COAKLEY O'NEILL
town planning

Planning Statement

Large-Scale Residential Development at Ringwood, Blarney

Prepared in December 2025 on behalf of

Clockstrike Ltd.

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1.0 INTRODUCTION

1.1 Clockstrike Ltd. seek planning permission for the development of Phase 2 of a new residential neighbourhood on lands at Ringwood, Blarney, Cork.

1.2 This Planning Statement sets out an overview of the subject site's planning context, its Development Plan zoning and planning history as well as the planning, technical, and environmental considerations that have informed the design of the proposed development to date.

1.3 The proposed development site, in combination with the other residentially zoned lands at Ringwood immediately to the south, also in the ownership of Clockstrike Ltd., was the subject of a number of pre-planning consultations during 2023 and 2024, (Ref. Nos. 45/23, 101/23, and 66/24.)

1.4 As a result of the feedback received at these various meetings, the strategy adopted for the development of the zoned lands saw them subdivided into 2no. separate phases.

1.5 The proposal now being put before the Planning Authority constitutes Phase 2. Phase 1, which adjoins this site to the immediate south and west, was subject to a separate LRD planning application, Ref. No. 24/43031, Appeal Case Reference ABP-321688-25, which was granted permission by An Coimisiún Pleanála on the 6th May 2025. Construction works are due to commence on Phase 1 in the coming weeks.

1.6 Taken together, the Phase 1 and 2 proposals incorporate the full extent of the residential lands that can currently be developed at Ringwood under existing Cork City Development Plan, 2022 provisions.

1.7 Phase 2 comprises the construction of 323no. residential dwellings comprising of 157no. terraced, end of terraced and detached houses; 52no. duplexes provided in 5no. 3-storey buildings; and 114no. apartments provided in 2no. 5-storey buildings.

1.8 The proposed development also includes the construction of a Primary Care Centre, over 2 stories and 1,724sqm in area and which will incorporate GP services, the refurbishment and redevelopment of existing farm outbuildings for their conversion to a retail/pharmacy use, 80sqm in area, and café/restaurant use, 380sqm in area.

1.9 The site will be serviced by a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road. This includes a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east; a new signalised junction at the R617 and Killard Road junction; and a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031), all with associated footpath improvements and cycle lane provision.

1.10 The application is subject to Environmental Impact Assessment. The planning rationale and the justification for the proposed development in the context of the proper planning and sustainable development of the area is set out hereunder. Emphasis, where added in the report, is ours.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The subject site is located immediately east of Blarney town centre inside the town's settlement boundary and is approximately 7km northwest of Cork city centre.

2.2 The site is c.19.35ha. in area, forms part of larger landbank currently in agricultural use, and is located on sloping, undulating lands that comprise a series of agricultural fields immediately south of the residential developments of Aisling Geal and Ard na Gréine, and running though the eastern side of Ringwood to the R617 road to the south.

2.3 The "Ringwood", a locally prominent circular woodland area, lies to the south and west of the site. An area known as the 'Wet Wood' is included within the site to its north and northeastern side.

2.4 The subject site is bound to the west by housing at Assumption Terrace, fronting onto Station Road. To the east, the site is bound by the N20 roadway and to the north the site is bound by Aisling Geal and Ard na Gréine. To the south the site is bound by the R617 road and Castleview House.



Figure 1 - Location of subject site within Blarney Context



Plate 1 - View of northeastern site corner and boundary with Aisling Geal.



Plate 2 - View of the Ringwood looking south across site.

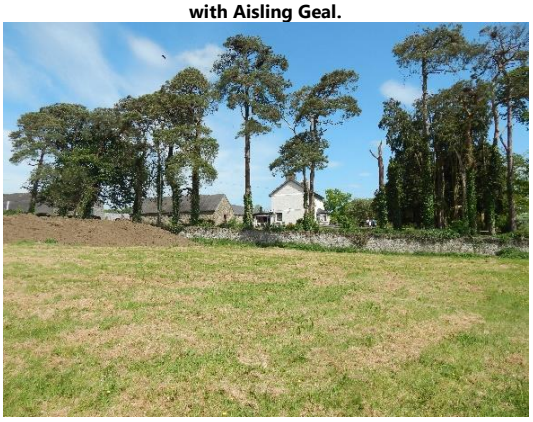


Plate 3 - View of site from West.



Plate 4 - Existing agricultural entrance from Station Road, which will be redeveloped as part of the adjacent LRD.



Plate 5 - View on R617



Plate 6 - Existing Buildings



Plate 7 - View north along western site boundary.



Plate 8 - View of Ringwood from western boundary.

3.0 STRATEGIC AND LOCAL PLANNING POLICY CONTEXT

3.1 This section sets out the relevant national, regional, and local policy applicable to the proposal.

Project Ireland 2040 – National Planning Framework First Revision (2025)

3.2 The National Planning Framework First Revision (NPF) was published in April 2025, making revisions and updates to take account of changes that have occurred since it was first published in 2018, and to build on the planning framework that was already in place.

3.3 The goals and vision of the NPF remain the same and it is guided, in part, by the aim to achieve regional parity in the country by significantly growing the population and employment base of both the Southern and the Northern and Western regions over the next two decades to counterbalance the dominance of the Greater Dublin Area.

3.4 The NPF sets a population growth target of at least 96,000 people for Cork City and its suburbs by 2040, with 50% of all new housing to be built within its existing footprint (National Policy Objectives 4 and 8), to facilitate Cork City becoming a compact city of scale, growing twice as much to 2040 as it has over the past 25 years.

3.5 The following National Policy Objectives are of relevance:

> ***National Policy Objective 12:***
> *Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.*
>
> ***National Policy Objective 38:***
> *Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.*
>
> ***National policy Objective 42:***
> *To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.*
>
> ***National Policy Objective 43:***
> *Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.*

3.6 The NPF reiterates the need for providing housing within the existing built-up footprints in line with National Policy Objective 10, which seeks to ''Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built-up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

3.7 Among the NPF's key enablers for Cork is the following: *Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area;*

3.8 **NPO 97** further notes the following in respect of the provision of TOD within metropolitan areas:

> *The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the metropolitan areas towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development.*

3.9 While **NPO 99** outlines the Government's role in facilitating TOD opportunities:

> *The Government will work to establish the necessary institutional and funding arrangements to support the development and accelerated delivery of Transport Orientated Development at suitable locations in conjunction with the ongoing programme of investment in the public transport network.*

3.10 This new overarching principle of delivering Transport Orientated Development is premised on achieving **National Strategic Outcome 5 Sustainable Mobility,** which has been expressed by the NPF since it was adopted in 2018.

3.11 A focus on Transport Orientated Development that promotes the provision of homes, jobs, services and amenities along high capacity public transport will be key in supporting sustainable mobility in cities and surrounding metropolitan areas.

3.12 To facilitate this and other National Strategic Outcomes of the NPF, such as Compact Growth, the *National Development Plan 2021-2030* supports major investments in public transport including the Cork Commuter Rail Network and BusConnects, as set out in the *Cork Metropolitan Area Transport Strategy 2040* (2020) (CMATS).

3.13 The *NPF Implementation: Housing Growth Requirements Guidelines* issued on 29th July 2025 by the Department under Section 28 of the current Act, provide updated housing growth requirements to planning authorities to 2040 in order to facilitate the revision and update of development plans in accordance with the NPF First Revision (2025).

3.14 Policy and Objective 2 of the Guidelines indicate a need for an additional provision of up to 50% over and above the housing growth requirement set out in the Guidelines, requiring all Planning Authorities to

review their Development Plans to increase housing targets by 50%, bringing the annual national housing target from 55,000 units to 82,500 units.

3.15 The housing target in the Guidelines for Cork City is 2,706 units per annum to 2034 and 2,539 units per annum from 2035-2040. An additional 50% provision results in an additional 1,353 units per annum to 2034 (or 4,059 units per annum in total); and an additional 1,269 units per annum from 2035-2040 (or 3,808 units per annum in total for that period).

Sustainable Residential Development and Compact Growth Guidelines for Planning Authorities (2024)

3.16 These Guidelines (SRDCS) set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

3.17 The Guidelines state that appropriate locations for higher density residential development that can deliver sustainable and inclusive communities are where there is good planning, good management and the necessary social infrastructure.

3.18 In line with the compact growth objectives set out in the NPF, the Guidelines set out densities for different settlement categories. The size of Dublin and Cork relative to the cities of Limerick, Galway and Waterford, density ranges for the city and suburbs areas of Dublin and Cork are set out separately in table 3.1, where the density range for 'Suburban/Urban Extension Areas' is set out to be within the range of 40dph to 80dph (net) generally.

3.19 Further, the Guidelines set out a number of Specific Planning Policy Requirement (SPPRs) to enable a graduated and flexible approach to the application of residential development standards across all housing types.

Regional Spatial and Economic Strategy for the Southern Region (2020)

3.20 The *Regional and Spatial Economic Strategy for the Southern Region* (RSES) sets out a twelve-year development plan for the Southern Region based on the strategic objectives of the NPF.

3.21 The strategy acknowledges that Cork is targeted to be one of the fastest growing areas in the state over the next 20 years.

3.22 The RSES and its constituent Cork Metropolitan Area Strategic Plan (MASP) both build on the policy contained in the 2001 *Cork Area Strategic Plan* (CASP) and 2008 CASP update, all of which emphasise Blarney as a strategic residential growth node on the Cork commuter rail network, where major population growth and development should be prioritised via an integrated land use and transportation strategy that is infrastructure-led.

3.23 Compact sustainable growth is one of the guiding principles of the Cork MASP. The MASP contains population growth targets for 2031 that are consistent with those in the NPF that are set for 2040.

3.24 According to Section 5 of the Cork MASP, Cork City and Suburbs are to grow by 75,000 by the year 2031, with a target population of 283,669 for that year.

3.25 In the MASP, Blarney is specifically identified as being one of the Metropolitan Towns that requires consolidation, regeneration, and infrastructure-led growth and investment regarding housing.

3.26 Specifically, one of the Cork MASP enablers identified for the Cork Metropolitan Area is:

> *Progressing the sustainable development of new areas for housing, especially those on public transport corridors such as Monard and urban expansion areas on the rail corridor such as at Carrigtwohill, Midleton, Cobh and Blarney.* [emphasis added]

3.27 The MASP cites the development of a new commuter rail station and Park and Ride facility in Blarney as some of the key transport priorities for the Cork Metropolitan Area. Cork MASP Policy Objective 8 is explicit in this regard.

3.28 The MASP also states the indicative residential yield at Blarney, defined as a Strategic Residential Growth Node on the Metropolitan Rail Line, as being 3,555 units (including 2,600 units at Stoneview) up to 2031.

Cork Metropolitan Area Transport Strategy 2040 (2020)

3.29 Adopted by the National Transport Authority (NTA) in 2020 the CMATS sets out an integrated transport planning policy framework for Cork with supporting investment priorities.

3.30 The delivery of CMATS is a critical objective of the Regional Spatial and Economic Strategy for the Southern Region and Cork Metropolitan Area Strategy Plan.

3.31 In the MASP, Blarney is specifically identified as being one of the Metropolitan Towns that requires consolidation, regeneration, and infrastructure-led growth and investment regarding housing. Specifically, one of the Cork MASP enablers identified for the Cork Metropolitan Area is:

> *Progressing the sustainable development of new areas for housing, especially those on public transport corridors such as Monard and urban expansion areas on the rail corridor such as at Carrigtwohill, Midleton, Cobh and Blarney. [emphasis added]*

3.32 The MASP cites the development of a new commuter rail station and Park and Ride facility in Blarney as some of the key transport priorities for the Cork Metropolitan Area. Cork MASP Policy Objective 8 is explicit in this regard. The MASP also states the indicative residential yield at Blarney, defined as a Strategic Residential Growth Node on the Metropolitan Rail Line, as being 3,555 units (including 2,600 units at Stoneview) up to 2031.

3.33 The RSES states that transport investment in the Cork Metropolitan Area will be identified and prioritised through CMATS. CMATS proposes to maximise the opportunities offered by the existing suburban rail network, stating that this *"will support better integration of land use planning and public transport*", in an approach which, "*in part, provides justification for new greenfield development at the UEAs of Blarney/Stoneview, Water Rock and Monard.*" [emphasis added]. CMATS envisages the following for Blarney:

- a new rail station and Park and Ride facility at Stoneview
- new local road links to support access to Stoneview
- high quality pedestrian and cycling environments
- and enhanced bus connectivity via BusConnects

3.34 Upgrading the Cork commuter rail service and providing additional stations in areas targeted for growth is noted as being a key enabler for Cork in the MASP. The MASP states the indicative residential yield at Blarney as 3,555 new dwellings (including 2,600 at Stoneview Urban Expansion Area), with the development of a new commuter rail station and Park and Ride facility in Blarney being some of the key transport priorities for the Cork Metropolitan Area. In addition, Iarnród Éireann are currently advancing plans for new rail stations on the Cork Area Commuter Rail Network. Funded by the National Transport Authority under Project Ireland 2040, Iarnród Éireann has awarded a contract to a multi-disciplinary team for the design, planning and construction of this phase of Cork commuter rail network investment. This includes:

- Stations at Blackpool, Monard, Tivoli, Carrigtwohill West, Waterrock, Ballynoe, Blarney and Dunkettle.
- A new fleet maintenance depot to cater for a new electrified fleet of up to 150 carriages.
- Electrification of the Cork Commuter network.
- The programme also includes the upgrade of nine existing commuter stations on the Cork network.

3.35 CMATS envisages enhanced pedestrian and cycling infrastructure for Blarney, including the Blarney Greenway Route, which will run to the south of the subject site along the R617, as well as a Core Radial Bus Network to serve the town (which will also run along the R617), all of which will facilitate connectivity between Blarney and the wider metropolitan area.

Cork City Development Plan 2022–2028

3.36 The *Cork City Development Plan 2022-2028* (hereafter 'CDP') is the relevant statutory plan under which the regulation and development of the subject site is to be considered. Below, we set out policy provisions and objectives of the CDP that are relevant to the consideration of this application.

3.37 As per CDP Objective 10.63, Ringwood/East Blarney is identified as one of seven strategic areas in Cork City identified for compact consolidation and expansion.

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

3.38 Under the CDP, the site has four zoning objectives, illustrated below:



Figure 2 - Excerpt from the CDP MAP 11 Blarney and Hinterland Zoning Map, showing the land use zoning objectives pertaining to the subject site.

- The area where residential dwellings are proposed is zoned ZO 2 New Residential Neighbourhoods, where the objective is:

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

- The area relating to the proposed Access Link Road and SuDS measures is zoned ZO 20 - City Hinterland and designated for 'Long Term Strategic Development'. The objective here is:

  To protect and improve rural amenity and provide for the development of agriculture.

  Within the City Hinterland zone, rural housing and rural-related business activities are permissible. Other uses open for consideration in this zone include renewable energy development (wind turbines, solar farms), tourism uses and facilities, garden centres and nurseries, cemeteries and community and cultural uses, market gardening and food production ancillary to agricultural uses.

3.39 The wetwood area to the northern side of the subject site is zoned as ZO 15 - Public Open Space, where the objective is:

> *To protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities.*

3.40 The following sections of the CDP apply to the development management of the subject site:

> *ZO 2.1 Lands in this zone are designated as Tier 1 or Tier 2 zoned lands in the Core Strategy. Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.*
>
> *ZO 2.2 This zone covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.*
>
> *ZO 2.3 Uses set out under ZO 1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning.*

3.41 Finally, the area where the proposed primary care centre, retail pharmacy and restaurant/café are proposed is zoned ZO 01 Sustainable Residential Neighbourhoods, where the objective is: *To protect and provide for residential uses and amenities, local services and community, institutional, educational, and civic uses.*

3.42 Accordingly, the following sections of the CDP apply to the development management of the subject site:

> *ZO 1.1 The provision and protection of residential uses and residential amenity is a central objective of this zoning. This zone covers large areas of Cork City's built-up area, including inner-city and outer suburban neighbourhoods. While they are predominantly residential in character these areas are not homogenous in terms of land uses and include a mix of uses. The vision for sustainable residential development in Cork City is one of sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents.*
>
> *ZO 1.2 Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated. Development that does not support the primary objective of this zone will be resisted.*
>
> *ZO 1.3 Primary uses in this zone include residential uses, crèches, schools, home-based economic activity, open space and places of public worship.*

ZO 1.4 Uses that contribute to sustainable residential neighbourhoods are also acceptable in principle in this zone provided they do not detract from the primary objective of protecting residential amenity and do not conflict with other objectives of this Development Plan. Such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals. [emphasis added]

ZO 20.1 The primary objective of this zone is to preserve the character of the City Hinterland generally for use as agriculture, rural amenity, open space, recreational uses, green and blue infrastructure and to protect and enhance biodiversity. Rural-related business activities which have a demonstrated need for a rural location are also permissible. Any development associated with such uses should not compromise the specific function and character of the City Hinterland in the particular area.

ZO 20.2 Other uses open for consideration in this zone include renewable energy development (wind turbines, solar farms), tourism uses and facilities, garden centres and nurseries, cemeteries and community and cultural uses, market gardening and food production ancillary to agricultural uses. [emphasis added]

ZO 20.3 The City Hinterland helps to maintain a clear distinction between urban areas and the countryside and avoid the harmful impacts of urban sprawl.

ZO 20.4 Single housing in the City Hinterland will be facilitated only where the objectives and requirements on rural housing set out in Chapter 3 Delivering Homes and Communities are met. Housing must be based on exceptional rural housing need and on the core considerations of demonstrable economic or social need to live in a rural area. Other considerations including siting and design criteria are also relevant.

3.43 According to Figure 2.21: *"Growth Strategy Map 2022-2028"* of the CDP, the subject site includes Tier 2 lands. With regard to Tier 2 lands, Section 2.51 of the CDP states the following:

Tier 2 sites are zoned land that are considered serviceable by physical infrastructure within the life of this Plan. While the NPF's tiered approach does not focus on community infrastructure, this is of central importance in the creation of sustainable neighbourhoods and is covered in detail in Chapter 3 Delivering Homes and Communities.

3.44 The primary appropriate land uses set out under CDP Section ZO 1.3 (regarding ZO 1 Sustainable Residential Neighbourhoods) are as follows: residential uses; crèches; schools; home-based economic activity; open space, and; places of public worship.

3.45 In terms of the delivery of community based healthcare facilities, the CDP states the following:

3.80 The importance of health to our everyday lives has been magnified by the Covid-19 pandemic and it has also made us appreciate more than ever that our health is not solely contingent on the healthcare system but also a range of other factors. This Development Plan recognises and proactively addresses some of these factors and land use considerations including objectives which seek to support our healthcare system, achieve liveable neighbourhoods, protect and enhance green and blue infrastructure, support recreation and community facilities, deliver infrastructure in-step with new development and reduce greenhouse gas emissions and pollution. As such Health is a cross cutting theme that informs all elements of this Plan.

3.81 In 2012 Cork was designated a World Health Organisation (WHO) Healthy City. As such, a range of partners, including Cork City Council and the HSE have committed to continually creating and improving the physical and social environments of the city and expanding the community resources that enable people to mutually support each other in performing all the functions of life and developing to their maximum potential. The designation recognises that a Healthy City is not merely a product of health sector activities but largely determined by policies and actions beyond the health sector. The Cork Healthy Cities Action Plan Phase VII 2020-2030 lists a number of actions under relevant themes aimed at improving the health and well-being of people in the City and reduce health inequalities. The Action Plan, by necessity, is multi-faceted but in terms of land-use management there are a number of relevant themes including 'Healthy Places and Settings' and 'Integrated Planning for Health'.

3.82 Within Cork City, healthcare facilities are managed by a range of public, private and voluntary bodies. The Health Service Executive (HSE) is the primary organisation responsible for healthcare infrastructure in the City and is responsible for providing public health and social services. The public healthcare system is undergoing strategic change as part of the 'Sláintecare' ten-year programme. In addition to a range of investment proposals and care improvements, one of the key outputs of Sláintecare in terms of spatial planning implications is a strategy of transitioning towards a primary and community-based care system rather than the current hospital-centric model of health care. There are also proposals to invest in the hospital system with the National Development Plan 2018-2027 supporting the development of a new acute hospital and elective hospital for Cork.

3.83 Community Healthcare Networks (CHNs) are being implemented by the HSE across Cork City and County to deliver Primary Health Care Services in accordance with the Sláintecare vision. There are 7 CHNs covering Cork City under the remit of the Cork/Kerry Health Region and each network will manage and deliver local services within its geographical area, working together to meet the needs of the local community. As these centres will offer community-based services, they will be permissible in principle within a wide range of Zoning Objectives.

3.84 In addition to the strategic new development proposals, there are also likely to be requirements to expand and undertake development works to existing healthcare facilities in the City. Subject to compliance with other policy objectives contained in the Development Plan, these proposals will be supported in principle.

3.85 In accordance with wider sustainable transport objectives, measures to help reduce private car use and facilitate more sustainable transport use such as sustainable travel/mobility plans and park and ride facilities will be encouraged in respect of all new and existing hospitals. In the case of Cork University Hospital, this could include implementing a park and ride service involving dedicated off-site parking or shared parking within a facility where the existing parking area is only used periodically or outside daytime hours.

3.46 Objective 3.27 addresses Healthcare Infrastructure and states it is Council policy:

To support the sustainable provision and expansion of hospitals and other healthcare facilities within the city including the provision of primary care centres and other specialist facilities at suitable locations, subject to proper planning and sustainable development considerations.

3.47 Section 2.60 states that the primary objective for City Hinterland is to preserve the character of the area generally for use as agriculture, rural amenity, open space, recreational uses, green and blue infrastructure and to protect and enhance biodiversity.

3.48 The subject site is identified as a built up area in Figure 6.5 of the CDP. It is not located within a High Value Landscape or a prominent and strategic greenbelt area. It is not located on a scenic route.

3.49 Section 2.52 addresses areas identified for Long Term Strategic Development, stating:

This Plan also identifies a third tier of land – longer term strategic development land – required beyond this Plan period to fulfil the City's ambitions in achieving the growth targets for 2040. These lands are not zoned as they are considered as being unlikely to be serviced during the lifetime of this Plan. These lands are identified as long term strategic sites needing long term planning and service delivery. They are identified to ensure active land management by safeguarding and strategically planning for the longer term growth needed to achieve ambitious NPF growth targets. For these reasons these longer term strategic development lands are not included within the Core Strategy for calculation purposes. Table 2.4 details the location and quantum of longer term strategic development lands within the city.

3.50 Objective 6.18 addresses development within area's zoned as Public Open Space and states:

a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned Public Open Space for alternative purposes;
b. There will be presumption against development on all open space in residential estates in the city, including any green area / public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation / amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes;

c. The development of open spaces should "aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;
d. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities, including good practices of inclusive design;
e. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).
f. Support measures to green the city, including re-grassing of appropriate hard-surfaced areas in locations throughout the City.

3.51 CDP Chapter 11 "Placemaking and Managing Development" sets out the development management guidance and standards for the city. The Chapter advises that any significant development proposal will require a detailed design statement, that a Visual Impact Assessment should be carried out to demonstrate the visual impact, if a development proposal is likely to have an impact on protected views and / or views of special amenity value, that sustainable transportation requirements should be considered at the earliest stages of development design and that a Traffic and Transport Assessments may be required for certain development proposals.

3.52 According to the height and density strategy of the CDP, the subject site is identified as being in an outer suburban area, where target heights and residential densities are in the range of 2-4 storeys and 40-60 units/ha. Blarney town centre itself is identified as an Inner Urban Suburban area where target heights and residential densities are in the range of 2-3 storeys and 35-50 units/ha.

3.53 CDP Objective 11.1 "Sustainable Residential Development" applies to the proposed development and is as follows:

Residential developments shall be sustainable and create high quality places which:

a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding "dead" spaces;
b. Prioritise walking, cycling and public transport, and minimise the need to use cars;
c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;
d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;
e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;
f. Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;
g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;

h. *Provide a mix of land uses to minimise transport demand;*
i. *Promote social integration and provide accommodation for a diverse range of household types and age groups;*
j. *Enhance and protect green and blue infrastructure and biodiversity;*
k. *Enhance and protect the built and natural heritage.*

3.54 Section 11.74 of the CDP advises that development proposals *"will need to ensure that they have an appropriate residential mix in terms of dwelling type, dwelling size, tenure, and specialist housing"*, while CDP Objective 11.2 "Dwelling Size Mix" requires the following:

> *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, apart from in exceptional circumstances.*
>
> *Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.*
>
> *Purpose-Built Student Accommodation schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.*
>
> *Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.*

3.55 CDP Table 11.9 presents the dwelling size mix for housing developments in Cork City's urban towns:

	Min	Max	Target
Studios/ PBSA {at LRT Stops/ Urban Centre Only)	0%	5%	0%
1 Bedroom	15%	25%	21%
2 Bedroom	30%	40%	34%
3 Bedroom	25%	35%	30%
4 Bedroom/ Larger	10%	20%	15%

Table 1. Urban Towns and Hinterland Villages Dwelling Size Mix for Housing Developments standards as per *the Cork City Development Plan 2022-2028*.

3.56 Regarding the provision of public open space in housing developments, Table 11.11 of the CDP sets out that, for greenfield sites, a provision of 15% of public open space on site will normally be required. A general provision of 10% is cited.

3.57 Regarding the provision of private amenity space for houses, CDP Objective 11.5 is as follows:

> *Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation. Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site.*
>
> *a. The following factors will be material in assessing whether adequate space has been provided:*
> *b. The density of the proposed development;*
> *c. The context of the development in relation to the size and layout of existing residential plots and the pattern of development;*
> *d. The orientation of the outdoor area in relation to the path of the sun;*
> *e. The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings;*
> *f. The overall shape, access to and usability of the whole space to be provided;*
> *g. Clear delineation of public and private space (avoiding rear boundaries onto streets and public realm);*
> *h. The location of the plot in relation to publicly accessible open space and the offer of that space.*

3.58 Regarding phasing, Section 11.116 of the CDP advises that development proposals for more than 100 residential units must:

> *..demonstrate that adequate provisions for specified physical and social infrastructural requirements, including roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, first and second level schools and shops are available at completion to support the development.*

3.59 CDP Objective 3.21 of the CDP states that, in the case of residential development proposals in excess of 75 dwellings, the development of purpose-built childcare facilities will generally be required.

3.60 In terms of surface water drainage, Section 11.217 of the CDP states that:

> *Development proposals shall be designed to integrate naturalised and biodiverse SuDS into the site and wider green and blue infrastructure network. Schemes should replicate natural drainage as closely as possible, maximising benefits for water quality, biodiversity and amenity.*

3.61 Section 11.224 of the CDP concerns the protection of biodiversity and promotes the integrated provision for biodiversity enhancement in all developments.

3.62 Section 11.226 of the CDP stipulates that the layout of proposed new residential developments must be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

3.63 As per Variation No. 1 to the *Cork City Development Plan 2022-2028*, the subject site is located in CDP Parking Zone 3. The CDP car parking standards are maximums and require a maximum of 1.25no. car parking spaces for every 1 and 2 bed unit in suburban locations, and a maximum of 2.25no. spaces for every 3+ bed unit. We note that, in the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* (2020), as a benchmark guideline for apartments in peripheral and/or less accessible urban locations such as Ringwood, 1no. car parking space per unit can be provided, together with an element of visitor parking, such as 1no. space for every 3-4 apartments.

3.64 In addition, the CDP requires that multi-unit residential developments should provide a minimum of 1no. EV equipped parking space per 5no. car parking spaces; that apartment developments should provide 1no. motorcycle parking bay for every 10no. car spaces, and that 5% of car parking spaces provided should be set aside for PRM (persons with reduced mobility).

3.65 The CDP bicycle parking standards require that sheltered bicycle parking should be provided at a rate of 0.5no. per suburban apartment, and 1no. per twenty-five children enrolled at a crèche.

3.66 For primary care centres, 1no. car parking space is required per consulting room and for café uses 1no. car parking space per 30sqm is required.

3.67 In addition, the CDP requires that any non-residential development with more than 10no. spaces, provide at least 1no. parking space equipped with a functioning EV charging point and at least 20% of spaces incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point. In addition, 5% of car parking spaces provided should be set aside for persons with reduced mobility.

3.68 The subject lands carry no built heritage designations in the form of protected structures or NIAH listed buildings. A recorded monument (Fulacht fia - CO062-249) is located towards the southeastern side of the site. No development is proposed in this area.

3.69 There are no historic flood events recorded within the proposed development site according to FloodInfo.ie. The proposed development site is located in Flood Zone C as per the CFRAM flood mapping. However, the flood risk from the Sheen Upper Watercourse to the east of the site is not considered in the CFRAM study and only an indicative estimate is provided under the *Cork City Development Plan 2022-2028*.

3.70 The nearest designated Natura 2000 site is the Cork Harbour SPA (Site Code IE0004030), which is to the southeast of the subject lands. The existing built footprint of Cork City provides a significant buffer between the lands and the SPA.

4.0 PLANNING HISTORIES

4.1 There is a historic planning application pertaining to part of the subject site, details of which are outlined below.

4.2 **Application Register Reference PL 04.221478 (065518)**: Following a Third Party appeal, conditional permission was granted on 11th March 2008 for (a) a grade separated 'dumbbell' interchange incl. a bridge, (b) extension of the N20 dual-carriageway northwards, (c) removal of southbound ramps between N20 & Blarney Bus. Pk, (d) widening the north side of the bridge at the N20 Blarney Interchange, (e) a 2-lane single-carriageway distributor rd. (Shean Road Lr.) (f) a 4-lane single-carriageway distributor rd. (Shean Upper Rd.), (g) removal and realignment of sections of ex. roads within Blarney Bus. Pk., (h) a 3-lane single-carriageway Stoneview Upper Distributor Rd incl. a bridge (i)a 3-lane single-carriageway Stoneview Lr. Distributor Rd. including a bridge (j) realignment of part of ex. Station Rd and restriction to a single northbound lane, (k) a 2-lane single-carriageway Stoneview Upper Collector Rd. (l) a 2-lane single-carriageway Stoneview Lr. Collector Rd. (m) a Park Access Rd, (n) a single carriageway 2-lane Stoneview Northern Access Rd to Park Access Rd, (o) all associated structures/works.

4.3 This permission facilitated the development of the Stoneview Masterplan area to the north for associated residential developments concurrently granted permission by both Cork County Council and An Bord Pleanála at the time. These permissions were never implemented.

4.4 Part of the site to the eastern side is located within the NM20 Phase 3 Planning Referral Area. The latest project update from June 2025 clarifies that a planning application for the project will be submitted to An Coimisiún Pleanála in 2026 and upgrade of the route at Blarney will be online and that the subject site does not impact upon same.

4.5 Furthermore, as outlined in the introduction to this statement, the proposed development site, in combination with the other residentially zoned lands at Ringwood immediately to the south was subject to an LRD Section 247 pre-application consultation meetings with Cork City Council on 24th April 2023 (Pre-planning Meeting Ref: 45/23) and on the 3rd August 2023 (Pre-planning Meeting Ref: 101/23). The development discussed comprised of 485no. residential units and a crèche on the entirety of the zoned lands at Ringwood. As a result of the feedback received at these various meetings, the strategy adopted for the development of the lands saw the overall residential zoned lands subdivided into separate phases.

4.6 Parts of the site, namely the access onto Station Road and the proposed central public open space, concurrently formed part of the Phase 1 site. This Phase 1 proposal was subject to a separate LRD planning application, which has been granted permission on appeal by An Coimisiún Pleanála **(Ref. 24/43031, Appeal Case Reference ABP-321688-25)**.

4.7 Lands immediately adjoining to the south were the subject of a separate s247 pre planning submission concerning a proposal for a primary care centre, an associated café and 9no. residential units **(Ref. No. 66/24)**, which is now closed. These elements have now been incorporated into this Phase 2 proposal.

5.0 PRE-APPLICATION CONSULTATIONS

5.1 As set out above, pre-planning consultation meetings were held with the Planning Authority in 2023 and 2024. After the S.247 meeting in August 2023, the design development was split into two phases.

5.2 The first iteration of the Phase 2 scheme comprised 307no. dwelling units. On the 18th June 2024, a Section 247 pre-planning meeting was held between Cork City Council and the applicants in respect of the proposed development of the subject site. This was held online over Microsoft Teams.

5.3 At the time a separate Phase 1A application was also being considered which would have included the provision of the primary care centre, additional residential development and the tie in of the Stoneview Access Link Road with the R617 to the south.

5.4 However, during the S247 meeting for Phase 2, a key issue raised by the Planning Authority was that the proposed development requires the delivery of the entirety of the Ringwood Distributor Road to include the connection with the R617 to the south. It was advised that the section of the Ringwood Distributor Road, which was included as part of the primary healthcare application, should be included as part of the overall Phase 2 Ringwood residential scheme.

5.5 After the S.247 meeting in June 2024, the design team listened to and responded to the issues raised by the Planning Authority. The iteration of the scheme tabled for the December 2024 consultations, comprised of the construction of 304no. residential dwellings on both the southern and northern portion of the lands, a new Primary Care Centre, a cafe and a new link road access to the development from the R617.

5.6 An LRD S.32C meeting has held in May 2025. The May 2025 iteration of the scheme comprised of the construction of 334no. residential dwellings on both the southern and northern portion of the lands and a new link road access to the development from the R617. It also incorporated the primary care centre, the café and the retail pharmacy. A new seasonal wetland amenity area was also introduced into the scheme.

5.7 The Planning Authority's LRD Opinion was issued on the 26th June 2025. A copy of Cork City Council's minutes of this pre-application consultation, and their Opinion Report are included in Appendix A of this planning statement.

5.8 The applicant's response to Cork City Council's Opinion is summarised in the Statement of Response to Council Opinion prepared by Coakley O'Neill Town Planning Ltd., copies of which accompany the planning application. Cork City Council's Opinion itself is appended to the Statement of Response.

6.0 DEVELOPMENT PROPOSAL

6.1 The subject site is located in and immediately adjacent to the existing built footprint of Blarney and within its defined development boundary. The existing and evolving character of the wider area is residential and urban in nature. Areas further north are already characterised by long-established housing estates.

6.2 The proposed development will comprise of the construction of 323no. residential units as follows:

- 157no. terraced, end-of-terrace, and semi-detached houses;
- 52no. duplexes provided in 5no. 3-storey buildings; and
- 114no. apartments provided in 2no. 5-storey buildings

6.3 The design of the houses, apartments and duplex units responds to the local vernacular architectural language of Blarney. This is further considered in the application's Architectural Design Statement.



Figure 3 - Proposed Site Layout



Plate 9 - Artists impression of Duplex and Apartment Units (Source: CCK Architects)

6.4 Also included is the construction of a new primary care centre incorporating GP services, over 2 stories and 1,724sqm. in area, along with the refurbishment and redevelopment of existing farm outbuildings (460sqm.) for their conversion to retail/pharmacy and café/restaurant uses.



Plate 10 - Proposed Primary Care Centre (Source GNet3D)

6.5 The site is to be accessed via a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road. A new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a right turn lane for

traffic turning into the site, and associated footpath improvements and cycle lane provision is also provided.

6.6 A new signalised junction at the R617 and Killard Road junction which will provide a two lane approach from the west, one lane for through traffic heading eastbound on the R617 and a right turn lane onto the Killard Road, with associated footpath improvements and pedestrian and cyclist infrastructure is also proposed.

6.7 In addition, private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area form part of the overall landscaping and amenity strategy for the proposed development. All necessary car parking, including EV charging points, bicycle parking, and motorcycle parking bays in accordance with Development Plan standards are provided.



Plate 11 - Artists impression of central amenity space area (Source: CCK Architects)

6.8 With regard to Objective 3.21 of the CDP, the permitted Phase 1 development incorporates a 137no. children crèche facility which is being delivered as part of Phase 1. Under the Phase 1 planning process, this proposed creche facility was increased in size at the request of the Planning Authority to explicitly cater for the childcare needs arising as a result of the Phase 2 development.

7.0 PLANNING ASSESSMENT

Principle of Development – Residential

7.1 With regard to the core residential element of the proposed scheme, given its location within the CDP's ZO-02 New Residential Neighbourhoods zoning objective for the site, it is considered acceptable in principle. In addition, the principle of a residential development on the site is also supported by:

- the Government's national housing policy, Delivering Homes, Building Communities 2025-2030
- the NPF, which states that progressing the sustainable development of new greenfield areas for housing is a key future growth enabler for Cork;
- the RSES, which identifies Blarney as a Strategic Residential Growth Node along the Cork commuter rail network;
- the various sustainable transport initiatives set out in the CMATS for Blarney;
- CDP Objective 10.63, which is aimed at supporting the compact growth and development of Blarney East / Ringwood Expansion Area as a strategic City consolidation and expansion area;
- CDP Objective 2.32 "Housing Supply", which supports an increase in the supply, affordability and quality of new housing in the city and supports the provision of a range of housing options characterised by good design and that is appropriate to the character of the local area; and
- the residential zoning objective for the site.

7.2 In light of all of the above, as the proposed development will provide 323no. new homes in Blarney, it can be concluded that the residential element of the proposed development is acceptable and should be supported in principle.

Principle of Development – Primary Care Facility and Retail/Pharmacy and Café/Restaurant

7.3 Given the CDP's ZO-01 and ZO-20 zoning objectives for the southern part of the site and the character of the immediate area, a community healthcare based development proposal is an appropriate use. It also aligns with current Health Service Executive (HSE) proposals for the early delivery of a Primary Care Centre in Blarney, which is currently the subject of a tender process.

7.4 The proposed primary care facility and refurbished retail/pharmacy and café/restaurant buildings, which are located within the site's ZO-01 zoned area, are open for consideration within such zones.

7.5 The proposed primary care centre is located 250m from the zoned town centre of the Blarney, a 5min walk for most. The site is located near Blarney's existing secondary school, a juvenile sports pitch and the Clogheenmilcon amenity area. It is conveniently located fronting onto the public road network, on a proposed BusConnects route and the pedestrian and cyclist routes proposed as part of the City Council's *Blarney Village Pedestrian and Cycling Infrastructure Scheme*.

7.6 In respect of future development, it will be located on the main vehicular, public transport, and active travel access to the proposed Blarney Railway Station. Additionally, the site does not face the same challenges presented to development on sites within the Blarney Architectural Conservation Area (ACA).

7.7 As a healthcare facility, and as per the HSE tender brief, it is to serve a wide catchment, including the populations of Kerry Pike and Tower. In the context of this catchment, the proposed location at the edge of the town centre is ideal. For the HSE, public transport connectivity connectivity from Blarney and environs is a priority and the site of any PCC must already be accessible by road and by existing services.

The subject site meets all of these criteria.



Figure 5 – Primary Care Centre Context

7.8 In light of all of the above and as the proposed development will provide a primary care centre and associated pharmacy / café uses, it is submitted that the proposed development is acceptable in terms of its site context and zoning and should be supported in principle.

7.9 In terms of national health policy, the current Programme for Government makes strong commitments to strengthen community-based care, including primary care and social care, and sees this as fundamental to advancing Sláintecare reforms. Strategic priorities in the Department of Health's *Statement of Strategy 2023-2025* include:

- ***Strategic Priority 2: Expand and integrate care in the community.***
- ***Strategic Priority 3: Make access to healthcare fairer and faster.***

7.10 In discussing Strategic Priority 2, the Strategy advises that it means:

> *Keeping people well at home, or near home, by **expanding and increasing primary care and social care available in the community**, within an integrated model of care across all settings.* [emphasis added]

7.11 The Strategy advises that cross cutting initiatives required to advance Strategic Priorities 2 and 3, include

- *Implement and resource the Sláintecare Implementation Strategy Framework and annual Action plans 2024 – 2027.*
- *Enhance capacity across primary, community and acute settings, including additional infrastructure, staffing, and diagnostics in line with the implementation of the Health Service Capacity Review 2018.*

7.12 The provision of a new Primary Care Centre in Blarney is fully aligned with these various national health policies and objectives and will be a significant positive addition to the delivery of healthcare in the town.

Principle of Development – Road and Access Proposals and Matters relating to Material Contravention

7.13 The proposed Stoneview Access Link Road ('New Station Road') is intended to provide for long term access into the Stoneview development area to the north of the N20 and the Cork-Dublin Rail line. In doing so, it will provide access to the proposed Blarney Railway Station intended for delivery by 2028. The applicants envisage its delivery as follows:

- The main body of the road including a new access junction onto the R617 will be delivered as part of the Phase 2 residential scheme that is the subject of this application.

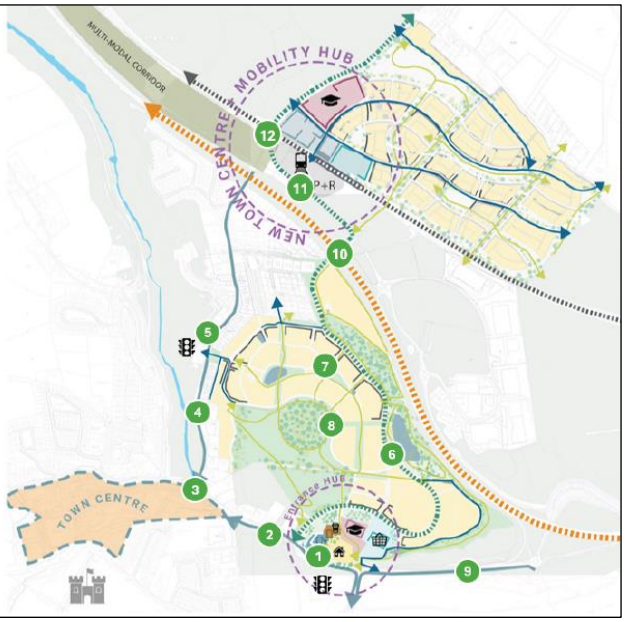
- The final element of the roadway, extending north over the N20 and the rail line, will be delivered in conjunction with the development of the Stoneview lands and will be subject to consultation and agreement with the Local Authority, TII, Irish Rail and the NTA surrounding the development of the Rail Station, the M20 and the proposed Park and Ride facility.

7.14 Extensive consultation and discussions have been undertaken between the applicants and other stakeholders on advancing these various proposals. The N/M20 Cork to Limerick Project team have been consulted with respect to the proposed future development of lands at Ringwood and Stoneview, which are designated for 'long term strategic development, and the implications and interactions with the proposed N/M20 Project.

7.15 Consultations have been undertaken with Irish Rail in respect to the development of the Blarney Railway Station at Stoneview, as part of their Cork Commuter Rail project. Similar discussions have been had with Uisce Éireann in relation to water and wastewater provision.

7.16 An overall masterplan has been prepared by the applicants to provide an indicative guide for these discussions and help inform future plans for the area. A central element of this masterplan is the proposed new link road through the Ringwood into Stoneview. The roadway will facilitate multi-modal access to the proposed Rail Station and open up the Stoneview lands for future development in accordance with their CDP designation. Its ultimate function therefore extends beyond this Phase 2 proposal.

	Infrastructure	Delivery
1	New signalised junction on the R617 incorporating active travel + future bus	Phase 2 Application
2	Provision for future cycle connection to Blarney Town	Currently being progressed by CCC
3	Improvements at R617/ Station Road Junction	Phase 1 Planning Condition
4	Improved Footpath widths on Station Road	Phase 1 Planning Condition
5	New signalised Station Road Junction including pedestrian facilities	Phase 1 Planning Condition
6	'New Station Road' providing multi modal spine through development	Phase 2 Application
7	Network of internal pedestrian and cycle links	Central component of all phases
8	Greenway link to development through new Ringwood Park	Phase 3
9	Greenway Link to Clogheenmilcon Sanctuary	Phase 2 Application
10	New Bridge over M20 connecting Ringwood to Rail P&R	Proposed to be delivered under Part 8
11	Blarney Train Station Park and Ride	Delivered by Irish Rail as part of Cork Suburban Rail Project
12	New multi-modal bridge over Railway line linking Stoneview to Blarney	



7.17 In this respect, it is clear that the proposal for a link road meets with the provisions of the site's CDP designation for long term strategic development, where under the CDP the need for long term planning and development is acknowledged so as to ensure the City can meet the NPF's ambitious growth population and housing targets.

7.18 In line with planning policy provisions, hard infrastructure should, where possible, be provided for in advance of its associated housing developments. In this instance, the provision of the new link road through Ringwood will ensure that development at Stoneview can proceed in a timely and orderly manner.

7.19 Separately, it can be argued that the provision of the link road through 'City Hinterland' zoned lands does not result in a material contravention of this objective on the basis that a wide range of uses are either permitted or open for consideration within the zone, all of which would necessarily involve the development of roadways. For example, should a rural-related business, tourism uses and facilities or community and cultural uses be proposed on the lands, all of which are either permissible or open for consideration, they would all require road access.

7.20 Nonetheless, should the Council consider that a material contravention does arise, then there is sufficient justification for same. Express provision is made in the Planning and Development Acts, whereby a planning authority is entitled to grant planning permission for a development which would materially contravene their development plan. The reasons for doing so, while exceptional, should be worthwhile.

7.21 We submit that they are in this instance.

7.22 Firstly, section 12.12 of the CDP acknowledges:

> *It is not possible for a development plan to account for every possible eventuality, and situations that may arise where the proper planning and sustainable development of an area may be best served by a development that contravenes the land use zoning objectives of the Plan. In such cases, development proposals will be considered on their own merits in accordance with the principle of proper planning and sustainable development, and in accordance with the Core Strategy and development strategy of this Plan.*

7.23 Secondly, the proposal is in accordance with the provisions of Section 37 (2)(b) of the Planning and Development Act, 2000, as amended, particularly criteria (i) and (iii) of same, which set out instances where An Coimisiún Pleanála can materially contravene a Development Plan, when:

> *(i) the proposed development is of strategic or national importance,*
>
> *(iii) permission for the proposed development should be granted having regard to regional spatial and economic strategy for the area, guidelines under section 28, policy directives under section 29, the statutory obligations of any local authority in the area, and any relevant policy of the Government, the Minister or any Minister of the Government, or*

7.24 These criteria thus provide the Planning Authority with a clear guide as to the planning matters that should be considered in this instance.

7.25 The proposed access link road, in facilitating the key multi modal access route to a residentially zoned site along with the designated long term development lands at Stoneview and the proposed Blarney railway station, is clearly of strategic and national importance to the development of Cork City in accordance with the CDP's core strategy.

7.26 Additionally, it can be found to accord with the NPF, which states that progressing the sustainable development of new greenfield areas for housing is a key future growth enabler for Cork, the RSES, which identifies Blarney as a Strategic Residential Growth Node along the Cork commuter rail network, and the various sustainable transport initiatives set out in the CMATS for Blarney.

7.27 In light of the provisions of national policy in relation to the need for the sustained and significant development of new housing lands along with the series of regional and local policy objectives driving the integration of land use and transport infrastructure development, there is little doubt that the proposed link road has a strategic importance to the development of the Cork Metropolitan Area. It supports national objectives underpinning Sustainable Compact Growth and Transport Orientated Development.

7.28 The impact upon the public open space zoned lands to the northern side of the site can be considered in a similar light. On this, the Planning Authority are asked to refer to the Route Options Report submitted at pre-planning stage, which assessed a series of potential route options for the Link Road through the Ringwood and found that the least impactful in terms of open space, landscape and ecological matters is the route chosen along the northern boundary of the site, where the extent of encroachment, and the resultant impacts, are dramatically less than other options. The approach taken differs considerably in terms of impacts from the previously permitted access roadway to Stoneview, which proposed a motorway type interchange with extensive cut and fill through the Ringwood lands.

7.29 In all, there is found to be strong planning merit in the proposals put forward in terms of the delivery of housing and the provision of necessary infrastructure to facilitate the planned long-term development of the urban town of Blarney.

Dwelling Mix

7.30 The breakdown of proposed units across Phases 1 and 2 is presented in Table 2 below.

Dwelling Size	Phase 1	Phase 2	No. Overall Phase 1 & 2	% Overall Phase 1 & 2	Development Plan Range
Studio	6	0	6	1%	**0% - 5%**
1-bed	50	54	104	18%	**15%-25%**
2-bed	94	86	180	32%	**30%-40%**
3-bed	64	155	219	38%	**25%-35%**
4-bed	32	28	60	11%	**10%-20%**
TOTAL	**246**	**323**	**569**	**100%**	-

Table 2. Proposed Unit Types and Mix.

7.31 The dwelling mix generally aligns with the CDP dwelling mix targets for Blarney. In accordance with the provisions of CDP Objective 11.2, a Housing Mix Statement provides justification for the mix proposed in both Phase 2 alone and cumulatively for Phases 1 and 2. It is also noted that SPPR1 of the Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025, states that there will be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments.

Building Height and Density

7.32 The building height strategy for the site responds directly to its topography and the potential for undue visual impacts. Proposed heights are 2 storey houses, 3-storey duplex buildings, and 5 storey apartment buildings. This generally aligns with the CDP height targets for Blarney town.

7.33 In relation to the proposed 5-storey apartment buildings, being located on a proposed distributor road linking to the new rail station and adjacent to a town park, they conform to the provisions set out in the

Urban Development and Building Heights Guidelines for Planning Authorities, 2018, which state that in suburban and edge locations within towns:

> *3.6 Development should include an effective mix of 2, 3 and 4-storey development which integrates well into existing and historical neighbourhoods and* ***4 storeys or more can be accommodated alongside existing larger buildings, trees and parkland, river/sea frontage or along wider streets.***

7.34 Based on a net developable area of 7.16ha, the proposed residential density is 45.11 dph. This density aligns with both the CDP and national density guidance.

7.35 Table 3.1 of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* (2024) sets out guidance on Areas and Density Ranges in Metropolitan Towns and Villages. The subject site can be considered a Metropolitan Town (>1,500 population) – Suburban / Urban Extension, in relation to which it is stated:

> *Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development.*

7.36 In these locations:

> *It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).*

7.37 It is clear therefore that the proposed density of 45.11 dph is fully in accordance with the targets and ranges set out in both the CDP and the Guidelines.

7.38 In relation to whether this density is appropriate here, the following should be considered.

7.39 CDP Strategic Objective 9 "Placemaking and Managing Development" states that development should follow "*a design-led approach with innovative architecture, landscape and urban design* ***that respects the character of the*** *city and* ***neighbourhood***." [emphasis added]. This is reiterated in CDP Objective 2.17 "Neighbourhood Design".

7.40 The existing character of adjoining residential development along Station Road (c. 25 units/ha) and in the nearby housing developments of Ard na Gréine and Aisling Geal (c. 12 units/ha) can be described as very low-density. The proposed density of 45.11 dph is considered to strike an appropriate balance between the existing character of the immediate area and the new higher density CDP targets for Ringwood/East Blarney. It is fully aligned with national density targets for greenfield sites in locations such as this.

7.41 The proposed density and heights for the subject site are also considered appropriate in the context of the views looking northeast towards the site from Blarney Castle, which is recognised in the CDP as being "*one of the principal tourist attractions in Ireland*" (Section 10.245). In this respect, site layout, density and building heights are designed so as not the lead to negative impacts on views from the castle. The positive results arising are demonstrated in the submitted photomontage view from the Castle.

7.42 In the context of all of the above points, it is submitted that, given the subject site's locational context and the level of public transport (planned and existing) and other services in the area, the densities of existing residential development in the area, and the potential for later phases of the overall landholding at Ringwood and Stoneview to accommodate further development, the proposed density should be considered acceptable. Building Height and Density are further considered in the application's Architectural Design Statement, where a more detailed design rationale is presented.

Parking

7.43 The proposed parking strategy for the development is to promote sustainable travel through encouraging modal shift. In accordance with CDP parking standards, 454no. car parking spaces are proposed to serve all the proposed residential units.

7.44 A total of 60no. car parking spaces are proposed to serve the primary care centre and café, which will include staff and the required disabled and EV charging spaces. This number of spaces is in line with other primary care centres of similar size in Cork.

7.45 Sheltered bicycle parking is also proposed. Charging points for electric cars will be provided on-curtilage for all private dwellings. Multi-unit residential developments will be provided with a minimum of one EV equipped parking space per five car parking spaces. All other parking spaces will be developed with ducting that enables future installation of a charging point for EVs. Disabled parking bays will be identified and will be provided at a rate of 5% for all apartment blocks. All of the above are in keeping with CDP standards.

Traffic, Transport and Connectivity

7.46 The Access Link Road will be extended north from a new junction on the R617 to link up with the eastern edge of the Phase 2 site. Residents of the completed phases will then be able to access the site via either the signalised junction on the R617 (which will become the main entrance), or the proposed priority junction on Station Road**.** It will therefore be possible to travel from Station Road to the R617 through the development.

7.47 The TII N/M20 design team have confirmed, and as published in Project's June 2025 Update, that the proposed motorway route at Blarney will comprise an online solution that does not impact upon the subject site or adjoining housing estates.

7.48 The site is in close proximity to existing and planned sustainable and public transport services at Blarney, namely a proposed BusConnects route along the R617 and proposed pedestrian and cycling infrastructure along the River Martin, the Clogheenmilcon Walk greenway, and the greenway along Waterloo Road in the western part of Blarney town. The subject site is within walking distance of Blarney Village centre, close to the existing pedestrian networks on Station Road to the west.

7.49 The proposed development will be linked into the existing pedestrian network, and nearby existing bus services are available on the R617 corridor.

7.50 In accordance with the requirements of the CDP, the proposed development has been designed to align with the principles and standards contained in the *Design Manual for Urban Roads and Streets* (2013; 2019) (DMURS). Therefore, the proposed development aligns with Objective 11.1 of the CDP in that the proposal is characterised by permeability, prioritises walking cycling and public transport, and promotes social integration in the form of accessible well-located public open spaces, the provision of a crèche on site and the provision of a range of dwelling sizes and types, including apartments, duplexes and larger family homes.

7.51 A new rail station at Stoneview (Blarney) to the north of the subject site is also planned, which would provide connectivity not only with Cork City and the wider Cork Metropolitan Area but also with the national rail network via Mallow which is c. 25km north of Blarney. Irish Rail are currently in the process of designing this new rail station and a Railway Order application is expected in the short term.

Landscape and Amenity

7.52 The proposal includes landscaping and amenity areas. The proposed development will provide 15% of the net developable area of the site as public open space (1.053ha.), in accordance with the requirements of the CDP, in the form of:

- A large open space area to the southern side adjoining Phase 1 incorporating two kickabout areas and a local play area;
- A linear park running through the site linking its northern boundary to amenity areas to the south;
- A series of pocket parks throughout providing neighbourhood play and kickabout areas.

7.53 The proposed open space benefits from excellent levels of passive surveillance by the surrounding houses. The proposed retention of hedgerows on site as well as the landscaping interventions and mitigation planting and measures proposed ensure that the proposed development will enhance biodiversity on site, in accordance with CDP Objective 11.224.

7.54 The inclusion of the Wetwood along with the creation of a new Wetland seasonal amenity area bring significant additional planning gain in terms of ecology and amenity provision.

7.55 The potential impacts upon the 'Wetwood' open space zone are addressed in the submission of the landscape architects and ecologists, where it is highlighted that of the Link Access Road options assessed, the proposed route is by far the most preferable. In addition, a series of mitigation measures are proposed.

Services

7.56 As per the CDP, the subject site is a Tier 2 site and is therefore serviceable land which can be developed, together with the provision of the necessary infrastructure, within the lifetime of the CDP. MHL Consulting Engineers have prepared an Engineering Report and drawings which contain details regarding the proposals to service the site. MHL's documents, together with Systra's transport appraisal, indicate that adequate provisions for the specified physical infrastructural requirements are available to support the proposed development.

7.57 A pre-connection enquiry for the mixed use development of the Ringwood lands, has been made to Uisce Éireann regarding the potential of connecting the proposed development to the existing public water mains and foul sewer network. Uisce Éireann have responded with a Confirmation of Feasibility stating that both water supply and foul water service connections are both feasible with upgrades.

7.58 Specifically, regarding water supply, Uisce Éireann have advised that there is currently capacity available in the local supply to cater for this development, and that network upsizing and extensions are required to cater for the development. Uisce Éireann have funding in place and have commenced planning for upsizing watermains in Blarney. The network extensions required will be funded by the Developer. These works will be carried out by Uisce Éireann and the costs for this will be included in the Developer's connection fee.

7.59 Regarding wastewater services, Uisce Éireann have advised that while there is currently capacity in the Blarney Wastewater Treatment Plant to facilitate the proposed connection, this capacity is limited. Network extensions are required to cater for the proposed development. These extensions will be funded by the Developer. These works will be carried out by Uisce Éireann and the costs for this will be included in the connection fee.

7.60 An extensive gas network and telecommunication/broadband network are also located in the immediate vicinity of the site.

7.61 The proposed surface water drainage network is being designed in accordance with Sustainable Urban Drainage Systems (SUDS) principles and includes attenuation tanks as well as bioretention measures such as swales. The inclusion of a large "Outer Zone" SUDs solution is similar to the design approach identified in the *"Planning For Watercourses In The Urban Environment - A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning*", published by Inland Fisheries Ireland. This SuDS basin (which will become a wetland amenity area) will utilise an outer buffer to the adjoining stream and reputed flood zone for treatment & reduction of stormflow runoff from the development. The SuDS area is separated horizontally and vertically from the stream and flood zone.

Ecology

7.62 The subject site is located c. 9km east of the Cork Harbour Special Protection Area. An Appropriate Assessment Screening Report has been carried out. The AA Screening Report concludes:

> *This Appropriate Assessment Screening Report has examined the details of the proposed Phase 2 development at Ringwood and the Natura 2000 sites in its Zone of Influence. It has analysed the potential impacts of the proposed development on the receiving natural environment and evaluated their effects, both individually and in combination with other plans and projects, in view of the conservation objectives of the relevant Natura 2000 sites. This report has been prepared in line with the Habitats Directive, as transposed into Irish law by the Habitats Regulations, relevant case law and guidance from the European Commission, the Department of the Environment, Heritage and Local Government and the Office of the Planning Regulator, on the basis of objective information and adhering to the precautionary principle.*
>
> *Following the assessment detailed in this report, it is concluded that the proposed development will not, either individually or in combination with other plans or projects, give rise to impacts which would constitute significant effects on the Great Island Channel SAC or Cork Harbour SPA, in view of its/their conservation objectives. Therefore, it is the recommendation of the authors of this report that Cork County Council, as the competent authority, may determine that Appropriate Assessment is not required in respect of the proposed development at Ringwood. Should any aspect of the design or construction methodology for the proposed development be materially changed, a new AA Screening Report would be required.*

7.63 The application's Environmental Impact Assessment Report (EIAR) contains a chapter on Biodiversity, which has assessed, amongst other matters, the potential of the development to impact on bats and other local biodiversity, including species which frequent the Clogheenmilcon wetland to the south of the site.

7.64 An ecology report is included with this submission to further address these matters, including the potential for impact upon the Wet Wood, and to set out the strategy for ecological assessment going forward.

Archaeology

7.65 An Archaeological Assessment of the site has been carried out by IAC. There are no known archaeological monuments present on the subject site. Given the results of the archaeological assessment and the geophysical survey of the proposed development area, the overall potential of the site is determined to be low. Licensed archaeological test-trenching has been completed on site. The results of this test-trenching are included in the application.

Part V

7.66 Preliminary proposals to satisfy the developer's Part V obligations are as follows: 64 no. units (20%) are proposed to be transferred on site to Cork City Council to satisfy the development's Part V social housing requirement as per Table 3 below.

Accommodation Type	Number	% Mix
Houses		
3 bed houses (Types F1, F2, F2S)	16	25%
Duplexes		
2 Bed Duplexes (Types DA1, DA2)	8	12.5%
3 Bed Duplexes (Types DA3, DA4)	8	12.5%
Apartments		
1 bed – 2 Person	16	25%
2 bed – 4 Person	16	25%
Total	**64**	**100%**

Table 3. Proposed Part V Allocation

8.0 CONCLUSIONS

8.1 The need for the proposed development is justified on the basis of the urgent requirement for new residential dwellings on appropriately zoned and serviced sites within Cork City and the wider Cork Metropolitan Area.

8.2 The proposed development is situated on serviceable lands, within the development boundary of the Urban Town of Blarney, in an area zoned for residential development, which is subject to ongoing and planned infrastructural improvements, and with access to existing and planned public transport.

8.3 As emphasised in this Planning Statement, the proposed development of this zoned greenfield site is acceptable in principle, subject to normal planning and sustainable development considerations.

8.4 Given the residential zoning objective that applies to the majority of the site, the proposed residential development is also the most suitable use for the site.

8.5 Having regard to the pattern of development in the local area, it is considered that the proposed residential development represents a high-quality development at an appropriate density that will act as an important catalyst, in due course, for the development of the wider Blarney area.

8.6 Further, the town of Blarney has an urgent requirement for a primary care centre facility to meet existing and future healthcare needs of its population. The proposed development will help address and meet this identified need.

8.7 In terms of the inclusion of the proposed Stoneview Access Link Road and junction, there is strong planning merit for same in terms of the delivery of necessary infrastructure to facilitate the planned long-term development of the urban town of Blarney. This is in accordance with the site's designation as 'Longer Term Strategic Development Lands', which requires early planning and development so as to be able to realise future phases of development at Stoneview and Ringwood.

8.8 The proposed development does not give rise to any undue negative traffic, public health or other planning impacts. The proposal will not adversely affect the residential amenity of adjoining properties, or the character of the area.

8.9 The proposal does not give rise to issues in relation to flooding, ecology, natural or built heritage or archaeology and the site can be successfully serviced and connected to existing public systems.

8.10 On this basis, the Planning Authority is respectfully requested to share the view that the proposal is in keeping with the proper planning and sustainable development of the area.

8.11 Please refer to the accompanying reports and drawings for further details of the proposed development in respect of architectural design, landscaping, traffic and transport, and services and infrastructure.

APPENDIX A: PLANNING AUTHORITY - LRD OPINION

Comhairle Cathrach Chorcaí
Cork City Council

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

Notice of Large-Scale Residential Development (LRD) Opinion

Planning and Development Act 2000 (as amended)
Planning and Development Regulations 2001 (as amended)
Planning And Development (Large-Scale Residential Development) Regulations 2021

Reference Number: LRD25-05

Proposed Development: The proposed development will consist of a largescale residential development (LRD), representing Phase 2 of development in the Blarney East / Ringwood Expansion Area, and comprising the construction of (i) 334 no. residential dwellings comprising of 111 no. terraced, semi-detached, and detached houses; 8 no. mews dwellings in one block; 40 no. duplexes provided in 4 no. 3-storey buildings; and 175 no. apartments provided in 2 no. 5-storey buildings and 4 no. 4- storey deck access blocks (ii) a primary care centre, over 3 stories and 2,100sqm in area, incorporating GP services (iii) the refurbishment and redevelopment of existing farm outbuildings for conversion to a retail/pharmacy use, 80sqm in area, and café/restaurant use, 360sqm in area; (iv) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a 120m-long right turn lane for traffic turning into the site, (vi) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (vii) drainage works and nature-based SuDS measures (viii) foul sewer infrastructure, including 2no. pump stations and network works, (ix) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (x) substation all associated ancillary site, drainage and development works.

Location: Ringwood, Shean Upper, Blarney, Cork

Based on the information submitted by the applicant in accordance with section 32B of the Planning and Development Act 2000 (as amended), the proposed development falls within the definition of large-scale residential development, as set out in section 2 of the Planning and Development Act 2000 (as amended).

Having examined and considered the information submitted by the applicant, the submissions from the internal and external consultees and the discussions that took place at the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Planning and Development Act 2002 (as amended) **requires further consideration and amendment to constitute a reasonable basis on which to make an application for a Large-Scale Residential Development.**

In the event that the applicant proceeds to submit a planning application, it is advised that the LRD application should be accompanied in the first instance by:

- A statement of response to the issues set out in the LRD opinion,
- A statement that in the applicant's opinion the proposal is consistent with the relevant objectives of the Development Plan for the area.

Furthermore in accordance with Section 32D(a) and (b) of the LRD Act, the applicant is hereby notified that the documents submitted in relation to the following issues do not constitute a reasonable basis on which to make an application. The applicant is advised that the following issues or areas must be addressed in any documents submitted in a future planning application, to constitute a reasonable basis on which to make an application.

1. Urban Design/Architecture

Further consideration and amendment of the proposed development in terms of its layout, urban design, form and architecture noting Appendix C and the detailed comments from the City Architect's Section attached. Key areas to be reconsidered and amended include issues raised in the report under the following headings: 'layout and access, design of buildings, Public Spaces.

For detailed guidance in relation to these issues please see the report from the City Architect's Section (Appendix C).

2. Drainage

Further consideration and amendment of the proposed development in relation to Drainage.
An overview of the proposed storm water drainage strategy was provided in a Planning Engineering Design Report. However, no design information or details were provided. On that basis, the documents submitted do not constitute a reasonable basis for making an LRD planning application. Please refer to Appendix C.

3. N20/M20 Project Office

Further consideration and amendment of the proposed development in relation to the N20/M20 Cork to Limerick Project. Limerick City and County Council has made observations to the proposed development in respect of the N/M20 Cork to Limerick Project.

Clarification is sought on the provision of the TII traffic growth sensitivity test results for the Phase 1 application and request a similar test be undertaken for Phase 2 application. The Phase 2 test should assess the cumulative impacts of traffic (Phase 1 + Phase 2) on the N20/R617 Blarney junction in both the existing (N20/R617) and reconfigured (M20/R617) Blarney junction layouts.

Please consider the traffic generated noise from the N20 and future M20 and ensure the proposed residential development includes adequate noise mitigation and separation in accordance with the relevant noise policy and guidelines.

The N/M20 Cork to Limerick published a Project Update on the 16th June 2025 with the developing design. Further details are available on the project website www.corklimerick.ie. The applicant should consider the updated design information and integrate same as part of their future application.

4. Transport Infrastructure Ireland (T.I.I.)

Further consideration and amendment of the proposed development having regard to the submission received from T.I.I. (See Appendix D) with particular reference to the following issues:

The Authority is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site.

2) TII considers that arrangements for these proposed works adjacent to the N20 has not been addressed appropriately in the documentation submitted as follows:

a. It would be expected that intended works adjacent to theN20 such as landscaping, boundary treatment, lighting, security and drainage as well construction methodologies would be documented, evaluated and designed in manner that has regard to the extents and function of the national road assets and also where relevant TII publications. TII notes with concern that this has not been undertaken.

b. TII with concern are unable to ascertain or evaluate that the requirements to safeguard and maintain the TII maintained area and all associated infrastructure assets on the N20 has been addressed in relation to the proposed SUDS area located adjacent to the N20 boundary . TII is unable how this proposal interacts with the N20's drainage regime and physical structural integrity of the N20 in general. This is documented in the lack of recognition of proximity to the national road in accompanying analysis and cross sections.

TII advises that prior to the application being submitted the developer should be requested to provide plans and details which demonstrate that any proposals at the location address the national road asset and take account of all relevant elements of TII Publications.

3) Any proposals related to future public transport provision are a matter for the NTA.

Consultation with the NTA would be essential on rail and BusConnects.

5. Transport & Infrastructure (C.C.C.)

Further consideration and amendment of the proposed development in terms of certain transport infrastructural issues as outlined in the report of the S.E.E. Strategic Transport Officer and the A/SEE Infrastructure Development section (See Appendix C) in relation to the following issues:

Further consideration and justification of the proposed:

-External and internal road networks and connections
-Amended Quality Audit to included the proposed amendments identified
-Pedestrian Accessibility
-Cycle Accessibility
-Vehicular Accessibility
-Internal road network
-Parking identification and classification of types
-Transportation Assessment information

6. Urban Streets & Roads Design/Sustainable Travel

Further consideration and amendment of the design of the development having regard to the reports from the Urban Streets & Roads Design Section (See Appendix C) in relation to the following issues:

Referencing Drawing 2106-PA2-S-107 Sheet 3 :

- Comprehensive Road Safety Audit to be carried out and produced by Client
- Footpath/ Cycle Path to South R617 would welcome Grass verge separation distance between edge Roadway and Cycle Path.
- Suitable control measures for pedestrian crossing at junction
- Sightlines to be achieved to both directions suitable planting to East of main entrance.
- Dmurs to be adhered to in relation to pedestrian / cycle mobility within the proposed development / due to the elevation rise suitable dismount locations to be introduced
- Entrance to Café / primary café Building to be revised seems to be a lot of activities to be happening in this location hence increase of pedestrian / motor conflict -speed measures critical at this juncture.

Referencing Drawing 2106-PA2-S-105 Sheet 1 :

- Junction on Station Road to achieve suitable sightlines junction layout / operation to be agreed Safety Audit to be provided.
- Motorist from Station Road North may be compromised with this signalised junction.
- Immediate entrance to the South to future phase is this plausible to be reconsidered due close proximity 'Stop' Bar.
- Internal Corner Radaii to be reduced to mitigate driver behaviour throughout.
- Internal safety audit to be carried out noting speed measures / pedestrian crossing / suitable signage etc. in conjunction with Dmurs to be implemented.
- Future road surface / raised other to be confirmed in more detail.
- Pedestrian crossing points to be directly opposite for safe pedestrian mobility to be redesigned and confirmed in more detail.

7. Water Infrastructure/Supply

Further consideration and possible amendment of the proposed development having regard to the submission received from Uisce Eireann.

8. Biodiversity

Further consideration and possible amendment of proposed development (A) following Appropriate Assessment Screening and the carrying out of full Ecological Impact Assessment/Surveys.

9. Childcare Facility

Further consideration and amendment of the proposed development having regard to the submission of Cork City Childcare in relation to the **need for additional childcare spaces for Phase 2** (See Appendix D).

It is further noted that the Social and Community Audit also raises that there is current insufficient availability of childcare spaces- whilst also noting Phase 1 provides for 101 spaces- whilst ABP refers to Phase 1 providing 137 spaces.

10. Other Submissions

Further consideration and possible amendment of the proposed development to take account of the submissions received from Inland Fisheries Ireland.

Please note that the further consideration of these issues will require an amendment to the documents and/or design proposals submitted at the application stage.

Furthermore, pursuant to article 16A (7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23 the following specific information should be submitted with any application for permission. These are in addition to the information submitted at Opinion stage which should be updated accordingly having regard to any changes which are proposed as a result of the above.

1a. Revised drawings and documentation to take into account of the further consideration of the issues raised above and any associated amendments, and the reports/comments of reports and submissions in Appendices C and D.

2.a Reports/Surveys including any necessary revised layouts/mitigation measures as required by the Environment & Waste Management Section and (for the required content of these reports please see Appendix C and D as well the details outlined in the S.247 pre-planning notes issued by CCC including:

(i) A Construction Environmental Management Plan.

This plan is sufficient at this stage however prior to the commencement of the development, an updated Construction Management Plan and Waste Management Plan needs to be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans.

(ii) A Construction and Demolition Resource Waste Management Plan.

The Construction Environmental Management Plan provided contains a section relating to Construction and Demolition Resource Waste Management Plan.

(iii) An Operational Waste Management Plan.

An Operational Waste Management Plan needs to be completed as part of the final planning application.

(iv) Apartment Blocks

Communal bin stores are provided for all apartment buildings located internally at the ground floor. Plans elevations and sections of bin stores provided however plan view showing location of bin stores externally to be provided. Also, calculations are to be presented to show quantities of waste produced versus the volume of waste storage provided in each storage area.

(v) Primary care centre –

Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided. Location of Primary care centre bin storage to be identified and confirm if management company or Primary care centre operator will present this waste for collection. Drawings of bin storage area to be provided. Details of how medical waste shall be dealt with to be included within plan. Healthcare waste shall not be presented for refuse collection or for disposal at any sanitary landfill site. Calculations need to be provided at full application stage. Further clarification is also required on waste generated and disposal required as per initial query.

Detail required in relation to bin storage facilities for terraced houses and duplexes within this development. Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided for townhouses. Bin storage facilities to be provided and bins to be screened from view for terraced houses and duplexes.

'Duplex buildings and terraced individual houses, have their own bins, provided with covered areas and directly adjacent each front door.' Drawing to be provided showing location of bin storage area for duplex buildings. Also, calculations are to be presented to show quantities of waste produced versus the volume of waste storage provided in each storage area.

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

An Operational Waste Management Plan is to be completed as part of the final planning application

(iv) Swept Path Drawing for Refuse Vehicle.

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

Auto track Analysis provided for entrance points to development at Station Road and R617 junctions only. Initial feedback raised query in relation to 'refuse vehicle can enter and turn within the development' A swept path analysis of a refuse vehicle is required showing within development

(v) Noise Impact Assessment.

Noise impact Assessment - An inward and outward noise impact assessment required. To show the impact of the development during construction and operation on the surrounding receptors. The impact of construction of Phase 2 on any occupants within Phase 1, shall be factored in.

Assessment to also show potential impact of surrounding environment and existing road network on noise levels within the development amenity area, balconies and within the houses and apartments themselves.

Consideration of noise generated from mechanical plant such as heat pumps to be factored in as well as noise generated from bin storage areas, substation, plant rooms, primary care centre and restaurant/cafe.

Any proposed mitigation measures to reduce the noise impact from these areas shall be included within the report. Particular attention should be paid to properties above, below or adjacent to the above-mentioned areas.

Noise impacts need to be fully addressed as part of the updated Addendum EIAR to be submitted at full application stage.

(i) Energy & Climate Action Statement.

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

An Energy and Climate Action Statement needs to be submitted at full application stage

3a. Revised drawings to show the alterations recommended within the report of the Strategic Transport Officer (See Appendix C), and the Urban Streets & Roads Design Section.

4a. A Traffic & Transportation Assessment including any necessary alterations to the scheme to address any issues arising and the comments of the Strategic Transport Officer in his report (appendix C).

5a. Revised drawings and architectural design including layouts, elevations etc. to take account of the detailed issues/concerns raised by the City Architect's Section.

6a. A Universal Design Statement.

7a. An updated Housing Quality Assessment following any revisions made to the development addressing housing mix requirements of the Cork City Development Plan 2022-2028 and to

demonstrate compliance with all the relevant national minimum standards for housing and apartments.
Clarity is needed for the Duplex Blocks apartments (Block A, B and C and D) as they reference
3 bed apartments – (5 person) or 3 bed apartments 3 bed + study (4 persons) labelled on the drawings – but don't match the floor plans. Please note that a study room will be considered a bedroom for purposes of housing mix; The housing mix may need amending on this matter.

8a. A fully comprehensive Landscape and Visual Impact Assessment of the development from Blarney Castle (Strategic landmark building and protected structure of international significance) and associated set of Photomontages with viewing locations shown.

Slate roof to barn building connected with Castleview houses should be repaired and refurbished with conservation rooflights.

9.a An amended Archaeological Impact Assessment which shall outline mitigation in the event that human remains are uncovered. It is recommended that prior to submission of the amended AIA that Cork City Council Archaeologist Ciara Brett is consulted.

10a. (i) An Appropriate Assessment screening to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 2000 sites.

(ii) A Natura Impact Statement should the proposed development be screened in to have a significant impact on the Natura 2000 sites.

(iii) Review of the Ecological Technical Note Report –and the Landscape design Rationale

(iv)Bat Surveys

- The has been comprehensive bat surveys conducted for the first phase and more surveys are being conducted for this phase.
- Lesser horseshoe bats have been recorded through other surveys within the Blarney area and a known winter roost has been located close to the proposed development. Lesser horseshoe bats and more difficult to survey for and passive bat detectors need to be positioned slightly differently to record them.
- Further surveys should be submitted which concentrate on surveying for potential Lesser horseshoe bats within and surrounding the proposed development.
- Details of the lighting design and the bat surveys to be used to create dark corridors within the site and reduce the lighting where bats use features such as tree lines, hedgerows and grasslands for foraging. Follow the guidelines within the Bats & artificial lighting at night (Bat Conservation Trust & Institute of Lighting Professionals, 2023). Supplementary planting for hedgerows and planting for nocturnal pollinators could also be incorporated within the planting scheme for the proposed development.

(v)Nature – based solutions (NBS or SuDS)– Landscape Design rationale.

- In reviewing the SuDS elements planned for the site, further details on the wetland on the south-eastern side and all the nature-based solutions are needed – I would like to review cross sections of the SuDS features planned. Full planting details of all the plants to be installed.

11a. There is an imbalance in the ratio of apartments/duplexes versus houses proposed to satisfy the Part V requirement.
As it stands the proposed provision as:

Unit Type	Total No. of Units	Proposed for Part V
Houses	119	0
Apartments/Duplexes	215	67

A more even proportionality of houses versus apartments is necessary.

As a 20% Part V liability is appliable to this development, there exists an opportunity to allocate 10% of the Part V units for use as Affordable Housing.
The provision of 2 bed houses would be of greatest demand in this regard.

12a. Any future planning application will be subject to material contravention – given proposed distributor road on lands zoned Tier3/Strategic Development Lands and City Hinterland

13a. Please liaise with the National Transport Authority prior to submission of any planning application and submit any additional information they require.

PLEASE NOTE:
Under sections 32E and 247(3) of the Planning and Development Act 2000 (as amended), neither the carrying out of pre-application consultations nor the taking place of an LRD meeting and the provision of an LRD opinion (where applicable) shall prejudice the performance of the planning authority of its functions under this Act or any Regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

CORK CITY COUNCIL

Section 32D of Planning and Development Act 2000 (as amended)

Written Opinion on a proposed Large-scale Residential Development at Ringwood Phase 2 (townland), Blarney, Cork.

Proposed Development:	The construction of (i) 334 no. residential dwellings comprising of 111 no. terraced semi-detached and detached houses, 8 no. mews dwellings in one block, 40 no. duplexes provided in 4 no. 3 storey buildings, and 175 no. apartments provided in 2 no. 5 storey buildings and 4 no. 4 storey deck access blocks. (ii) a primary care centre, over 3 stories and 2,100 sq.m in area, incorporating GP services, (iii) the refurbishment and redevelopment of existing farm outbuildings for conversion into retail/pharmacy use, 80 sq.m in area and café/restaurant use, 360 sq.m in area (iv) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two-lane approach to the east, comprising one lane for through traffic on the R617 and a 120m long right turn lane for traffic turning into the site (vi) private, communal and public open spaces and hard and soft landscaping, boundary treatments, and amenity areas, including a new wetland public amenity area (vii) drainage works and nature-based SuDS measures (viii) foul sewer infrastructure including 2 no pump stations and network works, (ix) car parking including E charging points, bicycle parking and motorcycle parking bays (x) substation all ancillary site, drainage and development works.
Location:	Ringwood, Blarney Cork.
Applicant:	Clockstrike Limited.
Date of S.247 Meeting:	18/06/2024 Ref. 66/24 03/12/2024 Ref. 159/24
Date of LRD Meeting:	29.05.2025
Cork City Council LRD Ref:	LRD 25-05

1. Introduction

Further to the Large-scale Residential Development (LRD) meeting that has taken place in relation to the proposed development, the purpose of this report is to form a recommended LRD opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an LRD planning application.

Such reports may also specify (a) the areas, or the issues, in respect of which the documents submitted do no constitute a reasonable basis on which to make the application, and (b) any issues that, if addressed by the relevant documents, could result in the documents constituting a reasonable basis on which to make the application.

2. Site Location and Description

The subject site is located to the east of Blarney – an Urban Heritage Town notable for Blarney Castle, located to the northwest of Cork City which was formerly located within the County Council administrative area. The site is located within the settlement boundary and is zoned for residential development. The site is part of a large area of lands within the applicant's ownership and in agricultural use where a series of phased development is proposed. The site is sloping, undulating and immediately south of the residential developments of Aisling Geal, and Ard na Greine.

The subject site is 19.12 ha in area. The "Ringwood" a local prominent circular woodland area lies to the south and west of the site. The site is bounded to the west by housing fronting Station Road. The N20 roadway bounds the site to the east, and to the north is the aforementioned residential estates of Aisling Geal and Ard na Greine.

3. Proposed Large-Scale Residential Development

The following development is proposed:

(a) The construction the construction of 334 no. residential dwellings comprising of 111 no. terraced semi-detached and detached houses, 8 no. mews dwellings in one block, 40 no. duplexes provided in 4 no. 3 storey buildings, and 175 no. apartments provided in 2 no. 5 storey buildings and 4 no. 4 storey deck access blocks.
(b) The proposals also included the construction of a primary care centre, over 3 stories and 2,100 sq.m in area, incorporating GP services,
(c) the refurbishment and redevelopment of existing farm outbuildings for conversion into retail/pharmacy use, 80 sq.m in area and café/restaurant use, 360 sq.m in area
(d) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a 120m long right turn lane for traffic turning into the site
(e) private, communal and public open spaces and hard and soft landscaping, boundary treatments, and amenity areas, including a new wetland public amenity area
(f) drainage works and nature-based SuDS measures
(g) foul sewer infrastructure including 2 no pump stations and network works, (ix) car parking including E charging points, bicycle parking and motorcycle parking bays
(h) substation all ancillary site, drainage and development works

Some of the key development parameters of the proposed development are summarised below:

Site area (ha)	19.12 hectares
Stated Net Developable Site Area (ha)	6.92 hectares
Total Dwelling Units	334
Density (Net calculation)	48.2 d.p.h.
House Units	111 houses, 8 terraced mews
Duplex/Apartment Units	40 duplex, 175 no apartments
1 bed units (No. and as a % of total)	81 No. one bed apartments (25%)
2 bed units as a % of total	118 No. two bed apartments (35%)
3 bed units as a % of total	95 No three bed units (29%)
4 bed units as a % of total	36 No. Four bed units (11%)
Part V provision	67 units
Crèche	Already proposed in Phase 1

4. Relevant Planning History

4.1On subject site

A grant of permission was issued by An Bord Pleanála on Ringwood Phase 1 to the south of and adjoining the current site Reference ABP 321688-25 PA Ref 24/43031 for 246 residential dwellings as follows-

- 101 number apartments arranged in four number part three storey, part four storey blocks (to include six number one bed studio units, 35 number one bed units and 60 number two bed units)
- 30 number duplex dwellings arranged in three number three storey buildings (to include 15 number one bed dwellings and 15 number two bed dwellings
- 115 number two storey and three storey houses (to include 19 number two bed dwellings, 54 number three bed dwellings and 32 number four bed dwellings and
- a creche (380 square meters to accommodate 61 children.

5. Planning Policy

5.1 National & Regional Planning Policy

- Revised National Planning Framework 2025
- Rebuilding Ireland – Action Plan for Housing and Homelessness 2016
- Housing for All – A New Housing Plan for Ireland 2021
- Southern Region Assembly – Regional Spatial and Economic Strategy 2020 (RSES)

5.2 Section 28 Ministerial Guidelines

- Sustainable Residential Development and Compact Settlements (2024) - Guidelines for Planning Authorities.
- Quality Housing for Sustainable Communities (2007), Best Practice Guidelines (2007).
- Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (July 2023).
- Urban Development and Building Heights, Guidelines for Planning Authorities (2018).
- Design Manual for Urban Roads and Streets (2019), and the National Cycle Manual.

- Guidelines for Planning Authorities on Architectural Heritage Protection 2004 (re-issued 2011) (DoELG).
- Childcare Facilities Guidelines for Planning Authorities (2001).
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment 2018.
- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities 2009.

5.3 Local Planning Policy

- Cork Metropolitan Area Transport Strategy (CMATS).
- Cork City and County Joint Housing Strategy and Housing Need Demand Assessment.
- Cork City Development Plan 2022–2028.

6. Cork City Development Plan 2022–2028.

As outlined within the Plan Blarney is identified as an Urban Town (Ref: Table 2.6 of the Plan 'Summary of Key Objectives for City Growth').

Blarney East/Ringwood Expansion area Objective 10.63 refers in Chapter 10 Key Growth Areas and Neighbourhood Development sites.
"To support the growth and development of Blarney East/Ringwood Expansion areas as a strategic City Consolidation and expansion area, as identified in the Core strategy. All development shall be designed, planned and delivered in a coordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated within the wider area."

The site is zoned ZO 02 'New Residential Neighbourhoods'. and ZO 20 'City Hinterland' (Ref: Map 11 – Cork City Development Plan 2022-2028.

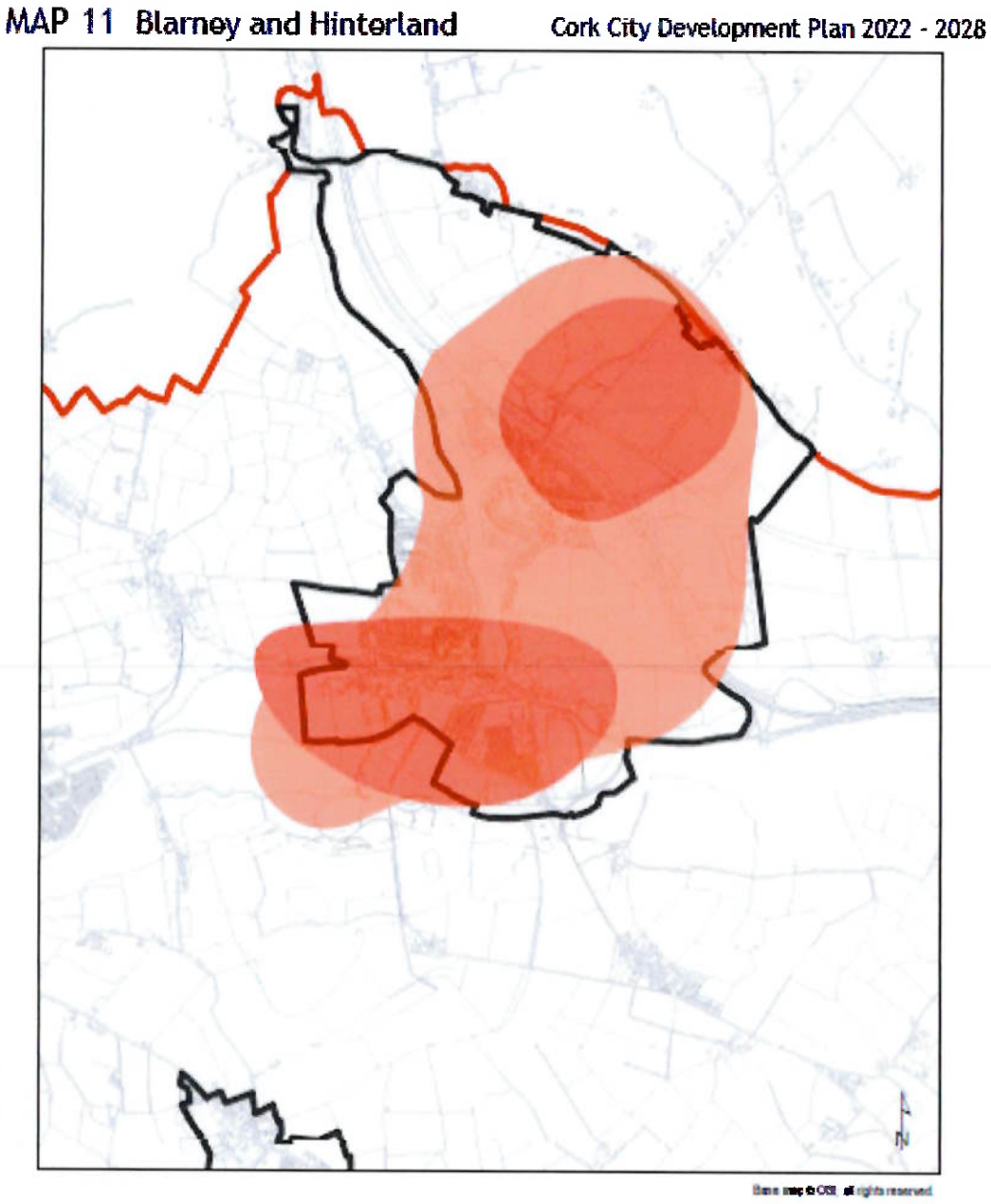
The Plan outlines the following objective for lands zoned as ZO2 'New Residential Neighbourhoods':
'To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.'

The site is also identified as a Tier 2 site within Figure 2.21 'Growth Strategy Map 2022-2028' within the Chapter 2 'Core Strategy'. As per Paragraph ZO2.1 (Chapter 12) *'Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.'* As per Paragraph 2.51 of the Plan *'Tier 2 sites are zoned land that are considered serviceable by physical infrastructure within the life of this Plan. While the NPF's tiered approach does not focus on community infrastructure, this is of central importance in the creation of sustainable neighbourhoods and is covered in detail in Chapter 3 Delivering Homes and Communities.'*

The area where the proposed Primary Care Centre is located is on lands ZO - 01 Sustainable Residential Neighbourhoods where the objective is
"To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses. "

The wetwood area to the north of the site is zoned **ZO 15- Public Open Space** where the objective is *" to protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities ".*

Blarney -Density and Heights as shown in Map 11



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

* Assuming resi-led scheme.
** Potentially suitable for exceptional tall building(s).

Table 11.2: Cork City Density and Building Height Standards.

The Density Target for Blarney Urban Town is 35-50 dwellings per hectare while the Density Target for the Outer Suburbs – where the Ringwood site is located is 40 – 60 dwellings per hectare.

Housing mix for Urban Towns and Hinterland accords with Table 11.9 of the City Development Plan -

	Min	Max	Target
Studios / PBSA (at LRT Stops / Urban Centre Only)	0%	5%	0%
1 Bedroom	15%	25%	21%
2 Bedroom	30%	40%	34%
3 Bedroom	25%	35%	30%
4 Bedroom / Larger	10%	20%	15%

Table 11.9: Urban Towns and Hinterland Villages Dwelling Size Mix for Housing Developments.

However, clarity is needed for the Duplex Block apartments (Block A, B C, and D as they reference 3 bed apartments – (5 person) or 3 bed apartments 3 bed + study (4 persons) labelled on the drawings – but don't match the floor plans. The floor plan shows 3 no. bedrooms only.

7. Section 247 Consultation with the Planning Authority

A S.247 pre-planning consultation meeting took place in relation to this site on 03.12.2024. Issues which were discussed included drainage, noise/air quality and other environmental issues, landscape design, play areas/SuDS, ecological survey requirements, access details and internal through traffic pedestrian connections, surface water drainage, views and setting of Blarney Castle, Primary Care Centre location, housing mix, and overall urban design strategy.

Minutes of the meeting are available in Appendix B.

8. LRD Meeting

A meeting under Section 32C of the Planning and Development Act 2000 (as amended) took place via Microsoft Teams on 29.05.2025. The main topics discussed at the meeting were as above. In accordance with the requirements of Article 16A (8) of the Planning and Development Regulations 2001 (as amended), the record of the meeting is attached to this report (Appendix B).

9. Cork City Council Internal Consultation

In accordance with section 32B (4) of the Planning and Development Act (as amended), comments on the submitted documentation were sought and received from the following sections/personnel within Cork City Council:

- Planning Policy Section.
- Strategic Transport Officer.
- Urban Streets & Roads Design (Planning) Section.
- Area Engineer.
- City Architect's Section.
- Drainage Section.
- Environment & Waste Management Section.
- Parks & Recreation Section (including Tree Officer).
- Biodiversity Officer.
- Conservation Officer.
- City Archaeologist.
- Housing Section.

The responses to the request for comments on the Opinion documentation from internal consultees are included in Appendix C.

10. External Consultation/Prescribed Bodies

External submissions have been received from the following external referees:

- Cork City Childcare.
- Inland Fisheries.
- T.I.I.
- Uisce Eireann.

These submissions are included in Appendix D.

11. Forming of the Opinion

11.1 Documentation Submitted

The prospective applicant has submitted documentation, including the information required under Article 16A (5), which includes drawings of the proposed development and various reports including the following:

- Cover Letter.
- Application Form.
- Response to feedback from S.247 meeting
- Planning Statement including a housing mix statement.
- Statement of Consistency.
- Site Location Map, Site Layout Plan, Floor Plans and elevations.
- Housing Quality Assessment.
- Architectural Design Statement for Phase 2
- Infrastructure Report and an Engineering Response Letter.
- Construction & Environmental Waste Management Plan.
- Engineering & Services drawings.
- Planning Engineering Design Report
- Public Lighting details.
- Traffic & Transport Assessment.
- Ecological Technical Note.
- Cultural Heritage Technical Note.
- Phasing Plan.
- Landscape Concept Design Report.
- Social and Community Audit
- Part V Costs & Methodology.
- Letters of consent to make the application from relevant landowners including Cork City Council.

10.2 Statement of Consistency

Section 32B (2) (ga) of the Act of 2021 requires the submission of a statement setting out how the proposed LRD has had regard to the relevant objectives of the Development Plan in whose area the proposed LRD would be submitted.

A Statement of Consistency has been submitted, which considers compliance with the provisions of the following policy documents:

- The National Planning Framework (2018).
- Housing For All – A New Housing Plan for Ireland 2021.
- Climate Action Plan 2024) CAP24.
- Sustainable Residential Development and Compact Settlements Guidelines 2024.
- The Urban Design Manual a Best Practise Guide 2009.
- Design Manual for Urban Roads and Streets, 2019 (DMURS).
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities 2023.
- Urban Development and Building Heights Guidelines (2018).
- Childcare Facilities Guidelines, 2001.
- The Planning System and Flood Risk Management (2009).
- Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020.
- Cork Metropolitan Area Transport Strategy 2040 (CMATS).
- Cork City Development Plan 2022-2028.

10.3 Recommendation & Opinion

Based on the information submitted by the applicant in accordance with section 32B of the Planning and Development Act 2000 (as amended), the proposed development falls within the definition of large-scale residential development, as set out in section 2 of the Planning and Development Act 2000 (as amended).

Having examined and considered the information submitted by the applicant, the submissions from the internal and external consultees and the discussions that took place at the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Planning and Development Act 2002 (as amended) **requires further consideration and amendment to constitute a reasonable basis on which to make an application for a Large-Scale Residential Development.**

In the event that the applicant proceeds to submit a planning application, it is advised that the LRD application should be accompanied in the first instance by:

- A statement of response to the issues set out in the LRD opinion,
- A statement that in the applicant's opinion the proposal is consistent with the relevant objectives of the Development Plan for the area.

Furthermore in accordance with Section 32D(a) and (b) of the LRD Act, the applicant is hereby notified that the documents submitted in relation to the following issues do not constitute a reasonable basis on which to make an application. The applicant is advised that the following issues or areas must be addressed in any documents submitted in a future planning application, to constitute a reasonable basis on which to make an application.

1. Urban Design/Architecture

Further consideration and amendment of the proposed development in terms of its layout, urban design, form and architecture noting Appendix C and the detailed comments from the City Architect's Section attached. Key areas to be reconsidered and amended include issues raised in the report under the following headings: 'layout and access, design of buildings, Public Spaces.

For detailed guidance in relation to these issues please see the report from the City Architect's Section (Appendix C).

2. Drainage

Further consideration and amendment of the proposed development in relation to Drainage.
An overview of the proposed storm water drainage strategy was provided in a Planning Engineering Design Report. However, no design information or details were provided. On that basis, the documents submitted do not constitute a reasonable basis for making an LRD planning application.
Please refer to Appendix C.

3. N20/M20 Project Office

Further consideration and amendment of the proposed development in relation to the N20/M20 Cork to Limerick Project. Limerick City and County Council has made observations to the proposed development in respect of the N/M20 Cork to Limerick Project.

Clarification is sought on the provision of the TII traffic growth sensitivity test results for the Phase 1 application and request a similar test be undertaken for Phase 2 application. The Phase 2 test should

assess the cumulative impacts of traffic (Phase 1 + Phase 2) on the N20/R617 Blarney junction in both the existing (N20/R617) and reconfigured (M20/R617) Blarney junction layouts.

Please consider the traffic generated noise from the N20 and future M20 and ensure the proposed residential development includes adequate noise mitigation and separation in accordance with the relevant noise policy and guidelines.

The N/M20 Cork to Limerick published a Project Update on the 16th June 2025 with the developing design. Further details are available on the project website www.corklimerick.ie. The applicant should consider the updated design information and integrate same as part of their future application.

4. Transport Infrastructure Ireland (T.I.I.)

Further consideration and amendment of the proposed development having regard to the submission received from T.I.I. (See Appendix D) with particular reference to the following issues:

The Authority is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site.

2) TII considers that arrangements for these proposed works adjacent to the N20 has not been addressed appropriately in the documentation submitted as follows:

a. It would be expected that intended works adjacent to theN20 such as landscaping, boundary treatment, lighting, security and drainage as well construction methodologies would be documented, evaluated and designed in manner that has regard to the extents and function of the national road assets and also where relevant TII publications. TII notes with concern that this has not been undertaken.

b. TII with concern are unable to ascertain or evaluate that the requirements to safeguard and maintain the TII maintained area and all associated infrastructure assets on the N20 has been addressed in relation to the proposed SUDS area located adjacent to the N20 boundary . TII is unable how this proposal interacts with the N20's drainage regime and physical structural integrity of the N20 in general. This is documented in the lack of recognition of proximity to the national road in accompanying analysis and cross sections.

TII advises that prior to the application being submitted the developer should be requested to provide plans and details which demonstrate that any proposals at the location address the national road asset and take account of all relevant elements of TII Publications.

3) Any proposals related to future public transport provision are a matter for the NTA.

Consultation with the NTA would be essential on rail and BusConnects.

5. Transport & Infrastructure (C.C.C.)

Further consideration and amendment of the proposed development in terms of certain transport infrastructural issues as outlined in the report of the S.E.E. Strategic Transport Officer and the A/SEE Infrastructure Development section (See Appendix C) in relation to the following issues:

Further consideration and justification of the proposed:

-External and internal road networks and connections
-Amended Quality Audit to included the proposed amendments identified
-Pedestrian Accessibility
-Cycle Accessibility
-Vehicular Accessibility
-Internal road network

-Parking identification and classification of types
-Transportation Assessment information

6. Urban Streets & Roads Design/Sustainable Travel

Further consideration and amendment of the design of the development having regard to the reports from the Urban Streets & Roads Design Section (See Appendix C) in relation to the following issues:

Referencing Drawing 2106-PA2-S-107 Sheet 3 :

- Comprehensive Road Safety Audit to be carried out and produced by Client
- Footpath/ Cycle Path to South R617 would welcome Grass verge separation distance between edge Roadway and Cycle Path.
- Suitable control measures for pedestrian crossing at junction
- Sightlines to be achieved to both directions suitable planting to East of main entrance.
- Dmurs to be adhered to in relation to pedestrian / cycle mobility within the proposed development / due to the elevation rise suitable dismount locations to be introduced
- Entrance to Café / primary café Building to be revised seems to be a lot of activities to be happening in this location hence increase of pedestrian / motor conflict -speed measures critical at this juncture.

Referencing Drawing 2106-PA2-S-105 Sheet 1 :

- Junction on Station Road to achieve suitable sightlines junction layout / operation to be agreed Safety Audit to be provided.
- Motorist from Station Road North may be compromised with this signalised junction.
- Immediate entrance to the South to future phase is this plausible to be reconsidered due close proximity 'Stop' Bar.
- Internal Corner Radaii to be reduced to mitigate driver behaviour throughout.
- Internal safety audit to be carried out noting speed measures / pedestrian crossing / suitable signage etc. in conjunction with Dmurs to be implemented.
- Future road surface / raised other to be confirmed in more detail.
- Pedestrian crossing points to be directly opposite for safe pedestrian mobility to be redesigned and confirmed in more detail.

7. Water Infrastructure/Supply

Further consideration and possible amendment of the proposed development having regard to the submission received from Uisce Eireann.

8. Biodiversity

Further consideration and possible amendment of proposed development (A) following Appropriate Assessment Screening and the carrying out of full Ecological Impact Assessment/Surveys.

9. Childcare Facility

Further consideration and amendment of the proposed development having regard to the submission of Cork City Childcare in relation to the **need for additional childcare spaces for Phase 2** (See Appendix D).

It is further noted that the Social and Community Audit also raises that there is current insufficient availability of childcare spaces- whilst also noting Phase 1 provides for 101 spaces- whilst ABP refers to Phase 1 providing 137 spaces.

10. Other Submissions

Further consideration and possible amendment of the proposed development to take account of the submissions received from Inland Fisheries Ireland.

Please note that the further consideration of these issues will require an amendment to the documents and/or design proposals submitted at the application stage.

Furthermore, pursuant to article 16A (7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23 the following specific information should be submitted with any application for permission. These are in addition to the information submitted at Opinion stage which should be updated accordingly having regard to any changes which are proposed as a result of the above.

1a. Revised drawings and documentation to take into account of the further consideration of the issues raised above and any associated amendments, and the reports/comments of reports and submissions in Appendices C and D.

2.a Reports/Surveys including any necessary revised layouts/mitigation measures as required by the Environment & Waste Management Section and (for the required content of these reports please see Appendix C and D as well the details outlined in the S.247 pre-planning notes issued by CCC including:

(i) A Construction Environmental Management Plan.

This plan is sufficient at this stage however prior to the commencement of the development, an updated Construction Management Plan and Waste Management Plan needs to be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans.

(ii) A Construction and Demolition Resource Waste Management Plan.

The Construction Environmental Management Plan provided contains a section relating to Construction and Demolition Resource Waste Management Plan.

(iii) An Operational Waste Management Plan.

An Operational Waste Management Plan needs to be completed as part of the final planning application.

(iv) Apartment Blocks

Communal bin stores are provided for all apartment buildings located internally at the ground floor. Plans elevations and sections of bin stores provided however plan view showing location of bin stores externally to be provided. Also, calculations are to be presented to show quantities of waste produced versus the volume of waste storage provided in each storage area.

(v) Primary care centre –

Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided. Location of Primary care centre bin storage to be identified and confirm if management company or Primary care centre operator will present this waste for collection. Drawings of bin storage area to be provided. Details of how medical waste shall be dealt with to be included within plan. Healthcare waste shall not be presented for refuse collection or for disposal at any sanitary landfill site. Calculations need to be provided at full application stage. Further clarification is also required on waste generated and disposal required as per initial query.

Detail required in relation to bin storage facilities for terraced houses and duplexes within this development. Calculations are to be prepared to show quantities of waste produced versus the volume of waste storage provided for townhouses. Bin storage facilities to be provided and bins to be screened from view for terraced houses and duplexes.

'Duplex buildings and terraced individual houses, have their own bins, provided with covered areas and directly adjacent each front door.' Drawing to be provided showing location of bin storage area for duplex buildings. Also, calculations are to be presented to show quantities of waste produced versus the volume of waste storage provided in each storage area.

All bin storage drawings for the various house types and communal bins to be submitted with the Operational Waste Management Plan.
An Operational Waste Management Plan is to be completed as part of the final planning application

(iv) Swept Path Drawing for Refuse Vehicle.

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

Auto track Analysis provided for entrance points to development at Station Road and R617 junctions only. Initial feedback raised query in relation to 'refuse vehicle can enter and turn within the development' A swept path analysis of a refuse vehicle is required showing within development

(v) Noise Impact Assessment.

Noise impact Assessment - An inward and outward noise impact assessment required. To show the impact of the development during construction and operation on the surrounding receptors. The impact of construction of Phase 2 on any occupants within Phase 1, shall be factored in.
Assessment to also show potential impact of surrounding environment and existing road network on noise levels within the development amenity area, balconies and within the houses and apartments themselves.

Consideration of noise generated from mechanical plant such as heat pumps to be factored in as well as noise generated from bin storage areas, substation, plant rooms, primary care centre and restaurant/cafe.

Any proposed mitigation measures to reduce the noise impact from these areas shall be included within the report. Particular attention should be paid to properties above, below or adjacent to the above-mentioned areas.

Noise impacts need to be fully addressed as part of the updated Addendum EIAR to be submitted at full application stage.

(i) Energy & Climate Action Statement.

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

An Energy and Climate Action Statement needs to be submitted at full application stage

3a. Revised drawings to show the alterations recommended within the report of the Strategic Transport Officer (See Appendix C), and the Urban Streets & Roads Design Section.

4a. A Traffic & Transportation Assessment including any necessary alterations to the scheme to address any issues arising and the comments of the Strategic Transport Officer in his report (appendix C).

5a. Revised drawings and architectural design including layouts, elevations etc. to take account of the detailed issues/concerns raised by the City Architect's Section.

6a. A Universal Design Statement.

7a. An updated Housing Quality Assessment following any revisions made to the development addressing housing mix requirements of the Cork City Development Plan 2022-2028 and to demonstrate compliance with all the relevant national minimum standards for housing and apartments.
Clarity is needed for the Duplex Blocks apartments (Block A, B and C and D) as they reference 3 bed apartments – (5 person) or 3 bed apartments 3 bed + study (4 persons) labelled on the drawings – but don't match the floor plans. Please note that a study room will be considered a bedroom for purposes of housing mix; The housing mix may need amending on this matter.

8a. A fully comprehensive Landscape and Visual Impact Assessment of the development from Blarney Castle (Strategic landmark building and protected structure of international significance) and associated set of Photomontages with viewing locations shown.
Slate roof to barn building connected with Castleview houses should be repaired and refurbished with conservation rooflights.

9.a An amended Archaeological Impact Assessment which shall outline mitigation in the event that human remains are uncovered. It is recommended that prior to submission of the amended AIA that Cork City Council Archaeologist Ciara Brett is consulted.

10a. (i) An Appropriate Assessment screening to assess the impact of the proposed development on the Natura 2000 conservation sites and look at the in-combination impacts of surrounding developments have on the Natura 2000 sites.
(ii) A Natura Impact Statement should the proposed development be screened in to have a significant impact on the Natura 2000 sites.
(iii) Review of the Ecological Technical Note Report –and the Landscape design Rationale
(iv)Bat Surveys

- The has been comprehensive bat surveys conducted for the first phase and more surveys are being conducted for this phase.
- Lesser horseshoe bats have been recorded through other surveys within the Blarney area and a known winter roost has been located close to the proposed development. Lesser horseshoe bats and more difficult to survey for and passive bat detectors need to be positioned slightly differently to record them.
- Further surveys should be submitted which concentrate on surveying for potential Lesser horseshoe bats within and surrounding the proposed development.
- Details of the lighting design and the bat surveys to be used to create dark corridors within the site and reduce the lighting where bats use features such as tree lines, hedgerows and grasslands for foraging. Follow the guidelines within the Bats & artificial lighting at night (Bat Conservation Trust & Institute of Lighting Professionals, 2023). Supplementary planting for hedgerows and planting for nocturnal pollinators could also be incorporated within the planting scheme for the proposed development.

(v)Nature – based solutions (NBS or SuDS)– Landscape Design rationale.

- In reviewing the SuDS elements planned for the site, further details on the wetland on the south-eastern side and all the nature-based solutions are needed – I would like to review cross sections of the SuDS features planned. Full planting details of all the plants to be installed.

11a. There is an imbalance in the ratio of apartments/duplexes versus houses proposed to satisfy the Part V requirement.
As it stands the proposed provision as:

Unit Type	Total No. of Units	Proposed for Part V
Houses	119	0
Apartments/Duplexes	215	67

A more even proportionality of houses versus apartments is necessary.
As a 20% Part V liability is appliable to this development, there exists an opportunity to allocate 10% of the Part V units for use as Affordable Housing.
The provision of 2 bed houses would be of greatest demand in this regard.

12a. Any future planning application will be subject to material contravention – given proposed distributor road on lands zoned Tier3/Strategic Development Lands and City Hinterland

13a. Please liaise with the National Transport Authority prior to submission of any planning application and submit any additional information they require.

PLEASE NOTE:
Under sections 32E and 247(3) of the Planning and Development Act 2000 (as amended), neither the carrying out of pre-application consultations nor the taking place of an LRD meeting and the provision of an LRD opinion (where applicable) shall prejudice the performance of the planning authority of its functions under this Act or any Regulations under this Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

Melissa Walsh
Senior Executive Planner

Evelyn Mitchell
A/Senior Planner
26.06.2025

Niall O'Donnabháin
Director of Services