COAKLEY O'NEILL
town planning

Statement of Response to Council Opinion

Large-Scale Residential Development at

Ringwood, Blarney

Prepared in December 2025 on behalf of

Clockstrike Ltd.

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1.0 INTRODUCTION

Clockstrike Ltd. are advancing proposals for the development of the second phase of lands situated within the Blarney East / Ringwood Expansion Area off the Station Road in Blarney, Cork City.

The proposed development will consist of a large-scale residential development (LRD), representing Phase 2 of development in the Blarney East / Ringwood Expansion Area, and comprising the construction of (i) 323 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and semi-detached houses (including 129 no. 3-bed and 28 no. 4-bed units); 52 no. duplexes provided in 5 no. 3-storey buildings (including 26 no. 2-bed and 26 no. 3-bed units) and 114 no. apartments provided in 2 no. 5-storey buildings (including 54 no. 1-bed and 60 no. 2-bed units); (ii) a primary care centre, over 2 stories and 1,724sqm 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, 380sqm 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 right turn lane for traffic turning into the site, and associated footpath improvements and cycle lane provision (vi) 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; (vii) a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031); (viii) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (ix) drainage works and nature-based SuDS measures (x) foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works, (xi) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (xii) 2no. substations, all associated ancillary site, drainage and development works.

Following the LRD Opinion meeting on the 29th May 2025, the Planning Authority issued their Opinion on the 26th June 2025, which stated that the proposed development falls within the definition of large scale residential development, as set out in section 2 of the Planning and Development Act, as amended. The opinion also stated that the documentation submitted required further consideration and amendment to constitute a reasonable basis upon which to progress the LRD planning application and set out the specific items that needed to be addressed. The following response to the items identified, which should be read in conjunction with the plans and particulars submitted with the planning application, has been prepared by the applicants' design team:

- Coakley O'Neill Town Planning Ltd.
- Conroy Crowe Kelly Architects and Urban Designers
- MHL Consulting Engineers
- Cunnane Stratton Reynolds
- Systra Group

For clarity, the applicants' response to each of the items raised is set out in the order that they appear in the Planning Authority's Opinion. Each item is outlined in italics, followed by the Applicants' response to same.

RESPONSE TO OPINION ITEMS

This Response Statement has been prepared in accordance with Article 22 (2A)(b), of the *Planning and Development Regulations, 2001* (as amended).

LRD Opinion Item 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

Response

Noted. The response to these items should be read in conjunction with the submitted Architectural Plans and Reports prepared by CCK Architects.

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

Response

A draft proposal addressing the massing of units in Phase 3 along the Spine Road has been prepared. It provides detail on the spatial distribution, scale, and orientation strategies that respond to the site's urban context and connectivity objectives. It also provides detail on the location of future access junctions on the Spine Road and the future town park. The proposal is illustrated in the submitted Architectural Design Statement (pg.11). These Phase 3 proposals are indicative only and subject to future zoning considerations.

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

Response

The housing blocks adjacent to scheme adjacent to Ard Na Greine and Aisling Gael have been redesigned to incorporate the potential for new pedestrian links. This will enhance site integration and pedestrian permeability. Informed by principles of defensible space and passive surveillance, entrances at end-of-terrace dwellings have been strategically relocated to gable ends. This approach supports improved visibility and activation along the public realm, discouraging anti-social behaviour and fostering a safer, more connected streetscape.

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

Response

A draft proposal addressing the massing of units in Phase 3 along the Spine Road has been prepared. It illustrates the spatial organization, urban rhythm, and proposed scale of development, supporting the overall vision for site continuity and placemaking. It also provides detail on the location of future access junctions on the spine road. The proposal is illustrated in the submitted Architectural Design Statement (pg.11). These Phase 3 proposals are indicative only and subject to future zoning considerations.

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

Response

The extent of car parking proposed for the both primary care centre and associated retail / pharmacy unit and the café / restaurant is in accordance with City Development Plan parking standards. As above, a draft proposal addressing the massing of units in Phase 3 along the Spine Road has been prepared. While indicative, it provides detail on the spatial distribution, scale, and orientation strategies that respond to the site's urban context and connectivity objectives.

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

Response

The deck access apartment blocks have now been omitted in lieu of traditional duplex buildings. Orientation was a concern raised by the Planning Authority and also Part V provisions as this typology was deemed not ideal for social and affordable housing due to issues re the maintenance, ownership and use of the communal decks. Their omission address these concerns.

Landscaping drawings have been provided for the communal open spaces between apartment and duplex blocks. While the other 2 spaces are deemed acceptable if not quite tight and slightly generic, the communal open space between Apartment Blocks A and B and Deck Access Blocks B and C requires further work as it is still dominated by parking spaces and vehicular access which results in a less usable and low quality public space.

Response

This area has been subject to a significant redesign. Car parking spaces are located away from the central core area with a new landscape courtyard created. The landscape design will support placemaking principles through softened edges, green buffers, and improved pedestrian flow, transforming the space from a vehicle-dominated zone to a shared, multifunctional setting. The extent of car parking proposed for the duplex and apartment units is below City Development Plan parking standards, which, it is noted, are maximum standards.

LRD Opinion Item 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.

Response

Detailed hydraulic modelling has been completed and the overall surface water management strategy has been discussed and agreed with the Planning Authority.

Please refer to the submitted technical engineering plans and reports prepared by MHL Consulting Engineers, including the Drainage Impact Assessment, and the Flood Risk Assessment and Surface Water Audit Report prepared by JBA Consulting Engineers.

LRD Opinion Item 3: N20/M20 Project Office

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.

Response

A Sensitivity Test has been undertaken at the N20 / R617 Blarney junction that assumed TII Low Growth rates between the 2025 survey dates and the 2028 and 2043 future year scenarios. Both the existing and proposed Blarney junction layouts have been tested.

Please refer the submitted Transportation Assessment and Environmental Impact Assessment Report (EIAR) Transportation Chapter 7, prepared by Systra.

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.

Response

Noise impacts at both construction and operation stages are addressed in detail in the submitted EIAR. Please refer to Chapter 10 of the EIAR.

LRD Opinion Item 4: Transport Infrastructure Ireland

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

Response

Noted, the submission received from TII has been considered in the preparation of the application. A Technical Note specifically addressing the matters raised has been prepared by MHL Consulting Engineers and is appended here.

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.

Response

Please refer to the enclosed Transportation Assessment prepared by Systra for detail on the response to this item. The submitted Transportation Assessment (TA) examines the performance of the local and national road network utilising CMATS and TII growth rates. It demonstrates that the proposed development will not have a detrimental impact on the capacity or operation of the road network.

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

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.

Response

This area has been surveyed and the extent and function of national road assets, including the existing drainage regime, have been identified and evaluated. In addition, proposed plans for the area, published in June by the N/M20 Project team, have also been reviewed.

Landscaping , boundary treatment, lighting and drainage have all been considered at this location and the relevant information is provided in the planning application.

Proposed development in this area has due regard to all of the above and has no negative impacts upon either the existing, or proposed, extent and function of national road assets.

Please refer to the enclosed Technical Note prepared to respond to this item in detail, which forms Appendix B of this response statement.

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.

Response

Design proposals equate to existing greenfield run-off rates so there will be no increase in surface water flows. Please refer to the application's surface water strategy and drawings detailing same. Please also refer to the enclosed Technical Note in Appendix B prepared to respond to this item in detail.

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.

Response

The applicants have ongoing engagement with Irish Rail in relation to public transport provisions and N/M20 project team in terms of NTA proposals for the route and surrounding area. The applicants have reviewed the NTA's CycleConnects and BusConnects schemes and the proposed development has been designed to positively respond to same. The Planning Authority will note that as a result of the proposed development, public transport, cycle and pedestrian access to the proposed rail station at Stoneview will be facilitated and enhanced.

LRD Opinion Item 5: Transport and Infrastructure

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 include the proposed amendments identified***
- ***Pedestrian Accessibility***

- ***Cycle Accessibility***
- ***Vehicular Accessibility***
- ***Internal road network***
- ***Parking identification and classification of types***
- ***Transportation Assessment information***

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans have been incorporated into the scheme detailing these works.

There are conflicting details shown on the phase 2 application when comparing it with the Ringwood Phase 1 development. This is in particular evident in the internal layout and the layout of the junction with station road. The applicant needs to clarify this.

Response

The Phase 2 cycling proposal is to be retained. Compliance submissions for the permitted Phase 1 scheme will address any inconsistencies arising.

The delivery timeline of the developments (various phases) on this and the surrounding sites should be clarified.

Response

The Planning Authority will note that surrounding sites within Ringwood are not yet currently zoned for development. The permitted Phase 1 scheme adjoining the site is due to commence construction in January 2026. The cumulative impact of both phases has been undertaken and is made clear in the submitted TA.

The main desire line for pedestrians and cyclists of the phase 2 development will be via station road. To enhance the pedestrian and cycling connectivity of the development provision of Active Travel Facilities on Station Road from the development entrance on Station Road to the Junction of Station Road and the R617 should be provided by the development. This should be of the same type as that conditioned in Phase 1 of the Ringwood development. This infrastructure should be delivered in advance of the development becoming operational. Details to be agreed with Cork City Council.

Response

The permitted Phase 1 scheme, which is due to commence construction in January 2026, is required, by way of Condition No.5 of its grant of permission, to deliver works to enhance pedestrian and cycle connectivity on Station Road during the first phase of that scheme and in advance of the occupation of units. There is thus no requirement to include these works in the Phase 2 application.

To enhance the safety for pedestrians and cyclists as well as pedestrian and cycling connectivity of the development the redline boundary should be extended from the Development Entrance on the R617 to the Junction of the R617 and the Killard Road. Connection for Pedestrians and

Cyclists should be provided from the development entrance on the R617 to the Clogheenmilcon walkway. Traffic calming on the approach to the Killard Road Junction should be incorporated in this provision. This infrastructure should be delivered in advance of the development becoming operational. Details to be agreed with Cork City Council.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works. The red line boundary of the subject site has been extended towards the Killard Road, where cycle and pedestrian connectivity to the Clogheenmilcon walkway is facilitated.

To enhance the pedestrian and cycling connectivity of the development and in particular the Primary Health Care Centre, the redline boundary should be extended from the Development Entrance on the R617 to the Junction of the R617 and Castle Close Lawn. Connection for Pedestrians and Cyclists should be provided from the Development Entrance on the R617 to the Junction of the R617 and Castle Close Lawn. This includes the lands included in the Blue line boundary identified in the drawings supplied by the applicant. This infrastructure should be delivered in advance of the development becoming operational. Details of this connection is to be agreed with Cork City Council.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works. Enhanced connectivity to the village centre of Blarney is to be provided by way of the City Council's proposed Blarney Village Pedestrian and Cycling Infrastructure Scheme.

Pedestrian and cycling connection to all adjacent housing estates should be allowed for. This includes for the potential to connect to: Ard na Greine, Assumption Terrace and Aisling Geal.

Response

The revised housing layout adjacent to Aisling Gael and Ard Na Greine now incorporate the potential for new pedestrian an cyclist linkages designed to promote permeability and neighbourhood integration.

In the interest of road safety, traffic calming measures are to be provided on the R617. Locations and details of these are to be agreed with Cork City Council.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals on the R617. Revised plans are incorporated into the scheme detailing these works. The introduction of the R617 / Phase 2 signalised access junction, and the signalisation of the R617 / Killard Road junction will automatically slow traffic on the R617.

Further discussion needed on the Western approach lead in taper. Details of this is to be agreed with Cork City Council.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works.

Length of the right turn lane on the R617 appears to be excessive for this development in isolation. Length of this is to be agreed with Cork City Council.

Response

The length of the right-turn lane has been designed to accommodate further future development in the Ringwood and Stoneview Masterplan areas, which will remove the need to upgrade the new junction in future years.

Not sufficient information received/legible to verify that the slope along the spine road within the development. This should inform the provision of rest areas for mobility impaired users and to ensure the development is as age friendly as possible.

Response

A long section of the proposed road alignment is provided to demonstrate that the Spine Road meets universal access standards. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171 and BLR-2-02-SW-ZZZ-DR-MHL-CE-00700, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-00705.

Not sufficient information received/legible to verify that the alignment of the cycle facilities is in line with the Cycle Design manual for both horizontal and vertical alignment.

Response

Noted. Cycle facilities have had regard to the Cycle Design Manual and DMURS. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171 and BLR-2-02-SW-ZZZ-DR-MHL-CE-00700, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-00705

In the interest of road safety traffic calming measures are to be provided along the spine route. locations and details of these are to be agreed with Cork City Council.

Response

This proposed Spine Road is designed to facilitate future multi-modal access between the proposed Blarney Rail Station and surrounding urban areas, with integrated cycling lanes and pedestrian pathways.

The spacing of junctions and controlled crossing points have been designed in accordance with DMURS, with a view to the planned function of the spine route (to be a Link/Arterial Street), which will provide

future connection to the proposed railway station and Stoneview, thereby serving as a multi-modal and multi-functional route.

The design of the Spine Road, indicating spacing of controlled junctions and controlled crossing points, has been prepared. The proposed approach to traffic calming is set out below:

- The alignment of the spine route has been designed to reduce traffic speeds through the removal of excessively long straight sections.
- In later phases, signalised junctions and controlled pedestrian crossings will be installed where required along the spine route. These will provide pedestrian and cycle connectivity across the spine route, and have the effect of slowing vehicles.

This design has been discussed and agreed with the Planning Authority.

In the interest of road safety Raised Pedestrian and cycling crossings are to be provided along the spine road at pedestrian desire lines. Locations and details of these crossings are to be in accordance with DMURS, the Cycle Design Manual and to be agreed with Cork City Council.

Response

Appropriate locations for active travel crossings have been identified and are incorporated into the scheme. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171.

In the interest of road safety particularly for visually impaired road users, tactile paving is to be provided at dropped kerbs and raised tables etc. throughout the development in accordance with DMURS and the UK Guidance on the Use of tactile paving Surfaces Dec 2021 (or most recent update) and to be agreed with Cork City Council.

Response

Please refer to the response provided above. Compliant tactile paving has been provided throughout the development

There may also be a possibility to reduce the road, pedestrian and cycling provision at the north eastern corner of the project as it may be an area of anti-social behaviour and may be used for long term parking. Details of this is to be agreed with Cork City Council.

Response

Barriers are to be installed at this location to prevent public access and mitigate unauthorised vehicular ingress or informal parking.

It is acknowledged that a quality audit was submitted and carried out by an external consultant however, an amended Quality Audit on the entire scheme including the proposed amendments identified here and agreed with Cork City Council should take place. This should also include the

internal road/cycle/footpath layout. At a minimum the following is to be carried out by an independent 3rd party consultant:

a. Pedestrian/mobility Audit

b. Cycling Audit

c. Road Safety Audit

Response

Audits addressing these items have been carried out by Egis Consulting Engineers, an independent 3rd party consultant. These are enclosed in the planning application.

The proposed development (Phase 2) needs to include the active travel improvements proposed for Station Road as identified and granted permission under Phase 1. This is to ensure that sufficient active travel infrastructure is provided to serve Phase 2 if for some reason Phase 1 is delayed.

Response

Phase 1 is not delayed and is due to commence in Q1 2026. The permitted Phase 1 scheme is required, by way of Condition No.5 of its grant of permission, to deliver works to enhance pedestrian and cycle connectivity on Station Road in the first phase of that scheme, in advance of the occupation of units. There is thus no requirement to include these works in the Phase 2 application.

The provision of the pedestrian connection to Aisling Gael is supported and should be included as part of the application.

Response

The revised housing layout adjacent to Aisling Gael now incorporates the potential for a future linkage designed to promote permeability and neighbourhood integration. Please refer to Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

There is a footpath required to the rear of the parking spaces provided opposite residential units 101-104.

Response

This area has been subject to a redesign. A dedicated footpath is proposed to link directly with the car parking spaces located adjacent this Pocket Park. This intervention facilitates safe and convenient pedestrian access. Please refer to Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

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

the through movement of vehicles within this area to remove the need for larger vehicles to carry out U-turns within the space.

Response

The courtyard's car parking layout is reconfigured to prioritise pedestrian comfort and spatial quality. The intervention introduces enhanced landscaping and amenity value, promoting a more welcoming and human-cantered environment.

The proposed landscape design will support placemaking principles through softened edges, green buffers, and improved pedestrian flow, transforming the space from a vehicle-dominated zone to a shared, multifunctional setting. Please refer to Drawing Nos. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

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

Response

The urban block has been redesigned and the duplex units omitted and replaced by houses fronting directly onto the street. Additional detailing with respect to landscaping, materials and traffic management is provided.

The proposed development should include for signalised active travel crossings of the Stoneview Access Link Road at three locations.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works. Appropriate locations for active travel crossings have been identified and are incorporated into the scheme. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171.

At the pedestrian access points to the proposed public open space to the east of the Stoneview Access Link Road, signalised active travel crossings should be provided.

Response

Appropriate locations for active travel crossings have been identified and are incorporated into the scheme. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171.

At the primary care centre a dedicated pedestrian access (universally accessible) is required to connect the Stoneview Access Link Road with both the primary care centre and the cafe/ shop. There is a requirement for a dedicated pedestrian crossing on the Stoneview Access Link Road serving the proposed pedestrian route.

Response

Appropriate locations for active travel crossings have been identified and are incorporated into the scheme. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171.

The active travel crossing on the Stoneview Access Link Road on approach to the R617 should be positioned closer to the R617 to improve directness for pedestrians travelling along the northern side of the R617.

Response

Appropriate locations for active travel crossings have been identified and are incorporated into the scheme. Please refer to Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01150, through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01171.

The form of the cycle facilities provided to the north of the proposed development connecting Station Road to the Stoneview Access Link Road should be consistent. The preference is the delivery of one-way cycle facilities on both sides of the roadway reflecting the presence of numerous driveways along this section of road.

Response

One-way cycle facilities on both sides of the roadway are to be provided. Please refer to Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

The scale and distribution of bike parking is in line with 2022-2028 Development Plan and is acceptable.

Response

Appropriate bicycle parking is provided in line with Development Plan standards. For the residential element of the scheme, a total of 304no. long stay bike parking spaces and 83no. visitor bike spaces are proposed. For the PCC, retail pharmacy and restaurant / café 11 long stay spaces and 15 short stay spaces are proposed.

The provision of a signalised junction on the R617 (Blarney to Cork Road) along with the retention of the previously granted access from Station Road is supported. The final details of both junctions and in particular the phasing of the lights will require further agreement with Cork City Council.

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works.

The internal streets opposite residential units 47-50; 90-94; 60-66; 73-80; should be assigned a one-way directional flow due to their narrow width.

Response

These urban blocks have been redesigned and the streets combined into a single street with a two-way directional flow. Please refer to Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

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

Response

These urban blocks have been redesigned and the streets combined into a single street with a two-way directional flow. The existing hedgerow is to be retained. Please refer to Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-10, Proposed Site Layout Plan - Sheet 1.

The car parking provision is in line with the 2022-2028 Cork City Development Plan and is acceptable. The parking spaces allocated to the residents of the duplexes and apartments are a shared resource and no individual parking space should be assigned to a specific residential unit.

Response

Noted, car parking provision remains in keeping with Development Plan standards.

The type of parking (e.g. disabled, Electric Vehicle etc) should presented with the application drawings for any communal parking.

Response

Noted – See enclosed Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-62 Site Layout – Parking.10no. disabled spaces, 28no. EV spaces and 20no. motorbike spaces are to be provided.

The car park proposed to serve the primary care facility should identify spaces which will be set aside for visitors/ patients and those set aside for staff.

Response

Noted – See enclosed Drawing No. BLR-2-02-SW-XXX-DR-CCK-AR-62 Site Layout – Parking.

The extent of active travel projects under consideration within Cork City Council's Blarney Village Pedestrian and Cycle Infrastructure Scheme is under constant review and the projects as presented in Figure 9 has been updated. It would be preferrable that any accompanying graphic associated with the above scheme just show the overall study area and the individual projects

will be presented during the Part 8 Consultation process.

Response

Noted.

Section 3.2.6 presents that improvement works on Station Road will be delivered by Cork City Council, however it should be noted that the permitted Phase 1 development includes for its delivery by the applicant.

Response

Noted. These works will be delivered by the applicant in accordance with the Phase 1 permission granted.

The baseline traffic conditions and subsequent transport analysis need to be updated to reflect the most recent traffic count data carried out in April 2025.

Response

This update has been carried out and is now based upon the April 2025 surveys. Please refer to enclosed Transportation Assessment (TA).

The traffic generation rates applied to the residential units are acceptable. With respect to the trip rates associated with the primary care facility confirmation is needed; have the trips associated with any pharmacy being included in these trip rates?

Response

Noted. The traffic generation figures for the Primary Care Centre (PCC) are now based upon a traffic survey that was undertaken on a PCC in Ballincollig in December 2023. The Ballincollig PCC comprises 3 surgeries and a Pharmacy. Please refer to the enclosed TA.

Finally, although it is acknowledged that the cafe/restaurant is primarily likely to serve the primary care facility and local residents there will no doubt be some externally generated trips that should be accounted for in the overall trip generation figures.

Response

An allowance for a proportion of new trips to the café will be included in the TA. The updated traffic analysis assumes that 30% of trips generated by the café will come from outside the development.

The application of the lower background traffic growth rates as calculated utilising the CMATS Regional Transport Model are acceptable. However, as noted in the transport assessment a sensitivity analysis utilising the 'Low' traffic growth rates set out in the 'Project Appraisal Guidelines for National Roads Unit 5.3' should also be used when analysing the N20 Blarney Junction.

Response

Sensitivity analysis has been carried out. Please refer to enclosed TA.

With respect to 'Committed Development' the traffic flows associated with the delivery of Phase 1 Ringwood should be noted in the text, it is clear from the accompanying traffic flow diagrams these flows have been included in the analysis.

Response

Noted. Traffic flows from the Phase 1 development have been considered as Committed, and included within the future year 'Do Minimum' scenarios in the analysis. Please refer to enclosed TA.

The threshold analysis presented in Table 18 should focus on the proposed development only (i.e. Phase 2), as Phase 1 has been granted full permission by An Bord Pleanala and any resulting traffic flows generated by this development can be considered base traffic flows.

Response

Noted. Please refer to enclosed TA.

The threshold assessment as presented in Table 16 should include any potential traffic impact on the National Road Network and in particular on the N20 National Road.

Response

The impact on the N20 has now been included in the analysis.

The traffic analysis has included the redistribution of traffic associated with the delivery of the Stoneview Access link Road however the submitted documentation has not presented the rationale behind this redistribution process . The redistribution process needs to be presented in detail (and agreed with Cork City Council) in the transportation assessment utilising the updated traffic flows.

Response

The rationale for the distribution of trips is presented in the update TA.

LRD Opinion Item 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 Cafe / primary cafe 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.***

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works.

The Spine Road has been design in accordance with DMURS. Minimum horizontal curves employed for the design speed. Vertical gradients are designed to ensure that the road is accessible for all and compliant with all relevant design standards. Please refer to DMURS Statement - BLR-2-02-SW-ZZZ-RP-MHL-CE-003.

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.***

Response

Consultations were undertaken with Planning Authority to discuss and agree traffic and road design proposals. Revised plans are incorporated into the scheme detailing these works.

Internal corner radii are designed based on Autotrack analysis. Please refer to Vehicle Autotrack Assessment- Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01130 through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01149.

LRD Opinion Item 7: Water Infrastructure/ Supply

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

Response

Please find Confirmation of Feasibility from Uisce Éireann enclosed.

LRD Opinion Item 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.

Response

An updated Appropriate Assessment Screening Report is enclosed.

LRD Opinion Item 8: 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).

Response

A crèche facility providing 137no. spaces is permitted in Phase 1, which is to commence in Q1 2026.

This crèche facility is conditioned to be delivered in the 1st phase of development. The number of spaces to be provided meets the childcare needs of both phases of development at Ringwood, as required by the Planning Authority during the Phase 1 planning process.

A Childcare Needs Assessment is enclosed demonstrating the proposed development's compliance with the *Childcare Facilities Guidelines for Planning Authorities, 2001*.

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.

Response

Noted. This is a topographical error and has been corrected.

LRD Opinion Item 9: Other Submissions

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

Response

Noted.

The Opinion also states:

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.

Item No.	***Item***	**Response**
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.*	Noted.
2a.	*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.* *(ii) A Construction and Demolition Resource Waste Management Plan.* *(iii) The Construction Environmental Management Plan provided contains a section relating to Construction and Demolition Resource Waste Management Plan.* *(iv) An Operational Waste Management Plan* *(v) 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.* *(vi) 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*	**A Construction Environmental Management Plan, incorporating a Construction and Demolition Resource Waste Management Plan is enclosed.** **An Operational Waste Management Plan is enclosed.** **Please refer to the following for details on bin storage.** **Apartment (internal Bin Stores) - Please refer to BLR-2-02-B1-ZZZ-DR-CCK-AR-300 + BLR-2-02-B1-ZZZ-DR-CCK-AR-302. External Communal Bins Stores (Duplexes only) Refer to BLR-2-02-SW-XXX-DR-CCK-AR-10 Proposed Site Layout Plan - Sheet 1 + BLR-2-02-SW-ZZZ-DR-CCK-AR-500** **Also refer to Drawing No. BLR-2-02-SW-ZZZ-RP-MHL-CE-005.** **Relevant calculations are included in the enclosed Operational Waste Management Plan**

	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.*	**An Operational Waste Management Plan is enclosed.**
	(vii) 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	**Swept Path Analysis has been undertaken. Please refer to Vehicle Autotrack Assessment: Drawing Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01130 through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01149**
	(viii) 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.*	**A Noise Impact Assessment has been carried out and is incorporated into the enclosed Environmental Impact Assessment Report.**
	(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 energy 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.	**A Energy & Climate Action Statement has been prepared and is enclosed with the Planning Application.**
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.*	**Revised drawings have been prepared and are enclosed.**
4a.	*A Traffic & Transportation Assessment including any necessary alterations to the scheme to address any issues arising and the comments of the Strategic*	**A Traffic and Transportation Assessment has been prepared and**

	Transport Officer in his report (appendix C).	**is enclosed with the Planning Application.**
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.*	**Revised drawings have been prepared and are enclosed.**
6a.	*A Universal Design Statement.*	**A Universal Design Statement has been prepared and is enclosed with the Planning Application.**
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, Band 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.*	**An updated Housing Quality Assessment has been prepared and is enclosed with the Planning Application.** **There are no study rooms within the proposed dwellings.**
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*	**A Landscape and Visual Impact Assessment has been prepared and is enclosed with the Planning Application.**
9a.	*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*	**An Archaeological Impact Assessment has been carried out and is incorporated into the enclosed Environmental Impact Assessment Report. This has been discussed with the City Archaeologist.**
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*	**An Appropriate Assessment Screening is enclosed.** **A requirement for a Natura Impact Statement has been screened out.** **Ecology surveys have been ongoing and have informed the ecological assessments carried out, which in turn form part of the enclosed Environmental Impact Assessment Report.** **Please refer to Drawings Nos. BLR-2-02-SW-ZZZ-DR-MHL-CE-01401 through to BLR-2-02-SW-ZZZ-DR-MHL-CE-01410 and also Lighting Report Ref: BLR-2-02-SW-ZZZ-RP-MHL-CE-007**

	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.*	**Please find enclosed Landscape Design rationale which provides detail on the seasonal wetland amenity area.**
11a.	***Part V*** *There is an imbalance in the ratio of apartments/duplexes versus houses proposed to satisfy the Part V requirement.* *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.*	**A Part V proposal is enclosed with the Planning Application.** **This has been agreed in principle with the Planning Authority.**
12a.	***Material Contravention*** *Any future planning application will be subject to material contravention - given proposed distributor road on lands zoned Tier3/Strategic Development Lands and City Hinterland*	**The matter of Material Contravention is addressed in the enclosed Planning Statement.**
13a.	***National Transport Authority*** *Please liaise with the National Transport Authority prior to submission of any planning application and submit any additional information they require.*	**Consultations have been had with the NTA, Irish Rail, The N/M20 project Team and Cork City Council Transportation Section throughout the preparation of the application.**

APPENDIX A: COPY OF CORK CITY 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.

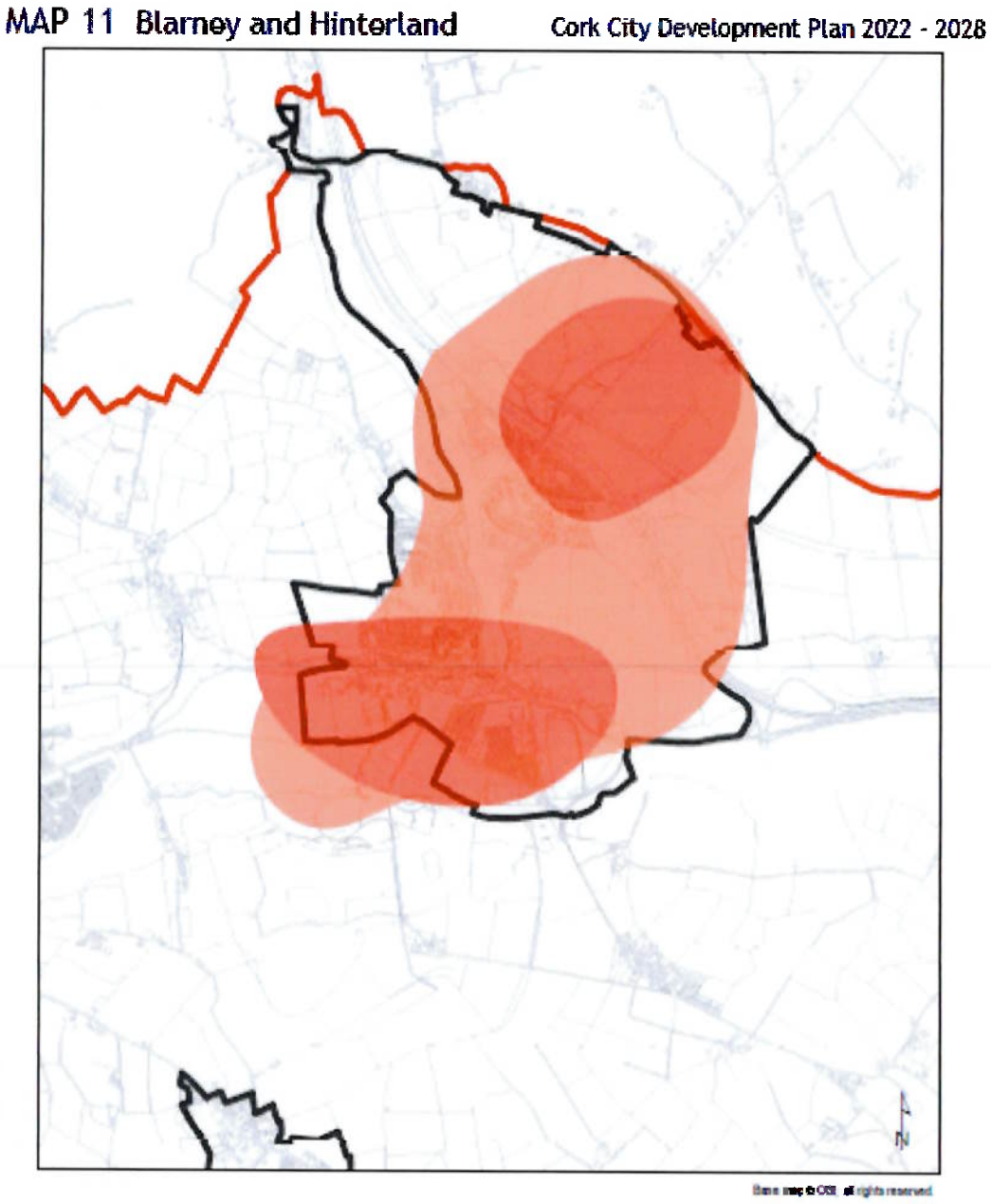
The Plan outlines the following objective for lands zoned as ZO2 'New Residential Neighbourhoods':
'To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.'

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

APPENDIX B: TECHNICAL NOTE ON WETLAND SUDS AREA AND N20 ROAD

N20 IMPACT TECHNICAL NOTE

MHL Project Number:	21079HD
Project Title:	Proposed Residential Development, Ringwood, Blarney (Phase 2)
Author:	BM
Planning Ref No.	Cork City Council
Date:	02/12/2025
Subject:	TII Letter Response

INTRODUCTION

MHL & Associates Ltd (MHL), on behalf of Clockstrike Ltd, have prepared this response to TII and the N/M20 Project Coordinator Submissions in relation to the Ringwood Phase 2 LRD Planning Application. This responses aims to address the specific queries raised and provide clarity on the details of the proposed residential development.

BACKGROUND AND CONTEXT

The development site is located in the north-east of Blarney, to the north of the R617 and approximately 1.2km to the east of the village centre. It forms part of a larger zoning set out within the Cork City Development Plan 2022-2028 (CCDP) for 'New Residential Neighbourhoods'. The current planning application forms part of a wider development area, referred to as Ringwood (to the south of the N20) and Stoneview (to the north of the N20). The applicant is the owner of both areas.

The current Cork City Development Plan identifies Stoneview as "An urban expansion area earmarked for a new railway station with direct links to Kent Station." Objective 10.65 "Stoneview Framework Masterplan" states:

"During the lifetime of this Plan Cork City Council will seek to provide and implement a framework for a transit-oriented mixed-use and residential development at Stoneview through the coordinated provision of infrastructure, services, land use, movement, urban design and development."

Phase 1 of the Ringwood development, comprising 246 residential units and a 61-space creche facility, was consented by Cork City Council (CCC) in December 2024 (Planning Ref: 2443031). Access to the Phase 1 scheme will be taken from a new signalised junction on Station Road.

Figure 1 shows the location of the site, along with the consented Phase 1, and proposed Phase 2 application areas.

The proposed Ringwood Phase 2 development description is set out below:

"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) 323 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and detached houses; 52 no. duplexes provided in 5 no. 3-storey buildings; and 114 no. apartments provided in 2 no. 5-storey buildings (ii) a primary care centre, over 2 stories and 1,724sqm 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, 380sqm 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 right turn lane for traffic turning into the site, and associated footpath improvements and cycle lane provision (vi) a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031) (vii) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (viii) drainage works and nature-based SuDS measures (ix) foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works, (x) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (xi) 2no. substations all associated ancillary site, drainage and development works".

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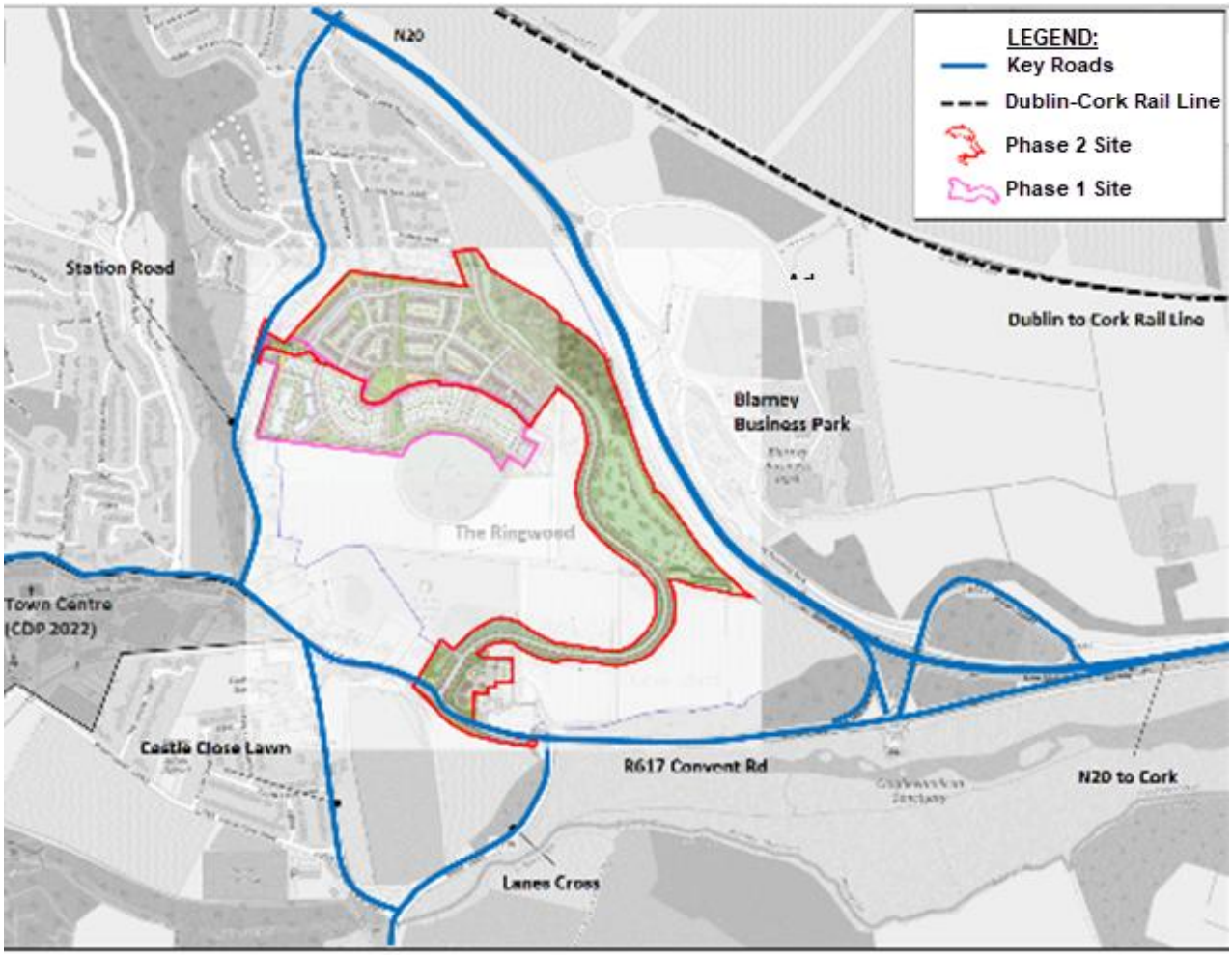


Figure 1 Site Location with Reference to Adjacent Transport Infrastructure and Blarney Village

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TII SUBMISSION

The TII letter (TII Ref. TII-25-131551), dated 05 June 2025 states:

1. 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 the N20 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.

Applicants Response:

1. Supplementary information has been included in the planning application outlining various details which respond to TII concerns. Please refer to the following reports and drawings:
    - Traffic and Transport Assessment (by Systra) outlines a response to queries over the "detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site." The TTA presents that the impact of the proposed development will have on the N20, including Sensitivity Testing of the relevant junctions.
    - Quality Audit (by Egis) outlines an assessment of available transport routes for future residents of the proposed development.
    - Road Safety Audit (by Egis) presents any road safety concerns, particularly noting any issues with respect to the local road network.
    - Mobility Management Plan sets out the range of transport modes available for the site and future planned projects.
    - N/M20 Scheme Overlay Drawings - shows the proposed Ringwood Phase 1 (granted Planning Permission) and Phase 2 (Current Application) overlaid on the most recent N/M20 design, as provided by the N/M20 Design Team. These drawing show the detail along the N20 boundary, presenting that no works are proposed in the vicinity of the N20.
    - N20-Ringwood Cross Section Drawings. These drawings outline the existing and proposed site development levels with respect to the N20.

It is submitted that the above reports and drawings present that the proposed residential development will have no negative impact on the N20.

2(a). The planning application outlines significant detail in response to this issue. Please refer to the following details:

- Landscape drawings (by CSR Landscape Architects) presents details landscaping proposals for the entire development. Particular care was taken to ensure that the existing N20 boundary landscaping is further improved and reinforced. See Masterplan drg. no. BLR-2-02-XX-00-DR-CSR-LA-100. The existing boundary post and rail fence is to be retained and repaired. Improvements to this boundary fence will be undertaken as necessary, subject to local authority conditions.
- Public Lighting design report and associated drawings (by MHL Consulting Engineers) presents the design of the proposed public lighting scheme. This design is in accordance with relevant design standards.
- Road and SUDs area cross section drawings (by MHL Consulting Engineers) present the relative levels of the site and SUDs basin with reference to the N20. As shown in this drawing the proposed development will not impact the N20.
- It should be noted also that no works referenced in TII Publication DN-STR-03001, are proposed adjacent to the National Road as part of this LRD planning application.

2(b). Please refer to the following details:

- Road and SUDs area cross section drawings (by MHL Consulting Engineers) present the relative levels of the site and SUDs basin with reference to the N20. As shown in this drawing the proposed development will not impact the N20. It is apparent in this Cross Section that the level of the proposed SUDS feature is at a very significantly lower level than (approximately 8m lower than the N/M20).
- Drainage Impact Assessment and Engineering Design Report (by MHL Consulting Engineers) present the surface water design details for the proposed scheme. As outlined, the surface water network has been design to reflect the existing topographical catchments for the site and also to match existing greenfield run-off rates. This design approach aligns with local and national design guidelines and standards and has been agreed with Cork City Council. The approach ensures that outfall flow rates are controlled and match the existing greenfield situation, negating any negative impact on the N20 drainage regime or the physical structural integrity of the N20 in general.
- Flood Risk Assessment (by JBA Consultants) makes particular reference to this issue.

3. The applicant has had detailed pre-planning discussions with Cork City Council's Transport Directorate, with Irish Rail in relation to the proposed planning application and with particular reference to integrating the scheme with the proposed rail improvement project and BusConnects plans. The applicant has also had discussions with the NTA with regard to the possible Park and Ride facility in proximity to the planned N/M20 Motorway and planned Blarney Rail Station. The applicant has also consulted with the N/M20 Design Team in relation to the proposed planning application and more widely in relation to the overall Ringwood/Stoneview Masterplan.

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Subject:	TII Letter Response

N/M20 DESIGN TEAM SUBMISSION

The N/M20 Design Team letter (Ref. 0132_03_00644), dated 20 June 2025 states:

1. We seek clarification 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.

2. The Planner should 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.

3. 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 as part of their future application.

Applicants Response:

1. Please refer to the Traffic and Transport Assessment (by Systra) which presents supplementary traffic analysis details, including traffic growth sensitivity testing for the various scenarios, as requested.

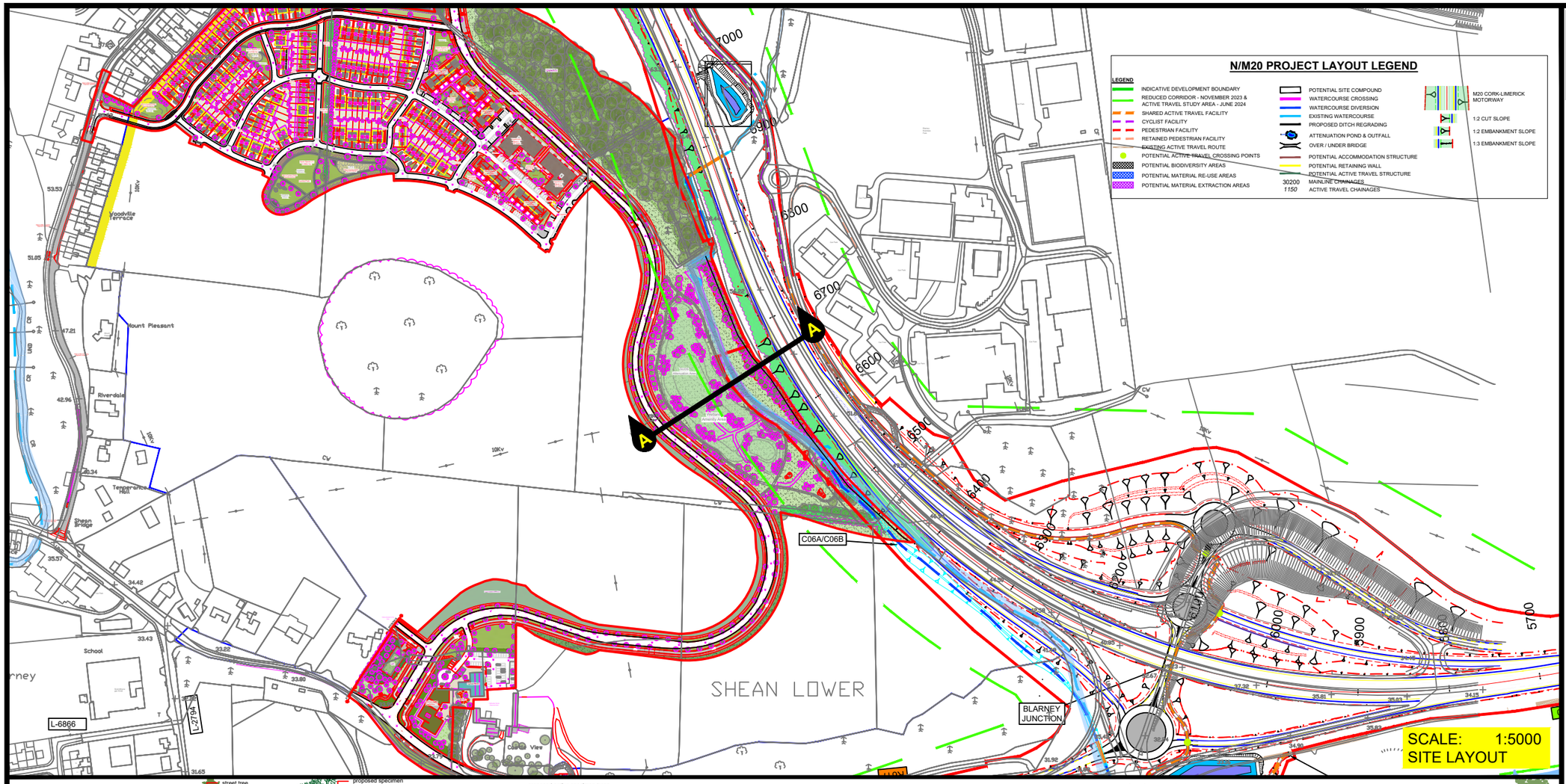
2. A Noise Impact Assessment has been carried out and is incorporated into the enclosed Environmental Impact Assessment Report. Noise impacts at both construction and operation stages are addressed in detail. Please refer to Chapter 10 of the EIAR.

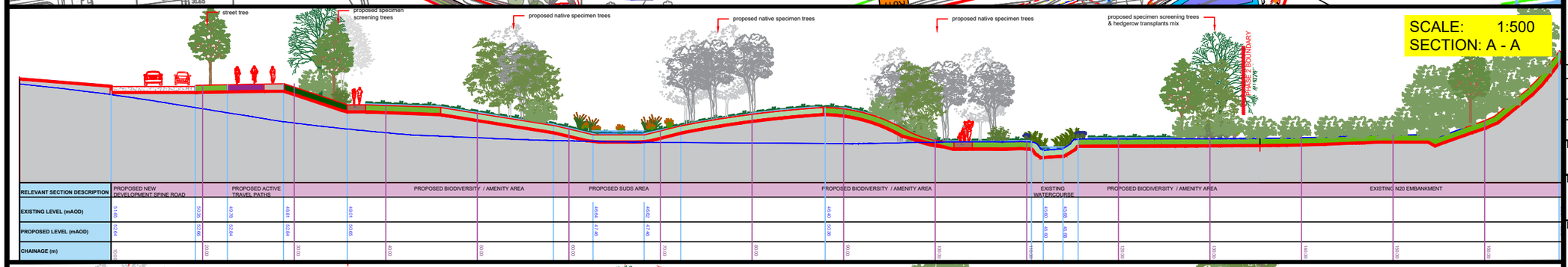
3. Please refer to drawing BLR-2-02-SW-ZZZ-DR-MHL-CE-00713 which presents the proposed residential development with reference to the most recent N/M20 motorway design, as provided by the N/M20 Design Team to the applicant. It should be noted that the relative level difference between the proposed residential works is significant and will not affect the N/M20 project.

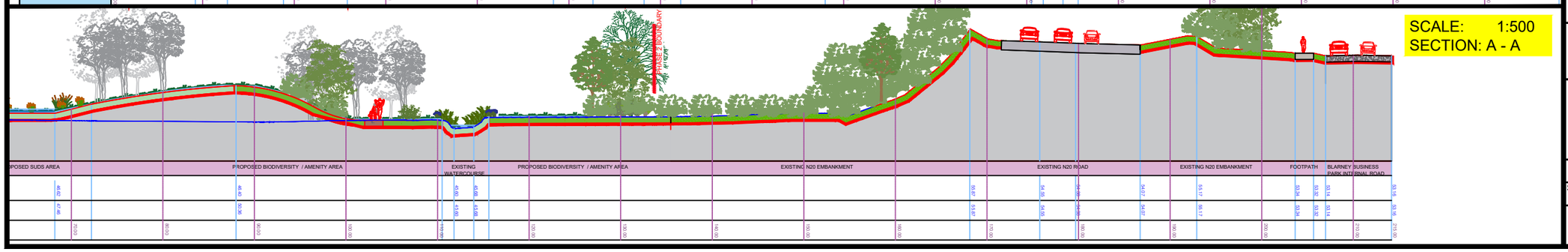
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Appendix A – Proposed Applicant Scheme overlaid on N/M20 Latest Layout and Cross Section







Notes:

Do not scale from drawing.
All dimensions are in metres.
Any discrepancies found consult with design office.
For Planning purposes only.
Not for Construction.

Rev	By	Date	Description

Drawing Status: PLANNING
NOT CERTIFIED FOR CONSTRUCTION

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT (PHASE 2)
AT RINGWOOD, BLARNEY, CO. CORK

Drawing Title:
PROPOSED SITE LAYOUT WITH
LATEST N/M20 MOTORWAY DESIGN DETAIL

Client:
CLOCKSTRIKE LTD.

M.H.L & Associates Ltd.
Consulting Engineers
Unit 1B, The Atrium, Blackpool, Cork
Tel: 021-4840214
Fax: 021-4840215
E-Mail:info@mhl.ie

Job No: 21079DEV | **Designed:** DM | **Drawn:** DM | **Checked:** BM
Scale: AS SHOWN @ A3 | **Date:** NOV. 2025
Drawing No: BLR-2-02-SW-ZZZ-DR-MHL-CE-00713 | **Rev.:** _03