

FORRESTON

BLARNEY

Development at Ringwood, Shean Upper, Station Road, Blarney, Co. Cork

Architectural Design Statement Phase 2

December 2025

BLR-2-02-SW-XXX-RP-CCK-AR-600

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1.0 | INTRODUCTION

1.0 INTRODUCTION



Fig 1.1 Outline of Lands in Stoneview



Fig 1.2 Outline of Lands in Ringwood

1.1 Introduction

This is an application for Phase 2 on land at Ringwood, Shean Upper, Blarney, Co Cork. The planning application is being made on behalf of Clockstrike Ltd for a for Large Scale Residential Development.

The owners of the lands are Clockstrike Ltd, comprising a joint company between Elkstone Ltd and the Forrest Family. This application will be the first phase of a larger development of lands at Ringwood and Stoneview and comprises of a mix of houses, duplexes, sheltered housing and apartments.

The subject development land is approx. 1km from the village square in Blarney and currently used as grazing pastures by the Forrest Family. It is bounded to the west by Station Road, east the N20 and south the R617. The land is split into tree lined hedgerows and it slopes steeply upwards to all elevations. These range from between 30m AOD (Malin) to the south along the R617 and rise to a height of approximately 75m AOD to the centre of the site. A mature stand of trees locally known as “Ringwood” is located along the crest of this hill.

Access to the proposed development will be facilitated through two principal connections:

Western Access: From the Station Road junction, as established under Phase 1 of the scheme, providing direct connectivity to the west.

Southern Access: Via the construction of a new link road, which will adjoin the R617 adjacent to Castleview, thereby ensuring permeability and integration with the existing road network.

This dual-access strategy enhances connectivity, distributes traffic flows efficiently, and supports the overall accessibility of the development in accordance with DMURS and best practice design standards.

Key Site Statistics December 2025:

Total Site area : (Red line boundary)	19.35 ha
Net Development Site :	7.16 ha
Residential Units proposed :	323 units
Proportion of Own Door Units :	65 %
Total Houses :	157 houses
Total Duplex Units :	52 units
Apartments in 2 no. Blocks :	114 Apartments
Net Residential Density :	45.11 units/ha
Building heights (storeys) :	2-5
Primary Care Centre:	1724sqm
Restaurant / Cafe	380sqm
Retail:	80sqm
Public Open Space on-site : (c15% of net site area)	1.053 ha

1.2 Site Description

The application site gently curves around Ringwood, a distinctive wooded feature located to the east of Blarney Town Centre. This natural landmark provides a strong landscape anchor and informs the geometry of the proposed layout.

The site extends horizontally from Station Road along a pronounced east–west axis. It forms part of a broader agricultural land bank, distinguished by its sloping and undulating topography.

The lowest portion of the site is bounded by the rear gardens of existing dwellings along Station Road and Aisling Geal, providing a natural interface with the established residential context.

To the south, the proposed scheme is designed to integrate seamlessly with Phase 1 of the development and, ultimately, with the mature hedgerow that ascends the slope towards Ringwood a distinctive circular wooded feature that anchors the landscape. This connection reinforces continuity across phases and enhances the ecological and visual character of the site.

The eastern boundary will be defined by a wet woodland, contributing to the site's biodiversity and offering a natural buffer to future development anticipated beyond this phase. A key infrastructural component of this phase is the delivery of the longest segment of the strategic link road. This route will originate at the southernmost point of the Ringwood lands, adjacent to the R617, and extend northward to connect with the Stoneview lands. Its implementation is critical to unlocking the wider development potential of the area.

Situated adjacent to the existing town of Blarney, the site presents a unique opportunity to deliver a residential extension that is both distinct and integrated. The design aims to respect the character of the surrounding landscape while contributing to the town's growth in a coherent and sustainable manner.

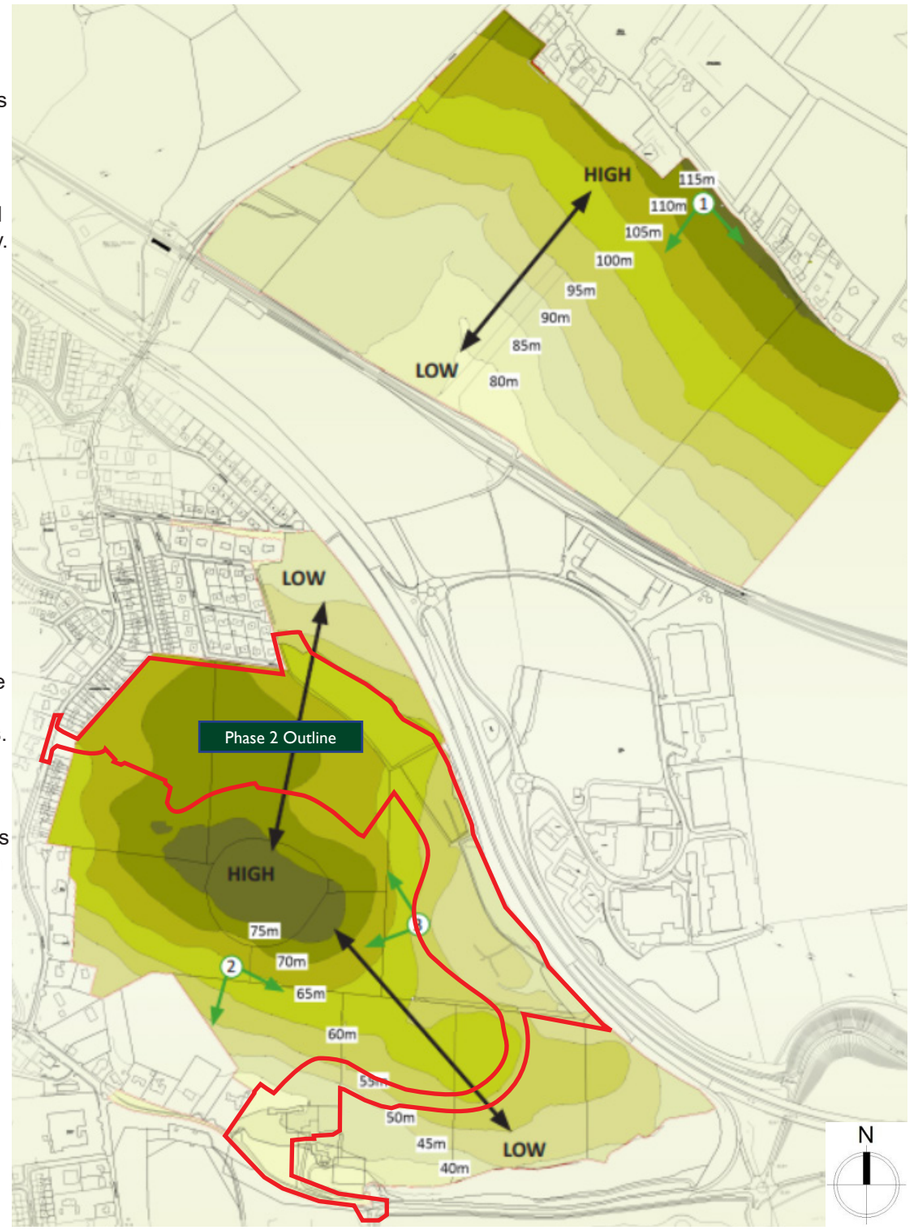


Fig 1.2.1 Topographic Diagram of Ringwood and Stoneview



Fig 1.2.2 View Looking East towards Stoneview Lands



Fig 1.2.3 View Looking North at Ringwood Lands

2.0 | PLANNING CONTEXT

2.0 PLANNING CONTEXT

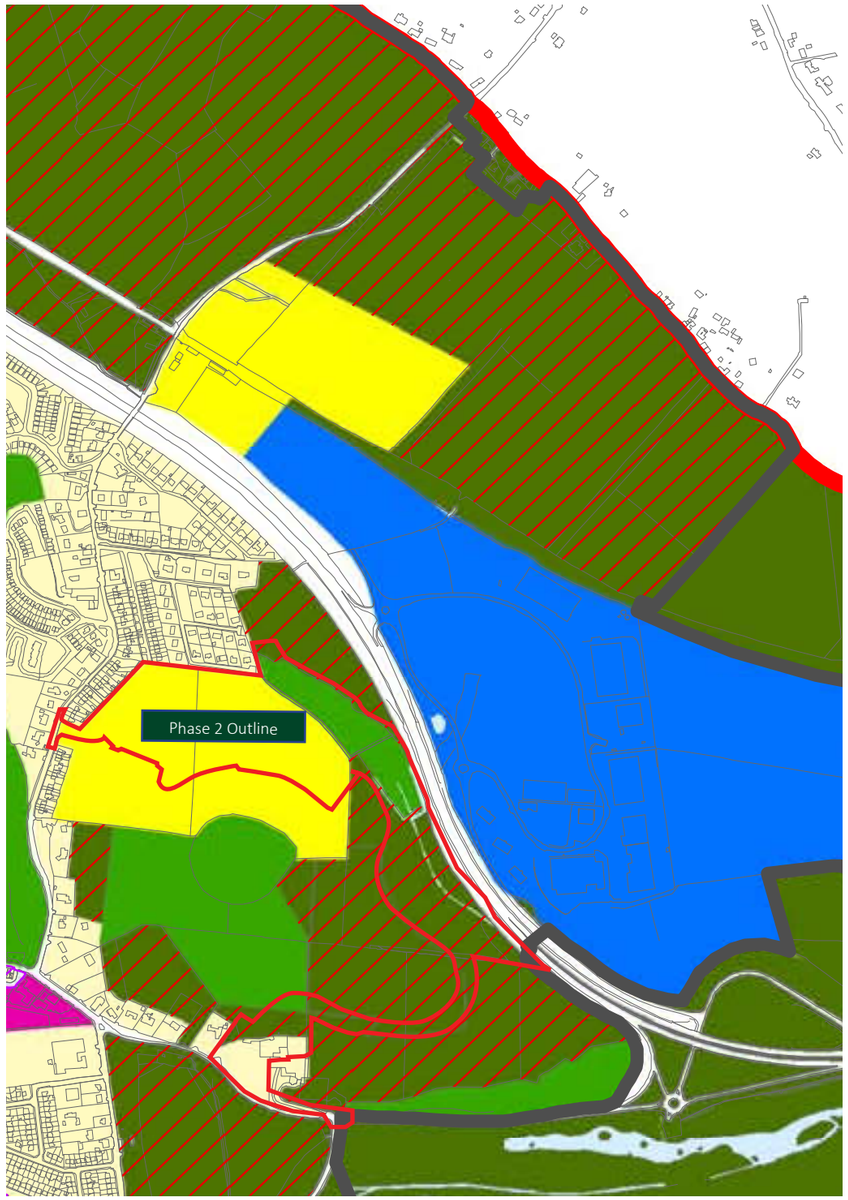


Fig 2.1.1 MAP 11 Blarney and Hinterland - Cork City Development Plan 2022-

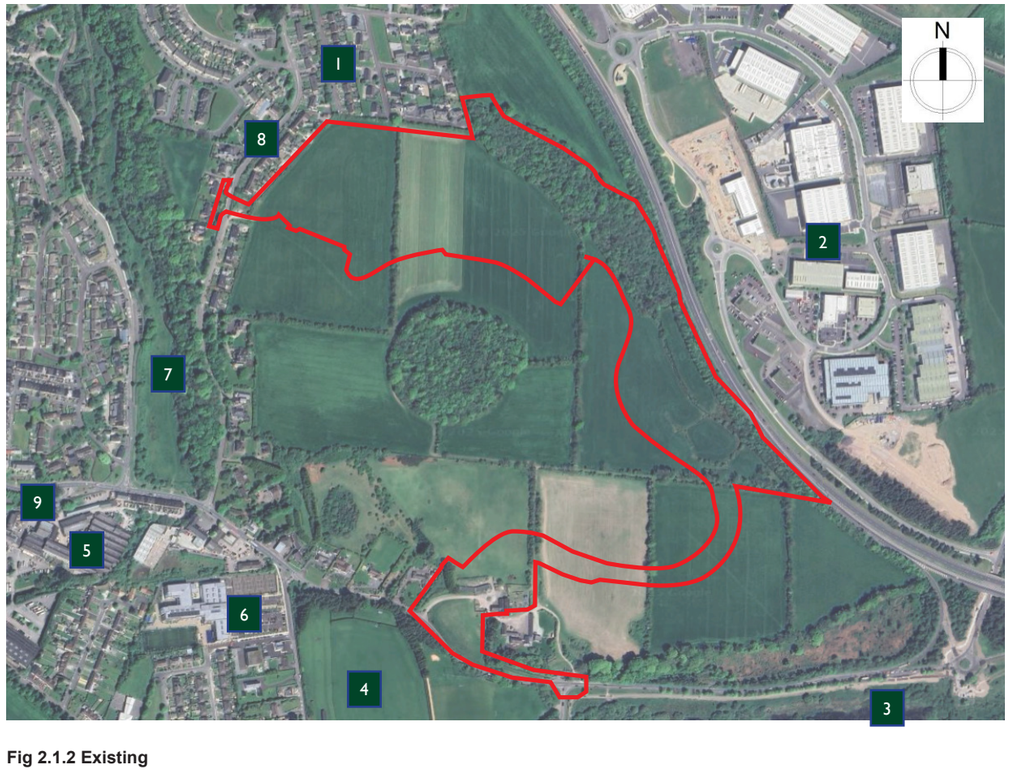


Fig 2.1.2 Existing

Fig 2.1.2 Existing

2.1 National And County Development Requirements

The Subject Site is now zoned as ZO 02 'New Residential Neighbourhood' on Map 11 in the Cork City Development Plan, 2022. The Zoning Objective is

"To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure".

Planning Policy Underpinning Approach to the Site:

- Cork City Development Plan 2022-2028
- Ireland's National Recovery and Resilience Plan, Europe's Contribution to Ireland's Recovery
- Project Ireland 2040, National Planning Framework
- Regional Spatial + Economic Strategy for the Southern Region
- Housing for All, A new Housing Plan for Ireland
- Cork Metropolitan Area Transport Strategy (CMATS)

2.2 Existing Adjacent Uses

The site has a diverse range of surrounding amenities. The schedule below provides a non-exhaustive list of the most prominent adjacent uses.

Adjoining Site Uses:

1. Árd Na Greine - Residential Area
2. Blarney Business Park
3. Clogheenmilcon Sanctuary Walk
4. Blarney GAA
5. Blarney Woollen Mills
6. Scoil Mhuire gan Smál
7. River Martin Walk
8. Assumption Terrace - Residential Area
9. Blarney Town Centre

2.3 Phase 1 - Ringwood Blarney LRD

The Large-Scale Residential Development (LRD) at Ringwood, Blarney was lodged with Cork City Council by Clockstrike Ltd in June 2024. This marked the beginning of the first phase of development on the zoned lands at Ringwood, Shean Upper, Blarney, and represented a significant step in addressing the housing needs of the Cork region.

In December 2024, Cork City Council granted permission for the construction of 244 homes. The scheme was carefully designed to provide a balanced mix of housing types, including traditional houses, duplexes, and three apartment blocks. This variety ensures that the development caters to a wide range of households and contributes to the creation of a sustainable and inclusive community.

Following the Council's decision, the project was appealed to An Bord Pleanála (ABP) in January 2025. Concerns were raised by local residents, particularly around traffic congestion and the adequacy of supporting infrastructure. After a thorough review, ABP upheld the Council's grant of permission in May 2025, confirming that the development met planning requirements and could proceed.

The Ringwood LRD is significant not only because it delivers much-needed homes but also because it sets the foundation for the wider development of the Ringwood Land Parcel. Access to the site will be facilitated through an upgraded junction from Station Road, which has been designed to accommodate modern transport needs. Importantly, the junction improvements also include cycle tracks, supporting sustainable travel options and encouraging healthier, low-carbon commuting.

Overall, the Blarney LRD demonstrates how the new planning system can deliver housing at scale while balancing local concerns with regional housing priorities. It is a key milestone in the ongoing effort to meet Cork's growing demand for homes and infrastructure.



Fig 2.3.2 Image of Phase 1 from Station Road apartment buildings located set back from the existing housing Woodville Terrace.



Fig 2.3.1 Further Information - Site Layout

Phase 1 Blarney Key Site Statistics

Total Site area : (Red line boundary)	8.32 ha
Net Development Site :	6.08 ha
Residential Units proposed :	244
Proportion of Own Door Units :	67 %
Total Houses :	113
Total Duplex Units :	30 (15 no. 2-bed + 15 no. 1-beds)
Apartments in 4 no. blocks :	101
Net Residential Density :	40.1 units/ha
Plot ratio :	0.39
Site Coverage :	20%
Building heights (storeys) :	1-3 (+Penthouse)
Childcare gross floor area :	750.6 sq.m (672 sq.m + 78.6 sq.m Storage Area) (total 137 child places)
Total gross floor area:	24,939.6sqm
Public Open Space on-site : (16% of net site area)	0.99 ha



Fig 2.3.3 Further Information - Diagram showing the buildings under construction in 2027

2.3.1 Progress and Programme Phase 1

Phase 1 of the Large-Scale Residential Development (LRD) at Ringwood, Blarney (ABP-321688-25) is scheduled to commence in early 2026. Construction is expected to take approximately 24 months, with works progressing systematically from the western side of the site towards the east. This phased approach ensures efficient delivery while maintaining continuity with adjoining development areas.

All necessary compliance conditions have already been submitted to Cork County Council, providing a robust framework for the commencement of works. The project is anticipated to reach completion by mid-2027, at which point the development will be fully occupied.

The scheme will deliver much-needed new homes to meet the demands of Cork's growing population. By aligning construction timelines with regulatory approvals and infrastructure delivery, the development will contribute significantly to the sustainable expansion of Blarney and the wider metropolitan area.



Fig 2.3.4 CGI showing the houses fronting the entrance to Ph



Fig 2.3.5 CGI showing the rear to Apartment block B

2.4 Masterplan Overview

The Design Team has prepared a comprehensive Masterplan for the phased delivery of the Ringwood and Stoneview lands, integrating both parcels into a cohesive vision guided by the principles of good urban design and international best practice. While unified in ambition, each site responds to its unique topography and context, resulting in distinct but complementary urban identities.

At Ringwood, the natural extension of Blarney town is shaped by its rolling landscape and historic features. The masterplan places a large new town park at its heart, designed to celebrate the existing ring wood and preserve significant stretches of native hedgerow. This green core will act as a focal point for community life, offering recreational spaces, walking trails, and biodiversity corridors. Streets are carefully aligned to work with the contours of the land, creating a varied character of neighbourhoods that blend seamlessly with the existing town fabric. Housing typologies will range from family homes to smaller units, ensuring diversity and inclusivity, while landscaped avenues and pocket parks will reinforce a sense of place and identity.

At Stoneview, the vision is of a vibrant new urban village anchored by a new future Blarney railway station, which will serve as a catalyst for sustainable growth and connectivity.

The masterplan prioritises transit-oriented development, clustering higher-density housing, retail, and mixed-use buildings around the station and the proposed internal link road. This creates a lively hub where residents can live, work, and access services within walking distance. A new primary school site, retail facilities, and generous public open spaces are strategically located to foster community interaction and provide essential amenities. Streets and squares are designed to encourage pedestrian movement, while the integration of cycle routes and green infrastructure ensures resilience and sustainability.

Together Ringwood and Stoneview will form part of a balanced urban expansion to Cork:

- Ringwood will be developed in three phases and will include the delivery of the new Town Park.
- Following the construction of a new overbridge to the N20 and new railway station, Stoneview will be developed. It will be a forward-looking and transit-focused and dynamic village.
- The interplay of topography, transport, and community facilities ensures that both areas complement each other, creating a diverse and sustainable urban environment.

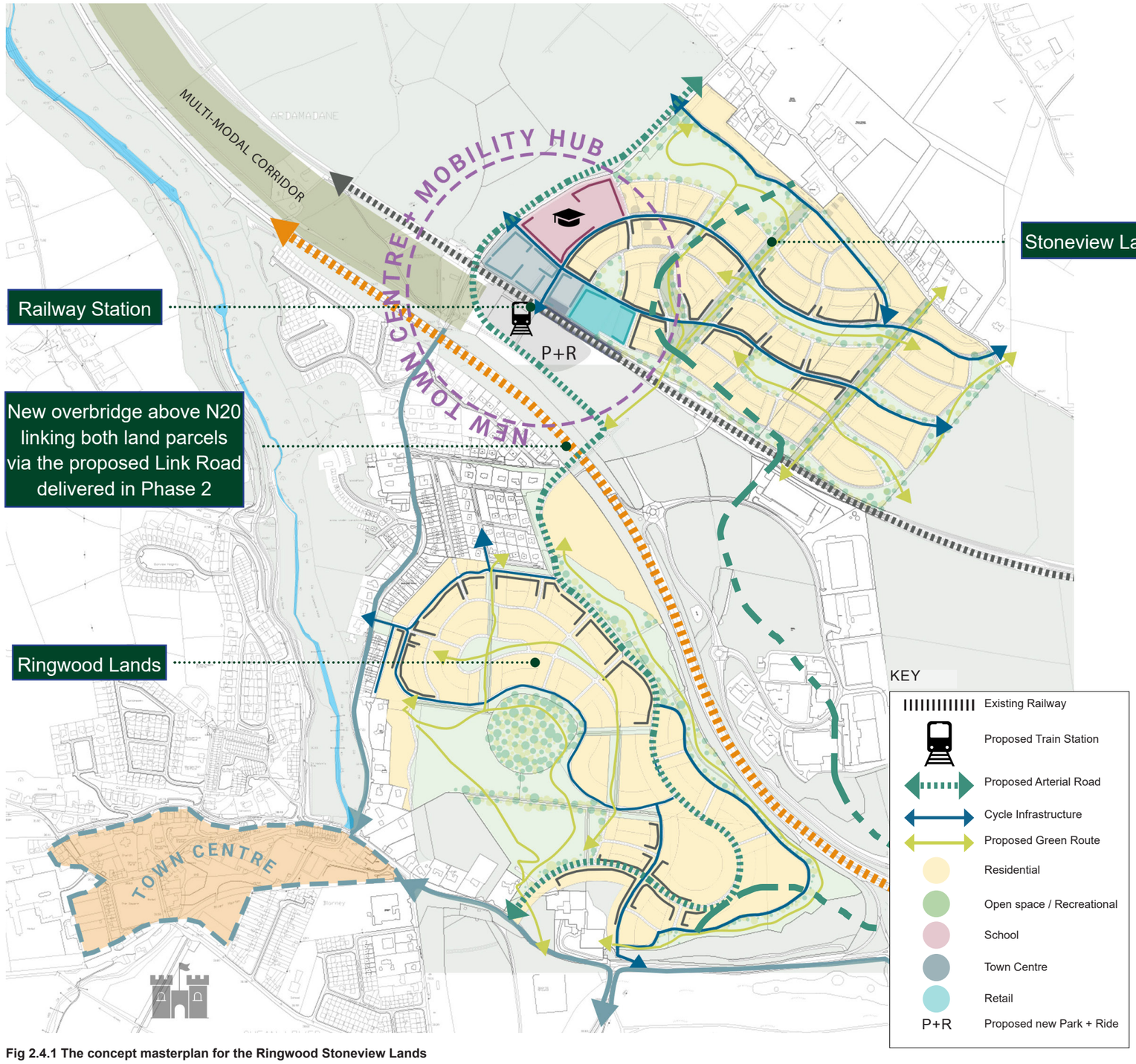


Fig 2.4.1 The concept masterplan for the Ringwood Stoneview Lands

Masterplan Vision of the Ringwood Lands (subjected to future zoning)



Ringwood - Future Vision Development Summary

Residential Units	c. 1167 No.
Local Services	2700 sq.m
School	5200 sq.m + expansion
Primary Care Centre	4700 sq.m
Town Park	c 10.5 Ha.
Wetwood/Wet Land Areas	c 6.5 Ha.
Net Residential Density	37-45 Uph



Key Plan

The Land Use Strategy for the Ringwood Lands provides a sustainable framework for the site's evolution, balancing new homes, services, and economic activity with natural preservation and high-quality public spaces. It supports a compact, walkable, and vibrant community that connects positively with the wider Blarney area.

Mixed-Use Zone
A mixed-use zone is proposed at the southern end of the site, including a new school, local services, and primary care centre. These amenities will provide essential services within walking distance, encourage social interaction, local employment, and sustainable travel, and strengthen connections with the wider Blarney area.

Central Town Park
A large town park will be located at the centre of the development, offering recreation, community gathering spaces, and a green heart for residents. It will enhance biodiversity, support active lifestyles, and link residential areas with community facilities.

Residential Development
Residential areas will include diverse housing types and tenures, with medium-density homes near key access points and lower-density housing transitioning to adjacent natural areas. Streets and public spaces will promote activity, safety, and neighbourhood identity.

Community & Social Infrastructure
A crèche will be provided in the first phase to ensure early access to childcare.

Phasing & Flexibility
Development will be phased, starting near existing roads and services, with flexibility to adapt to housing demand, economic conditions, or climate challenges.

3.0 SCHEME DESIGN

3.1 Access

Access and future integration with the wider development are primary considerations in the delivery of Phase 2. The strategy for this phase has been carefully designed to ensure seamless connectivity, sustainable mobility, and strong integration with both existing neighbourhoods and future growth areas.

Phase 1 - New Junction onto Station Road

As part of Phase 1 under construction, a new access has been established from Station Road, incorporating a redesigned signalised junction layout. This improvement will enhance traffic management and safety while providing a clear gateway into the development lands.

New Link Road onto the R617

A key element of the scheme is the construction of a multi-modal link road that will extend southward through the Ringwood lands to connect with the R617. This road is designed to accommodate anticipated vehicular movements not only for Phase 1 but also for future phases and the wider Blarney area. In addition, it represents the first stage of a modal shift strategy for the town, with segregated cycle paths integrated along its route to encourage sustainable travel. Further detail on traffic modelling and design considerations is provided in Systra's report.

Spur for a future connection onto the Stoneview Lands

At its northern end, the link road will terminate in a spur that facilitates the construction of a new bridge crossing above the N20. This bridge will provide multi-modal access into the future Blarney Railway Station, ensuring strong integration between the new development and regional transport infrastructure.

New Cycle and Pedestrian Access Points

Complementing these strategic connections, future pedestrian and cycle links have been identified to enhance permeability and community integration. Potential future links to Aisling Geal and Árd Na Greine are indicated **but these connections are not proposed under the application. These works would be undertaken by Cork City Council should they wish once the scheme has been taken in charge.**

Key

Future Pedestrian and Cycle Access

Portion of Multi Modal Link Road to be Delivered in this Phase (Phase 2)

Station Road - Subject to upgrades

Site Access via Junction delivered in Phase 1

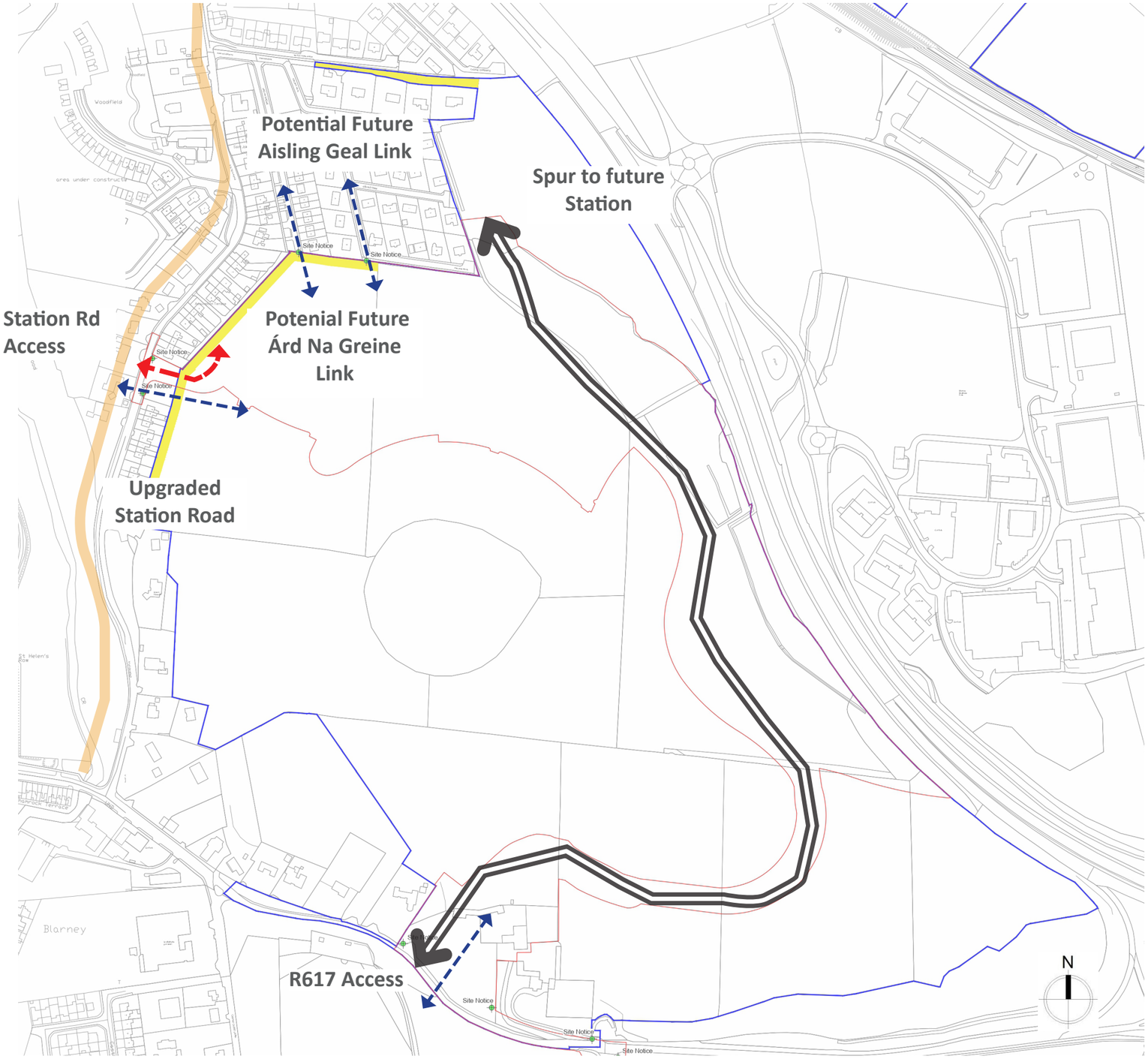


Fig 3.1.1 Site Access

3.2 Site Constraints and Opportunities

A number of key factors have influenced the design development of the scheme, as illustrated on the adjacent map. Each of these considerations has been carefully assessed and incorporated into the overall layout to ensure that the proposal is both logical and sensitive to its context.

Topography

The site topography presents significant variations in levels, as shown in the accompanying diagram. These changes in elevation have guided the Design Team in determining the most efficient and practical arrangement for the scheme. While some cut and fill will be required to achieve the proposed layout, this has been minimised to reduce site displacement. MHL Consulting Engineers have prepared detailed cut and fill quantities as part of this application.

Services Wayleave relocated

The existing services wayleave located along the northwest boundary adjacent to Assumption Terrace will be rerouted to align with the proposed new road. This adjustment eliminates the need for a maintenance strip above, thereby allowing trees to be planted to form a landscaped buffer to the lands behind. In addition to enhancing the visual character of the area, this measure prevents the creation of a residual space that could otherwise function as a through-way and encourage anti-social behaviour.

Landscape

Landscape features have also played a central role in shaping the design. A prominent north–south hedgerow bisects the site, and it is proposed to retain and integrate this feature into the final layout. In addition to creating an attractive linear connection through the lands, the hedgerow will contribute to biodiversity and ecological value.

Amenities

The scheme has been carefully designed to respect existing residential amenities. Along the western boundary, all buildings will be set back significantly more than the minimum compact guidelines 16m distance. Multi-unit blocks are positioned away from existing properties on the eastern and northern edges, while a substantial planting buffer is proposed along the western boundary to Assumption Terrace provide screening and visual relief.

Wet Wood

To the east, the established wet woodland has been respected, with the new link road carefully aligned to avoid material impacts and minimise tree loss in this area.

Future Linkages

To the north, opportunities for new links with the Aisling Geal and Ard Na Greine developments have been identified, while to the south, Phase 2 is designed to interlock seamlessly with Phase 1, ensuring continuity and cohesion across both parcels of lands.

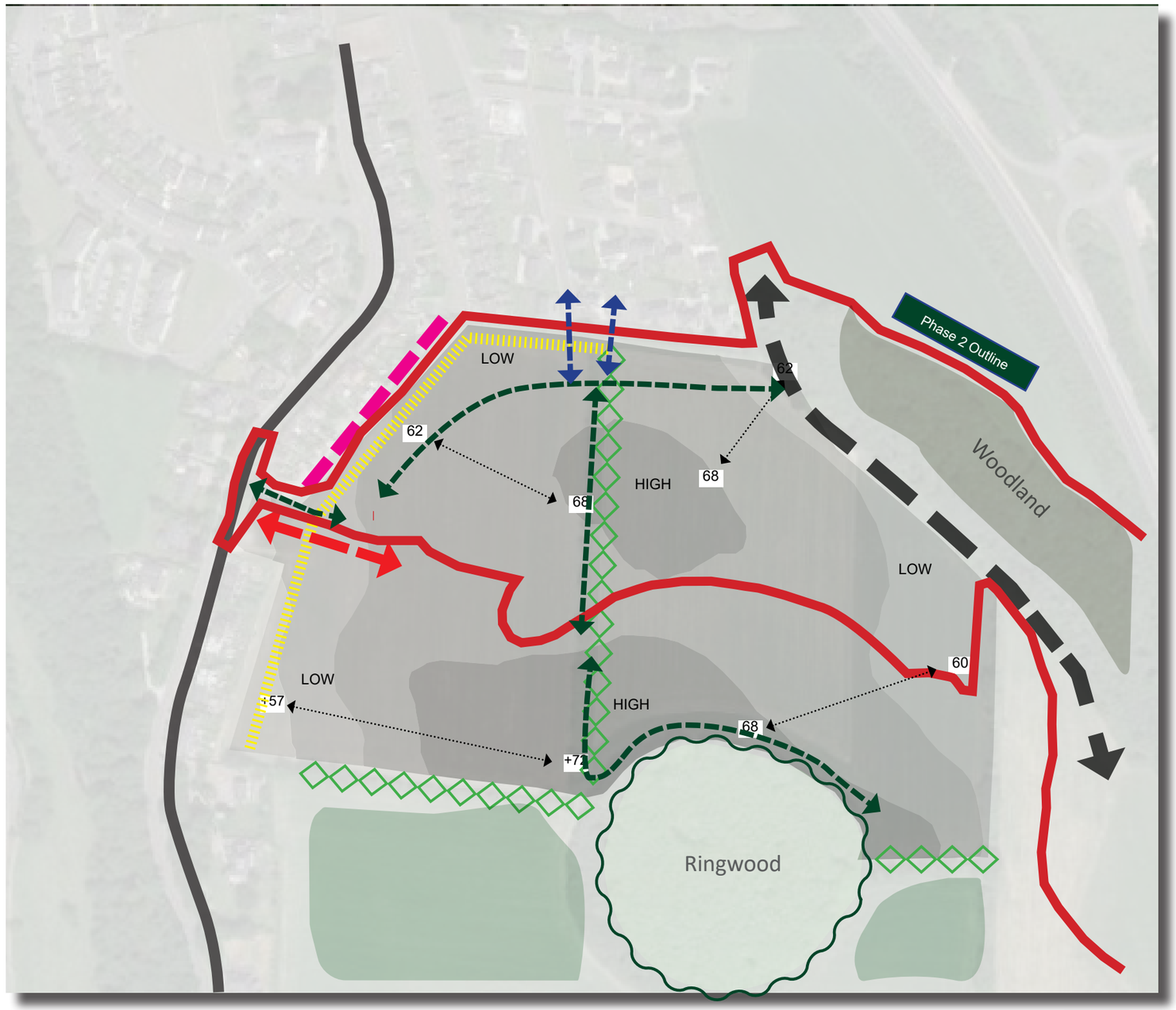


Fig 3.2.1 SWOT Analysis

Open Space

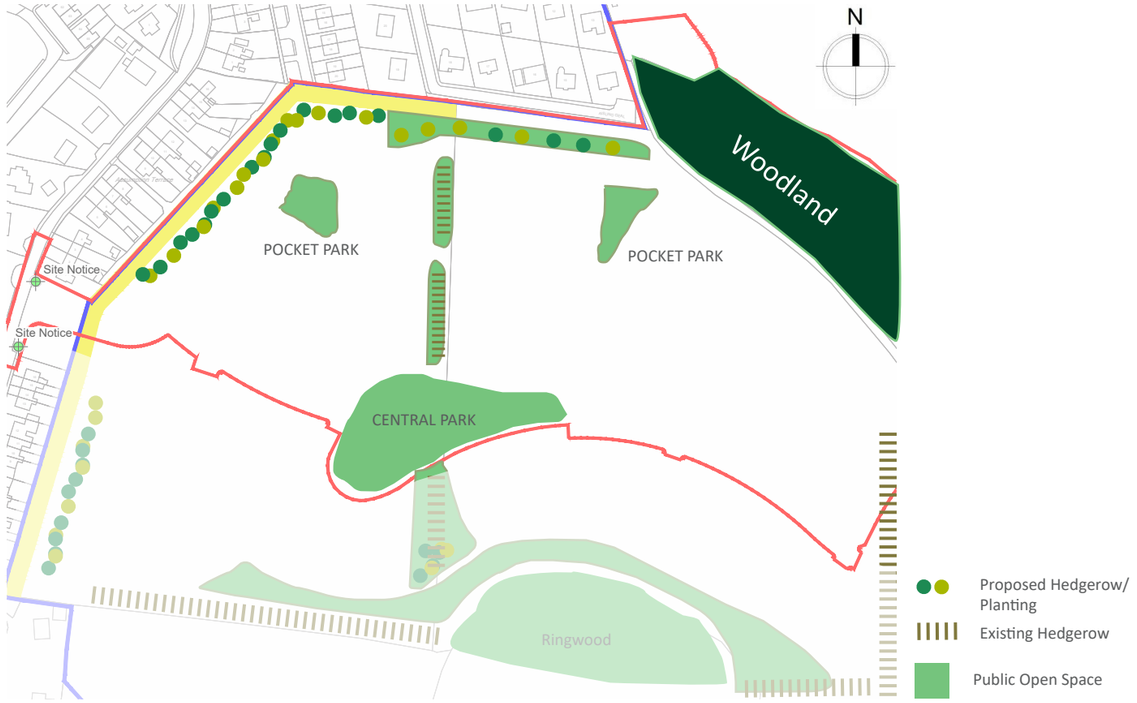


Fig 3.2.2 Open Space Analysis

Built Edges + Site Density

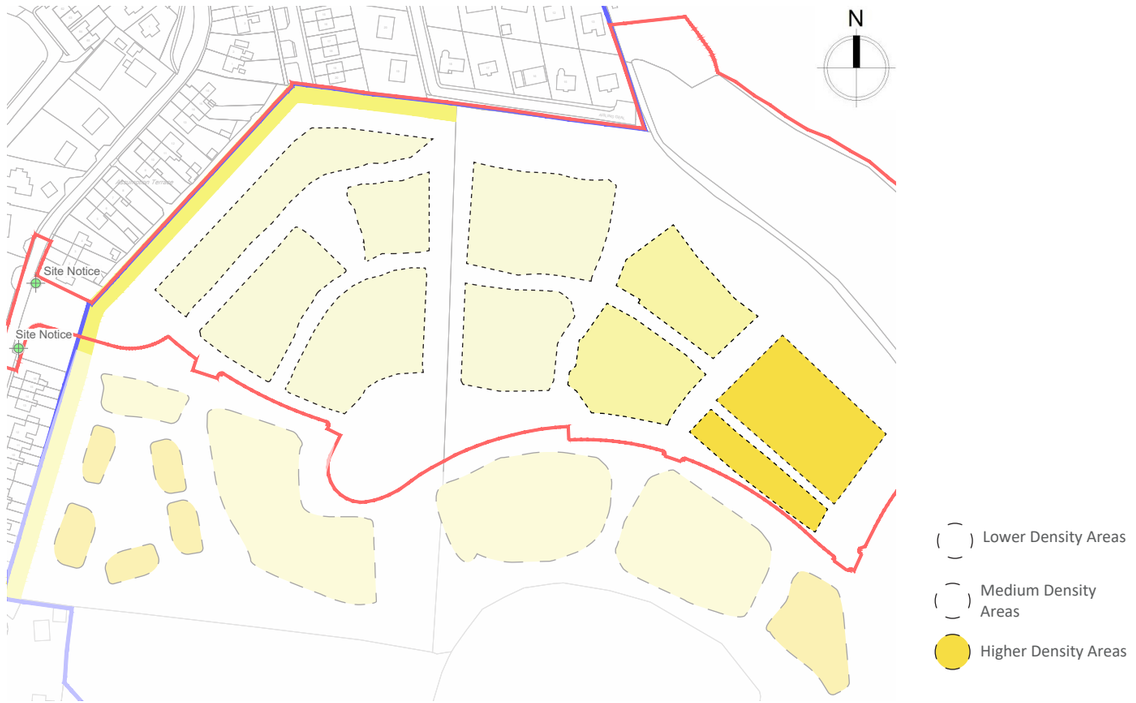


Fig 3.2.4 Built Edges and Site Density Analysis

Site Circulation



Fig 3.2.3 Site Circulation Analysis

Outline Site Massing



Fig 3.2.5 Site Massing Analysis



Fig 3.3.1 Phase 2 Scheme as proposed in June 2024

3.3 Cork City Council S.247 Meeting June 2024

Microsoft Teams at 10am on 18/06/2024

The development proposal, comprising of the amended Phase 2 of the Blarney Masterplan development at Ringwood and Stoneview, involved the construction of 307 no. Residential units with the key statistics as follows:

- Total of 307 residential dwellings.
- 122no. 1,2 bed apartments in 4 No Blocks.
- 24no. 1-bed Sheltered Housing Units
- 52no. 1,2 bed Duplex Units
- 108no. 1,2,3-bed houses
- Density 41uph
- POS approx. 15%
- Total site area is 14.08ha.

- The proposed development access would be provided from the Station Road junction (Proposed in Phase 1) to the west and includes the proposal of a stretch of new link road heading southwards to adjoin Phase 1A at the R617 through the Ringwood lands.
- Landscaping, and public open space amenity areas, and associated and ancillary site, drainage, and development works.
- Proposed heights were 2-storey houses and 3-storey apartment buildings to align with the CDP height and density targets for Blarney.
- In accordance with CDP parking standards, 400 no. car parking spaces were proposed to serve the houses, including the sheltered housing units.
- 148 no. parking spaces were proposed to serve the apartments in accordance with the Design Standards for Apartments Guidelines (2020).
- Bicycle parking for the apartments were to be provided in accordance with the Apartment Guidelines (2020) in the form of 116 no. sheltered spaces. Car parking was provided for the creche in the form of 17 no. spaces, and bicycle parking in the form of 5 no. spaces, as per the CDP standards.
- The proposal included landscaping and amenity areas. The proposed development was to provide almost 15% of the site as public open space.

<u>Feedback on the Proposal - Positive areas identified in the design</u>

- Planning - These are appropriately zoned lands for residential development, and welcome considering the current need for housing in Cork City.
- Transport - Parking in line with the standards in the Development Plan Requirement for secured bike parking.
- City Architects - There is a coherent distribution of scale across the site with taller buildings located at the bottom of the slope and 2-storey dwellings towards the higher ground which demonstrates an appropriate consideration of visual impact within the wider context.
- City Architects - Generally, the layout of the streets is coherent and legible, and the geometry responds to both the circular geometry of the woods to the south and the contours of the site.
- City Architects - The proposal to include the Central Park in construction of Phase 1 is welcomed as is the reassessment of the Phase 1 entrance from Station Road to include housing parallel to Woodville Terrace.

<u>Feedback on the Proposal - Areas identified in the design for clarification / improvement.</u>

- Planning Policy - It is necessary that a higher density be proposed for these lands given the proximity to the potential Railway Station site.
- Planning Policy - Apartment provision be separated from the conventional dwellings in any density calculation, a cleared demarcation of net developable area should also be supplied.
- Transport - The proposed development requires the delivery of the entirety of the Ringwood Distributor Road to include the connection with the R617 to the south; The section of the Ringwood Distributor Road which is currently included as part of the primary healthcare application should also be included as part of the Phase 2 Ringwood residential scheme.
- Transport - The ‘Future Potential Link’ to Aisling Gael should be included with the application.
- Transport - The horizontal alignment of the distributor road should avoid the existing wooded area to the north east of the site. In addition, the vertical alignment should follow the existing contours as best possible to remove the need for additional road widening and loss of any further woodland.
- Planning - Would like to see the doubling up of roads minimised.
- Planning - It was noted that there was a concern using the proposed tier 3 lands for access. It would be a material contravention of the Development Plan and would need to be justified in advance.
- Conservation - Photomontages from Blarney castle’s perspective required.
- Biodiversity - Where possible to reduce the amount of wet woodland





Fig 3.4.3 Phase 2 Scheme as proposed in December 2024

3.4 Scheme Layout December 2024

After the S.247 meeting in June, the design team listened to and responded to the issues raised by CCC.The Dec 2024 iteration comprises of the construction of 302 no. residential dwellings on the southern and northern portion of the lands and a new link road access to the development from the R617.

Total Site area :	17.01 ha
Net Development Site :	7.32 ha
Residential Units proposed :	302
Proportion of Own Door Units :	73 %
Total Houses :	120
Total Duplex Units :	94
Apartments in 2 no. blocks :	80
Mews apartments	8
Net Residential Density :	41 units/ha
Building heights (storeys) :	1-3
Childcare :	Provided for in Phase 1
Primary Care Centre and Cafe:	Provided on Southern Lands
Public Open Space on-site : (16% of net site area)	1.19 ha



Fig 3.4.2 Southern Site

habitat being removed. Use compensatory planting.

3.5 The following design issues were raised by Cork City Council Architects Department in the prevous meetings and actioned in the proposed layout.

POINT 01 - DOUBLE PARALLEL ROADS

ARCHITECTS DEPARTMENT COMMENT:

The layout of the scheme largely consists of a series of interlocking local streets that connect to Station Road via Phase 1 of the proposed development and the proposed link road to the east along with terraces to the northwest and apartment blocks to the east. Generally, the layout of the streets is coherent and legible, and the geometry responds to both the circular geometry of the woods to the south and the contours of the site. However, there are a number of locations where double parallel roads are proposed which should be reconsidered. These include to the north of the site where a road and cycle lane are proposed parallel to a road at Aisling Geal, to the east where a road and substantial amount of parking is proposed parallel to the link road to the northeast of the apartment blocks and to the northwest where a secondary road is proposed with a substantial amount of parking behind existing terraces of houses to Station Road and parallel to a proposed road and cycle lane by proposed duplexes and sheltered housing.

DESIGN TEAM RESOLUTION:

The street network has been refined and double parallel roads have been eliminated and improved in the following ways;

- The proposed new road/cycle path to the north of the development is retained in location as a key arterial link through the development. It follows the existing contours along the bottom of the site. It thus connects into the new spine road providing the most efficient direct road traffic, cycle and pedestrian access to the future railway station. The existing road runs parallel with the Aisling Geal cul-de-sac but this will be visually screened and buffered via a linear park which the design team feels provides adequate separation.
- The parallel road to the east adjacent the apartment blocks has now been omitted.
- The proposed apartments buildings and duplex buildings front directly onto the new link road. This providing a harder more defined urban edge to the development.
- The duplex terraces have been omitted and replaced with terraces of houses with rear gardens as suggested by CCC Architects Department. They are fronted with on-curtilage parking, behind a new cycle path and road. This current amendment avoids the need for a parallel road with parking spaces to the rear of Assumption Terrace. It also provides a gentler step down of height from the east to west across the side.



Fig 3.5.1 Removal of double parallel removed road



Fig 3.5.2 View of houses, duplex and apartments fronting onto the open space

POINT 02 – CONNECTION TO ARD NA GREINE.

ARCHITECTS DEPARTMENT COMMENT:

The current proposal does not show clearly whether there is a proposed connection to the Aisling Geal housing estate to the north with a path indicated in the Site Layout Plan. This connection would greatly improve the permeability of the scheme as well as of the existing housing estates to the north and at minimum a cycle and pedestrian route should be proposed with a vehicular connection considered. There is also the potential to connect to the Árd na Gréine housing estate which should be considered. However, the current proposed layout at this edge of the site behind the sheltered housing may need to be slightly amended to allow for this to work well.

DESIGN TEAM RESOLUTION:

- A dedicated future pedestrian and cycle link will connect to Aisling Geal. Access is consolidated to this single, high-quality link to preserve streetscape continuity and prevent the creation of residual spaces vulnerable to anti-social behaviour, while maintaining excellent permeability for the area.
- Given the close proximity of each, one point of access for a future link is

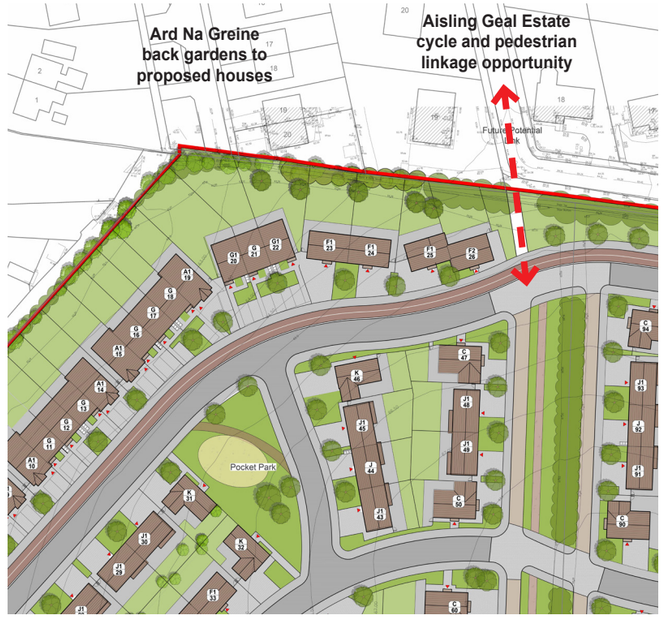


Fig 3.5.3 Proposed connection to the Aisling Geal Estate

adequate and avoids detriment to the flow of the development along the road edge.

POINT 03 – COHERENT SCALE TO THE DEVELOPMENT.

ARCHITECTS DEPARTMENT COMMENT:

There is a coherent distribution of scale across the site with taller buildings located at the bottom of the slope and 2-storey dwellings towards the higher ground which demonstrates an appropriate consideration of visual impact within the wider context.

DESIGN TEAM CONFIRMATION:

The building height strategy responds directly to topography and visual impact. Scale transitions naturally from two-storey housing at the western entrance to four-storey apartments along the lower eastern link road, concentrating density near the future transport hub while protecting key views.

- Scale increases in gradually from the west to east - Two storey houses are located to the entrance at the Station Road junction. Three storey duplex dwellings are to the centre of the development and Four Storey apartments front directly onto the link Road.

- Tallest Buildings located in the lowest area of the site - The site level falls from east to west approaching the new link road and N20. The approach of locating the tallest buildings at the lowest area of the site aids the protection of the existing views from Blarney and the Castle as requested by the Conservation Department,

- Prevention of overlooking - The tallest buildings have been located to prevent any potential overlooking and daylighting issues to the existing

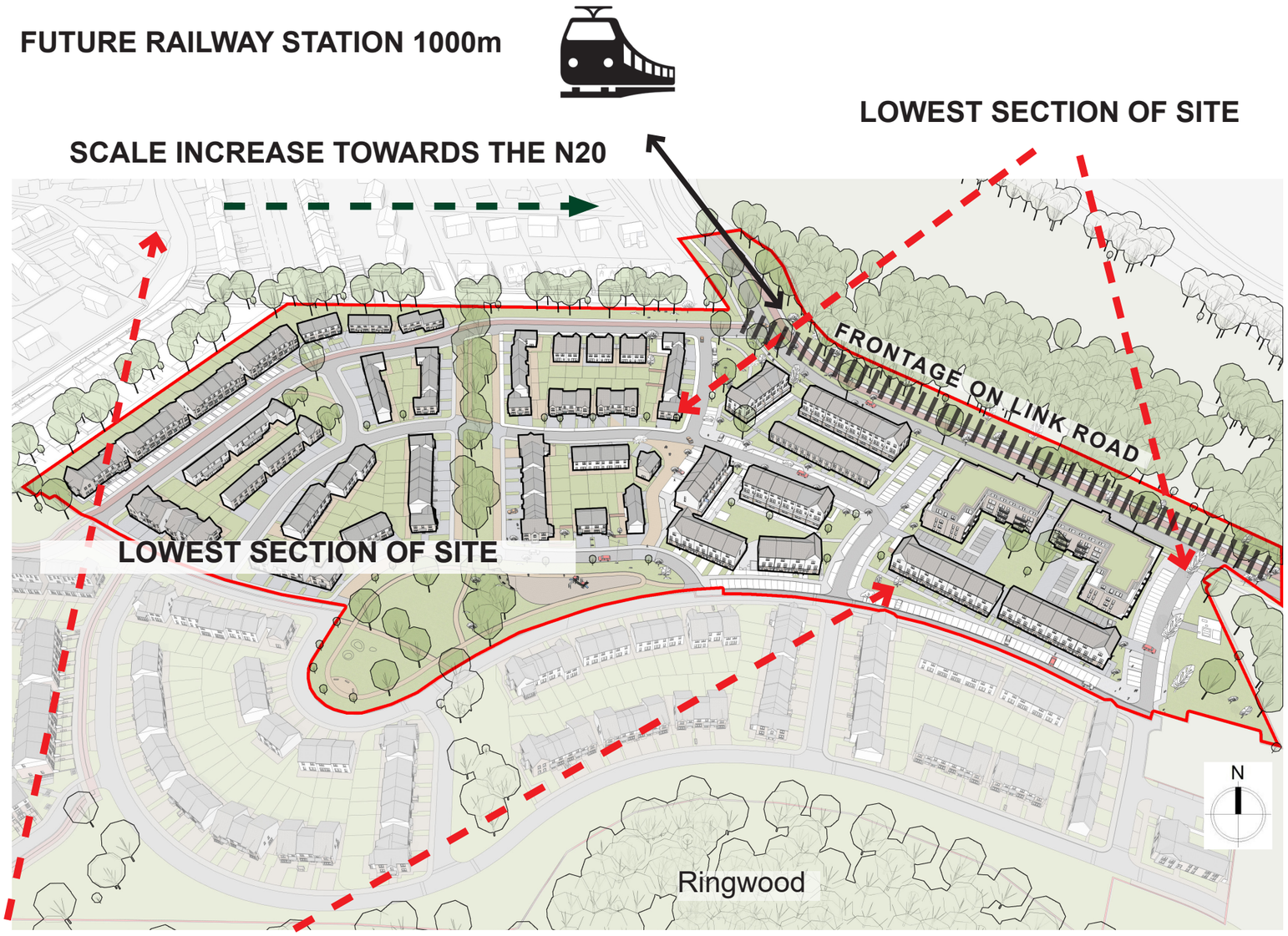


Fig 3.5.4 Phase 2 scale across the site

VISIBILITY FROM BLARNEY AND THE CASTLE

RINGWOOD THE HIGHEST POINT
IN THE LANDSCAPE

neighbouring properties.

- Highest Density Buildings located closest the Station - The highest density section of the development consisting of apartment and duplexes and are located within 1km or 10mins walking time from the future railway station.

POINT 04 – CORNERS BLOCKS PASSIVE SURVEILLANCE

ARCHITECTS DEPARTMENT COMMENT.

The 2-storey dwellings are largely arranged in well-proportioned urban blocks although there are issues with how the corners of these blocks are dealt with which could be improved. For instance, the block to the south of the sheltered housing has a long run of presumably a tall back garden wall facing the sheltered housing and the adjacent green space which implies a limited active frontage and limited passive surveillance in this area. Similar issues arise between the southwest blocks and elsewhere. As plans or a site plan showing ground floors have not been submitted it is not possible to fully assess this or know how or if this is being dealt with or mitigated.

DESIGN TEAM RESOLUTION.

Corner typologies have been redesigned to maximize active frontage. Sheltered housing units have been replaced with three-bedroom homes featuring gable-entry access, ensuring all public edges are overlooked and eliminating blank boundary walls.

- The sheltered housing to the north of the development has now been omitted and replaced with three bed houses.

- The housing cell directly to the south has been closes with a gable entry house which will increase the active frontage and reduce visibility of potentially seeing of internal garden walls.

- We have considered all edges of the urban block so buildings at corners are generally gable entry, so all elevations have active frontages.

POINT 05 – APARTMENT BLOCK LAYOUT

ARCHITECTS DEPARTMENT COMMENT.

The southeastern apartment block and adjacent duplexes form a more permeable block with a defined communal space in the middle. However, the apartment blocks to the northeast less successfully interact with each other and do not form spaces as usable to the residents based on the Site Layout Plan. There are no plans provided for the apartments and the footprints of the blocks are mirrored and rotated copies which implies more time needs to be given to their development. The elevations provided also need to be further developed as the solid to void ratios of the Southwest and Northwest Elevations shown need improvement. The main issue with the apartment blocks is that they do not form a street edge to the proposed link road in their current. format and location. This could be improved by removing the parking and parallel road to the northeast of the apartment blocks with other solutions for parking considered.

DESIGN TEAM RESOLUTION.

The apartment layout has been consolidated to improve spatial definition.

- Two apartment buildings have been omitted and replaced with a cell of duplexes and mews buildings which create an enclosed communal open space.

- The remaining apartments back to terraces of duplexes which a central communal open space to its core. Hard street edges are created to all sides of the new cells which are lined with perpendicular parking spaces.



Fig 3.5.5 View of houses at Station Rd entrance, housing cells all have all been considered, all have increased active frontages



Fig 3.5.6 View of duplex and apartments fronting onto link road

POINT 06 – PARALLEL ROAD RECONSIDER

ARCHITECTS DEPARTMENT COMMENT.

The duplexes and sheltered housing follow a terraced and linear format to the northwest and show a road to their northwest against the back garden walls of the existing houses of Assumption Terrace on Station Road. As noted above, this parallel road should be reconsidered with the potential for back-to-back gardens to Assumption Terrace being another option. This could be achieved by inverting the duplex apartments and allowing for ground floor maisonettes with back gardens or through other means.

DESIGN TEAM RESOLUTION.

The design team has carefully considered the issues and have made the following amendments:



Fig 3.5.7 Removal of duplex terrace with parallel roads

- Duplex terraces have now been omitted and replaced with terraces of houses with rear gardens, as per suggested during the meeting by the CCC Architects department, on-curtilage parking which front onto the new cycle path and road to avoid a rear parallel road.

- This area provides rear gardens above the services wayleave and back onto the parallel road of Assumption Terrace.

POINT 07 – CENTRAL PARK PHASE 1

ARCHITECTS DEPARTMENT COMMENT.

The proposal to include the Central Park in construction of Phase 1 is welcomed as is the reassessment of the Phase 1 entrance from Station Road to include housing parallel to Woodville Terrace.

DESIGN TEAM RESOLUTION.

Thank you the design team has carefully considered the approach in terms of providing the Central Open Space for the use and enjoyment of the community in Phase 1. The provision of the housing parallel to the entrance and Woodville Terrace as suggested by CCC Architects will make a positive addition to the entrance and setting of the Ringwood Development.

POINT 08 – FURTHER DEVELOPMENT

ARCHITECTS DEPARTMENT COMMENT:

Generally speaking, it's felt that further development could improve this scheme greatly and based on the limited number of architectural drawings submitted, the scheme is early enough in development to allow for this to happen.

DESIGN TEAM CONFIRMATION:

- The design team has made significant amendments to the proposed layout from the feedback from the previous S.247 meeting taking on board all issues raising in the design.
- There has also been an increase in drawings and details included in this application including a full pack of building drawings to aid provision of a more focused feedback before the final LRD submission.

The design team has carefully considered the feel, scale and composition of the updated scheme.



Fig 3.5.7 Phase 2 character areas within the development



Fig 3.5.8 Character Area 1 - Housings cells of 3 and 4 bed units with active gables backing onto the 2 storey dwellings along Station Rd.



Fig 3.5.9 Character Area 2 - Tight housing cells of three bed units adjacent the link road and access to Aisling Geal Estate.



Fig 3.5.9 Character Area 3 - Duplex units adjacent the Link Road and Central Park.



Fig 3.5.10 Character Area 4 - Apartments and Mews fronting the Link Road.





Fig 3.7.3 Phase 2 Scheme as proposed May 2025

3.6 LRD S.32b Meeting May 2025 (c.334-unit scheme).

After the S.247 meeting in December, the design team listened to and responded to the issues raised by CCC. This iteration comprises of the construction of 334 no. Residential dwellings on the southern and northern portion of the lands and a new link road access to the development from the R617.

Total Site area :	19.16 ha (Red line boundary)
Net Development Site :	6.92 ha
Residential Units proposed :	334
Total Houses :	111
Total Duplex Units :	40
Apartments in 2 no. blocks :	102
Deck Access Apartments:	73
Mews apartments	8
Net Residential Density :	48.2 units/ha
Building heights (storeys) :	1-5
Childcare :	Provided in Phase 1 (137 Children)
Primary Care Centre:	2100sqm
Cafe:	440sq
Public Open Space on-site :	1.044 ha (15% of net site area)



Fig 3.7.2 Current southern section of the proposed development.

3.7 The following design issues were raised by Cork City Council Architects Department in the prevous meetings and actioned in the proposed layout.

POINT 01 - LAYOUTS AND DRAWINGS FOR NORTHERN PHASE

ARCHITECTS DEPARTMENT COMMENT:

The layouts and drawings for the northern portion of Phase 2 that were noted as missing or insufficient after the last meeting in June have been included in this iteration with a number of issues previously raised being resolved or referred to in the Architectural Design Statement. The proposed development can be assessed according to the key indicators of the 'Responsive Built Form' heading set out in the 2024 Sustainable Residential Development and Compact Settlements guidance.

DESIGN TEAM RESOLUTION:

The northern phase layout has been fully developed to integrate 'Responsive Built Form' criteria. Updated drawings illustrate how the street geometry responds to the circular woodland feature and site contours.



Fig 3.7.4 View along the northern lower road and Public Open Space

POINT 02 – CONNECTION TO ARD NA GREINE.

ARCHITECTS DEPARTMENT COMMENT:

Generally, the layout of the streets in the northern portion is coherent and legible and the geometry responds to both the circular geometry of the woods to the south and the contours of the site. The doubled parallel roads to the northeast and northwest have been removed, which is an improvement, but the road to the north remains parallel to the adjacent cul de sac of Aisling Geal. While it is proposed to buffer/ screen the two roads with a linear park, this is not an ideal solution.

DESIGN TEAM RESOLUTION:

The street geometry has been evolving during the pre-planning process although the road to the north remains in place as informed by the following design decisions:

- The road has a minimal visual impact, as it is located at the lowest section of the site and connects directly into the distributor spine road. The location also assists with the future site construction works viability and phasing.
- The location is backed by a cycle route and POS this will create a valuable green Public Open Space and ecological link running at the northern edge of the site.
- The location avoids splitting of urban blocks which have been optimally developed with back-to-back gardens reducing the effects of the site contours. A shift to the south, pushes the road upwards would unavoidably result in a loss of housing, reducing density and create difficulty with Part M compliance for units.
- The current location has a minimal effect on the existing hedgerow running in the north south direction which the design team has endeavoured to retain. This hedge forms an important ecological corridor linking the north side of the development with the Ringwood. Moving the road south would necessitate removal of the lower section of the hedge and have a detrimental effect on the ecology of the development site.

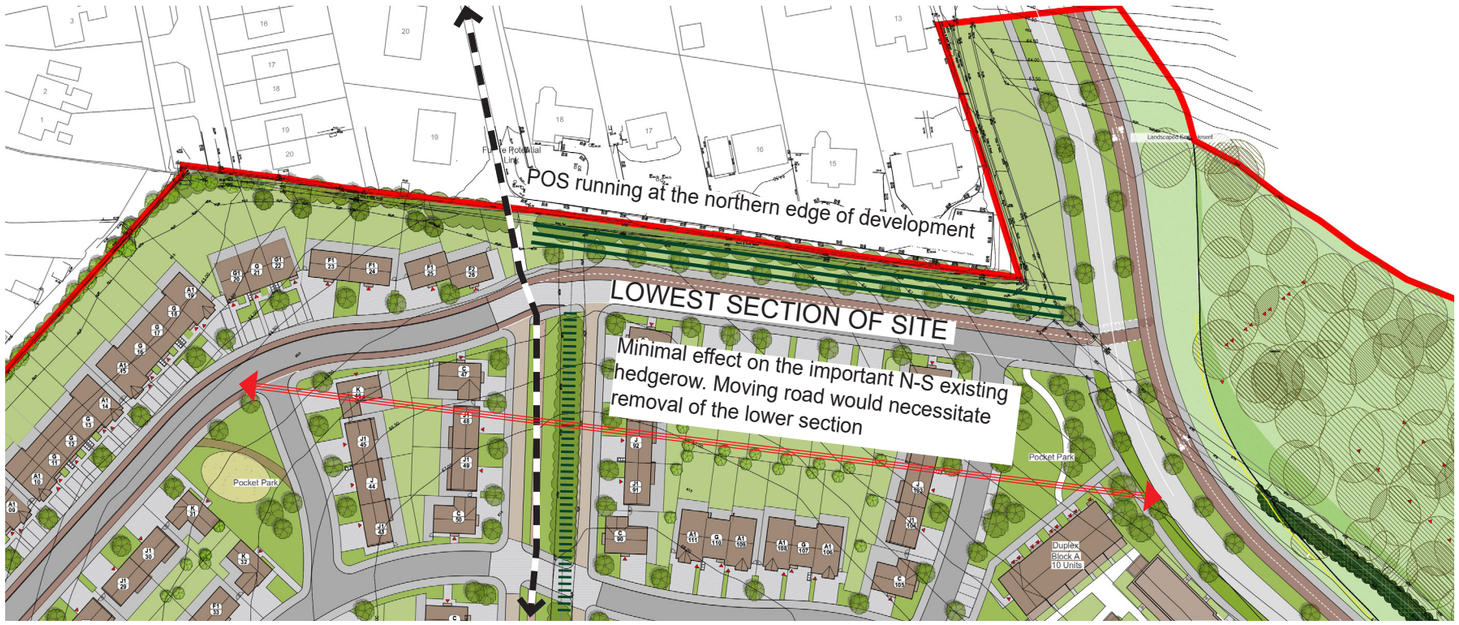


Fig 3.7.5 Proposed connection to the Aisling Geal Estate

POINT 03 - LINKS TO THE NEIGHBOURING ESTATES TO NORTH

ARCHITECTS DEPARTMENT COMMENT:

There is a connection proposed to the Aisling Geal housing estate to the north but the housing terraces to the northwest should be reworked to allow for a connection to the Árd na Gréine housing estate to improve permeability.

DESIGN TEAM RESOLUTION:

A proposed future link to Aisling Geal, which links with a footpaths and the ecological corridor along the line of the existing hedgerow leading to the Ringwood. An additional link to the adjacent Árd na Gréine is NOT proposed as:

- To avoiding duplication, a secondary access at Árd na Gréine would be directly adjacent Aisling Gael, and serves the same northern corridor. Note these routes cross at the top of each estate.
- Removal of housing and coherence of street scape - The additional link would remove a number of housing units fronting the road and be detrimental to the coherence of the street scape running along the road.
- Creation of a secondary access at Árd na Gréine would potentially result in a lower foot flow and with a larger setback from the road there is a risk this route would be used for antisocial behaviour.
- The residents of the adjacent estates would strongly oppose the introduction of two new access points strongly due to the potential risk of an increased risk of anti-social behaviour.

POINT 04 – WINDOWS TO GABLES

ARCHITECTS DEPARTMENT COMMENT:

The extra drawings provided and amendments to the corners of the urban blocks resolve many of the previously identified issues raised re passive surveillance in the northern portion of the site. However, some of the newly introduced Blocks E and I and Mews Block A could be improved by providing gable windows overlooking otherwise unsupervised spaces.

DESIGN TEAM RESOLUTION:

This development aims to reduce the risk of anti-social behaviour. The individual block drawings have taken these changes into account including windows to gable ends of the buildings, please refer to the architects' drawing pack for further details.

POINT 05 – COMMUNAL OPEN SPACE DETAILS

ARCHITECTS DEPARTMENT COMMENT:

Apartment Blocks E and F wrap around a permeable communal open space with Duplex Blocks J and K, however the value of this space is diminished by the level of parking included and the resultant roads which could be reduced. It is not clear if the communal open space between Duplex Blocks F, G, H and I is accessible to the public or semiprivate and the same is true for the communal space between Duplex Blocks D and E and Mews Block A. These spaces also seem rather narrow. Sections through each of these three communal open space would benefit the design and help to explain the design intent and level of access.

DESIGN TEAM RESOLUTION:

Please refer to the landscape architect drawing pack for further details and the design intent of these communal open spaces.



POINT 06 – PHCC ON SOUTHERN SECTION OF SITE

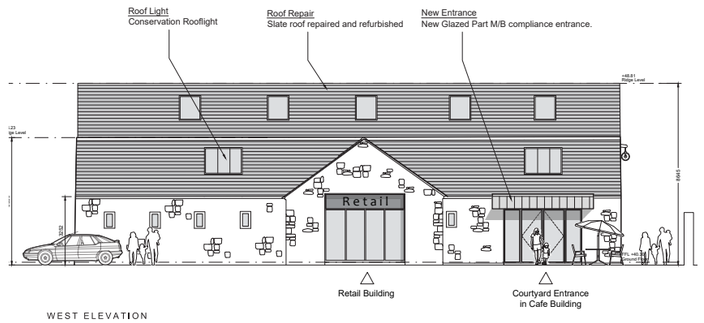
ARCHITECTS DEPARTMENT COMMENT:

The reuse of the barn/ farm outhouses as a café in the southern portion of the site is welcomed and the Primary Care Centre follows a similar aesthetic in terms of roof pitches and general massing which is positive However, the large carpark to the east should be reconsidered and it would be helpful to have at least a sketch masterplan for the lands to the east to properly assess this portion of the site.

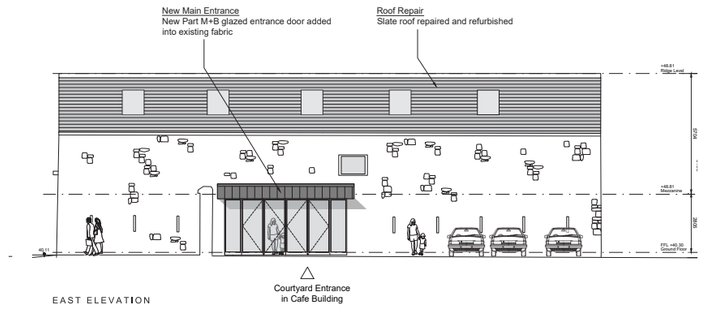
DESIGN TEAM RESOLUTION:

The Southern section of the site has been substantially amended following Cork City Council feedback as follows:

- Primary Care Centre is proposed to be moved and located to the west of Castleview House. This avoids the provision of a large car park to the east which is instead located within the enclosure of the existing stone walls.
- A proposal for the reuse of the existing barn building has been included in the architects drawings.
- All buildings respond to a new central courtyard space which relates to the existing stone walls of the Castleview House farmyard.
- Please also refer to the enclosed masterplan booklet for the intent for the lands to the east which includes a school and retail store.



WEST ELEVATION



EAST ELEVATION

POINT 08 – HOUSES IN SOUTHERN SECTION OF SITE

ARCHITECTS DEPARTMENT COMMENT:

The 9 housing units adjacent to the proposed Primary Care Centre should be reconfigured as they currently back onto the café and adjacent site and their splayed layout does not seem to sit well with the other buildings. A more rural or farmhouse aesthetic treatment to reflect the reused barn in place of the more generic suburban aesthetic, which is more justified to the north of the Ringwood, along with possibly considering a traditional rural cluster of houses may be beneficial here.

DESIGN TEAM RESOLUTION:

Noted, these houses have been removed in lieu of the relocated Primary Care Centre as above, please refer to the updated site layout for the massing to this section of the site.

POINT 09 - LINKS TO THE NEIGHBOURING ESTATES TO NORTH

ARCHITECTS DEPARTMENT COMMENT:

Notwithstanding issues raised above and valid comments from other Cork City Council departments regarding density, the siting of the Primary Care Centre, etc., we feel that the northern portion of the site has been improved from the previous submissions but that the southern portion may need a substantial revaluation of layouts and massing.
Noted, this section of the site has been substantially updated to take on board the S.247 comments 8f and 8g, please refer to the updated site layout for the massing of this reevaluated section of the site.

DESIGN TEAM RESOLUTION:

Noted, this section of the site has been substantially updated to take on board the S.247 comments, please refer to the updated site layout for the massing of this reevaluated section of the site.





Fig 3.8.2 Phase 2 Scheme as proposed May 2025

3.8 Final LRD December 2025 (c.323-unit scheme).

After the S.32b meeting in May, the design team listened to and responded to the issues raised by CCC. This iteration comprises of the construction of 323 no. Residential dwellings on the southern and northern portion of the lands and a new link road access to the development from the R617.

Total Site area :	19.35 ha (Red line boundary)
Net Development Site :	7.16 ha
Residential Units proposed :	323
Total Houses :	157
Total Duplex Units :	52
Apartments in 2 no. blocks :	114
Deck Access Apartments:	0
Mews apartments	0
Net Residential Density :	45.12 units/ha
Building heights (storeys) :	1-5
Childcare :	Provided in Phase 1 (137 Children)
Primary Care Centre:	1724sqm
Cafe/retail:	440sq
Public Open Space on-site :	1.053 ha (c15% of net site area)



Fig 3.8.3 Current southern section of the proposed development.

3.9 The following design issues were raised by Cork City Council Architects Department in the prevous meetings and actioned in the proposed layout.

POINT 01 - INDICATIVE LAYOUT FOR PHASE 3 DEVELOPMENT

PLANNING DEPARTMENT COMMENT:

The one deficiency noted is the lack of information regarding rough proposals for housing blocks in Phase 3 adjacent to the Primary Care Centre and Cafe/ Retail buildings. While a masterplan document has been produced, it does not indicate clearly the basic massing of residential units adjacent to the spine road and where junctions and access will be proposed. This would be required to ensure minimization of parallel roads and the creation of a street front to the spine road as has been amended in the northeast of Phase 2 after advice was given.

DESIGN TEAM RESOLUTION:

A high-level housing proposal has been prepared to address the massing of units in Phase 3 along the Spine Road. The proposal sets out strategies for spatial distribution, scale, and orientation that are responsive to the site's urban context and connectivity objectives. The lands identified for housing are currently zoned for 'long-term strategic development.' Accordingly, unlocking this land parcel for the delivery of much needed housing units will require a zoning amendment.

POINT 02 – FUTURE DEVELOPMENT ADJACENT TOWN PARK

PLANNING DEPARTMENT COMMENT

It was noted in the meeting that the red line boundary that extends beyond this is to account for cut and fill especially adjacent to the town park. However, due to the lack of massing proposals for the residential blocks of Phase 3, it is difficult to assess where the proposed junctions with the spine road will occur and to ideally ensure relatively level access to Phase 3 to avoid parallel roads, disconnection from the spine road, etc.

DESIGN TEAM RESOLUTION:

As noted previously, a high-level plan has been developed that addresses the massing of housing units, apartments, and duplexes in coordination with the strategic long-term masterplan for the Ringwood and Stoneview Lands.

- The plan identifies new proposed junctions with the Spine Road to ensure level access to Phase 3, thereby avoiding the creation of parallel roads and preventing disconnection from the Spine Road.
- These changes are contingent on the necessary zoning amendment and require forward-thinking commitment to enable the delivery of housing units, as the lands are currently designated in the development plan as 'long-term development lands.

POINT 03 – MASSING ALONG THE SPINE ROAD

PLANNING DEPARTMENT COMMENT

The large car park to the east is still not ideal and the lack of massing studies for the adjacent Phase 3 means it is not possible to judge any mitigation to this large open parking area.

A draft housing proposal addressing the massing of units in Phase 3 along the Spine Road has been prepared. It provides detail on the spatial distribution, scale, and orientation strategies that respond to the site's urban context and connectivity objectives.



Fig 3.9.1 Indicative drawing showing southern Ph3 development.

DESIGN TEAM RESOLUTION.

A draft masterplan proposal addressing the massing of units in Phase 3 along the Spine Road has been prepared. It provides detail on the spatial distribution, scale, and orientation strategies that respond to the site's urban context and connectivity objectives.

POINT 04 – ADDITIONAL LINK REQUIRED TO ARD NA GREINE

ARCHITECTS DEPARTMENT COMMENT.

There is a pedestrian/ cycle connection proposed to the Aisling Geal housing estate to the north but the housing terraces to the northwest should be reworked to allow for a connection to the Ard na Greine housing estate to improve permeability.

DESIGN TEAM RESOLUTION.

Thank you, the design team has carefully considered the link:

- The housing blocks adjacent to Assumption Terrace and Aisling Gael have been redesigned to incorporate a new pedestrian link, enhancing site integration and pedestrian permeability. Guided by the principles of defensible space and passive surveillance, entrances to end-of-terrace dwellings have been strategically relocated to gable ends. This design approach improves visibility and activation along the public realm, discourages anti-social behaviour, and fosters a safer, more connected streetscape.

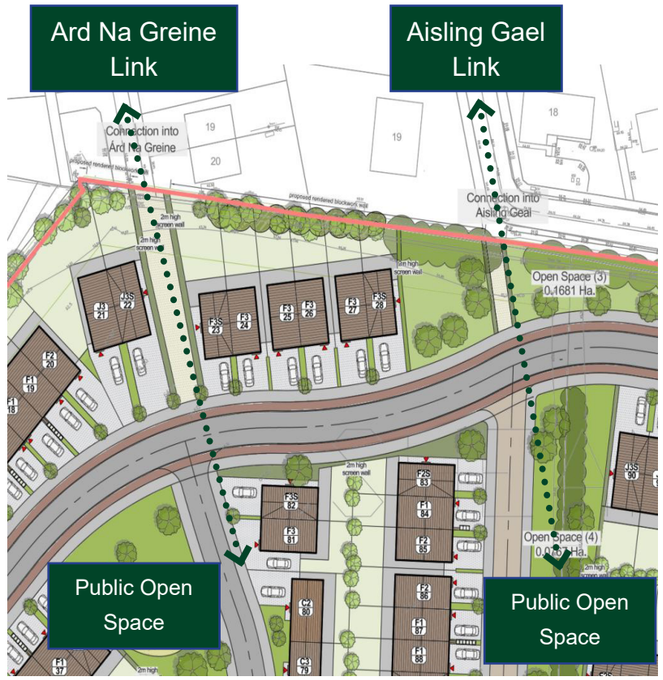


Fig 3.9.2 The new links to the adjacent estates of Ard Na Greine and Aisling Gael will be provided as requested by the Planning Department.

POINT 05 – REMOVAL OF DECK ACCESS APARTMENTS

ARCHITECTS DEPARTMENT COMMENT.

The deck access apartment blocks introduced to increase density have a similar and congruous elevational treatment to adjacent residential buildings which is positive, but the threshold treatment of apartments requires further consideration as this will affect the success in use of these blocks. Orientation is a concern for Deck Access Block and orientating the deck side south (or southwest) is generally not recommended as the habitable rooms will receive less sunlight, etc. This does not withstand any comments from CCC's Housing Department re the proposal to use Deck Access Block A as a portion of the Part V provision as this typology may not be ideal for social housing with issues re the maintenance, ownership and use of the communal decks.

DESIGN TEAM RESOLUTION.

The design team has carefully taken on-board the comments and have made amendments to the layout of the apartments.

- The deck access apartment blocks introduced to increase density have now been omitted in lieu of a traditional duplex buildings. Orientation was a concern raised by CCC and also the Part V provision as this typology was deemed not ideal for social housing within CCC due to issues re the maintenance, ownership and use of the communal decks.

- Mews type units were also removed from the development as above.

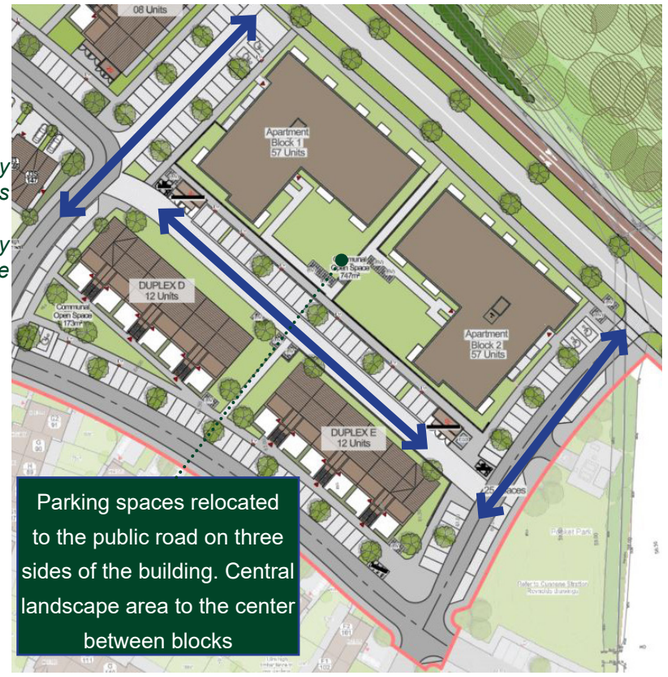


Fig 3.9.2 Plan detail of Apartment Blocks 1 and 2 which have been redesigned with a central landscape area and parking to three sides.

POINT 06 – PARALLEL ROAD RECONSIDER AND REDESIGNED

ARCHITECTS DEPARTMENT COMMENT.

The section of internal roadway between residential unit 66 and unit 73 should be closed to traffic and replaced with open space retaining the existing hedgerow. The removal of this section of roadway will reinforce the planned 'Home Zone' and ensure through is directed to the more appropriate routes to the north of the scheme.

DESIGN TEAM RESOLUTION.

The design team has carefully considered the issues and have made the following amendments:

- The two urban blocks have been reconfigured to eliminate the previously proposed shared road between unit 66 and unit 73, resulting in a more cohesive and pedestrian-friendly layout. The end units have been reoriented to feature gable-end entries that directly overlook the public open space (POS), enhancing passive surveillance and providing natural supervision of the adjacent public pathway. The revised layout provides additional breathing space and reinforces its ecological and visual value as part of the landscape strategy.

POINT 06 – APARTMENTS BLOCKS A & B

ARCHITECTS DEPARTMENT COMMENT.

The shared space within the Communal Open Space between Apartment Block A and Block B requires additional detailing with respect to landscaping and materials to better reflect the shared space vision for this area; the current layout suggests a standardised approach to parking provision albeit on a shared surface, this approach could lead to indiscriminate parking and potentially a poor environment for pedestrians. Additionally, it may be necessary to allow for the movement of vehicles within this area to remove the need for larger vehicles to carry out U-turns within space.

The shared street to the west of Duplex Block B requires additional detailing with respect to landscaping, materials and traffic management (the introduction of one-way movements may simplify the operation of this street) to ensure its successful implementation.

DESIGN TEAM RESOLUTION.

The design team has carefully considered the issues and have made the following amendments with the two blocks being redesigned on the basis of the comments:

- Car parking has been removed from the courtyards of Apartment Blocks A and B, with spaces relocated away from the central core. This enables the creation of a new landscaped courtyard that prioritises placemaking principles through softened edges, green buffers, and improved pedestrian flow. The redesign transforms the space from a vehicle-dominated zone into a shared, multifunctional setting that enhances amenity and community interaction. As a result, the overall car parking ratio falls below the maximum standard indicated in the CCC Development Plan.

- The redesigned courtyard introduces a through-road incorporating perpendicular parking bays and parallel accessible spaces along a shared surface. This surface will be integrated into the wider landscape strategy and designed to function as a low-traffic through-route. The emphasis will be on prioritising pedestrian and cyclist movement, ensuring the space contributes to permeability, safety, and the overall quality of the public realm.

POINT 07 - REMOVAL OF INTERNAL ROADWAY

ARCHITECTS DEPARTMENT COMMENT:

The section of internal roadway between residential unit 66 and unit 73 should be closed to traffic and replaced with open space retaining the existing hedgerow. The removal of this section of roadway will reinforce the planned 'Home Zone' and ensure through is directed to the more appropriate routes to the north of the scheme.

DESIGN TEAM RESOLUTION:

The housing block has been reconfigured to eliminate the internal roadway adjacent to the hedgerow. This adjustment preserves the ecological corridor, reduces hard infrastructure, and reorients end-of-terrace units to directly overlook the public green.

- Removal of the internal roadway: By reorienting the units, the need for the internal road adjacent to the hedgerow was eliminated. This not only reduces hard infrastructure but also minimizes vehicular intrusion into the landscape, creating a quieter and safer environment for residents.

- Enhanced landscape continuity: The removal of the roadway allows the existing hedgerow to be retained and celebrated as a defining natural feature. Additional space has been provided around the hedgerow, ensuring its long-term health and enabling supplementary planting to strengthen biodiversity corridors.

- Improved orientation of end-of-terrace houses: The terraces now front directly onto the green, providing natural surveillance and passive overlooking. This strengthens the sense of community ownership of the space, enhances safety, and ensures the green is animated by everyday residential activity.



Fig 3.9.3 Concept sketch along the northern lower road and Public Open Space with apartments in background

POINT 08 – CONNECTION TO ARD NA GREINE.

ARCHITECTS DEPARTMENT COMMENT:

The shared street to the west of Duplex Block B requires additional detailing with respect to landscaping, materials and traffic management (the introduction of one-way movements may simplify the operation of this street) to ensure its successful implementation.

DESIGN TEAM RESOLUTION:

The design team has redesigned the Urban Blocks to take into account the comments these include:

- Street redesign and block reorientation: The reconfiguration of adjacent blocks ensures a coherent urban grain, aligning with established patterns and improving the relationship between built form and public realm.

- Replacement of duplexes with traditional housing: Traditional houses provide clearer frontage and stronger definition to the street, ensuring that both sides are animated by residential activity and passive surveillance.

- Retention of two-way vehicular link: The proposed street remains a two-way connection, maintaining essential vehicular access and ensuring permeability through the wider development. This supports connectivity between blocks while balancing the needs of drivers, cyclists, and pedestrians.

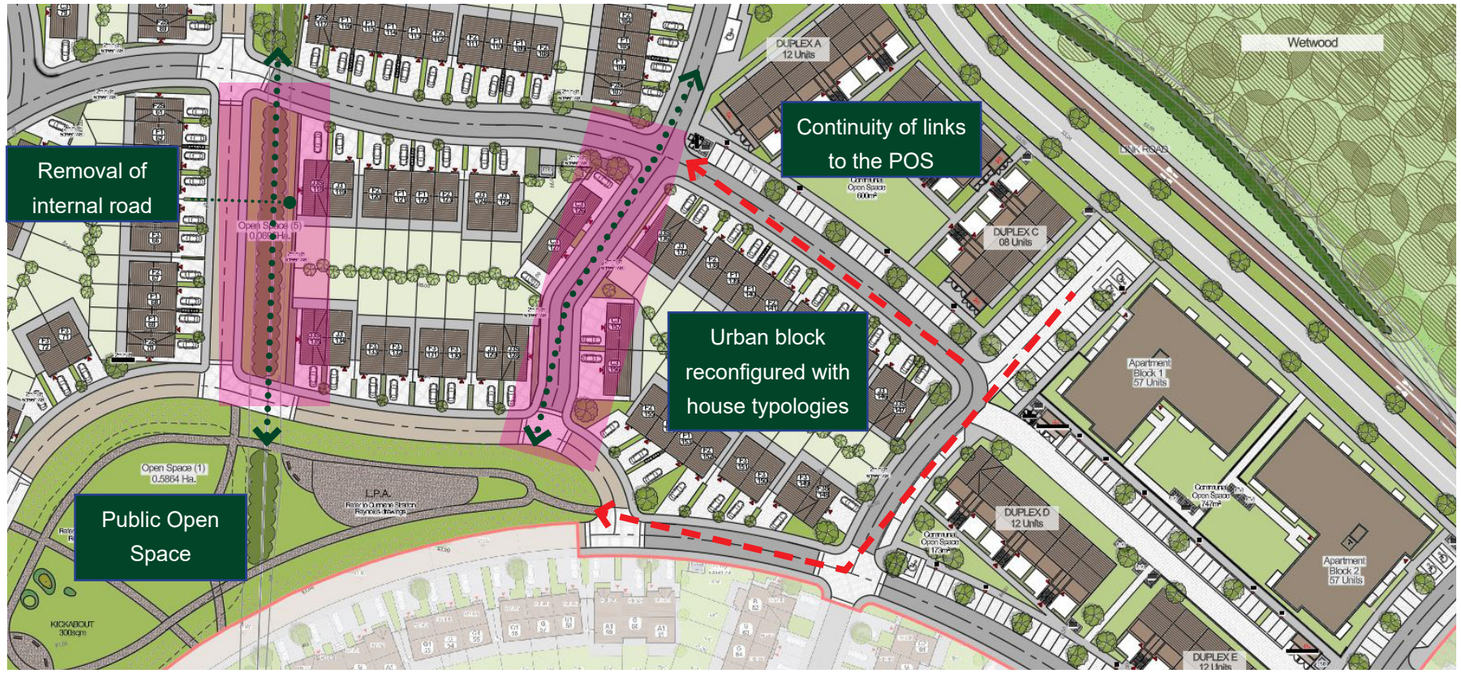


Fig 3.9.4 Proposed amendments to the layout and Urban Blocks.

POINT 09 – FURTHER DEVELOPMENT

DESIGN TEAM CONFIRMATION:

The scheme has been refined to strengthen deliverability and alignment with local housing needs. Key enhancements include the rationalisation of apartment layouts for greater density and the removal of deck-access typologies to better reflect market requirements.

- Following stakeholder feedback, the design team has undertaken significant amendments to the proposed layout to strengthen its deliverability and alignment with local housing needs.

- Reconfigured apartment block design: The apartment block has been redesigned to rationalise the overall layout, enabling a more efficient use of the site. This adjustment allows for greater density and ensures the delivery of an increased number of units within the plot, while maintaining quality of living standards.

- Removal of mews and deck-access apartments: The mews-type units and deck-access apartments were omitted from the scheme, as these typologies were considered unsuitable for the Cork housing market. With no local precedent and limited transferability, their removal ensures that the housing mix reflects established demand and context-specific expectations.

- Car parking rationalisation: Car parking provision and its locations were carefully reviewed and rationalised. This ensures that parking is both adequate and efficient, reducing unnecessary land take while supporting accessibility for residents.

- Maximised cycle and bike parking: Provision for cycle and bike parking has been maximised, reflecting sustainable transport priorities and encouraging active travel. This supports broader policy objectives around reducing car dependency and promoting healthier lifestyles.

- Simplified housing typologies: The overall number of housing typologies has been reduced and simplified. This streamlining improves clarity in the scheme, enhances construction efficiency, and ensures that



Fig 3.9.5 Concept sketch Phase 2 Ringwood

4.0 12 URBAN DESIGN CRITERIA

01 CONTEXT
How does the development respond to its surroundings?

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

4.1. Context

Context and local character or genius loci is an essential generator for new development in an area. The design is anchored by the topography of the Ringwood escarpment and the visual connection to Blarney Castle. The built form responds directly to these constraints. The form of the development positively reinforces the landscape characteristics as a special place in the town of Blarney. The form of the development with its strong edge and simple vernacular house shapes is a natural evolution of the existing housing in the area. The grain and shape of adjoining housing is respected, while densities are being increased for higher efficiencies. The scheme will add quality to the area by focusing on and giving the Ringwood a more accessible and central role in the town. The Ringwood offers an opportunity for much more intensive participation by the public in the future use of the area. Other landmarks such as the Blarney Castle to the south will further define the context of the development.

02 CONNECTIONS
How well connected is the new neighbourhood?

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

4.2. Connections

Good quality connections to the surrounding areas is a critical component of a living/breathing neighbourhood. These connections must make provision for safe and attractive pedestrian and cycle friendly routes that encourage use. Cul de Sacs and dead ends are avoided.

The design provides for through connections to all other parts of the development thus ensuring good permeability.

03 INCLUSIVITY
How easily can people use and access the development?

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

4.3. Inclusivity

The proposed development will provide a range of housing options, accommodating different types, sizes, and tenures to cater for residents at various stages of life. The development includes a mixture of houses and duplex units. Part V social housing will be provided within the development, and will comprise 20% of the overall number of dwellings. Other units can be adapted with minimal works and no changes to the shell or facades. As a minimum all units must comply with Part M of the Building Regulations. House designs allow for adaptability, with scope for ground floor extensions into the back gardens or sides. Houses with a straight staircase can accommodate a chair lift, and traditional construction methods mean ground floors can be adapted to facilitate impaired mobility of wheelchair accessibility without significant structural impacts. The mix of dwellings within the scheme allows residents to move to a more suitable home within their own community if the need arises. Public parks and streets are open, and intended to be taken-in-charge by the Local Authority, and will be designed to ensure access and inclusivity for all.

04 VARIETY
How does the development promote a good mix of activities?

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

4.4. Variety

The development comprises the second Phase of 323 dwellings which form part of a larger proposed development of in excess of 550 units for the zoned lands within Ringwood and ultimately significantly more will be provided once the ultimate vision of both the Ringwood and Stoneview lands area is realised. This new population will contribute to the overall viability and vitality of local services in the area. There is a good variety of units in the development ranging from small starter units to more spacious family size houses. The existing and planned services and shops along with sports clubs, schools and public transport will benefit from the new and growing community. Pocket parks will continue the expanding network of green spaces that form a green necklace of connected open spaces. The proposed development is compatible with the established uses, especially those of the older 1980s and 1990s estates. The provision of new, A-rated, highly efficient and sustainable housing in this part of Blarney will give first-time buyers and those trading up/down better options.





05 EFFICIENCY
How does the development make appropriate use of resources, including land?

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best sola orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

06 DISTINCTIVENESS
How do the proposals create a sense of place?

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernable focal point to the scheme, or the proposals reinforce the role of an existing centre

07 LAYOUT
How does the proposal create people friendly streets and spaces?

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

08 PUBLIC REALM
How safe, secure and enjoyable are the public areas?

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

4.5 Efficiency

The site is located less than 1KM north east of Blarney town centre and approximately 0.7 Km south of the proposed new Blarney train station. Thus both the town and station is easily walkable or cycleable. The development will, as a result, be less dependent on cars as a means of transport. The development will have a net density of c. 45.1 units per HA complying with the Sustainable Residential Development and Compact Settlement Guidelines 2024, and echoing Strategic Objectives SO1 & SO2, and Objectives 2.31, 3.4 & 3.5 of the Cork City Development Plan 2022-2028, this adjustment underscores a commitment to sustainable neighbourhood development. Landscaped areas provide amenity and biodiversity, and surface water is controlled in a large-scale series of detention basins in the parks. The low rise heights of buildings surrounding public and communal open spaces will not overshadow them and ensure that they are sunny and pleasant spaces. The buildings will be energy efficient in their use as required by the Building Regulations now approaching near zero energy building (NZEB) standards. This will include high levels of insulation and air tightness, heat pumps and heat recovery, and localised photovoltaic panels. Fossil fuel based heating systems will be avoided.

4.6. Distinctiveness

The scheme achieves distinctiveness through three defined character areas—Park Edge, Wood Side, and Lower Wood—each responding to their specific topographic and landscape setting. This can be something as simple as use of materials, colours, or a view or prospect. Something that differentiates your area from others can become its identity. This is sometimes referred to as character areas. This part of the larger overall development can be considered in 3 individual character areas. The distinctiveness of this development emanates from the crescent shape, the overwhelming presence of the Ringwood and the views of the town beyond and Blarney Castle and Gardens. The layout will maximise the site's opportunities and strengths. It will form a very different experience from the adjoining suburban type estates. Overall, the distinctive design will make residents more aware of their own place and its characteristics and distinctivenesses.

4.7. Layout

Layout design should be logical, permeable and provide for natural desire lines. It should be easy to navigate one's way intuitively.
The site layout is a permeable, legible and attractive network of streets and open spaces. Desire lines either northwards towards the proposed future local facilities or southwards towards the town centre are provided for. The cycle and pedestrian route to the west will be a primary locating and navigating device, both to access to the development and to access the greater area from Station Road. Pedestrian routes are always overlooked and safe to use. Parking is a mixture of on street and on curtilage and arranged to be near the units served. Continuous and active edges provide enclosure and passive surveillance contributing to the comfort and safety of pedestrians and cyclists. All residential buildings 'turn the corner' with specially designed end-units that present a public face at street junctions, avoiding blank gables and rear garden walls. Traffic speed within the development is calmed by design, using DMURS as a guiding reference. Cul de sacs are avoided.

4.8 Public Realm

Public Open Space should be overlooked by residential uses and be safe to use.
All public open space is overlooked by residential development and forms an integral part of the local housing character. The public realm hierarchy for streets and open space are mutually supportive. Streets are places in themselves and form spatial sequences. Regular planting of street trees in structural tree pits and high level green canopies will break up and screen parking and draw the eye along the street to the park beyond. There is clear definition of open space as public and communal, as distinct from private, and pocket parks define more minor character areas within the scheme. Natural play areas are provided where appropriate and will be an asset rather than a nuisance as play equipment in smaller spaces can be a problem in terms of noise for nearby houses. The All-Ireland Pollinator Plan is a desirable biodiversity measure intended to encourage developers to be more pollinator friendly, paying particular attention to the planting of pollinator-attractive plants year round, providing new habitats for birds, bees insects and bats, modifying grass maintenance to allow wild flower growth, and eliminating the use of herbicides and pesticides. It is of great importance to the applicant to embrace such measures and to implement these and other positive actions supporting bio-diversity on the ground

09 ADAPTABILITY
How will the buildings cope with change?

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office
- Space in the roof or garage can be easily converted into living accommodation

4.9. Adaptability

Ease of adaptability of layouts or extendability is an important factor in allowing units to change with changing user requirements. The development proposes a variety of residential typologies suitable for all life stages that will make it easier to move or adapt one's homes within the same community if circumstances require it. The use of clear spanning first floor elements means that no internal wall is load bearing thus providing for easy modification. Houses can be extended into the rear gardens to increase the kitchen/dining area or provide a small playroom or study. Ground floor apartments are particularly suitable as age-friendly dwellings, and a number of them have been designed for this. Universal design principles have been applied to the internal layout without significant material impact on the shell and the elevations. The scheme has been designed to allow all the dwellings achieve nZEB status, meaning they will need a very low amount of energy, mainly from renewable energy sources. Measures adopted include optimised siting for solar gain and optimised window sizes for daylighting, a high amount of insulation to building fabric namely floors, walls and roofs and careful detailing to limit thermal bridging. The use of high-performance windows and doors, careful airtightness detailing and a designed ventilation system will limit heat loss and ensure thermal comfort. Charging points for on-street parking will be bollard-style and located where they won't cause an obstruction to pedestrians.

10 PRIVACY AND AMENITY
How does the scheme provide a decent standard of amenity?

- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

4.10. Privacy and Amenity

Privacy is a critical aspect of quality housing design. Every house has a rear, private and usable garden that meets and often exceeds Development Plan standards. Houses and duplex units are all dual aspect, and end units are triple aspect. Gardens are either southerly or achieve east or west sunlight. All units have a min. 2M threshold depth to the front. Duplexes have large private terraces to the rear that overlooks communal open space. At ground floor, the terraces will have a low railing/hedge to afford them privacy and to demarcate their property from the common areas. Simple steel guardings are proposed for the 1st floor balconies. Every house, apartment and duplex unit has purpose-built internal storage that meets the standards of the Sustainable Urban Housing: Design Standards for New Apartments 2025. Dwellings will be insulated for sound proofing.

11 PARKING
How will the parking be secure and attractive?

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

4.11. Car and Cycle Parking

Car and bicycle parking quantum will be provided in line with the requirements of the Development Plan. Car parking for houses will be on-curtilage mostly to the front of the dwelling served. Housing unit driveways will be landscaped carefully to ensure house frontages will be free of the visual clutter. Parking bays will be paved and contrast with the roadway tarmac finish. Permeable paving as required, hedges, gossip screens (mid-terrace only) will define the plot curtilage. Multi-unit residential developments will provide 10% EV equipped parking spaces. All other parking spaces shall be developed with appropriate infrastructure that enables future installation of a charging point for EVs.
New dwellings with on-curtilage car parking will be developed with appropriate infrastructure that enables future installation of a charging point for EVs. To add variety, interest and visual screening to the streetscape, carparking areas are broken into shorter bays by street trees and planting. Wheelchair accessible spaces are provided as required by part M of the Building Regulations. Bicycle parking for the duplex units will be located within the privately managed curtilage of the block to the rear. Individual secure stores, will be provided.

The scheme accords with the standards of the Cork City Council Development Plan as regards bicycle parking for residents. All duplex and apartments units are served by covered bicycle stores.

12 DETAILED DESIGN
How well thought through is the building and landscape design?

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

4.12 Detailed Design

How the development is detailed and the materials used can be crucial to the success or otherwise of a scheme. The detailed drawings indicate the proposed finishes which have been chosen for their attractiveness, durability and low-maintenance. Render and brick are the predominant materials to be used on the buildings. The brick to be selected will be a buff cream type, but will be subject to Local Authority approval. Parking bays will be finished in permeable paving as indicated on the landscape drawings. On-street parking bays will be broken into shorter sections by street trees. Aluminum or PVC window frames, rainwater goods, fascia and soffits require little to no maintenance beyond regular light cleaning, and concrete roof tiles require no maintenance at all. Secure bike stores will be finished in timber cladding with lockable timber doors. Gossip walls will also be brick or equally durable screening and hedges between plots will soften the visual impact and screen bins. Public and pocket parks, designed by the landscape architect will have high quality soft and hard landscaping, and will be compliant with taking in charge standards. Public streets will be landscaped with specimen street trees grown in structural tree pits to ensure their health and longevity and avoiding impact on underground services.

5.0 | PROPOSED DEVELOPMENT

5.0 PROPOSED DEVELOPMENT

5.1 Layout Description

The proposed development comprises a total of 323 dwellings, consisting of 157 houses, 52 duplex units and 114 apartments.

The site is steeply sloping, rising towards the Ringwood, an important natural feature that defines the locality and provides a distinctive landscape backdrop. The largest buildings within the scheme are the apartments and duplexes, these are strategically located at the lowest part of the site, adjacent to the new link spine road on the eastern side. This placement ensures that building massing is concentrated where visual impact is minimised. The Ringwood provides natural screening, softening the presence of these larger structures and enabling them to form a robust urban edge without dominating the wider landscape.

The apartments and duplexes are also positioned close to the future railway station, making them particularly suitable for commuters into Cork City. This proximity supports sustainable transport objectives by reducing reliance on private cars and encouraging the use of public transit.

5.1.1 Vision

The vision for the scheme is to deliver new housing units within:

- A connected and sustainable residential development: One that establishes its own character and sense of place while forming an integrated part of Blarney.
- A development that respects and enhances its setting: Maximising the natural amenity of the Ringwood and ensuring that building massing is carefully managed to protect key views from Blarney Castle.
- A landscape-led approach: Where natural features are celebrated, and the built form is designed to complement rather than compete with the surrounding environment.
- A balanced urban edge: Apartments and duplexes provide density and definition at the lower levels, while houses step up the slope, creating a varied yet coherent streetscape.
- Sustainable mobility: With proximity to the railway station and provision for walking and cycling links, the scheme encourages sustainable travel choices and reduces car dependency.
- There is an urgent need for housing in Cork City, with an estimated 22,000+ people recorded as having an ongoing housing requirement, highlighting the scale of the crisis and the immediate demand for new homes.



Fig 5.1.0 Site layout Phase 2 Ringwood

5.2 Hierarchy

The proposed scheme is structured around a series of housing cells, creating a coherent and legible neighbourhood layout. The hierarchy is as follows:

- Primary Route: The main transit spine enters from Station Road at the west, looping around the entrance and connecting directly to the new link road on the eastern edge. This establishes the principal movement corridor, ensuring permeability and efficient vehicular circulation across the site.
- Secondary Routes: These streets branch from the primary loop, following the natural contours of the sloping site. They provide access to clusters of housing cells, reinforcing legibility and creating a rhythm of streets that respond to topography.
- Tertiary Routes: Smaller local streets and shared surfaces extend into the development, reaching individual dwellings and fostering intimate neighbourhood character. These routes prioritise pedestrian movement and community interaction.
- Housing Cells: Two-storey three- and four-bedroom houses form the entrance sequence, establishing a human-scaled frontage at the western gateway. As the site rises eastward, taller multi-unit buildings define a hard urban edge along the link road, balancing density with landscape integration.
- Cycle and Pedestrian Linkages: Dedicated connections are embedded throughout, ensuring safe and direct access to lands beyond and future phases. These routes integrate with the wider network, encouraging sustainable travel and linking residents to amenities and the central public open space.

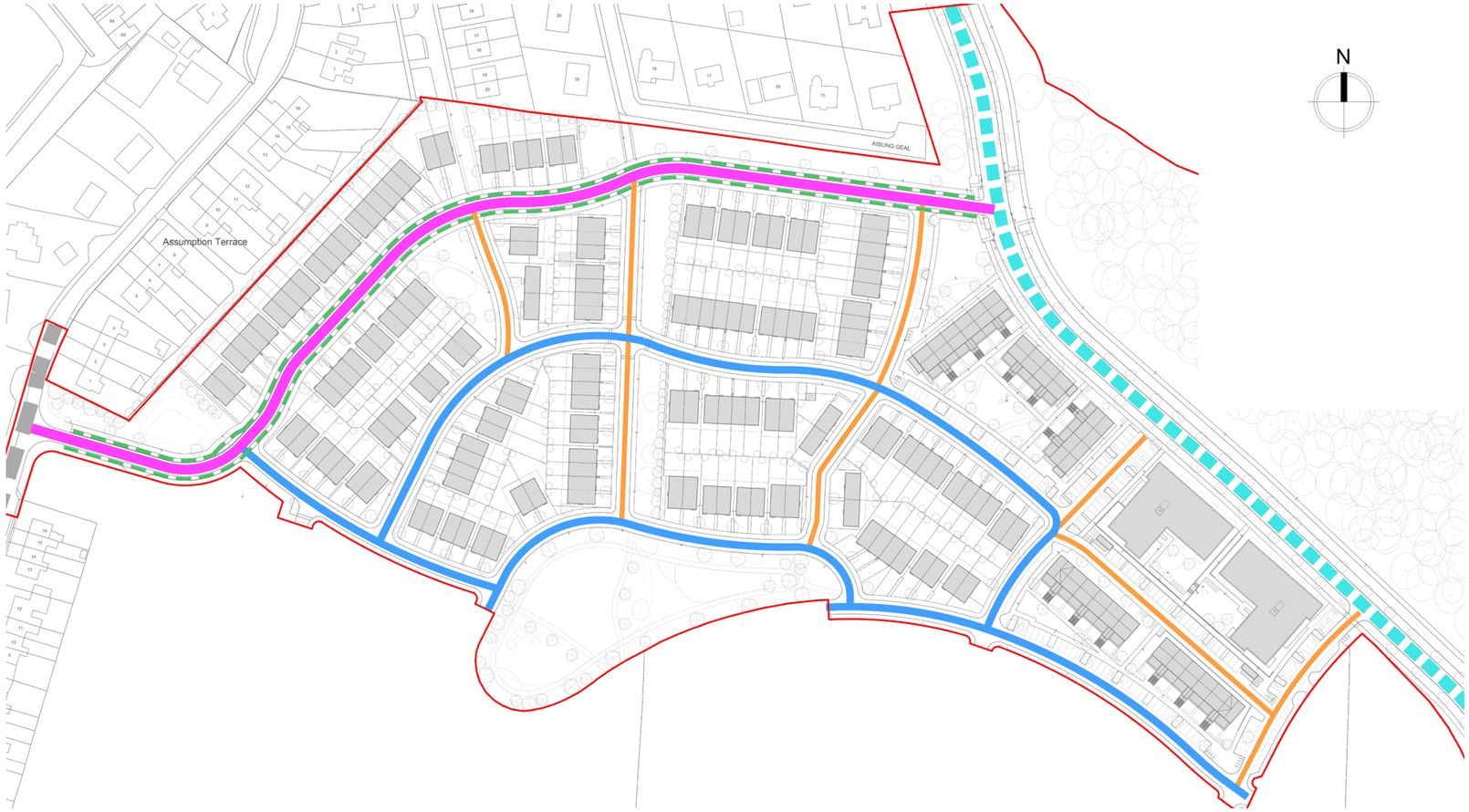


Fig 5.2.1 Proposed Hierarchy Phase 2 Ringwood



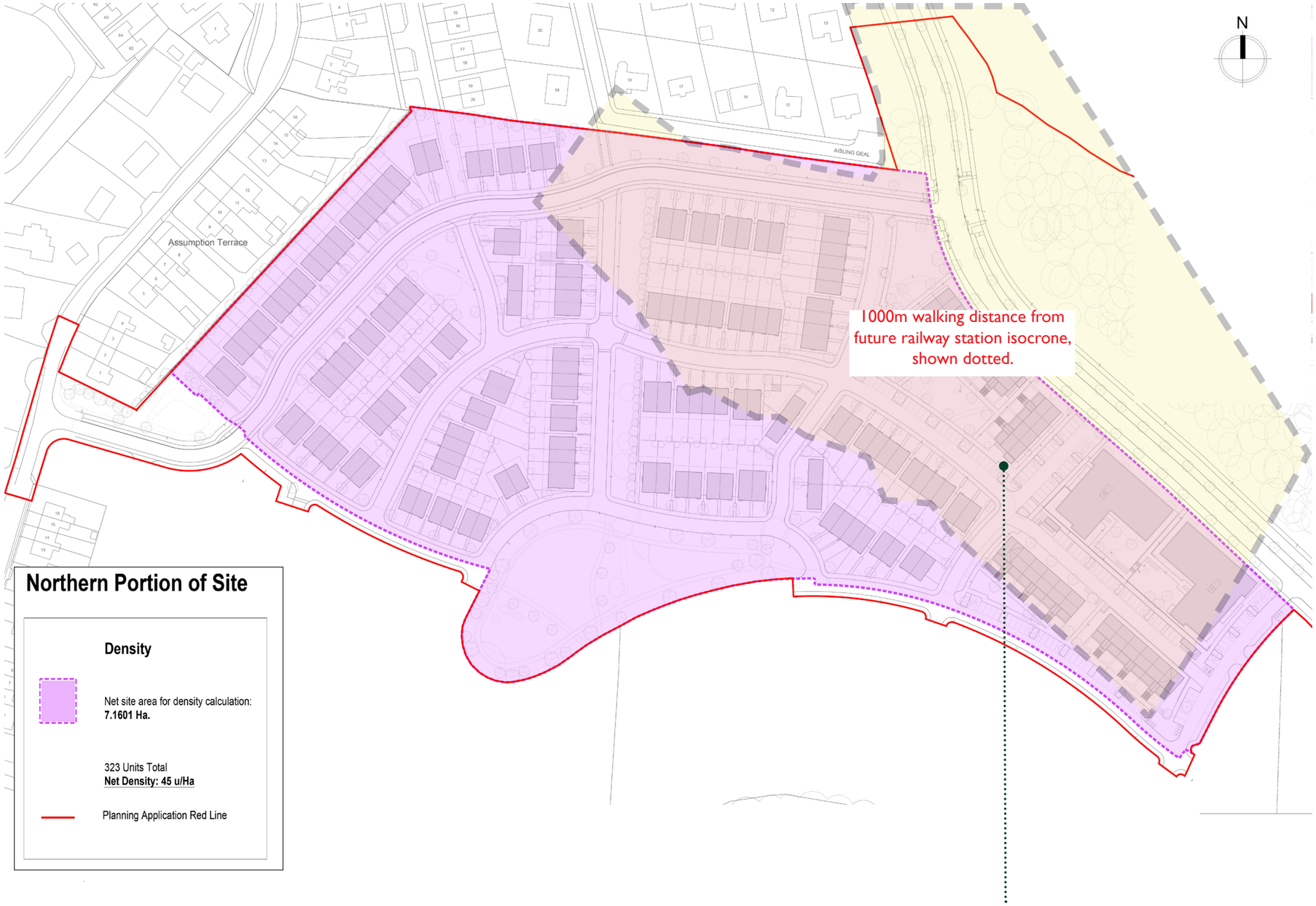


Fig 5.3.1 Proposed Density, Phase 2 Ringwood

5.3 Proposed Residential Density

Using the methodology for calculating density outlined in the diagram (in accordance with Section 28 Guidelines '*Sustainable Residential Development in Urban Areas*' at Appendix A) leaves a Net Site area of 7.16 ha.

This net area is shown in the site layout opposite, shaded purple, and gives a Net density of 45 units per hectare

Gross site area	19.35 ha
Net site area	7.16 ha
Net Density	45.11 u/ha

The target density for Blarney town centre itself in the Development Plan is between 35 and 50 units/ha. The subject site itself is identified as being in an outer suburban area in the Plan, where target heights and residential densities are in the range of 2-4 storeys and 40-60 units/ha. The density aligns with national guidelines (the 2009 Sustainable Residential Development in Urban Areas and the Compact Settlements Guidelines).

This development is characterised by a balanced mix of apartment blocks, duplex and 2 storey housing. A fine grain, active frontages and the incorporation of community facilities all help secure the development as an extension of the existing village core.

In summary, there is an appropriate variation in density which is dictated by height, visual sensitivity and locality:

The densest part of the scheme is located in the north-east corner, with two 5-storey apartment blocks and five 3-storey duplex buildings positioned within 1,000 metres of the future Blarney Railway Station to support sustainable travel. This phase complements Phase 1 while remaining sensitive to the existing village, ensuring building heights and massing protect key views, particularly those from Blarney Castle.



Fig 5.4.1 Proposed Residential Mix, Phase 2 Ringwood.

5.4 Proposed Residential Mix

323 dwelling units are proposed. The following mix of housing typologies and sizes:

- Houses comprises of 49%
- Duplex comprises of 16%
- Apartments comprises of 35%

These comprised of the following mix:

- One bedroom dwelling 54
  17%
- Two bedroom dwelling 86
  27%
- Three bedroom dwelling 155
  47%
- Four bedroom dwelling 28
  9%

As per objective 11.2 of the Cork City Development Plan (2022-28) All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9

The proposed mix falls near the target level provided in Table 11.9 of the Cork City Development Plan (2022-28). An agent's letter demonstrating a justification of the housing mix has been included in the application to support the above mixes.

- One bedroom dwelling 15% - 25%
- Two bedroom dwelling 30% - 40%
- Three bedroom dwelling 25% - 35%
- Four bedroom dwelling 10% - 20%

5.5 Proposed Residential Height

It is noted that planning policy requires, in the development of greenfield or edge of city/town locations for housing purposes, that the planning authorities must secure:

1. Minimum densities for such locations set out in Sustainable Residential Development and Compact Settlements Guidelines, ,

2. A greater mix of building heights and typologies,

3. Avoidance of mono-type building typologies (eg two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

This site is greenfield infill and currently in agricultural use. The density range for City - Suburban/Urban Extension in '*Sustainable and Compact Settlements'* guidelines is 40-80 dwellings per hectare. This proposal is for 45 dwellings per hectare and is within the target range.

With regards to heights, The CCDC states, '*a prevailing heights in any given area determines what is considered 'tall' in different parts of Cork City. The building height of development will respond directly to the proposed density of development, the character of an area, as well as block development typologies, site coverage and a range of other factors.'*

By adhering to the guiding principles of maintaining high density while limiting building heights to the lowest feasible level, the proposed development achieves compliance with policy requirements through a balanced design and an appropriate mix of housing typologies.

The proposed development is predominantly composed of own-door houses and duplex units of 2–3 storeys, with Apartment Blocks 1 and 2 forming the tallest elements; these are strategically positioned at the lowest section of the site along the link road edge to minimise visual impact.

The proposed heights are broken down as follows:

- 2 storey houses 157 units: 49%
- 3 storey duplex units 52 units: 16%
- 5 storey Apartments 114 Units 35%

51% exceed two storey in height

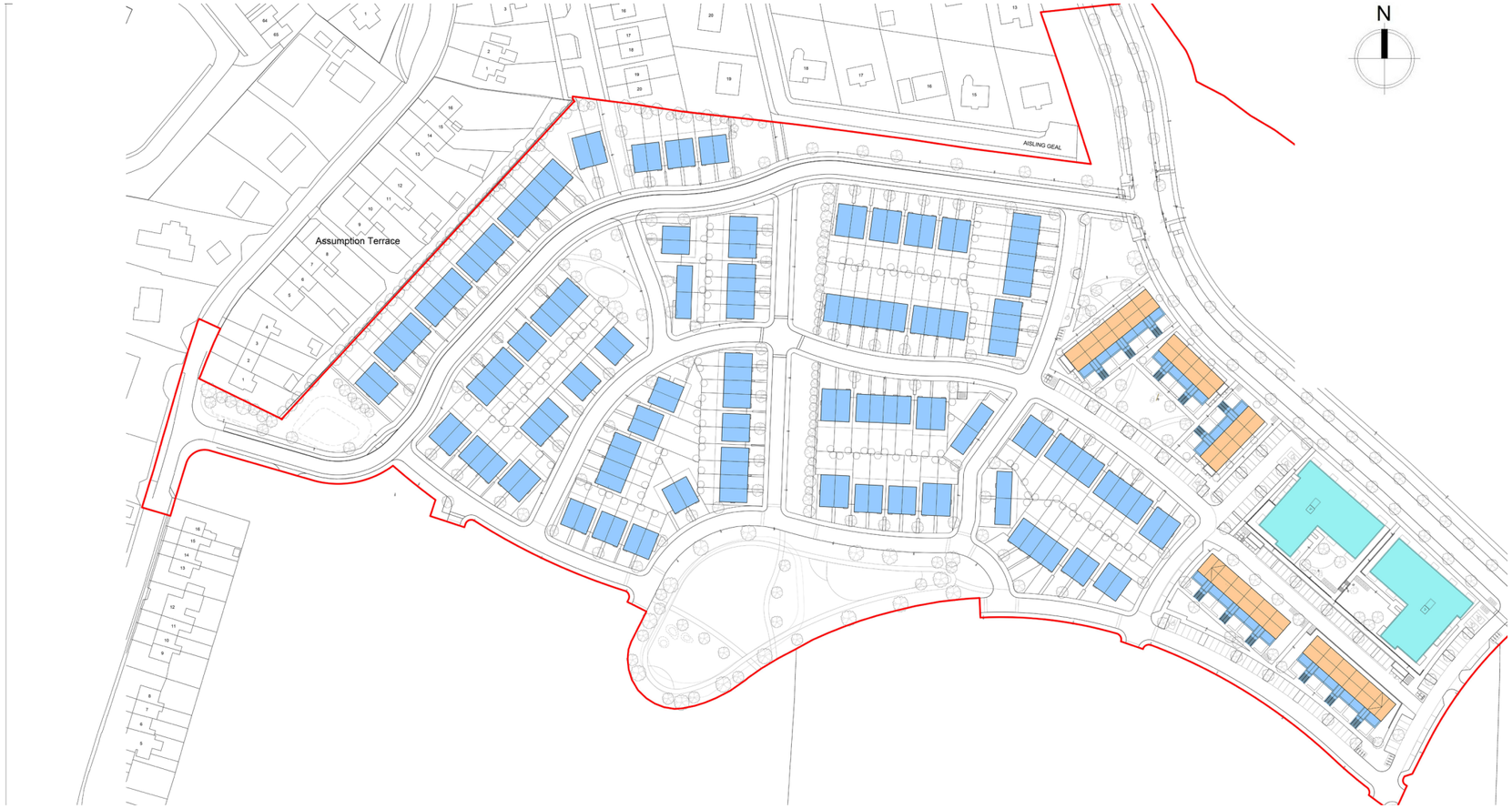


Fig 5.5.1 Proposed Hierarchy Phase 2 Ringwood



Southern Portion of Site



Public Open Space

Public Open Space Delivered in this Phase

Public Open Space 'Forward Delivered' in Phase 1 but counted as part of this POS provision

Planning Application Red Line

Open Space	Space Provided (Ha)	Net Site Area	Percentage
Open Space (1)	0.5864		
Open Space (2)	0.0789		
Open Space (3)	0.1681		
Open Space (4)	0.0767		
Open Space (5)	0.0695		
Open Space (6)	0.0737		
Total	1.0533	**7.1601**	15%

Fig 5.6.1 Proposed Public Open Space, Phase 2 Ringwood

5.6 Public Open Space

Open Space Quantum

Table 11.11 of the Cork City Development Plan (2022–2028) seeks a target of 15% Public Open Space (POS), the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) provide for a minimum provision of 10% net site area in compact settlement contexts.

The proposed scheme provides 1.053 hectares of POS, equating to 14.75% of the 7.16-hectare net residential area. This provision comfortably exceeds the national 10% requirement and substantially aligns with the Development Plan's c15% aspiration. Furthermore, the quality of this space is augmented by the zoned open space lands to the south, which will integrate with the future Town Park and the Ringwood to create a contiguous green infrastructure network.

A key feature of the proposal is the forward delivery of Public Open Space 1, scheduled for early implementation during Phase 1. This ensures that residents of the initial phase benefit from immediate access to recreational amenities, even before Phase 2 is completed. While this forward-delivered area is not counted towards Phase 1's POS requirement, it is incorporated into the Phase 2 calculation, reflecting a phased but coordinated approach agreed with Cork City Council.

Design and Community Benefits

- Accessibility: POS areas are distributed to ensure all dwellings are within walking distance of usable open space.
- Integration: The forward-delivered POS links seamlessly with future phases and the wider Townpark, creating a connected green network.
- Amenity value: Spaces are designed for active and passive recreation, including play areas, landscaped green corridors, and seating zones.
- Phasing alignment: Early delivery of POS demonstrates compliance with both policy requirements and best practice in placemaking, ensuring that open space provision keeps pace with housing delivery.

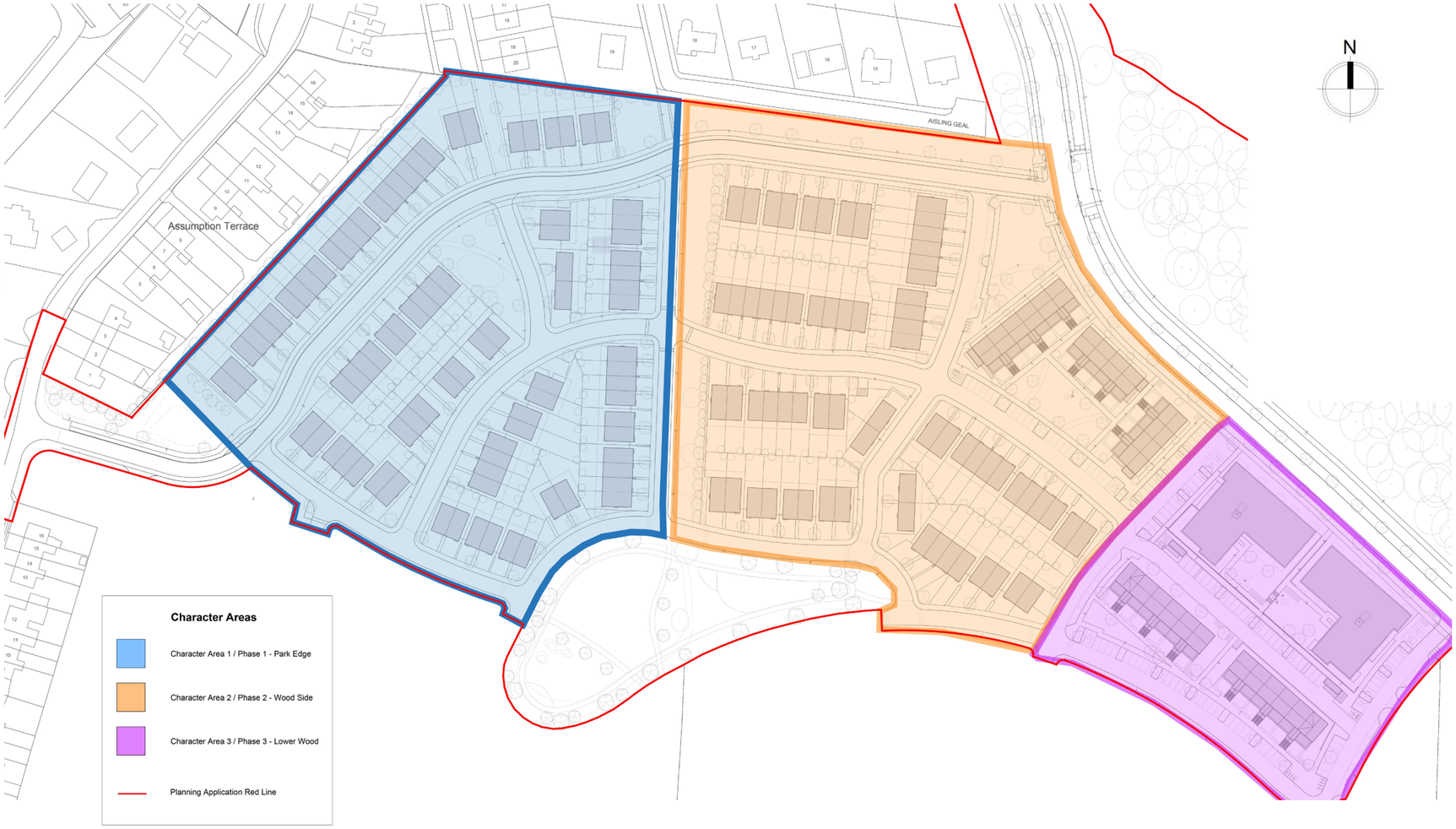


Fig 5.7.1 Proposed Character Areas / Phasing to Phase 2 Ringwood

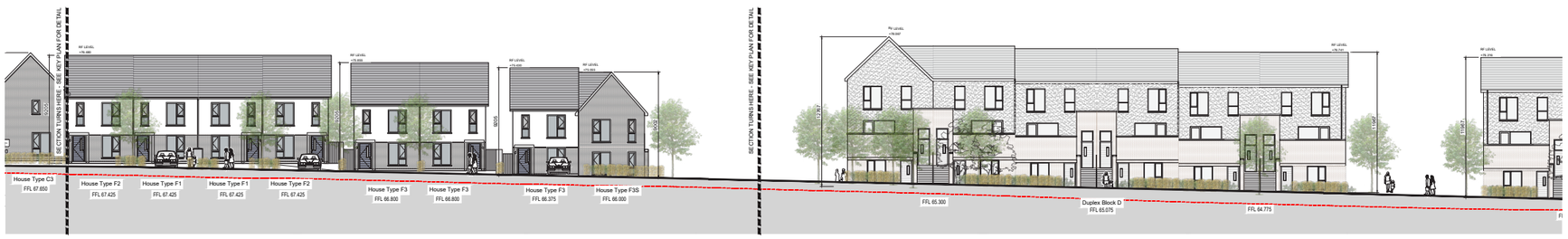


Fig 5.7.2 Contiguous elevation looking at the interface of Wood Side with Lower wood looking to the north side of the development showing the scale of houses and duplexes

5.7 Proposed Character Areas

The development divides into a number of character areas according to location and function: This is explored in greater detail earlier at 6: Distinctiveness in the Urban Design Criteria compliance section.

The development is structured into three distinct character areas, each defined by its location, density, and relationship to surrounding features. This hierarchy ensures a balanced mix of housing typologies, sensitive integration with existing neighbourhoods, and alignment with sustainable transport objectives.

Park Edge (Lowest Density)

Located to the northwest behind Assumption Terrace and Station Road, Park Edge occupies land that falls towards the north. A primary road connects Station Road with the new Spine Road leading to the future Railway Station. The typology is predominantly 3- and 4-bedroom family houses, creating a domestic frontage and providing continuity with the existing dwellings at Assumption Terrace.

Wood Side (Medium Density)

At the centre of the scheme, Wood Side faces south towards future public open space and enjoys views of the Ringwood. This area benefits from direct access to generous landscaped open spaces and pathways leading into the Ringwood. Housing typologies include duplexes, larger multi-unit buildings, and 3- to 4-bedroom family homes, supporting family life with multiple play and recreation areas. Higher multi-unit buildings are positioned along the new distributor road, establishing the required hard urban edge.

Lower Wood (Highest Density)

Situated at the lowest part of the site, Lower Wood accommodates the largest multi-storey buildings, including apartment blocks and duplex terraces. Rising north–south towards the Ringwood, this area fronts the distributor road and provides direct access to the future Blarney Railway Station. Two apartment blocks are proposed, comprising 1- and 2-bedroom units. These are carefully located to avoid visibility from Blarney Castle and lie within 1,000 metres of the future station, thereby promoting sustainable transport use.

5.8 Proposed Social And Affordable Housing

In accordance with the Cork City Development Plan (2022–2028), qualifying housing schemes are required to deliver 20% Part V housing, comprising an equal split of 10% social housing and 10% affordable housing.

The applicant has engaged with the Housing Procurement Section of Cork City Council regarding Part V obligations and has reached an agreement in principle to provide social housing within the development.

A total of 64 units are proposed.

Apartment Block 2

This includes 32nr - one and two-bedroom apartment units (split equally in the Block) will be provided.

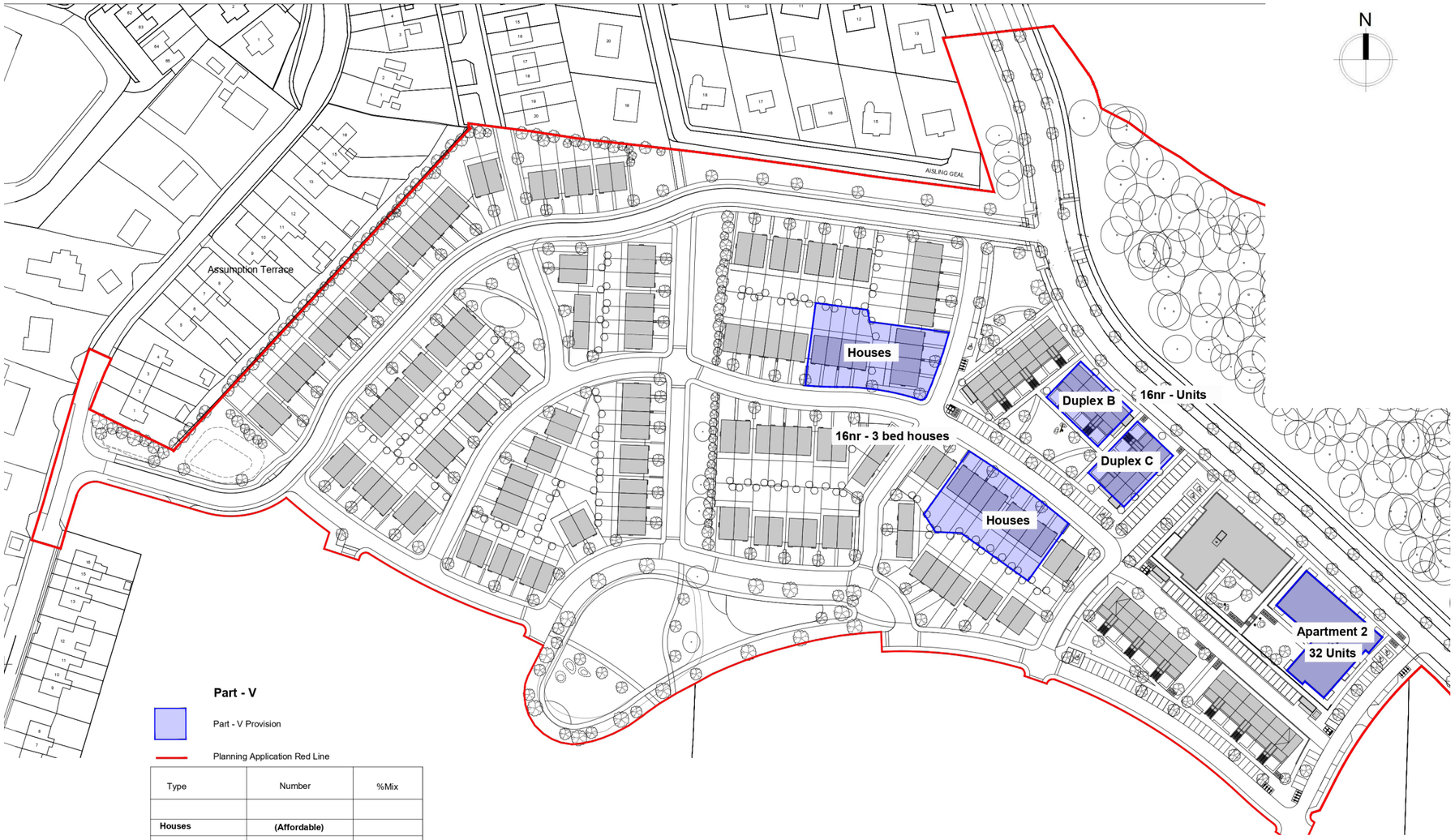
Duplex Block B and C

In addition, two Duplex Blocks, B and C will contribute 16nr duplex units, comprising 8 two-bedroom and 8 three-bedroom homes, further diversifying the tenure mix.

Houses

16nr three-bedroom houses are provided in four terraces suitable for families with children.

The proposed allocation delivers high-quality social housing across a range of unit types, supporting community needs and aligning with strategic housing policy. This provision represents a key component in achieving a balanced, inclusive, and sustainable quality of life in Blarney.



Type	Number	%Mix
Houses	**(Affordable)**	
3 Bed - 5 Person	16	25%
Duplex Blocks B+C	**(Affordable)**	
2 Bed - 4 Person	08	12.5%
3 Bed - 5 Person	08	12.5%
Apartments Block 2	**(Social)**	
1 Bed - 2 Person	16	25%
2 Bed - 4 Person	16	25%
Total	64	100%
Percentage of Ph. 2 (323 Units)		20%

Fig 5.8.1 Proposed Part V, Phase 2 Ringwood

5.9 Car Parking and Bike Parking

Car Parking

Residential Parking Provision (Northern Side of Site)

- **Houses (3–4 bedroom units)**: 2 spaces per unit, all provided on curtilage.
- **Duplex units:** 1 space per unit, provided on-street.
- **Apartments:** 0.78 spaces per unit, delivered through a mix of shared surfaces, and on-street spaces.

Total residential provision: 456 residential parking spaces are proposed in the scheme, including for mult-unit buildings, 7 accessible spaces (5%) and 28 spaces with electric vehicle provision (1 in 5).

Non-Residential Parking Provision (Southern Side of Site)

- **Café/Restaurant:** 19 spaces (15 Visitor + 4 Staff)
- **Retail/Pharmacy**: 4 spaces (3 Visitor + 1 Staff)
- **Primary Health Care Centre (PHCC):** 37 spaces (22 Visitor +15 Staff), plus additional drop-off area (not included in count)

Total non-residential provision: 60 spaces, which represents the maximum permitted under the Development Plan standards.

Additionally, locations are identified for proposed accessible 3 spaces (2 for the PHCC and 1 for the Cafe) and 5 active EV charging spaces.

A total of 514 car parking spaces are proposed in Phase 2 of the development.

Refer to Section 8.7 and table 6 for a full breakdown

Bike Parking

To encourage active travel within the development bicycle parking facilities, exceed the standards set out in Table 11.14 of the Development Plan and are in line with the requirements of ‘Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)’.

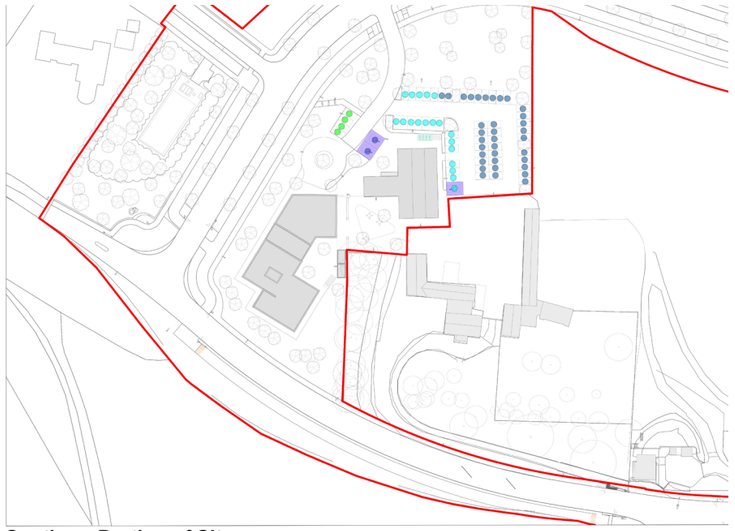
Secure parking spaces are provided to both residents and visitors in line with the guidance.

A total of 413 bicycle parking spaces are proposed in Phase 2 of the development.

Refer to Section 8.10 and table 7 and 8 for a full breakdown



Northern Portion of Site



Southern Portion of Site

Car Parking	
Houses	314 no.
Apartments	88 no.
Duplexes	52 no.
Cafe	19 no. (15 Visitor + 4 Staff)
Retail	4 no. (3 Visitor + 1 Staff)
PHCC	37 no. (22 Visitor + 15 Staff)
Total	**514 no.**

E Active E-Charging Space
Accessible Space
Motorcycle (20 no)

6.0 | BUILDING DESIGN

6.0 TYPOLOGIES

6.1 Houses

The number of house types has been rationalised and simplified through the planning process to optimise cost efficiency and facilitate rapid delivery, while maintaining a diverse mix to meet the needs of future residents; this streamlined approach enables an accelerated programme to ensure timely occupation of new homes.

A total of 3nr house types are proposed, with variations to address terrace of semi detached conditions and offer a balanced range of 3- and 4-bedroom units.

- Housetype F1/F2/F3 - 3 bed, 5 person house.
- Housetype J3 - 4 bed, 6 person house.
- Housetype C2/C3 - 3 bed, 5 person house wide fronted.

The predominant typology a traditional pitched roof house as predominates in Blarney, all are designed as a two-storey units. Houses have been designed with the potential for future extension at ground floor and attic level, subject to professional advice, thereby enhancing long-term adaptability.

The houses are designed to work in different combinations, with variations in form and detail providing visual interest and character while maintaining a cohesive streetscape. Changes in height, building grain, and materiality respond to specific layout conditions, ensuring contextual sensitivity.

Elevational treatments include painted render and brick, chosen for their durability, low maintenance requirements, and long lifespan. Variations in brick and render colour will further distinguish the three proposed character areas, two of which are predominantly housing, with differences expressed through brick tones, window detailing, and canopy treatments.

Additional variety is achieved through external finish treatments and single-storey projecting entrances. Exposed end-of-terrace houses are designed as ‘bookends’, with front doors oriented perpendicular to the terrace. This approach enhances passive surveillance of side streets and public open space, while avoiding blank gables to the public realm.

The housing plots are carefully designed to respond to the sloping topography of the site. A stepped roofscape creates an organic rhythm along urban blocks, negotiating site levels while limiting the need for retaining structures. This ensures that the development integrates seamlessly with the landscape and contributes to a distinctive, high-quality urban character.

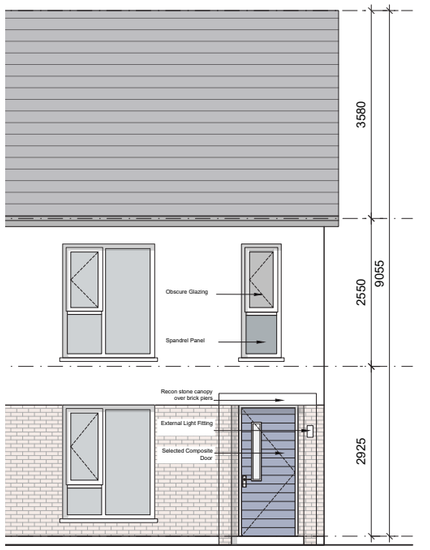


Fig 6.1.1 Front Elevation House Type F2/F3 (3 bed)

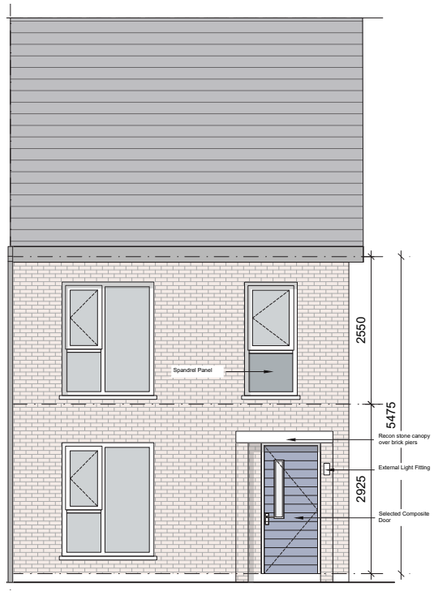


Fig 6.1.2 Front Elevation House Type J3 (4 bed)



Fig 6.1.3 Front Elevation House Type C2 (wide fronted 3 bed)

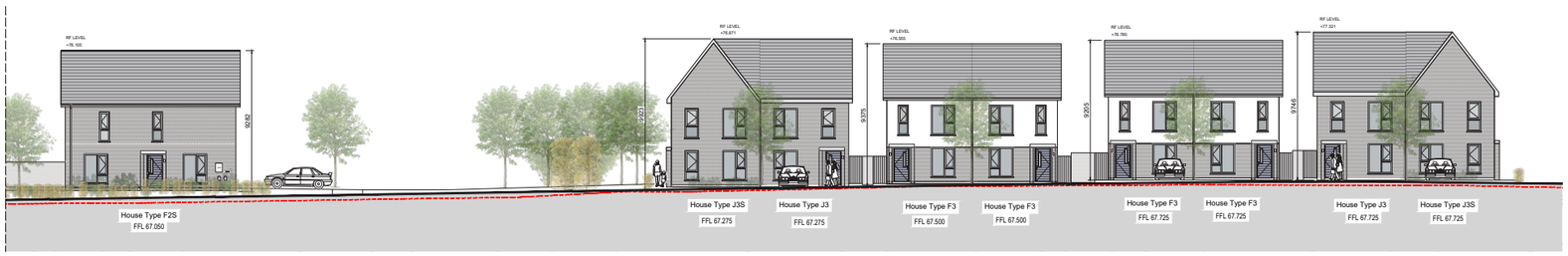


Fig 6.1.4 Composite Elevations of various house types



Fig 6.1.5 Buff and Red bricks



Fig 6.1.6 Image of a J3 and J3S with gable entrance



Fig 6.1.7 Image of F3 with buff coloured brick and dark framed windows.



Key Plan

Pitched Roof

Selected brick

Coloured metal frame

Public Open Space



Fig 6.1.8 Artists Impression of Houses around the Central Green (Image by CCK)



Key Plan

Pitched Roof

Selected brick



Fig 6.1.9 Artists Impression of Houses adjacent POS (Image by CCK)



Key Plan

Pitched Roof

Selected brick

Public Open Space



Fig 6.1.10 Artists Impression of Pocket Park entering Phase 2 (Image by CCK)

6.2 Duplex Units A - E

A total of fifty-two duplex units are proposed, arranged across five separate terrace blocks (A–E). Each block has been carefully designed to contribute positively to the overall streetscape, ensuring that the development presents a coherent yet varied architectural character.

The duplex typology provides a balanced mix of accommodation: at the lower level, each unit contains a two-bedroom dwelling with its own external terrace, while the upper level accommodates a two-bedroom unit with an additional study, accessed via a stair that is partly external and partly internal. This arrangement allows for efficient use of space while maintaining individuality and privacy for each household. Importantly, every duplex unit is afforded its own independent door access, which creates finely detailed street frontages and active elevations. This approach avoids the presence of blank gables at street edges or corners, thereby ensuring strong levels of overlooking and passive surveillance. The result is a lively and engaging public realm that supports both safety and visual interest, reinforcing the principles of defensible space and community integration.

Architecturally, the duplexes draw inspiration from the historic townhouse typology, expressed through pitched roofs that establish a familiar and contextually appropriate silhouette. The material palette includes painted render and brick, complemented by grey slate or concrete roof tiles. The grain, scale, and detailing of the duplexes are intended to harmonise with the dwelling houses, creating a cohesive yet varied character across the scheme. Materiality is clearly indicated on the individual drawings for each duplex block, reinforcing the consistency of design intent and ensuring that the built form will deliver a high-quality finish.

Each duplex is served by generously sized communal open spaces, external bin stores, and off-street parking. The layouts are designed to provide passive overlooking of car-parking areas, ensuring that shared spaces are safe, accessible, and well-supervised.



Fig 6.2.1 Proposed Active Gable to Duplexes

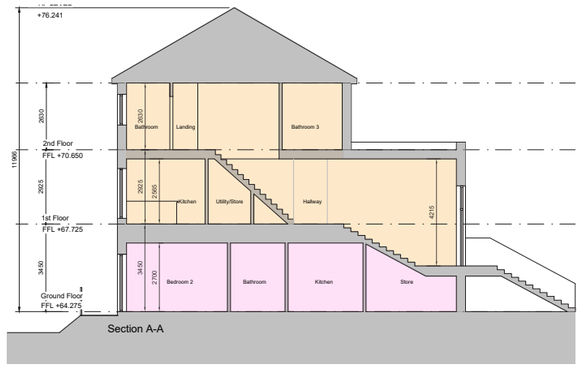


Fig 6.2.2 Proposed Section to Duplexes

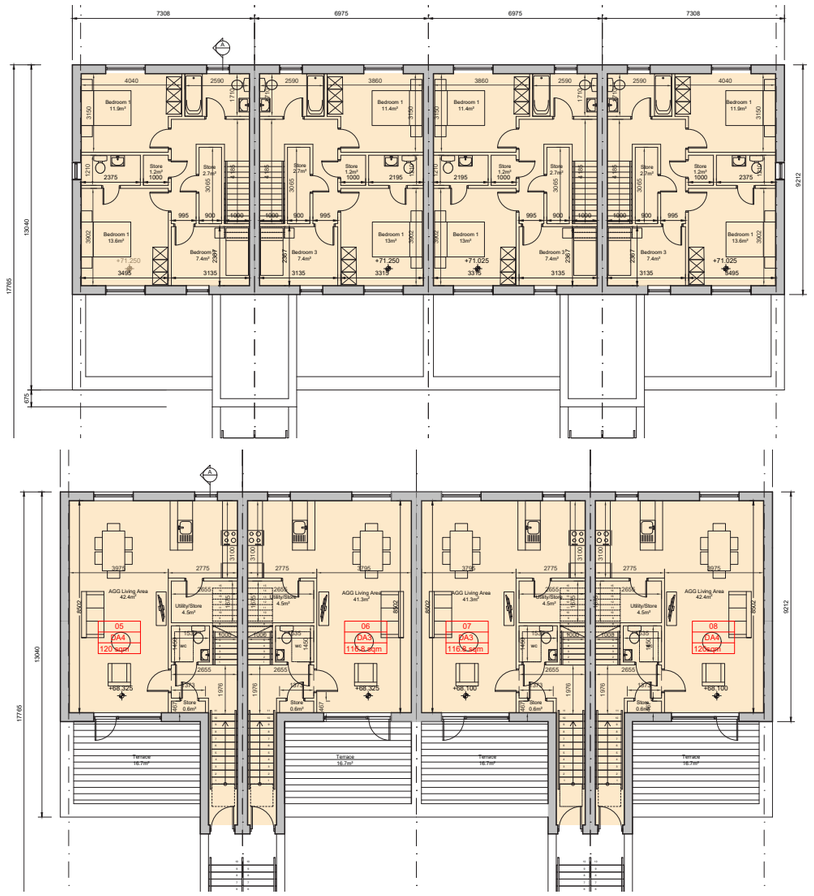




Fig 6.1.3 Hand concept sketch of duplex



Fig 6.2.4 Proposed Elevation of Duplex Block C with Part M steps to the outside fronting an open space

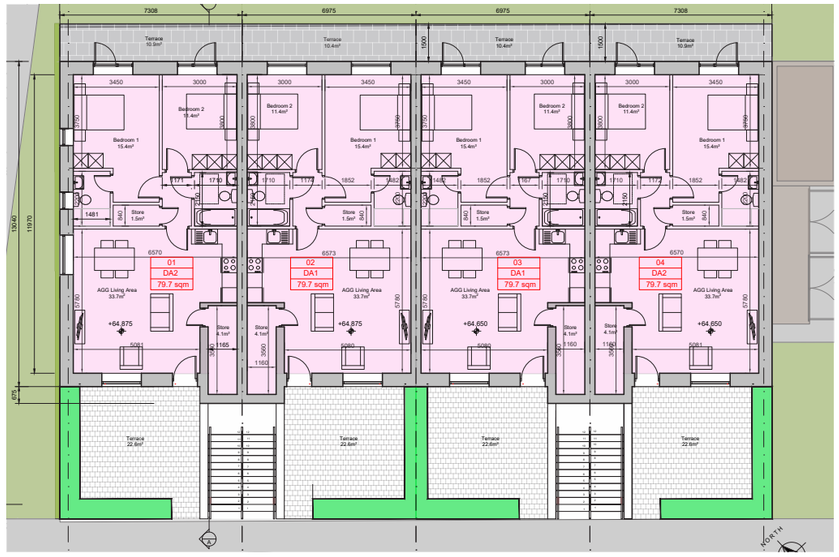


Fig 6.2.5 Proposed Duplexes Floor Plans, Ground, First and Second



Key Plan

Flat Roof

Apartment 1

Selected brick

Public Open Space



Fig 6.2.1 Artists Impression of Duplex A-C and Apartment Blocks 1 +2 (Image by CCK)

6.3 Apartments 1 and 2

The placement of the apartment blocks in the eastern sector of the site has been strategically considered to minimize visual impact on the surrounding environment while simultaneously establishing a defined ‘urban edge’ along the future multi-modal link road. This positioning supports the overall masterplan intent and contributes to a coherent urban structure. Apartments 1 and 2 are mirror images of each other accommodating a total of 114 residential units. These high-density apartment blocks are arranged in a U-shaped configuration, strategically positioned adjacent to the future multi-modal link road to define a strong urban edge.

Each finished floor level aligns with the adjacent footpath, ensuring level access to all entrances in accordance with universal design principles. To the south, a private open space is located to the rear of the blocks, connected via a pedestrian footpath that runs between them. This open space is tiered to correspond with the finished floor levels of each block, allowing seamless level access from the rear doors of ground floor apartments.

Most apartments benefit from unobstructed views of either communal open spaces or the existing woodland setting, reinforcing the development’s relationship with its natural context. All pedestrian pathways leading to the apartment blocks are designed in full compliance with Part M of the Building Regulations, ensuring universal access. Each apartment includes private amenity space, balconies or ground floor terraces in accordance with relevant guidelines.

To balance openness with privacy, a minimum 2-metre privacy strip has been incorporated along the public footpath edge, supplemented by strategically placed vegetation. This soft boundary treatment provides a clear delineation between public and private realms, enhancing residential comfort without compromising permeability.

Each apartment block comprises five storeys and accommodates 57 residential units, offering a balanced mix of one- and two-bedroom apartments. All units benefit from private amenity space in the form of balconies or ground floor terraces, enhancing residential quality and outdoor access. Ancillary facilities—including bin, bike, and plant rooms—are located at ground level to support operational needs and promote sustainable living.

The apartments meet the floor-to-ceiling height standards outlined in SPPR5, with ground floor units achieving a generous height of 2.7 metres. Compliance with SPPR6 is also maintained, with no more than 12 apartments served per floor core, ensuring efficient circulation and a high standard of internal layout.

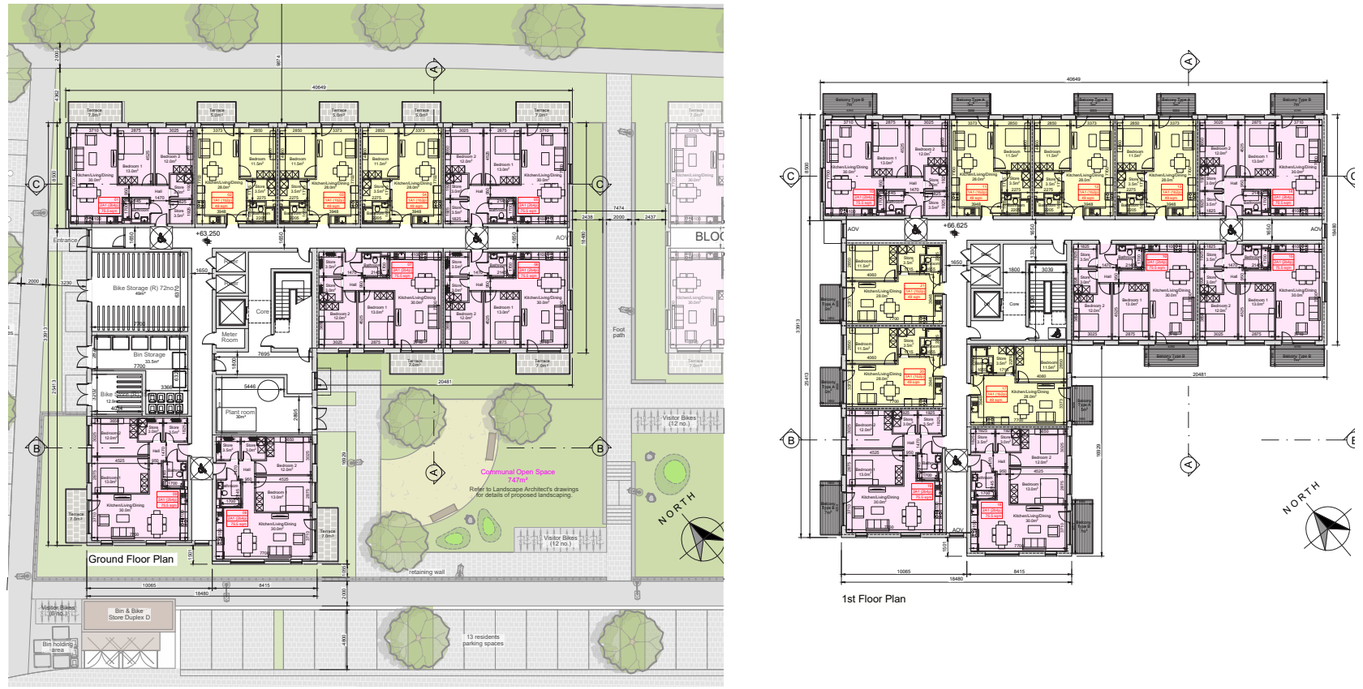


Fig 6.3.1 Proposed Ground Floor of Apartment Block 1 and floors above First / Second / Third / Four Floor Plans

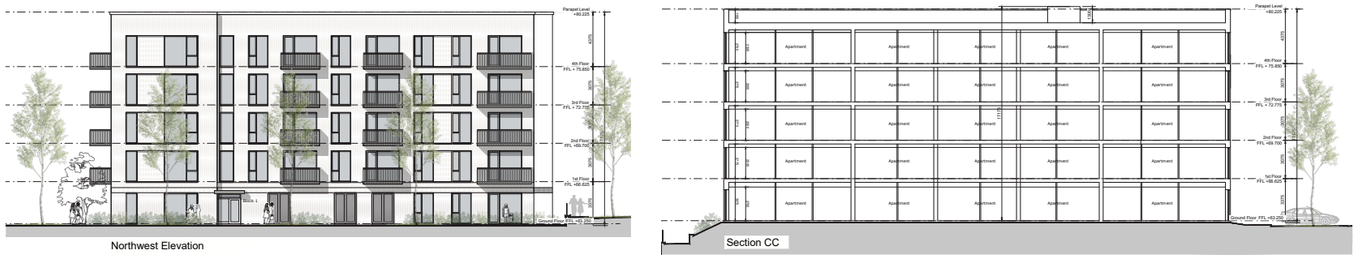


Fig 6.3.2 Proposed Entrance NW Elevation and Section CC to Apartment 1

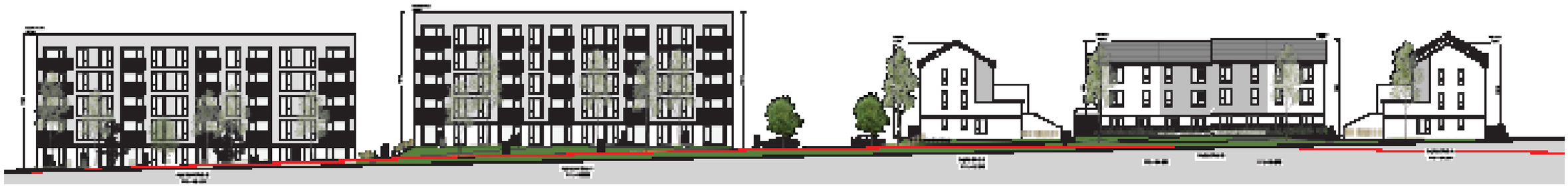


Fig 6.3.3 Section showing the front elevations of Blocks 1 and 2 along the main Spine Road



Key Plan

Flat Roof

Selected brick

Metal balcony

Public Open Space



Fig 6.3.4 Artists Impression of Apartment Blocks 1 +2 (Image by CCK)

6.4 Primary Health Care Centre (PHCC)

Introduction

The proposed Primary Health Care Centre (PHCC) at Castleview Farmstead has been developed in line with the brief issued under the Invitation to Tender (August 2025) for the Development and Lease of a Primary Care Centre at Blarney. The scheme demonstrates full compliance with the HSE accommodation requirements while embedding principles of dignity, efficiency, and integrated care.

Location & Context

The PHCC is positioned to the west of the historic farmstead, arranged in an L shaped block that **frames a newly landscaped courtyard in dialogue with the existing stone outbuildings.** This spatial arrangement establishes a coherent relationship between old and new, reinforcing the courtyard as a central gathering space within the development.

The centre is designed as two distinct volumes, carefully scaled to complement the character and height of the adjacent agricultural structures. **These volumes are linked by a glazed entrance element, which reduces the overall massing while echoing the materiality and rhythm of its historic context.**

To the east, the existing stone buildings will be sensitively repurposed as a café and retail pharmacy. Together, they enclose the courtyard and strengthen its role as a focal point for community activity. This adaptive reuse preserves the architectural heritage of the site while weaving Blarney's historic narrative into the fabric of the new development.

Further east, parking is accommodated within the existing stone walls, ensuring functional requirements are met without compromising the integrity of the historic enclosure. Parking is provided at 1 space per consulting room. Long stay and short stay bicycle spaces also are provided directly outside the PHCC Building.

Access will be via the existing roadway, which will be upgraded and regraded to achieve full accessibility. Works will be undertaken in accordance with Part M requirements, delivering a safe, inclusive, and legible approach for all users.

Design & Accommodation

The PHCC design illustrates how the building delivers on every aspect of the HSE brief while fostering an environment of dignity, efficiency, and integrated care:

Total Floor Area

- Primary Care Centre: 1,494 sqm
- GP Practice: 230 sqm

Total Gross Floor Area: 1,724 sqm

Clinical & Administrative Provision

In accordance with the HSE accommodation brief, the Primary Health Care Centre has been designed to incorporate the following key facilities:

- Reception with privacy features and adjacent administration/stationery rooms
- Clearly defined waiting areas with strong visibility
- Clinical rooms for wound care, vision testing, and en suite equipped consultation spaces
- Dedicated suites for physiotherapy, occupational therapy, speech and language therapy, and podiatry
- Stretcher-accessible lift ensuring compliance with vertical circulation standards

Supporting Facilities

- Dirty utility rooms and domestic services
- Staff changing areas and a well-appointed staff room
- Bookable clinical rooms and a multidisciplinary team office
- Designated mental health and resource spaces to enable integrated, collaborative care

Overall, the layout and amenities reflect a strong alignment with the brief's emphasis on accessibility, functionality, and holistic healthcare delivery.

Materiality

The architectural expression of the Primary Health Care Centre is rooted in its historic context, with a **carefully considered palette of stone and timber cladding**. The use of stone cladding establishes continuity with the adjacent farmstead and outbuildings, reinforcing the sense of permanence and authenticity within the courtyard setting. **Complementing this, areas of timber cladding introduce warmth and tactility, softening the building's form while reflecting traditional rural construction methods.** A green roof enhances sustainability by improving insulation and reducing stormwater runoff. It also supports biodiversity, creating a natural habitat while softening the building's visual impact.

Future Adaptability

The PHCC has been purposefully designed to accommodate future growth, ensuring long-term adaptability and responsiveness to evolving community healthcare needs. This includes a future:

Horizontal Expansion

- Site layout supports lateral development, allowing seamless addition of new wings or departments
- Expansion achievable without disrupting access routes, internal circulation, or existing services/utilities
- Enables phased growth to introduce new clinical services or enhance support facilities



Fig 6.4.1 A concept sketch showing the PHCC and context



Fig 6.4.2 Proposed materials include stone and timber cladding



Fig 6.4.3 The John Morden Centre, Blackheath shows a Health Care centre which contects to its context via a courtyard.

Vertical Expansion

- Building engineered to support an additional storey
- Flat roof construction with load-bearing elements sized for upward extension
- Roof design configured to accommodate vertical development
- Capacity to add approximately 862 sqm to the gross floor area

Strategic Benefits

- Scalable clinical capacity to meet growing demand
- Enhanced staff and patient facilities for an expanding local population
- Future service integration (e.g., diagnostics, therapy, outreach)
- Full compliance with healthcare and building standards



Fig 6.4.4 Hand concept axonometric drawings showing materiality and setting

Conclusion

The proposed Primary Health Care Centre at Castleview Farmstead represents a carefully considered response to the HSE brief, balancing technical compliance with architectural sensitivity and long-term adaptability. The design demonstrates how modern healthcare provision can be seamlessly integrated into a historic setting. By framing a landscaped courtyard and repurposing adjacent stone structures as community-oriented amenities, the scheme reinforces the site's role as a focal point for Blarney. This approach not only preserves and celebrates the heritage of the farmstead but also enriches the patient and visitor experience, creating a welcoming and legible environment.

Strategically, the building has been engineered for resilience and adaptability. **With capacity for both horizontal and vertical expansion, the centre can respond to evolving healthcare demands, supporting new services and increased patient volumes without disruption to existing operations.** This future-proofing ensures that the investment remains sustainable, cost-effective, and aligned with the long-term needs of the community.

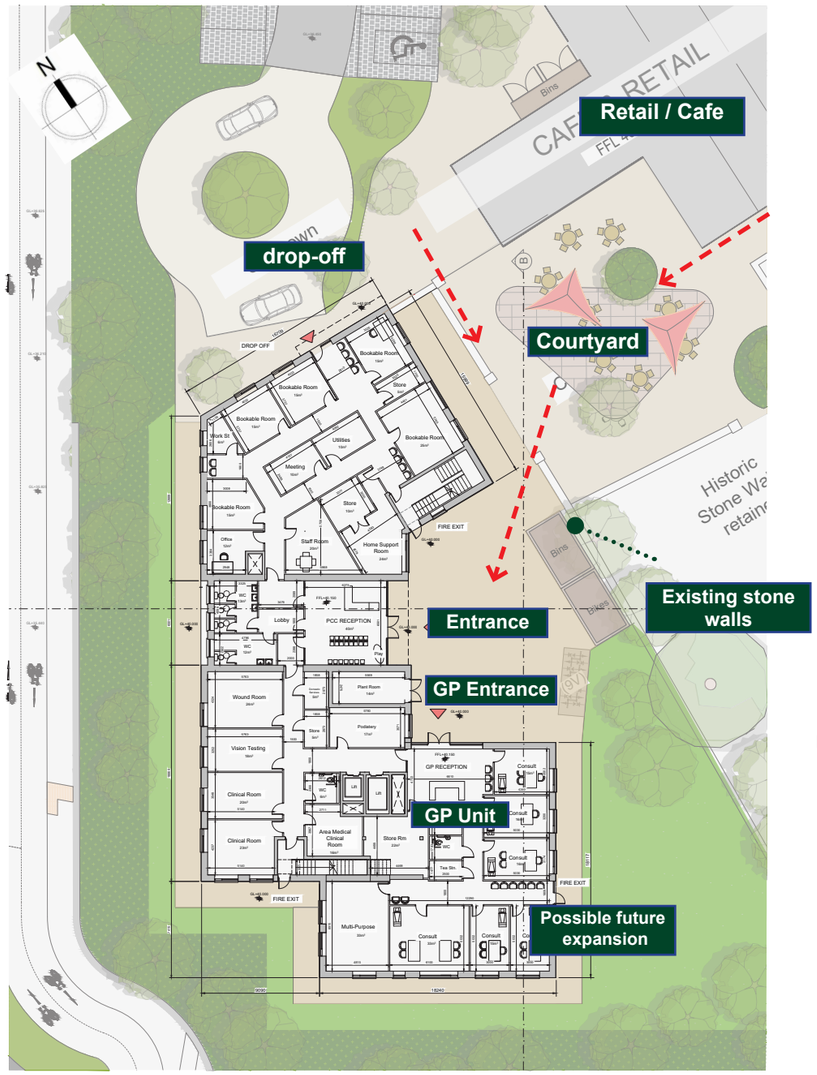
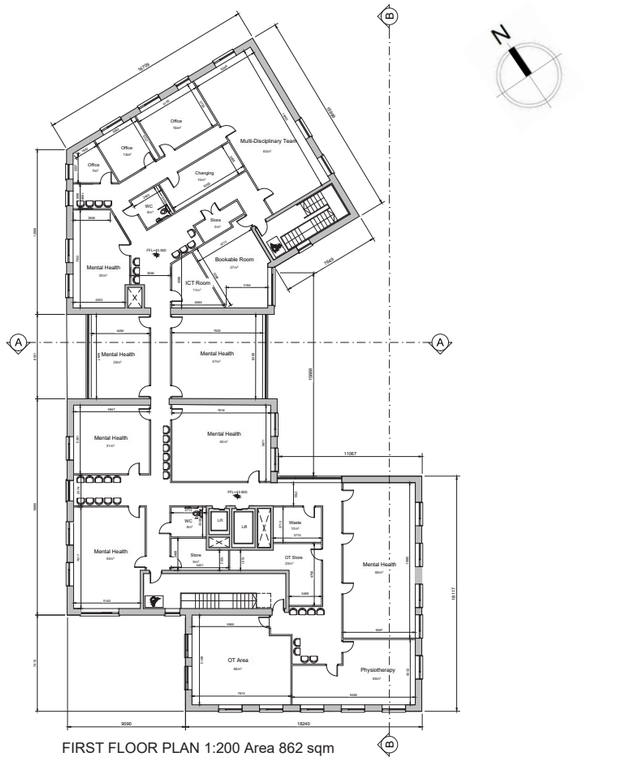


Fig 6.4.5 Ground Floor plan of the Primary Care Centre



FIRST FLOOR PLAN 1:200 Area 862 sqm

Fig 6.4.6 First Floor Plan



Fig 6.4.7 Northwest Facing Elevation



Fig 6.4.8 Elevation showing the east facing entrance elevation adjacent to the courtyard



Key Plan

Flat Roof parapet

Timber Cladding

Selected timber or render finish

Selected stone to ground floor

Planted embankment above road



Fig 6.4.10 Artists impression of the entrance and the PHCC at the R617 Junction

6.5 New Café and Retail Pharmacy Building

Historic Farmstead Building – Adaptive Reuse

To the west of the proposed Primary Health Care Centre lies a historic former agricultural stone farm building, originally constructed to shelter livestock and topped with a traditional slate roof and single and double storey in height. Measuring approximately 440 sqm, the building has been redundant for several years. While not a listed structure, its significance lies in its age, character, and role as the earliest recorded building at Castleview, dating back at least 150 years according to historic mapping. The upper floor was historically used for fodder storage, reinforcing its agricultural heritage.

Over time, the building has been altered and extended, yet the main volume retains its historic integrity. It is proposed that this structure be actively preserved and adapted for reuse within Phase 2 of the development, ensuring that its legacy continues to contribute to the evolving identity of Ringwood.

The building and its adjacent stone boundary walls will be sensitively repaired using best conservation practice, traditional methods, and locally sourced materials. Where appropriate, upgrades will be introduced to meet current building regulations, balancing heritage preservation with modern standards of safety, accessibility, and performance.

Proposed New Uses

- **Café (380 sqm):** The principal double height volume will be restored to retain its agricultural language and spatial character. The café will include a kitchen, seating area, and toilets, creating a welcoming social hub that celebrates the building's historic fabric while serving the needs of staff, patients, and visitors.

- **Retail Pharmacy (80 sqm)**: Located within the attached single storey wing, the pharmacy will interface directly with the adjacent Primary Health Care Centre. It will provide prescription services, over the counter medicines, health advice, and wellness products, ensuring convenience and continuity of care for the community.

Community & Contextual Benefits

The adaptive reuse of this building will:

- Strengthen community identity by preserving and celebrating Castleview's historic narrative.

- Provide a relaxing courtyard setting where users of the PHCC can sit, chat, and unwind.

- Serve visitors to the future Ringwood Park to the north, creating a vibrant link between healthcare, heritage, and leisure.

- Demonstrate a model of sustainable development, where historic structures are rejuvenated to meet contemporary needs.

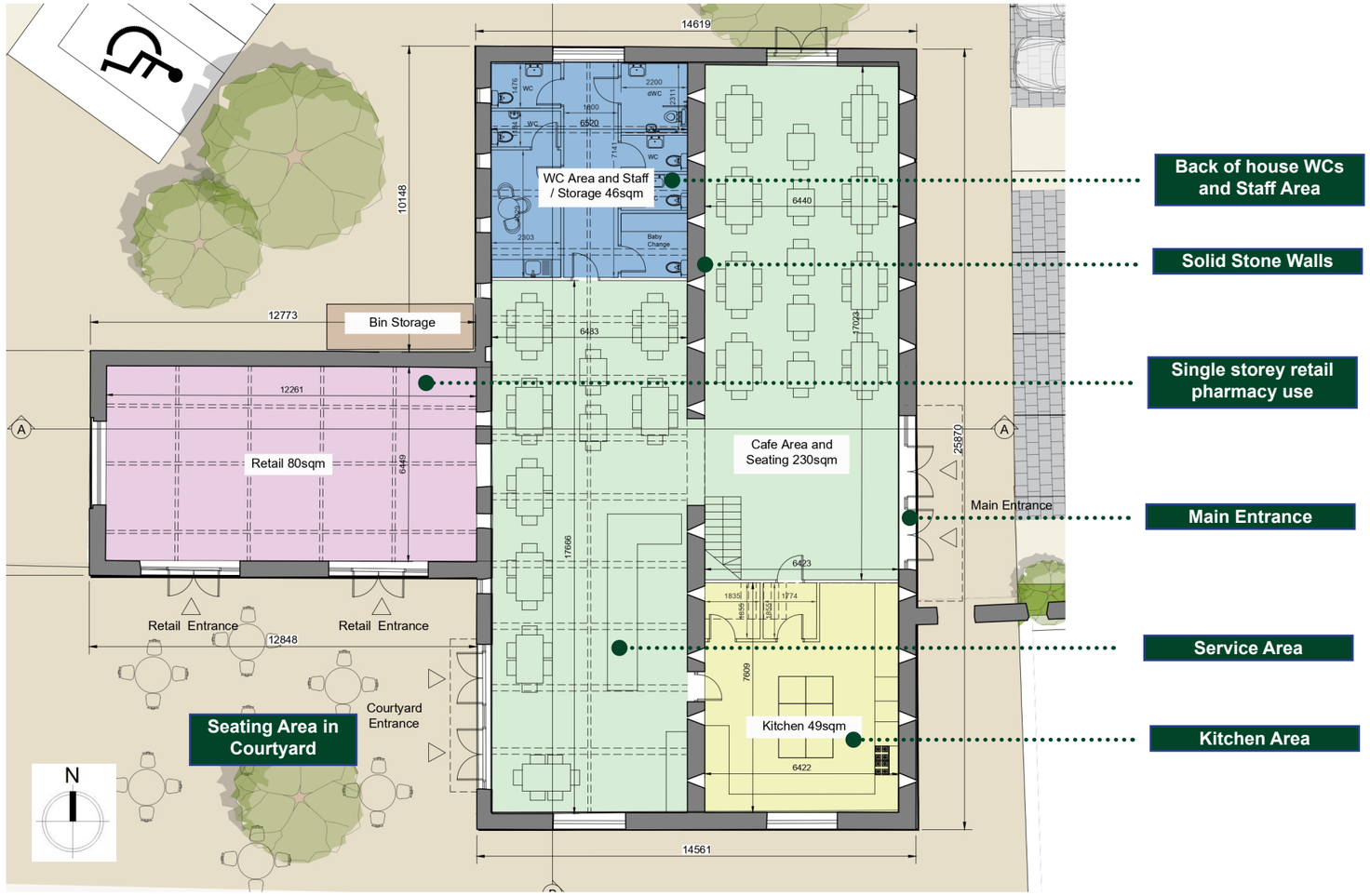


Fig 6.5.1 Proposed ground floor plan of the Retail / Pharmacy

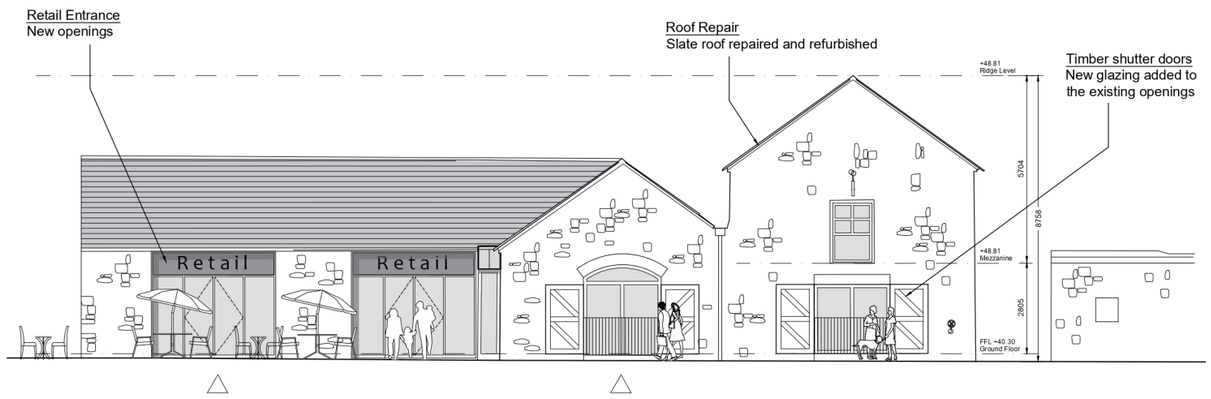


Fig 6.5.2 Proposed South facing elevations of the Retail / Pharmacy

Sustainability Benefits

The adaptive reuse of the historic farm building delivers significant sustainability gains by retaining and upgrading the existing structure rather than resorting to demolition. This approach conserves embodied carbon within the original stone and slate materials, reduces construction waste, and minimises the demand for new resources. Repairs will employ traditional methods and locally sourced materials, further lowering environmental impact while supporting regional craftsmanship. In addition, the integration of modern energy efficient systems ensures compliance with current building regulations, enhancing thermal performance and reducing operational energy use. Together, these measures demonstrate a balanced strategy that preserves heritage while advancing environmental responsibility.



Fig 6.5.3 An Artistic Visualisation of the Cafe Building

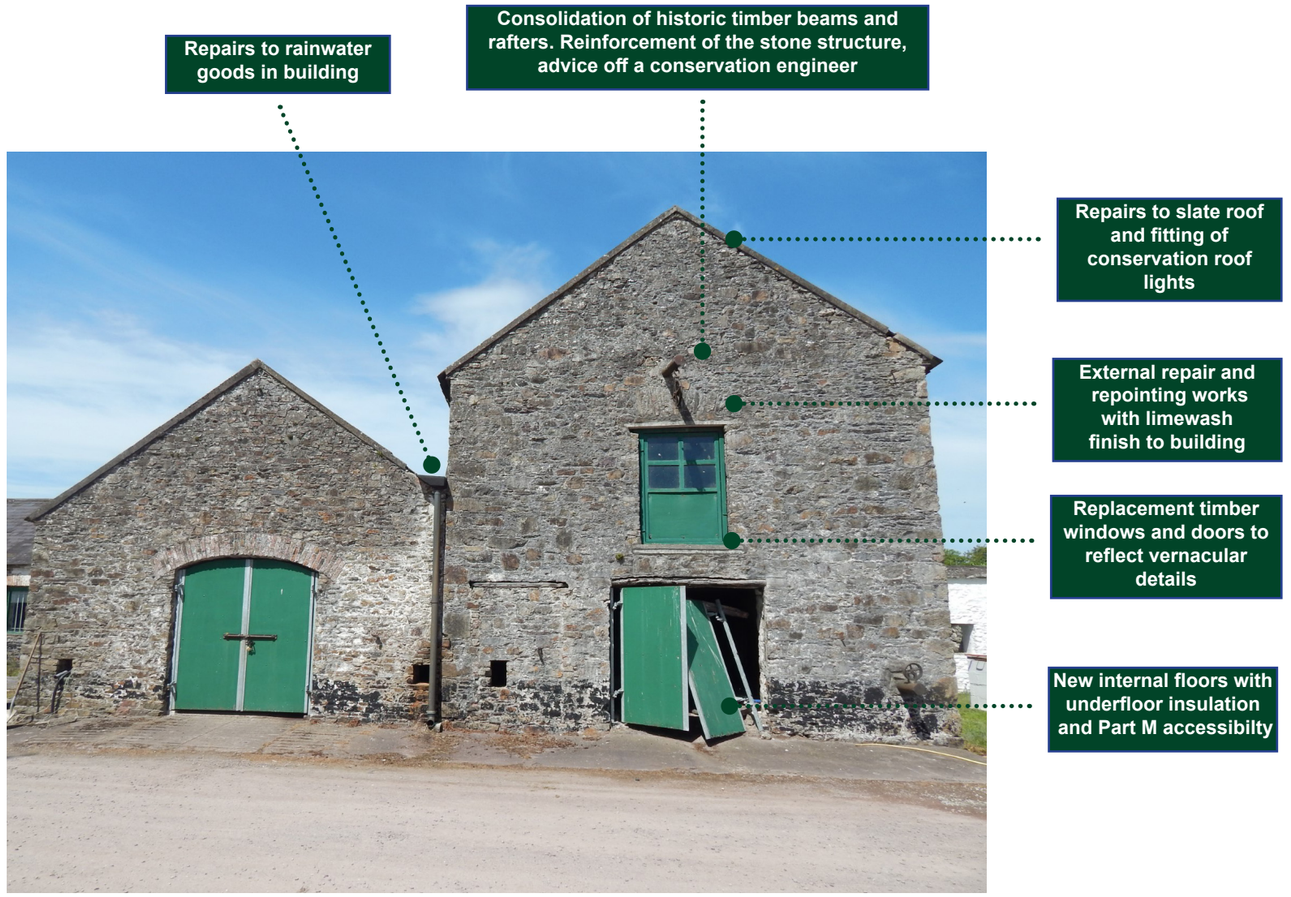


Fig 6.5.5 An image of the northern elevation fo the barns taken in 2025.

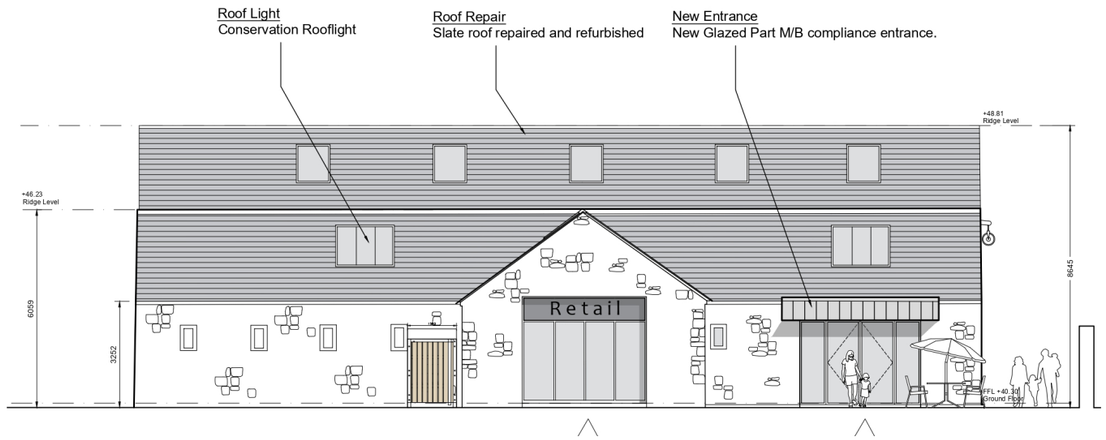


Fig 6.5.4 Proposed West facing elevations of the Retail / Pharmacy facing the PHCC

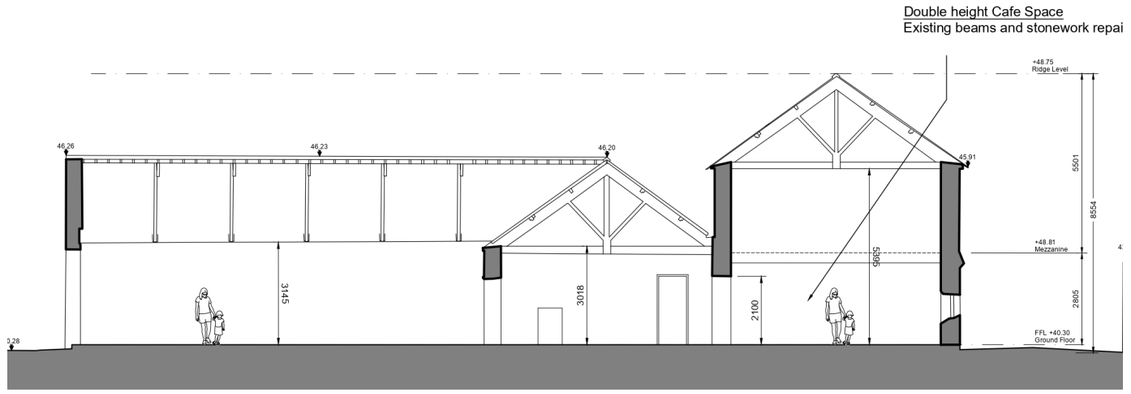


Fig 6.5.6 Proposed Section through the Retail / Pharmacy.

6.6 Materials & Finishes

Brick and render have been selected for their proven durability, low-maintenance qualities, and long lifespan. A palette of contrasting brick tones and through-colour render will be applied strategically to define street edges and establish distinct neighbourhood identities. Each character area will feature its own carefully chosen brick and render colours, reinforcing the individuality of the development while maintaining a coherent overall language. All proposed external finishes are illustrated on the building elevational drawings.

General Characteristics

Wall Finishes: Housing and duplex buildings will combine brick and render, creating visual variety and rhythm. Apartment blocks will employ a greater proportion of brick, with elevations facing the public realm predominantly in brick to convey solidity and permanence. Selected houses will incorporate stone banding at plinth level, adding texture and grounding the façades.

Roof Finishes: Houses and duplex units will feature pitched roofs finished in dark tile or slate, ensuring consistency and a robust, traditional character.

Doors & Canopies: Front doors will be coloured composite types with glazed fanlights and/or sidelights, enhancing natural light and articulation. Canopies above house entrances will be stone-capped, while apartment and duplex entrances will be defined by dark metal canopies, providing a contemporary counterpoint.

Balconies & Guardings: Duplex terraces will incorporate steel bar guardings to balconies, bridges, and external circulation spaces. These will be finished in grey or black, offering a restrained, elegant aesthetic that complements the overall material palette.



Figure 6.6.2 - Typical brick surround to entrance doors and stone capping at entrance to houses.

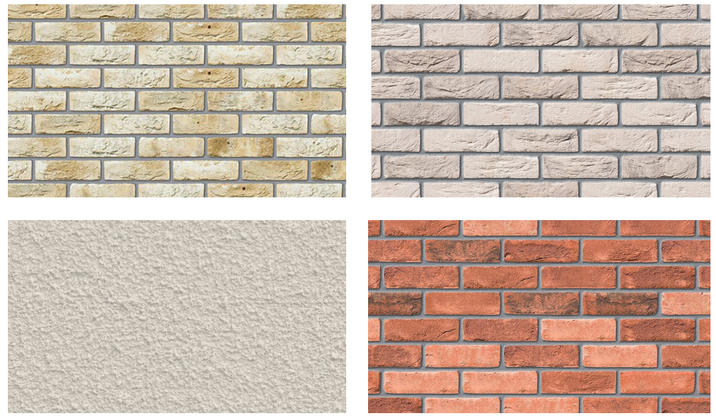


Figure 6.6.3 - Examples of selected brick and through-colour render which will establish the distinct character areas.

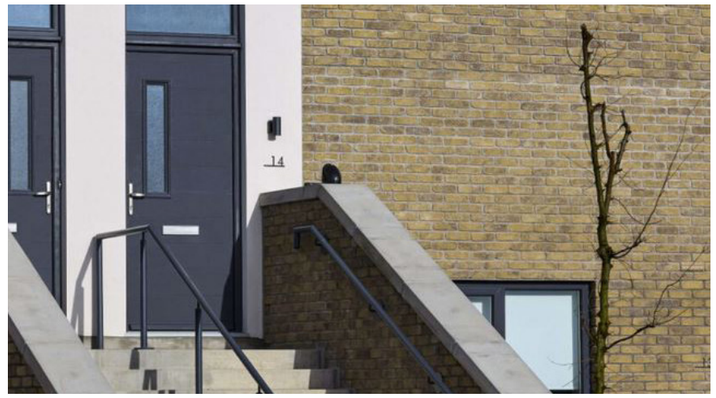


Figure 6.6.4 - Typical powder coated metal handrails and stone capping to duplexes



Figure 6.6.1 - Typical Steel bar guardings at balconies metal canopy above the main entrance door



6.6.5 Powder coated metal balustrades



6.6.6 Coloured window surrounds



6.6.7 Dark roof tiles to houses



6.6.8 Brick to complement houses and duplexes

6.7 Building precedents



Conroy Crowe Kelly Architects, Robswall Malahide - Buff Brick with Render



Percy & Co. Clay Street, UK Buff Brick & Shadow Gap/Recess



PRP Architects, Deck Access at Pilgrim Gardens, Evington



Conroy Crowe Kelly Architects, Clonrath, Lusk - Buff Brick with Render



Conroy Crowe Kelly Architects, Robswall Malahide - Balconies - Steel Railing

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7.0 | LANDSCAPE AND PUBLIC OPEN SPACE

7.0 LANDSCAPE AND PUBLIC OPEN SPACE

7.1 Landscape Character

As set out in the Cunnane Stratton Reynolds Landscape Design Statement, the landscape approach begins with a thorough appraisal of the existing site context including trees, views, boundaries, and the adjoining Ringwood and evolves into a comprehensive strategy for green infrastructure, open space hierarchy, and boundary treatments.

The landscape hierarchy mirrors the urban design hierarchy of the scheme, ensuring that both layers work together to create a legible, attractive, and pleasant place to live. Public open spaces are consistently overlooked by residential development, embedding them within the character of the neighbourhood and reinforcing safety through passive surveillance. Streets are conceived as places in their own right, forming spatial sequences that frame views both within and through the development. Ringwood is enriched with natural play areas and informal kickabout spaces, supporting recreation and community life.

Public Open Space Provision

The development provides six distinct areas of public open space, each contributing to the overall hierarchy:

Central Green (Open Space 1): A large, central landscaped green with housing frontages opening directly onto it. This space encompasses buildings from both Phase 1 and Phase 2, acting as a unifying focal point.

Pocket Park & Play Space (Open Space 2): Located adjacent to the loop road and the future entrance to Ard Na Greine, this park provides accessible play opportunities and a welcoming green edge.

Linear Park (Open Space 3): A natural buffer to the Aisling Geal houses, this park creates a green corridor that softens boundaries and enhances amenity.

Wildlife Corridor Continuation (Open Spaces 4 & 5): These spaces incorporate the existing hedge and extend the wildlife corridor up to Ringwood at the hilltop, encouraging biodiversity and ecological connectivity.

Pocket Park Adjacent Ring Road (Open Space 6): Designed to serve duplexes and apartments, this park provides play space and amenity for residents in higher-density areas.

Additional Green Infrastructure

Wetwood and Wetland Areas (not included in open space calculation): A natural habitat integrated into the SUDs system, providing pathways, wildlife habitats, and seasonal flora. This area enhances biodiversity while offering children opportunities for exploration and informal play.

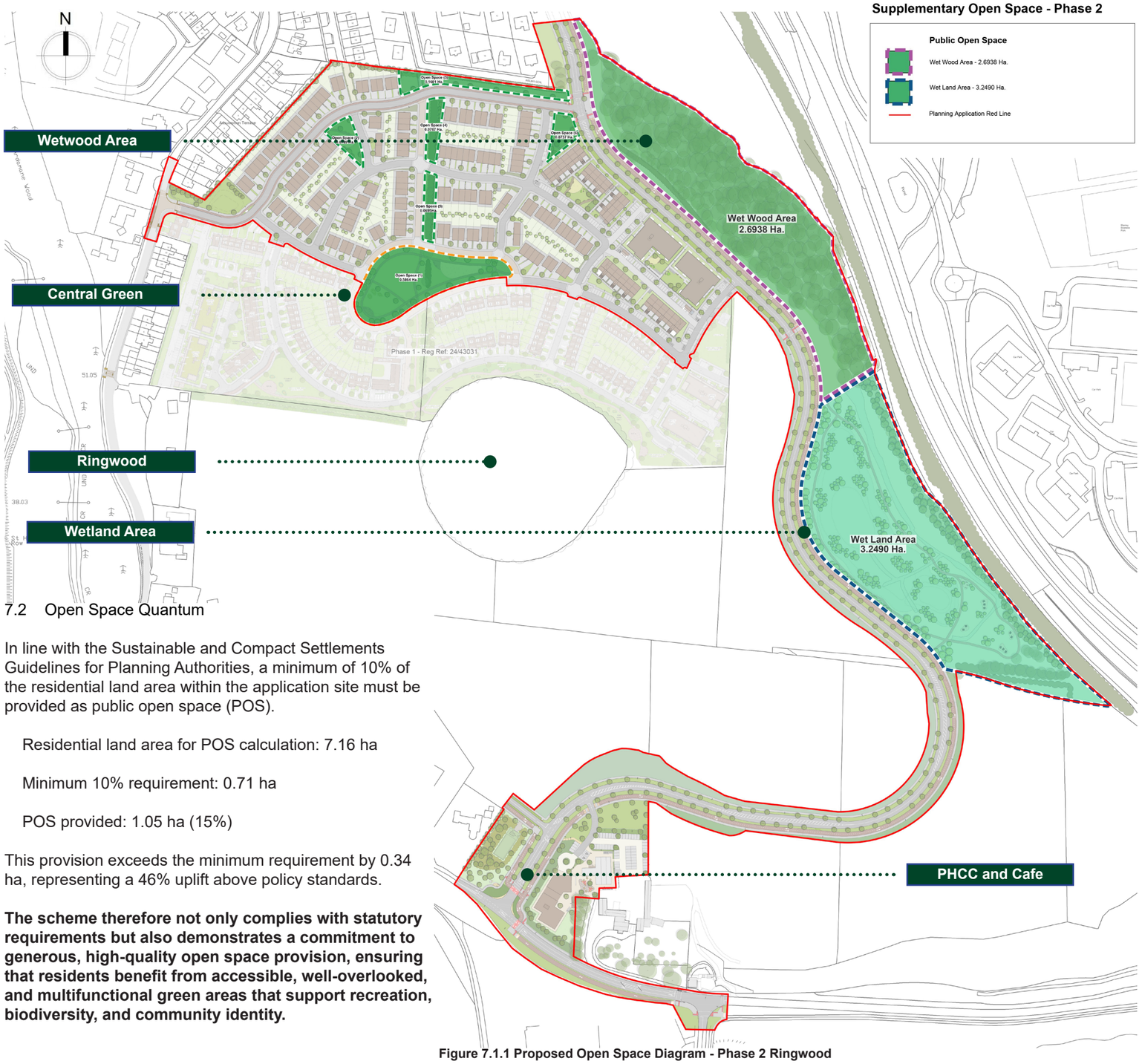


Figure 7.1.1 Proposed Open Space Diagram - Phase 2 Ringwood

7.2 Open Space Quantum

In line with the Sustainable and Compact Settlements Guidelines for Planning Authorities, a minimum of 10% of the residential land area within the application site must be provided as public open space (POS).

Residential land area for POS calculation: 7.16 ha

Minimum 10% requirement: 0.71 ha

POS provided: 1.05 ha (15%)

This provision exceeds the minimum requirement by 0.34 ha, representing a 46% uplift above policy standards.

The scheme therefore not only complies with statutory requirements but also demonstrates a commitment to generous, high-quality open space provision, ensuring that residents benefit from accessible, well-overlooked, and multifunctional green areas that support recreation, biodiversity, and community identity.

7.2 Taking-In-Charge Proposals

The accompanying diagram illustrates the distinction between areas proposed to be taken in charge by the local authority and those to be retained under the management company.

Public Open Spaces:
All public open spaces are proposed to be taken in charge, ensuring long-term stewardship and accessibility for the wider community.

Car Parking Spaces:
Most on street car parking is proposed to be managed privately, maintaining control and upkeep within the management company remit.

Bicycle Parking:
Sheffield stands located within the Taking in Charge zone, alongside public thoroughfares and adjoining public open spaces, are intended for visitors. These do not constitute resident bicycle storage, which remains within management company areas.

Private Bin Storage:
All private bin storage is located exclusively within management company zones. No private bin stores are proposed within areas to be taken in charge.

Summary

Areas proposed to be retained under the management company are essentially the curtilages of multi unit buildings, including:

- Semi private courtyards and shared communal areas to the rear of buildings
- Threshold spaces between the public footpath and building frontages
- All resident car parking spaces serving these buildings

This arrangement ensures that public assets such as open spaces are safeguarded under local authority management, while semi private and communal facilities remain under the responsibility of the management company, providing clarity of ownership, maintenance, and long term stewardship.

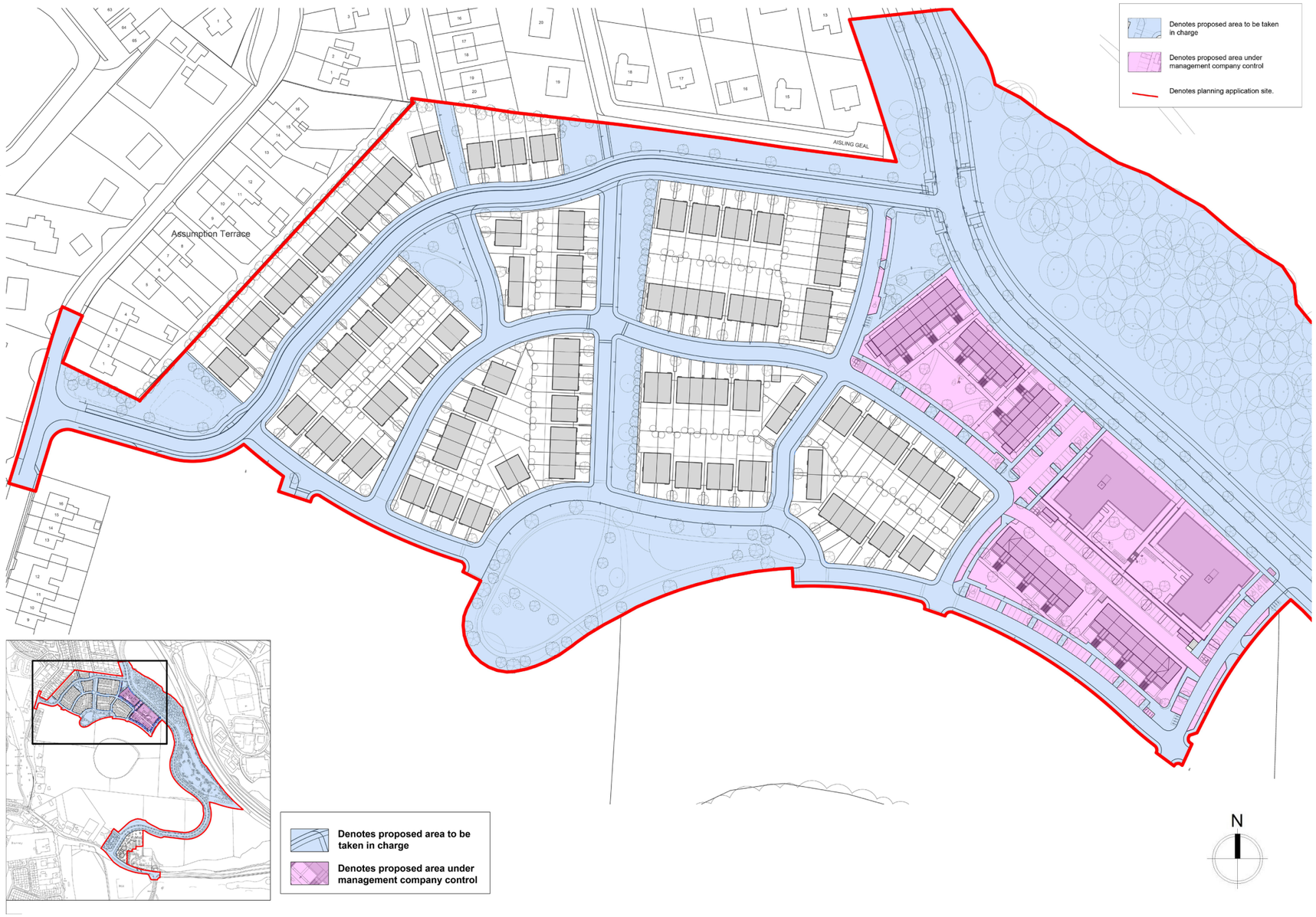


Figure 7.2.1 Proposed Taking-In-Charge - Phase 2 Ringwood



Key Plan



Fig 7.2.2 Artists Impression of Central POS (Image by CCK)



Key Plan



Fig 7.2.3 Artists Impression of Phase 2 fronting onto tree lined multi-modal link road and wet wood beyond (Image by CCK)

8.0 | RESIDENTIAL STANDARDS

8.0 RESIDENTIAL STANDARDS

8.1 DMURS

Existing Road Network

The proposed road network includes a new junction onto Station Road, parallel to the site at the west boundary. It also allows for integration into a future new internal road network within the Ringwood Lands. This includes the relief spine road running north south within the Ringwood Lands. This new road will provide vehicular, pedestrian and cycle linkage directly from the subject site onto the R617, Blarney and eventually it is anticipated to run to a future railway station at Stoneview.

This future linkage is a considerable design constraint and requires careful consideration, but the proposed site layout maintains a quality streetscape, within the current redline, to maintain a quality streetscape with good enclosure, passive surveillance, large street trees, multiple crossing points and plenty of activity.

The proposed development is to be compliant with the recommendations set out in the Design Manual for Urban Roads and Streets (DMURS), the stated objective of which is to achieve better street design in urban areas.

Better street design encourages more people to walk, cycle or take public transport by making these experiences safer and easier. Good street design lowers traffic speeds and reduces volume, creating a built environment that promotes healthier lifestyles and is more sympathetic to the distinctive nature of individual communities.

Creating A Sense of Place

Four characteristics represent the basic measures to create people-friendly streets that facilitate more sustainable neighbourhoods.

(i) Connectivity
The creation of vibrant and active places requires pedestrian activity. This requires walkable street networks that can be easily navigated and are well connected.

Each block of housing has footpaths on all sides, with dropped kerbs provided at junctions. Footpaths are located through the linear open spaces linking the proposed open spaces. Pedestrian and cycle connections are arranged to allow for connection into future phases. The footpaths proposed through the development will provide attractive and comfortable option for active travel.

(ii) Enclosure
A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.

The proposed development has been designed so residential units are overlooking streets and public open spaces which provides passive surveillance. Landscaping and tree planting are provided along the roads/streets which assists in providing a sense of enclosure.

(iii) Active Edges
Active frontage enlivens the edge of the street creating a more interesting and engaging environment and ensures the street is overlooked by generating pedestrian activity as people come and go from buildings.

Entrances to apartment blocks and duplexes are provided directly from the street. Terraces of houses also provide continuous frontage along with corner turning gables to ensure active edges are maintained to all sides of an ‘Urban Block’

(iv) Pedestrian Activity/Facilities
The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian’s feeling of security and well-being.

Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity. As outlined above, the proposed development has been designed to provide pedestrian and cycle connectivity. All urban blocks have significant active frontage, creating activity and providing surveillance to enhance pedestrians’ feeling of safety and wellbeing.

The proposed development has been designed to reduce traffic speeds with long straight sections of road, where possible, being avoided.

The entrance road which runs horizontal to a future central park, intended for delivery as part of the next phase of development at Ringwood, deflects up and the T-junctions is offset to calm traffic.

Road junctions incorporate raised tables which improve pedestrian crossing facilities, particularly for disabled users and people pushing prams/buggies and serve as an additional traffic calming measure.

Key Design Principles

DMURS sets out four core design principles which designers must consider in the design of roads and streets.

(i) Connected Networks



Fig 8.1.1 Diagram showing principal edges



Fig 8.1.2 Examples of low trafficked pedestrian priority spaces

The proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists, inclusive of the delivery of a new dedicated segregated cycle path to the west of the site, which will promote walking and cycling by making them a more attractive option than the private car.

(ii) Multi-Functional Streets
The proposed development includes a mix of houses, duplexes and apartments. Provision has been made for a wide range of residents. A crèche will further diversify the range of users and activities on the streets within the proposals.

(iii) Pedestrian Focus
The design of the scheme has placed a focus on the pedestrian. Throughout the scheme is heavily weighted towards the pedestrian and away from the private car. The streetscape has been designed to provide a sense of enclosure and to be active with good passive surveillance to enhance pedestrians' sense of safety and wellbeing. The street design incorporates well thought out pedestrian activities such as generous footpaths, pedestrian crossings and raised tables.

(iv) Multi-Disciplinary Approach
The design of the proposed scheme has been developed through the design team working closely together.

DMURS Summary

The site is located in Blarney, which is defined as per DMURS Section 3.2.2 "Place Context" as a neighbourhood which is intensively developed with medium to higher density housing and contains a mix of uses (residential, education, local shops and café, and parks).

An active frontage is achieved with frequent entrances and openings that ensure the streets are overlooked and generate pedestrian activity as people come and go from buildings.

The roads throughout the development have regular junctions and pedestrian crossings in accordance with this recommendation.

Both perpendicular and parallel on-street parking spaces are incorporated at various locations throughout the development. On-street parking separates pedestrians from the vehicle carriageway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and foot/ cycle path and provide good levels of passive security.

Roads through the development have been designed with a horizontal curvature, which helps to calm traffic without impeding on safe sight lines or unduly increasing walking distances for pedestrians, and is in accordance with alignment and curvature recommendations set out in DMURS Section 4.4.6.

The public areas fronting and within the proposed development have been designed by the multi-disciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out the Design Manual for Urban Roads and Streets.

Pedestrian and cyclist links are set up for future connections into the Ringwood Park. The layout is permeable and connected and there are no cul-de-sac roads only parking courtyards.

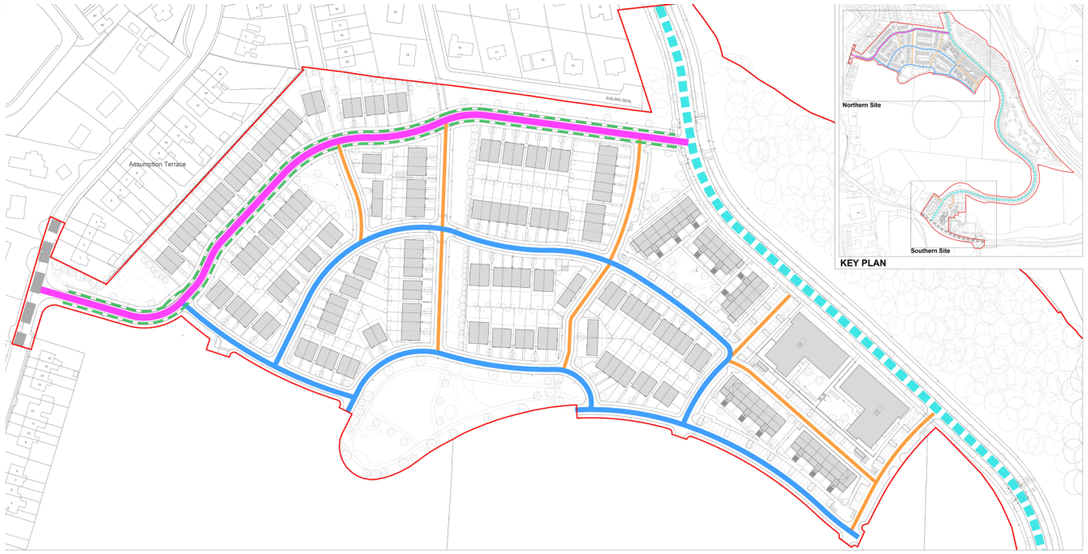


Fig 8.1.3 Diagram showing Road Hierarchy

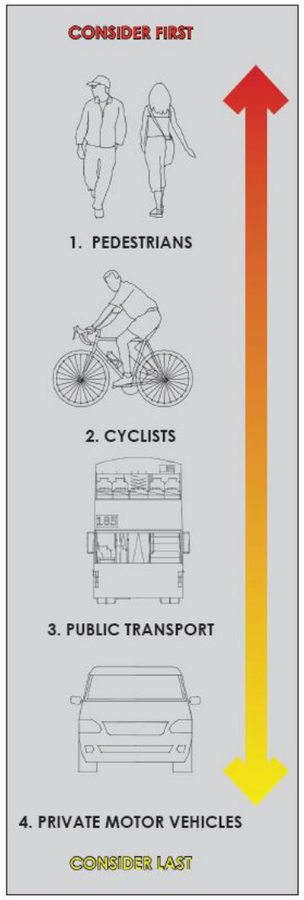


Fig 8.1.4 DMURS User Hierarchy



Fig 8.1.5 Examples of pedestrian and cycle priority junctions.

8.2 Density

The development has a net density of 45.11 units per hectare which is considered appropriate, feasible and sustainable for an outer suburban site. A mix of unit types, suitable for all home sizes and phases, are proposed.

8.3 Aspect

The proposal has been designed to maximise opportunities for dual units. All of the houses are by their nature dual or triple aspect. Of the 35 duplex units, 100% are dual aspect. Of the 114 apartments, 50 are dual or triple aspect, which is 44% above the 25% per SPPR 3.

8.4 Universal access

All of the dwellings and all of the public realm has been laid out to enable easy access by all and to fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. Own-door units with level access are particularly suitable for older occupiers, and all main entrances to buildings will be fully accessible including their approach.

8.5 Dwelling mix

The dwelling mix for the development is set out in the table below. The dwelling mix proposed relates to urban design considerations and strikes a balance between higher-density apartment blocks (1 and 2-bed units) and more traditional freehold dwellings. The great proportion of own-door units (209 units overall) provides excellent on-street activity and surveillance of the public realm.

The majority of 2-storey 3 bedroom houses are capable of attic conversions for additional bedrooms and many have plot sizes that can comfortably accommodate a small rear extension at ground level.

Table 1 Dwelling Mix: Bedrooms

1 bed	54	16%
2 bed	86	27%
3 bed	155	48%
4 bed	28	9%
Total	323	

Table 2 Dwelling Mix: Unit Type

Houses	157	49%
Duplex	52	16%
Apartment	114	35%
Total	323	

7.5 SOCIAL AND AFFORDABLE HOUSING / PART V

Social and affordable housing units are grouped in small clusters across the site and are provided at a rate of 20% of all units. 65 units are provided in houses and apartment / duplex units.

Table 3 Part V: Summary

1 bed	16
2 bed	24
3 bed	24
Total	64

Table 4 Part V: Typology

Houses	16
Duplex	16
Apartments	32
Total	64



Above: Social housing apartment units for respond, The Place, Parkleigh, Seven Mills Dublin



Above: A development of social homes at Parkleigh, Severn Mills, Dublin. This comprises of 48 units including 24, 2-bedroom ground floor apartments and 24, 3-bedroom duplex apartments. In Ringwood two Blocks of duplexes are proposed a total of 16nr apartments are proposed.

8.6 Privacy and Amenity

Every residential dwelling within the proposed scheme, irrespective of size or typology, will benefit from a directly accessible area of private open space.

Entrances & Transition Zones Entrances to apartments, duplexes, and houses are clearly defined and enhanced by semi-private transition zones. These are designed as soft-landscaped buffers, incorporating hedgerows where required to provide privacy and a welcoming threshold.

Apartments & Duplexes

- Ground floor units are provided with individual terraced areas in excess of the min standards of Appendix 1- Planning Design Standards for Apartments – Guidelines for Planning Authorities 2025.
- Upper floor units benefit from balconies or private terraces, screened with glass or metal balustrading.
- All private spaces are directly accessible from internal layouts and fully compliant with the minimum standards of Appendix 1- Planning Design Standards for Apartments – Guidelines for Planning Authorities 2025.

Houses

Each house is provided with private rear garden which exceed the requirements of the 'Sustainable Residential Development and Compact Settlements Guidelines (2024)', Table 5.1 Minimum Private Open Space Standard for Houses.

Communal Open Space All houses, apartments, and duplexes are served by communal open space, seamlessly integrated within the overall landscaped network as detailed in Planning Design Standards for Apartments – Guidelines for Planning Authorities 2025.

Summary

- Requirement: 968 m²
- Proposed Provision: 1,520 m²

This represents a surplus of 552 m², ensuring that the development not only meets but significantly exceeds the required communal amenity standards.

Additional Amenity Space Wet Woodland and Wetlands

The proposed development will provide all dwellings with direct access to a high-quality network of natural amenity paths and walkways, integrated within the wet woodland and wetland areas located to the east of the site. This arrangement ensures that residents benefit from enhanced connectivity to the surrounding landscape, while supporting sustainable design principles and promoting active lifestyles within a distinctive natural setting.

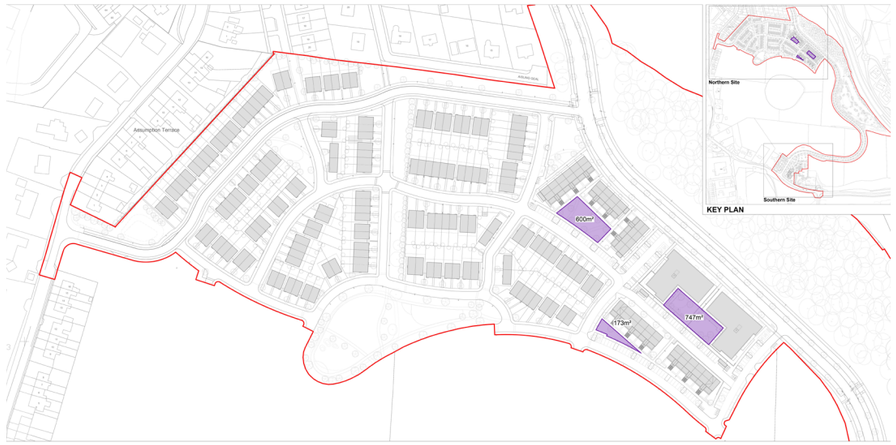


Fig 8.6.1 Communal Amenity Space Provision

Table 5 Part V: Communal Amenity Space Requirements

	1 Bed (2P) Apartment	1 Bed (2P) Apartment	2 Bed (4P) Duplex	3 Bed (5P) Duplex
Number	54	60	26	26
Area Requirement	5	6	6	7
Total	270	360	156	182
				968sqm
Total Area Provided				**1520sqm**



Fig 8.6.2 Walkways to be provided through the wet woodland and wetland setting





Fig 8.6.3 + 4 Examples of terrace boundary details, soft and hard landscaping, for ground floor dwellings.



Fig 8.6.5 The natural beauty of the bluebells which flower in the woodlands between April and May.

8.7 Car Parking

The applicant and design team have carefully considered the Adopted Variation No. 1 to the Cork City Development Plan 2022–2028, which introduces maximum residential car parking ratios. This application fully aligns with Cork City Council's policy objectives to minimise car use and maximise pedestrian and cycling connectivity to the village centre and public transport hubs, while enhancing bicycle parking facilities.

As highlighted in the Development Plan, transport strategies for Cork City must contribute to climate change mitigation. In partnership with agencies such as the NTA, TII, CIE, and Iarnród Éireann, Cork City Council is committed to achieving a significant modal shift away from private car dependence. The proposed development supports this ambition through a balanced provision of car and bicycle parking.

Residential Parking Provision

- **Houses (3–4 bedroom units)**: 2 spaces per unit, all provided on curtilage.
- **Duplex units:** 1 space per unit, provided on-street.
- **Apartments:** 0.78 spaces per unit, delivered through a mix of shared surfaces, and on-street spaces.*CCC requested removals of parking courtyard and spaces at S247 stage.*

On-street parking is recognised by DMURS as offering multiple benefits, calms traffic by encouraging driver caution, adds vitality to communities through activity and interaction and provides a protective buffer between carriageway and footpath for pedestrians.

Non-Residential Parking Provision (Southern Side of Site)

- **Café/Restaurant:** 19 spaces
- **Retail/Pharmacy**: 4 spaces
- **Primary Health Care Centre (PHCC):** 37 spaces, plus additional drop-off area (not included in count)

Total non-residential provision: 60 spaces, which represents the maximum permitted under the Development Plan standards.

Table 6: Car parking max standards and proposed provision

Typology	CCC Max Adopted Variation No. 1	No. of Units	Max	Standard proposed	Total proposed
Houses (3-4 Bed)	2.25 spaces	157	350	2 spaces on curtilage	314
Apartment (1-2 Bed)	1.25 spaces	114	142	0.78 spaces	88
Duplex (2-3 Bedroom)	1.75 spaces	52	91	1 space	52
Cafe / Restaurant	1 per 20sqm	-	19	15 visitor and 4 staff	19
Retail / Pharmacy	1 per 20sqm	-	4	3 visitor and 1 staff	4
PHCC	1 per consulting rm	-	37	22 visitor and 15 staff	37
Total			**662**		**514**

Accessible Parking Bays

Accessible parking bays have been identified on the Architects site layout and are provided at a rate of 5% for all duplex and apartment blocks. They are located where they are easily identifiable to residents and visitors alike, accessible and well-overlooked. They can be either on-curtilage (i.e. management company) or on-street (i.e. intended to be taken-in-charge)

8.8 Electric Vehicle Charging Points

The provision of car parking spaces for the charging of electric vehicles will be facilitated at appropriate locations. To encourage the use of Electric Vehicles (EV) the development will provide the following standards for EV charging points and infrastructure:

1. Multi-unit residential buildings will provide one EV equipped parking space per five car parking. All other parking spaces shall be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs.

2. All houses with on curtilage car parking will be provided with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs.

The above provision is in accordance with the Cork City Development Plan

8.9 Motorcycle Parking

20 Motorcycle parking will be provided to meet the requirements of the development. Parking spaces will be provided with on one motorcycle parking bay per 10 car parking spaces for apartment and non-residential development.

Spaces have been provided in locations convenient to building access points, as per cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs are used to facilitate access to motorcycle.



Fig 8.7.1 House with en-curtilage parking spaces



Fig 8.7.2 Houses and duplexes with on-street parking

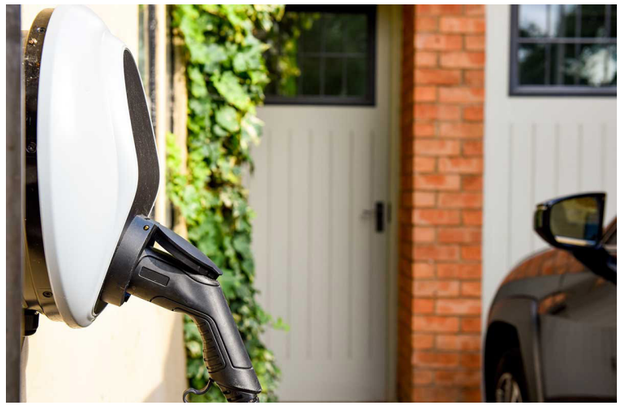


Fig 8.7.3 Future home EV provision allowed

8.10 Bicycle Parking

To encourage active travel within the development bicycle parking facilities, exceed the standards set out in Table 11.14 of the Development Plan and are in line with the requirements of 'Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)'.

Apartment Blocks 1-2 Bicycle Storage

Storage is provided within the ground floor of the building directly from the footpath and adjacent the entrance so that parking is both convenient and benefits from the direct surveillance of passersby. Internal two tier bicycle stands allows for maxium efficiency.

- Resident Provision: Bicycle parking is provided at a rate of 1 space per bedroom, fully aligning with best practice standards and promoting sustainable travel choices.
- Visitor Provision: In addition, 1 visitor space per 2 units is provided via Sheffield stands. These racks will be located close to the entrances of each block wherever possible, ensuring convenience and encouraging active travel for guests.

Duplex Blocks A-E Bicycle Storage

The duplex buildings will each benefit from a secure, accessible, and sheltered purpose-built store. These individual external storage buildings are designed with durable steel doors and fitted internally with two-tier bicycle stands, ensuring long-term resilience and ease of use.

- Resident Provision: Bicycle parking is provided at a rate of 1 space per bedroom, fully aligning with best practice standards and promoting sustainable travel choices.
- Visitor Provision: In addition, 1 visitor space per 2 units is provided via Sheffield stands. These racks will be located close to the entrances of each block wherever possible, ensuring convenience and encouraging active travel for guests.

Bicycle Parking for Private Houses

Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be wheeled through the house it is not always ideal. Storing and securing bikes to the front of terraced houses is a growing trend and there are many ways to do this.

The simplest measure is to install a cycle hoop or 'sheffield' stand on the driveway or threshold of the house, usually to the side where it won't impede access or parking.

Bicycle Parking for the PHCC and Cafe / Restaurant

These buildings will each benefit from a secure, accessible, and sheltered purpose-built store. These individual external storage buildings are designed with durable steel doors and fitted internally with two-tier bicycle stands, ensuring long-term resilience and ease of use. Visitor spaces are provided via Sheffield Stands located near the main entrances of the building.









Above: Simple sheffield and hoop stands for securing bicycles and suitable for installation in the front driveways or thresholds of private houses.

Table 7: Bicycle parking provision

Apartment or duplex block	No. of bedrooms	Residents spaces	Visitor spaces	Total
Apartment Block 1	87	87	28.5	115.5
Apartment Block 2	87	87	28.5	115.5
Duplex Block A	30	30	6	36
Duplex Block B	20	20	4	24
Duplex Block C	20	20	4	24
Duplex Block D	30	30	6	36
Duplex Block E	30	30	6	36
Total		304	83	387

Table 8: Bicycle parking provision commercial buildings

	Long Stay	Short Stay	Total
PHCC	11	9	20
Restaurant / Café	-	4	4
Retail Pharmacy	-	2	2
Total	11	15	26



Above:
Example of a secure unit provided for cycle storage.

8.11 Refuse Storage, Collection And ESB Sub Station.

Communal bin stores are provided internally at ground floor level within Apartment Buildings 1 and 2, ensuring secure, weather-protected facilities that are easily accessible to all residents, while each duplex unit (A–E) is served by a dedicated external bin store, with precise locations clearly identified on the site plan drawings to facilitate management and oversight.

Bin stores are positioned within a maximum horizontal travel distance of 50 metres from the front door of each dwelling, thereby meeting accepted best practice standards for accessibility and convenience, and the management company will marshal bins to the roadside on collection days, a strategy that eliminates the need for refuse trucks to reverse down internal roads and thus significantly reduces the risk of accidents or obstruction at the building frontages, while also maintaining a cleaner and safer residential environment.

Individual houses are equipped with purpose-built external storage units located directly outside each front door, providing residents with secure, dedicated waste storage that integrates seamlessly into the overall waste management strategy for the development.

Two ESB Substations are proposed and located on the site plan. Telecommunications equipment cabinet locations will be determined at a later stage once a supplier has been appointed as each supplier will have their own specific technical requirement parking bays.



Fig 8.11.1 Houses with external shelter bin storage

8.12 Minimum Floor Areas And Standards

All apartments and duplexes have been designed to accord with the current Development Plan 2022-28, the Sustainable Urban Housing: Design Standards for New Apartments (2023), and the Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025), meeting and/or exceeding the minimum standards set out in both

Room areas are noted on each floor plan drawing. Where bedroom areas are noted, they are exclusive of the overall storage requirement for each unit (wardrobes are not counted as part of the general storage areas).

Please refer to Housing Quality Audit (HQA) for the scheme.



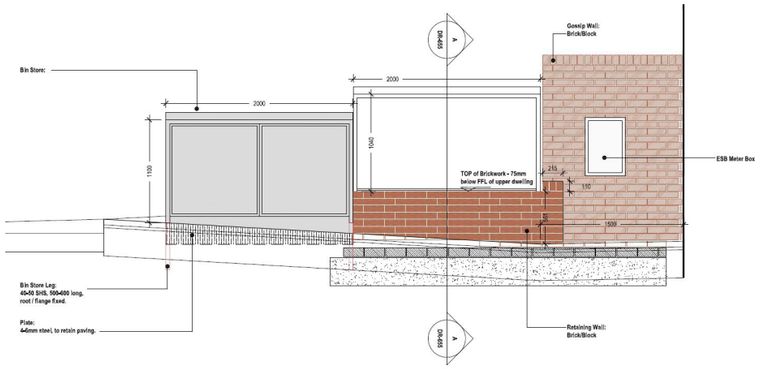


Fig 8.11.2 and 3 Details of external bin storage to houses



Fig 8.11.3 Buildings for Everyone Publications



Fig 8.11.4 Planning Design Standards 2025 and Cork City Development Plan 22-28

| ENDS