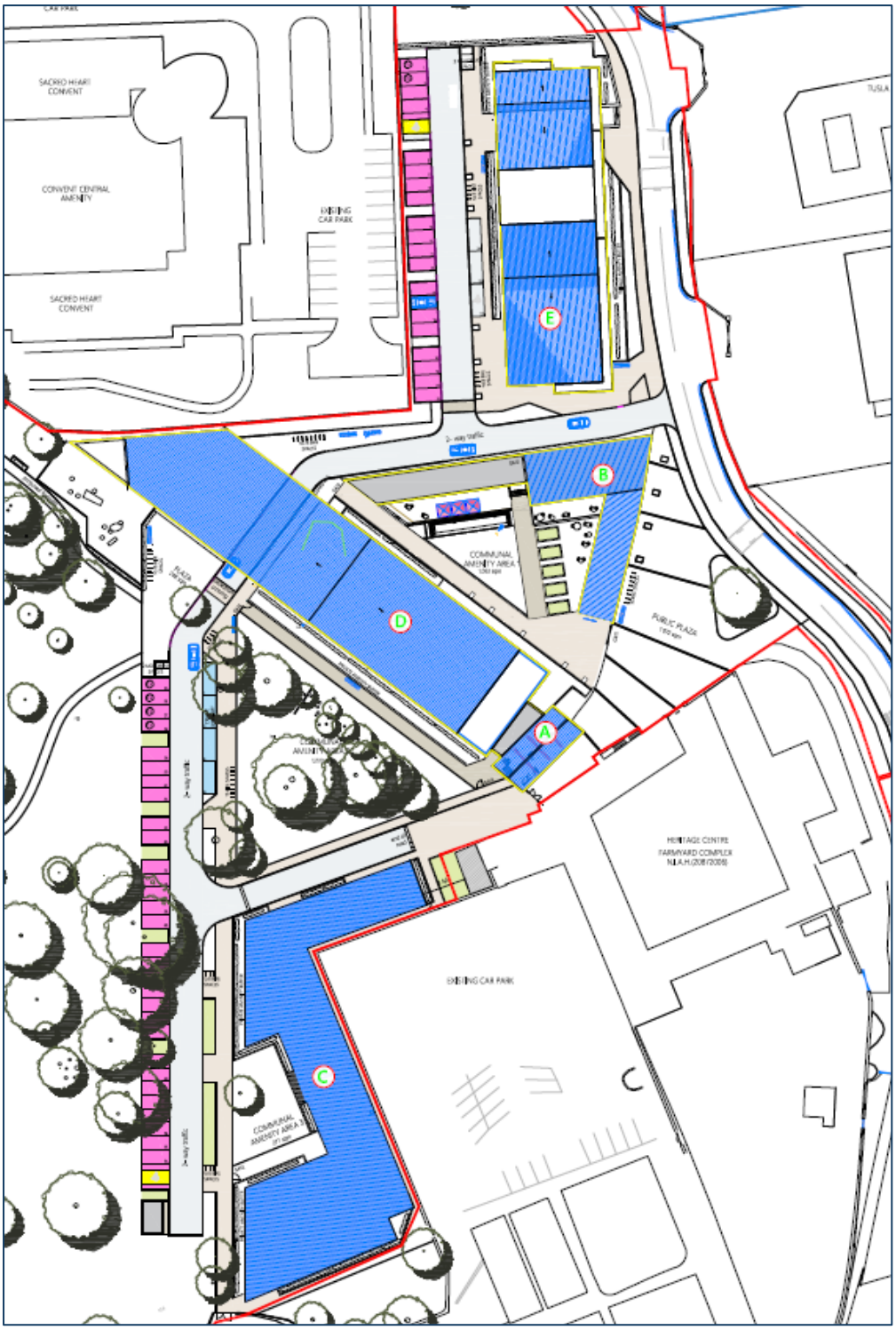



Image 4.1: Architects site A layout. Creche set down spaces Public Off-curtilage parking DAC parking

In tabular format;

| PARKING SPACES | Provided car park spaces |
|---|---|
| Dwellings / Apartments On curtilage | 0 |
| Dwellings / Apartments On curtilage DAC | 0 |
| Dwellings / Apartments Off curtilage | 50 |
| Dwellings / Apartments Off curtilage DAC | 2 |
| Non residential On curtilage | 0 |
| Non residential On curtilage DAC | 0 |
| Non residential Off curtilage | 4 (set down) |
| Non residential Off curtilage DAC | 0 |
| Totals | 52 + 4 |

Table 4.1: The car park spaces provided within the site.

## 4.3 Part L 2022 compliance EV requirements

The current Part L (2022) for "Dwellings" and "Buildings other then dwellings" do not cover the requirements of the "public / off-curtilage / on-street" electric vehicle charging typically found in an housing estate or multiple housing developments but notes the requirements of a single residential dwelling or a single building containing one or more residential dwellings as per clauses tabled below.

| Part L for "Dwellings" | EV Charging Requirements |
|---|---|
| Dwellings; 1.4.6.1 For a new building (containing one, or more than one, dwelling) where A) the car park is located inside the building, e.g. a basement car park; or B) the car park is physically adjacent to the building, i.e. the car park is within the curtilage of the site. | Ducting infrastructure, consisting of conduits for electric cables, should be provided for every parking space, to enable the subsequent installation of recharging points for electric vehicles. Also refer to the guidance for accessible on-site car parking as outlined in Paragraph 1.1.5 of TGD M 2010. The following additional space should be provided where electric vehicle recharging infrastructure is installed: |
| Dwellings; 1.4.6.3 Dwelling House Electric Vehicle Recharging Infrastructure. | Adequate provision to be provided to enable the installation of an electric vehicle recharging point should include appropriate electric vehicle recharging infrastructure to the car parking space. |

Table 4.2: The Part L 2022 EV requirements for "dwellings".

| Part L for "Buildings other then dwellings" | EV Charging Requirements |
|---|---|
| Buildings other then dwellings; 1.4.7.1 For new buildings, where there are more than 10 car parking spaces and where the car park is located inside the building, e.g. a basement car park; or the car park is physically adjacent to the building, i.e. the car park is within the curtilage of the site, the following minimum electric vehicle recharging installation should be provided: | At least 1 recharging point within the meaning of Directive 2014/94/EU of the European Parliament and of the Council of the European Union; Ducting infrastructure, consisting of conduits for electric cables, for at least 1 in every 5 car parking spaces, or part thereof, to enable the subsequent installation of recharging points for electric vehicles; at least 1 accessible recharging point; or 5% of the total recharging point provision, whichever is the greater, in accordance with similar provision for accessible car parking spaces as outlined in TGD M 2010 Sub-section 1.1.5. Where only 1 recharging point is provided this should be located so that it can be used either from a standard car parking bay or from an accessible car parking bay, and where this is not possible then 2 recharging points should be provided. |

Table 4.3: The Part L 2022 EV requirements for "buildings other then dwellings".

## 4.4 Cork City EV strategy requirements

The following table represent the CCC EV strategy requirements;

| Current status | EV Charging Requirements |
|---|---|
| Introduction<br>There are four key electric vehicle charging infrastructure typologies presented in the ZEVI Strategy including:<br>• Home-Charging: The majority of charging will be home charging which will take place offstreet.<br>• Residential neighbourhood charging: these are charging systems catering for residents who do not own a driveway or have access to private parking. This charging network will also support local businesses, taxis, visitors, etc. as well as potentially providing faster charging options to those who have domestic charging facilities.<br>• Destination Charging: Provide top-up charging at key destinations<br>• En-route charging: Provide higher-speed charge points at strategic locations on the road network.<br>Cork City Council's Electric Vehicle Infrastructure Strategy is primarily focussed on the delivery of residential neighbourhood charging infrastructure which can be further broken down into two types of charging facilities:<br>• Neighbourhood Charging Stations: These charging stations are typically normal speed installations with a total charging speed of 22kW shared between 2 charge points at each charging station. Typically, 2 such charging stations (Total Output Power – 44Kw) will be provided, possibly on a phased basis (i.e. initially 1 charging station followed by a second depending on demand and available ESB network capacity)<br>• Community Charging Stations: These are fast charging stations with a total charging speed of between 150kW and 300kW shared between 4 to 8 charge points.<br>The spatial distribution of public Community Charging Points will reflect the current and potential delivery of destination charging stations as both charging infrastructure types have the potential to serve similar demands of the community (i.e. short duration – high capacity stations). For neighbourhood charging stations the vast majority of these will be public provided facilities.<br>Neighbourhood charging stations are normal speed installations with the primary objective to facilitate residents who do not have access to a private off-street parking space. Their provision is to replicate, as best possible, domestic charging although it is acknowledged that neighbourhood charging stations will need to be shared among a group of residents. | Neighbourhood Charging Stations: These charging stations are typically normal speed installations with a total charging speed of 22kW shared between 2 charge points at each charging station. Typically, 2 such charging stations (Total Output Power 35 – 44Kw) will be provided, possibly on a phased basis (i.e. initially 1 charging station followed by a second depending on demand and available ESB network capacity) |

Table 4.4: The CCC EV requirements for "dwellings" and "buildings other then dwellings".

## 4.5 Regional & local EV charging network plan 2024-2030 requirements

The governments Regional & local EV charging network plan 2024-2030 gives information on general EV charging implementation and typical strategies but does not give any specific requirements with regards to minimum EV charging quantities for parking spaces to be applied.

## 4.6 Requirements under Part L. Part M and CCC

Following on from sections 4.3, 4.4 and 4.5 The EV requirements are illustrated as per table below.

| PARKING SPACES | On-site provided | Provide EV infrastructure | | | | Provide serviced EV charger point location | | | | Provide operational charger point location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | parking | Part L | | CCC | | Part L | | CCC | | Part L | | CCC | |
| | spaces | rate | required | rate | required | rate | required | rate | required | rate | required | rate | required |
| Residential – On-Curtilage | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | - | 0 | - | 0 |
| Residential – DAC On-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Residential – Off-Curtilage | 50 | - | 0 | 1 | 1 | - | 0 | 1 | 1 | - | 0 | 1 | 1 |
| Residential – DAC Off-Curtilage | 2 | 1:20 | 1 | 1:20 | 1 | 1:20 | 1 | 1:20 | 1 | 1:40 | 1 | 1:40 | 1 |
| Non Residential – On-Curtilage | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | 1:1 | 0 | - | 0 | - | 0 |
| Non Residential – DAC On-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Non Residential – Off-Curtilage | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Non Residential – DAC Off-Curtilage | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:20 | 0 | 1:40 | 0 | 1:40 | 0 |
| Totals | | | 1 | | 2 | | 1 | | 2 | | 1 | | 2 |

Table 4.5: Building Regulations and CCC Part L and Part M EV charging requirements and project impacts.

# 5 Proposed EV charging infrastructure and conclusion

## 5.1 Achieved EV infrastructure and charger point location cover

The tables below represent the achieved EV infrastructure provision, EV charger point locations provision and operational EV charger point locations provision as per EV charger infrastructure site drawings DKP 5201 & 5202 and compares these with the required Part L, Part M and CCC required EV infrastructure, EV charger point locations and operational EV charger point locations.

Part L 2022, Part M 2022, CCC required and provided EV charger point locations, infrastructure and operational EV charger points table.

| PARKING SPACES | On-site provided | Provide EV infrastructure | | | | Provide serviced EV charger point location | | | | Provide operational charger point location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | parking | Part L | | CCC | | Part L | | CCC | | Part L | | CCC | |
| | spaces | required | provided | required | provided | required | provided | required | provided | required | provided | required | provided |
| Residential – On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential – DAC On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential – Off-Curtilage | 50 | 0 | 24 | 1 | 24 | 0 | 24 | 1 | 24 | 0 | 4 | 1 | 4 |
| Residential – DAC Off-Curtilage | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Non Residential – On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – DAC On-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – Off-Curtilage | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non Residential – DAC Off-Curtilage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 56 | 1 | 26 | 2 | 26 | 1 | 26 | 2 | 26 | 1 | 6 | 2 | 6 |

Table 5.1: Building Regulations & CCC Part L and Part M EV charging requirements and provided / achieved services.

From the table above we note that a total of 24 + 2 DAC public parking spaces or ca 50% are provided with the infrastructure to cater for an electric vehicle charging point at each relevant parking space well in excess of the Part L 2022 / Part M 2022 and CCC EV charging strategy including a total of 6 operational EV charging station also covering the 2 no DAC parking places.

## 5.2 EV infrastructure layout drawing(s)

The 1:500 drawing(s) is/are that large that any copy or clip at A4 scale for this report would be illegible. Refer the separate attached/enclosed drawings 5201for 1:500 EV charging layout drawing(s) showing the EV charging infrastructure.

## 5.3 Highlighted EV charger point locations

The 1:500 drawing(s) is/are that large that any copy or clip at A4 scale for this report would be illegible. Refer the separate attached/enclosed drawings 5202 for 1:500 EV charging layout drawing(s) showing the highlighted EV charger locations.

## 5.4 Conclusion

We note that the project does not have any on-curtilage residential or non residential parking spaces and that a total of 26 curtilage (public/on-street) car parking spaces have been provided with the infrastructure for EV charging points including 6 no. operational charging points well in excess of the Part L 2022, Part M requirements and CCC EV charging strategy. The other remaining parking spaces are within the root zones of existing trees and should possible be avoided. We, DKP, therefore deem the electrical vehicle charging infrastructure design to be in compliance with the applied standards and recommendations.

### 5.5 Mitigation measures / actions

No mitigation measures required for compliance to the relevant EV charging requirements.