COAKLEY O'NEILL
town planning

Statement of Consistency

Large-Scale Residential Development at

Ringwood, Blarney, Cork

Prepared in December 2025 on behalf of

Clockstrike Ltd.

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1.0 INTRODUCTION

Clockstrike Ltd. seek planning permission for the development of Phase 2 of a new residential neighbourhood on lands at Ringwood in Blarney, Cork. The proposal takes the form of a Largescale Residential Development (LRD) of 323no. dwellings, a primary care centre, retail pharmacy and café/restaurant use. The proposed development represents Phase 2 of the overall development of lands at Ringwood.

Phase 1, which adjoins this site to the immediate south and west, is subject to a separate LRD planning application, Ref. No. 24/43031, Appeal Case Reference ABP-321688-25 which was granted permission by An Coimisiún Pleanála on the 6th May 2025 and comprises of 246no. dwellings. Works are due to commence on Phase 1 in the coming weeks.

This report sets out how the proposed development is consistent with the objectives of the *Cork City Development Plan 2022-2028*.

2.0 SITE LOCATION AND DESCRIPTION

The subject site is located immediately east of Blarney town centre inside the town's settlement boundary and is approximately 7km north-west of Cork city centre. The site (red line) is approximately 19.35ha in area, forms part of a larger landbank in agricultural use, and is located on sloping, undulating lands that comprise a series of agricultural fields immediately north of the "Ringwood", a circular wooded area.

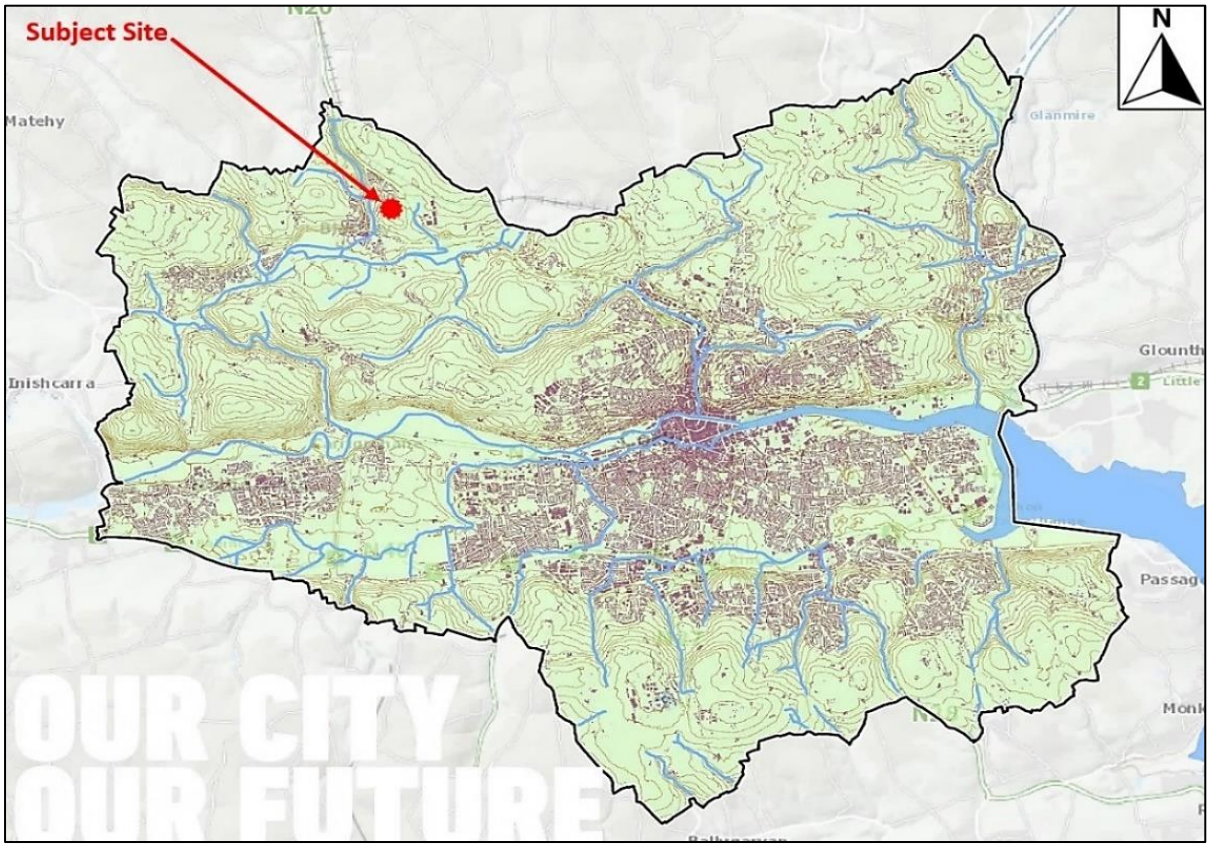


Figure 1. Site location. (Source: *Cork City Development Plan 2022-2028*; Annotated by Coakley O'Neill Town Planning 2025).



Figure 2. Location of subject site shown generally in red. (Source: CCK Architects, 2025)

The subject site is bound to the east and south by agricultural land, as well as the Ringwood, a locally prominent circular shaped woodland. To the west the site is bound by Station Road, which is included within the red line, and existing residential dwellings along that road, and to the north the site is bound by agricultural land and other existing residential development along Station Road.



Figure 3. View north-west across site from the south-eastern side



Figure 4. View of the Ringwood looking south across site

3.0 Strategic and Local Policy Context

This section has been prepared to demonstrate the proposed development's alignment with the *Cork City Development Plan 2022-2028*. Further detail on the proposal's consistency with national, regional and local policy objectives is set out in the application's planning statement, housing mix statement and architectural design statement.

Following a review of the Development Plan, the objectives that are considered to relate to the proposed development were extracted and were used to inform the design of the proposal. Each relevant objective is listed below and presented with a corresponding comment illustrating how the development aligns with each.

3.1 Core Strategy (Chapter 2)

Objective Number	Policy/ Objective	Comment
Objective 2.14	***Walkable Neighbourhoods*** *New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:* *A. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces.* *B. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces.* *C. Ensuring a child friendly and age friendly environment applying universal design principles with a mix of household types.* *D. Designing a safe place that enables access for all.* *E. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services.* *F. Being well-connected with easy access to public transport and active travel.* *G. Providing enhanced permeability for walking and cycling.*	The development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces, which will provide linkages for future connections. There are a series of areas of public open space in the development including pocket parks, a centrally positioned linear park and the most significant open space area being the 'Wetwood' wetland amenity area along the eastern boundary. The site is located approximately 500m north of the existing 215 bus service with additional services provided from Cloghroe, through Blarney to Kent Station in the BusConnects New Network. The new design for the Cork Metropolitan Bus Network will involve the creation of new bus route 16 which will operate between Cloghroe and Kent Station via Blarney, with a weekday and Saturday frequency of every 30 minutes. The New Network 16 route will travel along the R617 towards the N20 with pedestrian connectivity along Station Road from the subject site. As part of CMATS, a new rail station and Park and Ride facility is proposed at Stoneview, Blarney as part of the development objectives for the wider

		area with future pedestrian and cycle links to/from the subject site to service same. The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability. In conjunction with the Phase 1 development, it is proposed to upgrade the existing pedestrian and cycling infrastructure on the public roads to improve connectivity between the subject site and Blarney town centre to the south and southwest.
Objective 2.17	***Neighbourhood Design*** *The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.*	The design of the Phase 2 application site takes inspiration from Phase 1 to ensure the overall site is sympathetic to the form and layout of the Ringwood lands in full, to ensure it successfully assimilates into same. Important to the scheme's success is varying the public realm by incorporating large open spaces and pocket open spaces including landscaped parkland with amenity walks and shared surfaces, which along with the mix of housing typologies and different architectural treatments helps defining the different character areas and create small communities/neighbourhoods within the overall development. The wetland amenity area provides a significant landscape buffer to ensure the Ringwood lands maintain its visual significance in the landscape, while also benefiting from active frontages to ensure passive surveillance throughout.
Objective 2.31	***Compact Growth*** *It is an objective to target the delivery of 65% of all new homes in cork city on lands within the existing built footprint of the city, as set out in the core strategy.*	The proposed development is situated on serviceable lands, within the development boundary of Blarney, in an area zoned for a significant quantum of new residential development. The location of the subject site at this northwest urban periphery of Cork City, combined with the compact nature and layout of the proposed development, will contribute to Cork City achieving compact, sustainable growth in line with the strategic policy outcomes and objectives of the National Planning Framework.

3.2 Delivering Homes and Communities (Chapter 3)

Objective Number	Policy/ Objective	Comment
Objective 3.1	***Planning for Sustainable Neighbourhoods*** *Cork City Council will seek to:* *a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept;* *b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this;* *c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide', Universal Design principles and any updates;* *d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;* *e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods;* *f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.*	Placemaking is a key aspect throughout the design of the scheme and helps create a sense of place and belonging for all residents. The scheme has been designed in accordance with the various standards contained in the *Sustainable Residential and Compact Settlements Guidelines* (2024). The series of open spaces and levels of connectivity and permeability and outdoor play areas will encourage activity and social interaction outdoors. The provision of a crèche as part of Phase 1, centrally located within the overall site will support the different character areas and create small communities/neighbourhoods within the overall development which will all support the creation of a sustainable community on site. The open space and connectivity links with the site to the north will also ensure integration with the existing and proposed adjacent communities. The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability. In terms of street hierarchy and vehicular connectivity as per the Design Manual for Urban Roads and Streets (DMURS), the site is proposed to be accessed through a vehicular entrance from Station Road along the western boundary, where a new junction is to be provided. The scheme includes a link spine road running north south through the Ringwood lands. This new road will provide vehicular, pedestrian and cycle linkage directly from the subject site onto the R617 and eventually to the future railway station and Park and Ride at Stoneview.

		Corner and landmark buildings provide orientation cues for logical wayfinding and give a distinctive character to the proposed development. Active frontages enliven the edge of streets, creating a more interesting and engaging environment and ensures the streets are overlooked by generating pedestrian activity as people come and go from buildings.
Objective 3.5	***Residential Density*** *Cork City Council will seek to:* *a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and* *b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;* *c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;* *d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.*	The proposed density of 45.11 dwellings per hectare is an appropriate density for the site which fully aligns with the density strategy of the Development Plan and the density range for such locations as set out in the *Sustainable Residential and Compact Settlements Guidelines* (2024). The existing residential density in the area is significantly lower, while the target density for Blarney in the Development Plan is between 35 and 50 dwellings per hectare. The development ranges in height from 2-5 storeys, characterised by a mix of apartment blocks, duplexes, and 2 storey houses. Building Heights are in line with the provisions of the *Urban Development and Building Heights Guidelines for Planning Authorities, 2018.* The undulating nature of the lands has placed a requirement on achieving an appropriate density and mix of housing within the scheme. As such, the lower areas of the site to the east benefit from a higher density and building height with a commensurate reduction to same in the more elevated portions of the site. The proposed density is significantly higher than surrounding densities, at 45.11 units/ha yet still strikes an appropriate balance between existing density in the vicinity and the objective to encourage more compact and dense forms of urban development.

Objective 3.6	***Housing Mix*** *Cork City Council will seek to:* *a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;* *b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in "Density Done Well" in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;* *c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);* *d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;* *e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;* *f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.*	The dwelling mix for the proposed development is as follows: • 1-BED - 85: **25%** • 2-BED – 118: **35%** • 3-BED – 95: **29%** • 4-BED – 36: **11%** The proposed dwelling mix provides for a broad range of unit sizes and typologies which provide for a variety of housing options for future occupants. The wide variety of unit sizes and typologies reflects the various needs outlined in the Joint Cork HNDA Study, providing dwellings for single occupants, older people and families. The proposed density of 45.11 dwellings per hectare is an appropriate density for the site which fully aligns with the height and density strategy of the Development Plan and the density range for such locations as set out in the *Sustainable Residential and Compact Settlements Guidelines (2024).* The target density for Blarney in the Development Plan is between 35 and 50 dwellings per hectare. The proposed density at 45.11 units/ha strikes an appropriate balance between existing density in the vicinity and the objective to encourage more compact and dense forms of urban development. In accordance with the requirements under Part V of the Planning and Development Act 2000, as amended and the Affordable Housing Act 2021, 20% of residential units are required to meet the requirements of Part V. On this basis, 64no. of the proposed units are to be transferred to the Council for Part V, comprising the following: • 16no. - 3 bed houses; • 16no. - 2 and 3 bed duplex units • 32no - 1 and 2 bed apartment units.

Objective 3.20	***Cork City as a Child-Friendly City*** *To promote Cork as a child-friendly city by considering the design needs of young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.*	The proposal includes landscaping and amenity areas. The proposed development will provide 15% of the net developable area of the site as public open space (1.053ha.), in accordance with the requirements of the CDP, in the form of: A large open space area to the southern side adjoining Phase 1 incorporating two kickabout areas and a local play area; A linear park running through the site linking its northern boundary to amenity areas to the south; A series of pocket parks throughout providing neighbourhood play and kickabout areas. The inclusion of the Wetwood along with the creation of a new Wetland amenity area bring significant additional gain in terms of ecology and amenity provision. The open space areas will encourage children's play and ensure the proposed development provides ample opportunities for children's social interaction and exercise throughout the site. The proposed shared surface areas have been designed to ensure the proposed development is a safer environment for everyone using the street network on site, including children. The proposed development has also been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.
Objective 3.21	***Childcare Facilities*** *To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:* *a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered;*	A 137no. children creche facility is permitted as part of the Phase 1 application under Planning Register Reference 24/43031. This is conditioned to be delivered and occupied as part of Phase 1A with works due to commence in early 2026. The 137no. children creche will cater for the childcare demand for Phase 1 and Phase 2 of the permitted and proposed developments, which

	b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed; *c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.*	has already been accepted by the Planning Authority and An Coimisiún Pleanála.
Objective 3.27	***Healthcare Infrastructure*** *It is Council policy:* *To support the sustainable provision and expansion of hospitals and other healthcare facilities within the city including the provision of primary care centres and other specialist facilities at suitable locations, subject to proper planning and sustainable development considerations.*	A primary care centre is proposed as part of the proposed development, to be constructed over 2 storeys and which will incorporate GP services.
Objective 3.29	***Neighbourhood Recreation and Amenity*** *a. To finalise the Cork City Active Recreation Infrastructure Study to guide the implementation of this policy objective and other related objectives in the wider Plan;* *b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites;* *c. To support the clustering of recreational facilities, particularly in locations that are well served by walking, cycling and public transport;* *d. To promote more multi-functional facilities such as Multiple Games Areas (MUGAs) and multi-use internal courts/halls where there is a deficit in existing facilities across a range of sports/active recreation uses. This does not imply a relaxation of the open space standards for new development proposals;* *e. To support the provision of formal and informal play areas with appropriate equipment and where possible, incorporating nature-based play equipment and layouts. These, where practical, should seek to appeal to a range of age cohorts through their layout and equipment;* *f. To discourage the redevelopment of recreational facilities to alternative, non-community uses unless it can be demonstrated there is suitable and accessible (by walking, cycling and public transport) alternative provision elsewhere with sufficient capacity to compensate for the loss of the facility.*	The proposal includes landscaping and amenity areas. The proposed development will provide 15% of the net developable area of the site as public open space (1.053ha.), in accordance with the requirements of the CDP, in the form of: A large open space area to the southern side adjoining Phase 1 incorporating two kickabout areas and a local play area. A linear park running through the site linking its northern boundary to amenity areas to the south; A series of pocket parks throughout providing neighbourhood play and kickabout areas. The inclusion of the Wetwood along with the creation of a new Wetland amenity area bring significant additional gain in terms of ecology and amenity provision. All open space areas incorporate kick about spaces, neighbourhood and local play areas and will allow for a wide range of recreational activities for future residents to access.

Objective 3.35	***Safe and Secure City*** *a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas;* *b. To encourage buildings and spaces to be designed with safety and security in mind to avoid anti-social behaviour, reduce and prevent crime and create safe places for all;* *c. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.*	The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas. Dual aspect corner units have been designed to address prominent corners and to provide additional passive surveillance.

3.3 Transport and Mobility (Chapter 4)

Objective Number	Policy/ Objective	Comment
Objective 4.5	***Permeability*** *a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.* *b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed.* *c. Prepare a permeability strategy for areas throughout the city.*	The proposed development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces, and recreational routes. Pedestrian and cycling routes within the site will connect into corresponding infrastructure along Station Road which will be upgraded, and future pedestrian links proposed within the wider lands to the south as part of Phase 1.

3.4 Climate Change and the Environment (Chapter 5)

Objective Number	Policy/ Objective	Comment
Objective 5.10	***Energy Conservation and Efficiency*** *To support and help create high levels of energy conservation and energy efficiency in both new and existing buildings.*	All units will be double glazed with thermally broken frames in uPVC or Aluminium. Double or triple glazed. Good natural daylight creates a positive living environment and contributes to the well-being of the occupants. The provision on the elevations of high-performance glazing, that meets with the NZEB and BER requirements, will maximise the

		use of natural daylight and will enhance the visual comfort for the occupants. The high-performance glazing will also ensure that the thermal performance of the buildings is not compromised, while allowing the building occupants to enjoy the benefit of the glazed views. An air-to-water heat pump system is being considered for each dwelling as the optimal balance of practicality, efficiency, and contribution of renewable energy. Each heat pump system shall be listed on the HARP database or have IS EN14511-2, IS EN 255-2 or EN 15879 test certificates (or otherwise as required by changes to the Regulations). Specific fan power will be minimised where applicable. The proposed lighting within the development will be LED 100pc; • Low level lighting • Minimal upward light spill • Low voltage LED lamps • Pre-approved by Cork City Council Each light fitting shall be controlled via an individual Photoelectric Control Unit (PECU). The operation of the lighting shall be on a dusk-dawn profile M&E systems and plant that are high efficiency and registered on the SEAI Triple E register of products will be used.
Objective 5.11	***Energy Efficiency Considerations*** *New development proposals are expected to maximise energy efficiency through location, siting, orientation, layout, design, stormwater drainage and landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design.*	The energy strategy approach for the proposed development is to firstly maximise the passive benefits of the buildings' fabric, orientation, etc. followed by the inclusion of highly efficient M&E systems to achieve a design that will meets the Renewable Energy Ratio (RER) TARGET of 20% outlined in the Part L 2022 Regulations.
Objective 5.12	***Energy Use Management*** *Development proposals are encouraged to incorporate best practice in technologies that help*	In addition to the items listed above regarding Objective 5.10:

	reduce energy use or enables the monitoring and management of energy use.	• All public and amenity lighting will use low energy LED light fittings and be installed in line with Cork City Council specifications. • A whole life cycle approach will be employed to the selection of materials and equipment used in the buildings with specific regard to the impact on the carbon footprint by specifying materials and equipment with a low to zero embodied carbon footprint. • Reduce, reuse and recycle will be adopted throughout the design, construction and operational phases of the development to ensure that the project maximises the recycling and reuse of materials while reducing the quantum of waste diverted to landfill. • During the design and construction stages of the project, environmental assessment methodologies will be used to assist in the development of a life cycle approach, in which approach the principles of IS0 15686 – Building And Constructed Assets – Service Life Planning – Life Cycle Costing (LCC) will be used.
Objective 5.13	***Waste Management – Construction and Operation of Development*** *All development proposals should minimise waste and maximise the recycling and re-use opportunities during the construction and operation phases.*	The waste generated during the construction and operational phases of the proposed development will be managed and disposed of in compliance with the provisions of the Waste Management Acts 1996 to 2013 and the Southern Region Waste Management Plan 2015-2021. The accompanying Operational Waste Management Plan, prepared by MHL Consulting Engineers, describes the measures by which optimum levels of waste reduction, re-use and recycling will be achieved.
Objective 5.14	***Adaptable Design*** *To encourage the incorporation of adaptable design into all new all developments to facilitate their adaptation to alternative use, layout or user requirements in the future if required.*	The proposed houses, apartments and duplexes have been designed to provide for adaptability as resident requirements change over time. Provisions include: • Level access or gently sloping access (max 1:21) is provided from car parking space to front door. • The majority of living rooms are located at entrance level.

		• Two storey houses are designed to allow for horizontal and/or vertical extension for the provision of additional space if so required. • Internal spatial design is such as to provide adequate space for wheelchair turning and all units have an accessible toilet. • Ground floor apartments have been designed following the principles of the "Universal Design for Home in Ireland" and they are fully accessible.
Objective 5.17	***Heat Pumps*** *To support the use of heat pumps in new build residential, commercial and public buildings taking into account amenity, conservation and heritage considerations.*	An air-to-water heat pump system is being considered for each dwelling as the optimal balance of practicality, efficiency, and contribution of renewable energy. Each heat pump system shall be listed on the HARP database or have IS EN14511-2, IS EN 255-2 or EN 15879 test certificates (or otherwise as required by changes to the Regulations).
Objective 5.22	***Electric Vehicles*** *To encourage and support the use of Electric Vehicles (EV) and Light Electric Vehicles (LEV) and support the provision of charging infrastructure for EVs on-street, within carparks and in new developments.*	EV charging facilities are being provided in line with Part L 2022 and CCC requirements in accordance with Objective 8.4 of the Cork City Council Climate Change Adaptation Strategy 2019-2024. The provision of car parking spaces for the charging of electric vehicles will be facilitated at appropriate locations. To encourage the use of electric vehicles (EV) the development will provide the following standards for EV charging points and infrastructure: 1. Multi-unit residential buildings will provide one EV equipped parking space per five car parking. All other parking spaces shall be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs 2. All houses with on curtilage car parking will be provided with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs 3. Additional EV charging facilities will be provided within the parking facilities for the proposed primary care centre, retail pharmacy and café/restaurant use to the southern side of the development.

Objective 5.23	***Rainwater Harvesting*** *To encourage all development proposals to include rainwater harvesting measures.*	In relation to rainwater harvesting an option is included to provide a water butt with each individual dwelling. This would be located to the rear of each dwelling.
Objective 5.24	***Green and Blue Infrastructure*** *a. To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city.* *b. All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.* *c. To support communities in the development of local scale Green and Blue Infrastructure projects.*	The proposed green infrastructure components of the scheme include: • The retention/enhancement of existing hedge banks. • The provision of overlooked recreational spaces throughout the site. • The provision of legible cycle and pedestrian links to wider services and recreational amenities. • The planting of native/pollinator-friendly trees and shrubs suitable to define spaces, provide screening, shelter and sense of seasonality etc. • The provision of wildlife-friendly features such as bat and bird nest boxes, insect hotels etc. • GI management/ maintenance operations. The proposed blue infrastructure components of the scheme include: • Existing ditches, trees and hedgerows are to be retained wherever feasible. This will assist in the conveyance and treatment of surface water runoff and retained vegetation will also contribute towards mitigating runoff through the process of evapotranspiration. • Swales and Basins.

3.5 Green and Blue Infrastructure, Open Space and Biodiversity (Chapter 6)

Objective Number	Policy/ Objective	Comment
Objective 6.6	***Rivers, Waterway and Wetlands*** *a. To protect and maintain the integrity, and maximise the potential, of the natural heritage and biodiversity value of rivers, associated watercourses and wetlands in Cork City, and to* *b. To promote an integrated approach to optimising opportunities associated with rivers, waterways and wetlands generate biodiversity, recreation, tourism, and economic benefits.*	A hydrological and hydraulic analysis carried out for the proposed development concluded that the attenuated stormwater discharge from the proposed development site is not predicted to result in an adverse impact to the existing hydrological and hydraulic regime or increase flood risk elsewhere. Overall, no significant effects from operational surface water runoff are predicted to occur.

		A Flood Risk Assessment of the proposed development has also been prepared by JBA Consulting Engineers, and is enclosed with the planning application. An Appropriate Assessment (AA) Screening report has been carried out in respect of the proposed development. The site of the proposed development is located over 9.5km from the nearest designated site, the Cork Harbour Special Protection Area. The AA Screening report has concluded that the proposed development, either alone or in-combination with other plans and/or projects, would not have the potential to significantly affect any European Site, in light of their conservation objectives.
Objective 6.9	***Landscape*** *a. To preserve and enhance Cork's landscape character, key landscape assets and views and prospects of special amenity value;* *b. Landscape will be an important factor in all development proposals, ensuring that a proactive view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principle of sustainability;* *c. To ensure that new development meets the highest standards of placemaking, siting and design;* *d. To protect those prominent open hilltops, valley sides and ridges that define the character of the Cork City Hinterland and those areas which form strategic, largely undeveloped gaps between the main Hinterland settlements from development;* *e. To discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments;* *f. To support, as appropriate, any relevant recommendations contained in the National Landscape Strategy for Ireland 2015-2025.*	An Archaeological Assessment of the site has been carried out and is included in the submitted EIAR. There are no known archaeological monuments present on the subject site. Given the results of the archaeological assessment and the geophysical survey of the proposed development area, the overall potential of the site is determined to be low. Licensed archaeological test-trenching was completed on site. The results of this test-trenching are set out in the EIAR. In addition to the above, the circular woodland Ringwood nearby has a redundant National Monument record (Ref: CO062-179). As part of future phases of development, it is anticipated that the Ringwood will be preserved in-situ and be incorporated into a new Town Park, with a development buffer installed between the wood and the adjacent residential development. A Woodland Management Plan for the Ringwood was included for information purposes in the Phase 1 application.
Objective 6.19	***City Parks and Open Space Provision*** *Cork City Council will seek to:* *a. Ensure that all residents have access to a hierarchy of parks and open spaces close to their home to provide recreational need and access to nature;* *b. Provide for recreational amenity needs by protecting, retaining, and improving parks and open spaces within Cork City. There will be a presumption*	The proposal includes landscaping and amenity areas. The proposed development will provide 15% of the site as public open space, in accordance with the requirements of the CDP, in the form of: A large open space area to the southern side adjoining Phase 1 incorporating two kickabout areas and a local play area;

	against development of land zoned for public open space for alternative purposes; *c. Ensure that developments of all land use types provide appropriate open space to meet the needs of residents, workers and visitors;* *d. Deliver projects to provide and improve the network of City Parks.*	A linear park running through the site linking its northern boundary to amenity areas to the south; A series of pocket parks throughout providing neighbourhood play and kickabout areas. The primary open spaces are proposed in the south of the site to edge and buffer the existing Phase 1 site. In addition, an existing hedgerow which runs N-S through the centre of the site is proposed to be retained and incorporated into a linear park there as an amenity linking the subject site with the permitted Phase 1 LRD immediately south of the site. The proposed open space benefits from excellent levels of passive surveillance by the surrounding houses. The proposed retention of hedgerows on site as well as the landscaping interventions and mitigation planting and measures proposed ensure that the proposed development will enhance biodiversity on site, in accordance with CDP Objective 11.224. The inclusion of the Wetwood along with the creation of a new Wetland amenity area bring significant additional gain in terms of ecology and amenity provision.
Objective 6.22	***Natural Heritage and Biodiversity*** *a. To protect, promote and enhance Cork City's natural heritage and biodiversity;* *b. To support the implementation of the National Biodiversity Plan and the All-Ireland Pollinator Plan and successor publications in Cork City;* *c. To support and implement the biodiversity actions from the Cork City Heritage and Biodiversity Plan (2021-2026) in partnership with all relevant stakeholders;* *d. Cork City Council will seek to establish and use a City biodiversity database, accessible across all council departments for consideration in land management decision-making;* *e. Cork City Council will work with communities to enhance existing, and the delivery of new, biodiversity-rich areas throughout the City including individual buildings, streets, public and private spaces by supporting the provision of green roofs and walls, rain gardens, biodiversity-rich parklets,*	The following are proposed: • The retention/enhancement of existing hedge banks. • The provision of overlooked recreational spaces throughout the site. • The provision of legible cycle and pedestrian links to wider services and recreational amenities. • The planting of native/pollinator-friendly trees and shrubs suitable to define spaces, provide screening, shelter & sense of seasonality etc. • The provision of wildlife- friendly features such as bat and bird nest boxes, insect hotels etc. • GI management/ maintenance operations. • Existing ditches, trees and hedgerows are to be retained wherever feasible. This will assist in the conveyance and treatment of surface water runoff and retained vegetation will

	rainwater harvesting, natural banks and naturalised SUDS; *f. Cork City Council will seek, where appropriate, to enhance the linear habitat connectivity, including the interconnection and enhancement of:* *• Woodlands, gardens, open spaces, fields and hedgerows.* *• Coastal habitats, river catchments, lakes, streams, ponds.* *• Aquatic, marginal and bank side habitats.* *• Parks, playing fields and recreational areas.* *• Upstream of mapped flood zones.* *• City transport routes.*	also contribute towards mitigating runoff through the process of evapotranspiration. • Swales and Basins.

3.6 Heritage, Arts and Culture (Chapter 8)

Objective Number	Policy/ Objective	Comment
Objective 8.2	***Protection of the Archaeological Resource*** *a. Cork City Council will protect and enhance the archaeological value of the sites (and their settings) listed in the Record of Monuments and Places (RMP) and the Historic Environment Viewer.* *b. Cork City Council will ensure that development proposals will protect and preserve archaeological sites discovered since the publication of the Record of Monuments and Places (RMP).* *c. To ensure the preservation of archaeological remains in-situ, in accordance with national policy (and in the interests of sustainability), impacts on the buried archaeological environment should be avoided where possible.*	The nearby circular woodland Ringwood has a redundant National Monument record (Ref: CO062-179). As part of future phases of development, it is anticipated that the Ringwood will be preserved in-situ and be incorporated into a new Town Park, with a development buffer installed between the wood and the adjacent residential development. A Woodland Management Plan for the Ringwood was included in the Phase 1 application for information purposes.

3.7 Environmental Infrastructure (Chapter 9)

Objective Number	Policy/ Objective	Comment
Objective 9.2	***Waste Water*** *a. To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.* *b. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are*	Separate foul and surface water drainage systems are proposed on site. A pre-connection enquiry for the multi/mixed use development of the Ringwood lands, has been received from Uisce Éireann regarding the potential of connecting the proposed development to the existing public water mains and foul sewer network. Uisce Éireann have

	available to service the development and that existing water services will not be negatively impacted.	responded with a Confirmation of Feasibility stating that both water supply and foul water service connections are both feasible with upgrades. The Engineering Design Report prepared by MHL Consulting provides this confirmation.
Objective 9.4	***Sustainable Urban Drainage Systems (SUDS)*** *a. To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.* *b. To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.* *c. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.*	The proposed surface water drainage network is being designed in accordance with Sustainable Urban Drainage Systems (SUDS) principles and includes attenuation tanks as well as bioretention measures such as swales. The inclusion of a large "Outer Zone" SUDs solution is similar to the design approach identified in the *"Planning For Watercourses In The Urban Environment - A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning*", published by Inland Fisheries Ireland. This SUDS basin (which will become a wetland amenity area) will utilise an outer buffer to the adjoining stream and reputed flood zone for treatment & reduction of stormflow runoff from the development. The SUDS area is separated horizontally and vertically from the stream and flood zone.
Objective 9.5	***Discharging*** *a. To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.* *b. To ensure that developments permitted by the Council which involve discharge of wastewater to surface waters or groundwaters, comply with the requirements of the EU Environmental Objectives (Surface Waters) Regulations and EU Environmental Objectives (Groundwater) Regulations.*	The proposed surface water drainage network has been designed in accordance with Sustainable Urban Drainage Systems (SUDS) principles and includes permeable paving, tree pits, swales, green roofs, basins and attenuation tanks.
Objective 9.12	***Waste Management*** *a. To support the sustainable management of waste in line with the objectives of the Southern Region Waste Management Plan 2015-2021 and the*	An Operational Waste Management Plan has been prepared by MHL Consulting Engineers and is enclosed with this planning application. The Plan describes how the waste generated during the construction and operational phases of the

	National Waste Management Plan for a Circular Economy (NWMPCE) when published, which will replace the existing Regional Waste Management Plans. *b. To facilitate the transition to a circular economy facilitating the value recovery and recirculation of resources in order to generate minimal waste.* *c. Continue to fulfil duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008 (S.I. No 524 of 2008), including those in relation to the identification and registration of closed landfills.* *d. To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials in future construction projects. Applications for large infrastructure projects shall be accompanied by a Construction and Environmental Management Plan that includes details of how construction and demolition waste generated is to be managed and, where reuse/recycling is not practicable, disposed of, in line with legislative requirements.*	proposed development will be managed and disposed of in compliance with the provisions of the Waste Management Acts 1996 to 2013 and the *Southern Region Waste Management Plan 2015-2021*.
Objective 9.19	***External Lighting*** *To require that external lighting proposals minimise the harmful effects of light pollution, are energy efficient, and do not have an excessive impact on residential or visual amenity, biodiversity or result in the distraction of road users.*	The proposed public lighting scheme has been designed in line with wildlife lighting guidelines (in compliance with lighting requirements) to minimise impacts of operation lighting on local bird and nocturnal mammal populations. The submitted Public Lighting Report shows the lighting column positions as per Cork City Council specifications. Residential and visual amenity will not be unduly impacted by the proposed public lighting scheme.

3.8 Key Growth Areas & Neighbourhood Development Sites (Chapter 10)

Objective Number	Policy/ Objective	Comment
Objective 10.75	***Blarney East/Ringwood Expansion Area*** *To support the compact growth and development of Blarney East / Ringwood Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated*	The proposed LRD of 323no. new dwellings, a primary care centre, retail pharmacy and café/restaurant use supports the compact growth and development of the Blarney East and Ringwood Expansion Areas, as strategic City consolidation and expansion areas.

	and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	The site of the proposed development is located in Central Statistics Office Small Area A047054003/01 with a total population of 111 people. As per Census 2022 data, the average household size for Small Area A047298011 is 2.75 which increased from census 2016 figures. This aligns with the national average household size, which is 2.74. Based on the local average household size, the proposed development has the potential to increase the population of Blarney by c. 885no. people.

3.9 Placemaking and Managing Development (Chapter 11)

Objective Number	Policy/ Objective	Comment
Objective 11.1	***Sustainable Residential Development*** *Residential developments shall be sustainable and create high quality places which:* *a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding "dead" spaces;* *b. Prioritise walking, cycling and public transport, and minimise the need to use cars;* *c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;* *d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;* *e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;* *f. Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;* *g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;* *h. Provide a mix of land uses to minimise transport demand;*	The proposed development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces, which connect to comparable infrastructure. The open space areas comprise of: The proposal includes landscaping and amenity areas. The proposed development will provide 15% of the site as public open space, in accordance with the requirements of the CDP, in the form of: A large open space area to the southern side adjoining Phase 1 incorporating two kickabout areas and a local play area; A linear park running through the site linking its northern boundary to amenity areas to the south; A series of pocket parks throughout providing neighbourhood play and kickabout areas. The primary open spaces are proposed in the south of the site to edge and buffer the existing Phase 1 site. In addition, an existing hedgerow which runs N-S through the centre of the site is proposed to be retained and incorporated into a

	i. Promote social integration and provide accommodation for a diverse range of household types and age groups; *j. Enhance and protect green and blue infrastructure and biodiversity;* *k. Enhance and protect the built and natural heritage.*	linear park there as an amenity linking the subject site with the permitted Phase 1 LRD immediately south of the site. The series of open spaces and levels of connectivity and permeability and outdoor play areas will encourage activity and social interaction outdoors. The site is located approximately 500m north of an existing high frequency bus service with additional services provided as part of the BusConnects New Network which travels from Cloghroe towards Kent Station. Future phasing of the wider site will incorporate the new rail station and Park and Ride facility at Stoneview with direct vehicle, pedestrian and cycle access serving same. The new design for the Cork Metropolitan Bus Network will involve the creation of new bus route 16 which will operate between Cloghroe and Kent Station via Blarney, with a weekday and Saturday frequency of every 30 minutes. The New Network 16 route will travel along the R617 towards the N20 with pedestrian connectivity along Station Road from the subject site. The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability. The ground floor apartments have been designed following the principles of the "Universal Design for Home in Ireland" and they are fully accessible. The primary care centre, retail pharmacy and cafe/restaurant will increase the level of service provision within the town of Blarney that will not only serve the proposed development but the wider urban town. In particular, the primary care centre represents a significant planning gain for Blarney which will incorporate GP services.

		Important to the scheme's success is varying the public realm by incorporating large open spaces, pocket open spaces landscaped parkland with amenity walks and shared surfaces, which along with the mix of housing typologies and different architectural treatments helps defining the different character areas and create small communities/neighbourhoods within the overall development. The provision of a crèche as part of Phase 1A, which will be centrally positioned on site to reduce car dependent journeys by future residents, will support the different character areas and create small communities/ neighbourhoods within the overall development which will all support the creation of a sustainable community on site. The retention of the existing Ringwood and the incorporation of a new Wetwood wetland amenity area to the immediate east and southeast into the public open space as a landscape feature ensures the protection of that piece of heritage on site, and contributes towards the distinct sense of place making on site.
Objective 11.2	***Dwelling Size Mix*** *All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.* *Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.* *Purpose-Built Student Accommodation schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.* *Where a clear justification can be provided on the basis of market evidence that demand / need for a*	The dwelling mix for the proposed development is as follows: • 1-BED - 54: **17%** • 2-BED – 86: **27%** • 3-BED – 155: **47%** • 4-BED – 28: **9%** The proposed dwelling mix provides for a broad range of unit sizes and typologies which provide for a variety of housing options for future occupants. The wide variety of unit sizes and typologies reflects the various needs outlined in the Joint Cork HNDA Study. A Statement of Housing Mix has been prepared by Coakley O'Neill Town Planning Ltd., and is enclosed in the planning application. It presents

	specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.	a justification for the mix in accordance with the relevant Development Plan objective. It is the conclusion of this report that the housing mix proposed for the Ringwood LRD is generally aligned with the requirements of the Plan as it applies to Cork City Suburbs and will positively contribute to future communities of the urban town of Blarney.
Objective 11.3	***Housing Quality and Standards*** *a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures;* *b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments;* *c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating;* *d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space;* *e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste;* *f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below.* [i.e. The Quality Housing for Sustainable Communities (GoI, 2007); The Sustainable Urban Residential Development in Urban Area (GoI, 2009); Urban Design Manual (GoI, 2009); Sustainable Urban Housing: Design Standards for New Apartments	Table 11.10 of the Development Plan sets out qualitative design aspects to be addressed in housing developments, in terms of layout, orientation and form, outside space, and usability and ongoing maintenance. The proposed site layout focuses on the creation of distinctive streetscapes and open spaces that helps generate a highly efficient and well-designed scheme and assists in our vision of placemaking. The proposed scheme has been carefully considered and the layout has been organised distinctive character areas that are defined by building form and material changes. Different scales and feature corner units have been used and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding. We consider the proposed scheme provides for a wide range of housing options in Blarney and will contribute to the area's sustainable growth into the near future. Each block of housing has footpaths on all sides, with dropped kerbs provided at junctions. Footpaths are located through the linear open spaces linking the proposed open spaces. Pedestrian and cycle connections are arranged to allow for connection into future phases. The footpaths proposed through the development will provide attractive and comfortable options for active travel. The proposed development has been designed so residential units are overlooking streets and public open spaces which provides passive

	(GoI, March 2018 and updated December 2020); The Building Regulations.	surveillance. Landscaping and tree planting are provided along the roads/streets which assists in providing a sense of enclosure. Active frontages enliven the edge of the streets creating a more interesting and engaging environment and ensures the street is overlooked by generating pedestrian activity as people come and go from buildings. Entrances to apartment blocks and duplexes are provided directly from the street. Terraces of houses also provide continuous frontage along with corner turning gables to ensure active edges are maintained to all sides of an 'Urban Block'. Dual aspect corner buildings have been introduced around the site to create landmark features and to aid in passive surveillance. As per the Design Standards for New Apartments Guidelines, at least 50% of the apartment will be dual aspect. All the proposed duplex-apartments are dual aspect. A Daylight Sunlight Assessment has been prepared by DKP International in respect of the proposed development. This assessment details the achieved calculated daylight and sunlight reception within the new development and the impact on neighbouring receptors. The results are compared for compliance with the recommendations of the relevant guidelines and standards. The overall compliance of the proposed development is 100% with regard to: • sufficient daylight reception in habitable rooms • daylight factors • minimum daylight recommendations • sunlight in amenity areas / sun on ground The proposed development is also compliant in terms of guidance regarding impacts on daylight reception in neighbouring buildings and neighbouring outdoor amenity areas.

		In housing situated around the site, access to a rear-garden via a side-gate will allow for refuse bin storage in the rear-garden. The own-door apartments and duplex will have shared external bins store nearby the building or in their communal area. Ground floor apartments with external access to a garden or patio can also store their bins and bikes in these areas. Bins and bikes stores will be built from durable materials in keeping with the design palette. The dimension of these bins areas has been designed to satisfy the three-bin system. The accompanying Housing Quality Assessment which accompanies this planning application demonstrates the compliance of the proposed houses, apartments and duplexes with the relevant Guidelines and their minimum spatial standards.
Objective 11.4	***Daylight Sunlight and Overshadowing (DSO)*** *All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement.* *The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed.* *Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites.*	A Daylight Sunlight Assessment has been prepared by DKP International in respect of the proposed development. This Assessment details the achieved calculated daylight and sunlight reception within the new development and the impact on neighbouring receptors. The results are compared for compliance with the recommendations of the relevant guidelines and standards. The overall compliance of the proposed development is 100% with regard to: • sufficient daylight reception in habitable rooms • daylight factors • minimum daylight recommendations • sunlight in amenity areas / sun on ground The proposed development is also compliant in terms of guidance regarding impacts on daylight reception in neighbouring buildings and neighbouring outdoor amenity areas.
Objective 11.5	***Private Amenity Space for Houses*** *Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow*	The private amenity spaces vary around the proposed development and comply with the following standards from *Cork City Development Plan 2022-2028*: and with SPPR 2 of the

	space for outside dining and / or clothes drying, with reasonable circulation. *Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site.* *The following factors will be material in assessing whether adequate space has been provided:* *a. The density of the proposed development;* *b. The context of the development in relation to the size and layout of existing residential plots and the pattern of development;* *c. The orientation of the outdoor area in relation to the path of the sun;* *d. The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings;* *e. The overall shape, access to and usability of the whole space to be provided;* *f. Clear delineation of public and private space (avoiding rear boundaries onto streets and public realm);* *g. The location of the plot in relation to publicly accessible open space and the offer of that space.*	*Sustainable Residential Development and Compact Settlements Guidelines* (2024), which requires the following: • Minimum 50 sq.m. for 4-bed houses; • Minimum 40 sq.m. for 3-bed houses; • Minimum 30 sq.m. for 2-bed houses.
Paragraph 11.160	*Development proposals for 100 or more homes will be required to prepare and submit a Community Infrastructure Assessment (CIA) in support of the planning application. It should assess the impacts of the development proposals on community infrastructure and where there is a deficit in community infrastructure having regard to existing or committed capacity improvements within the City Neighbourhood or larger catchment as the case may be depending on the type of infrastructure, the development proposals will be encouraged to address the deficiency through on-site provision.* *Community facilities will be required to be provided in tandem with the development of large new residential areas.*	A social and community audit has been prepared in respect of the proposed development and is submitted as part of this planning application. The audit examines and analyses the availability and capacity of existing social and community infrastructure provision in the vicinity of the proposed development site and includes commentary on the requirements for social and community infrastructure based on anticipated population growth as a result of the proposed development of 323no. new homes on the subject site. As detailed in the findings and recommendations of the Audit, the following is noted: • It is considered that the area is very well served by an abundance of further and third level educational opportunities which can undoubtedly cater for an increase in the population of the area. • The provision of a creche for 137no. children in Phase 1 address the current availability issues for early years childcare.

		• In terms of sports/recreation and open space access, there is sufficient provision of sports ground, amenity parks, walkways and playgrounds in Blarney. The additional open space areas proposed will reinforce this existing provision. • The area has access to existing convenience and comparison retail services within the town. • In terms of healthcare, it is proposed to provide a primary healthcare centre as part of the proposed development which will include GP services. This would address the current shortfall in facilities in the town as highlighted in the Audit. • The audit notes that Blarney lacks facilities for arts and theatre. However, owing to the extent of appropriately zoned land in the town, there is scope to expand the range of facilities in conjunction with the projected population growth of the town.
Paragraph 11.234	*The City Council area is divided into four zones for the purposes of car parking control, based on each area's accessibility to mass transit, cycling and walking. Car parking standards for both residential and non-residential developments are set out in Table 11.13. These standards are maximums in order to constrain car trip generation and promote patronage of active travel and public transport.*	Car and bicycle parking is proposed to be provided for the residential uses in accordance with the parking standards of the development plan, as varied, and those of the S*ustainable Residential Development and Compact Settlements Guidelines* (2024). All 3-bed and 4-bed houses are provided with 2no. car parking spaces each, which are provided within their curtilage. 1no. car parking space is provided for duplex units, and parking at a rate of 0.78 spaces per apartments is proposed. These spaces are provided with a mix of parking courts and some on-street parking spaces. On-street parking is recognized by DMURs as having numerous benefits. well-designed on-street parking can calm traffic by increasing driver caution, add to the vitality of communities through the generation of activity as people come and go, provide a comforting buffer for pedestrians between the carriageway and footpath.
Paragraph 11.245	*Bicycle parking facilities shall comply with the standards set out in Table 11.14 and be sheltered where possible and located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passersby.* *Bicycle stands should allow both the frame and wheels to be securely attached to a steel tube against which the frame of a bike can be leant and locked. These can either take the form of steelwork required for other reasons (e.g. tree guards or balustrade rails), or special stands.* *Stands should be similar to the "U" Sheffield type. However, Cork City Council is prepared to consider innovative types which satisfy the above requirement. Detailed guidelines in respect of cycle*	

	parking may be prepared during the lifetime of this Plan.	20no. motorcycle parking will be provided to meet the requirements of the development. parking spaces will be provided. Spaces have been provided in locations convenient to building access points, as per cycle parking requirements. where parking is provided within streets and spaces drop-kerbs are used to facilitate access to motorcycles. Accessible parking bays have been identified on the architects site layout and are provided at a rate of 5% for all duplex and apartment blocks. They are located where they are easily identifiable to residents and visitors alike, accessible and well-overlooked. they can be either on-curtilage (i.e. management company) or on-street (i.e. intended to be taken-in-charge) To encourage active travel within the development, bicycle parking facilities are provided in line with the standards set out in table 11.14 of the Development Plan and are in line with the requirements of *Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2023).* Bike storage is provided within the ground floor of the building directly from the footpath and adjacent the entrance so that parking is both convenient and benefits from the direct surveillance of passersby. For the proposed apartment buildings, bicycle parking spaces are provided at a rate of 1 space per bedroom and 1 visitor space per 2 units. Bicycle racks for visitors will be provided close to the entrances of each block where possible. Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be wheeled through the house it is not always ideal. Storing and securing bikes to the front of terraced

		houses is a growing trend and there are many ways to do this. The simplest measure is to install a cycle hoop or 'Sheffield' stand on the driveway or threshold of the house, usually to the side where it won't impede access or parking. 60no. car parking spaces are proposed for the primary care centre, retail pharmacy and café/restaurant use in accordance with Development Plan standards.

In addition to the foregoing objectives, Chapter 11 of the Development Plan details a series of development standards to be sought or achieved.

Where appropriate, the proposed development has been designed in accordance with these, and further assessment is contained in the Planning Statement which accompanies this planning application.

3.10 Land Use Zoning Objectives (Chapter 12)

Objective Number	Policy/ Objective	Comment
ZO 02	***New Residential Neighbourhoods:*** *To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.*	The proposed residential elements of the development have been located on lands which are zoned ZO 2 New Residential. Residential elements of the LRD comprise of 323no. residential units as follows: • 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 Given this objective of the site and the residential character of the immediate area, a residential development is the most appropriate use for the site and as such is in accordance with the objective of the land use zoning.

ZO 02	***Sustainable Residential Neighbourhoods:*** *To protect and provide for residential uses and amenities, local services and community, institutional, educational, and civic uses.*	The primary care facility and refurbished retail/pharmacy and café/restaurant buildings, which are located within the site's ZO-01 zoned area, are open for consideration within such zones. The proposed primary care centre is located 250m from the zoned town centre of the Blarney. The site is located near Blarney's existing secondary school, a juvenile sports pitch and the Clogheenmilcon amenity area. It is conveniently located fronting onto the public road, on a proposed BusConnects route and the pedestrian and cyclist routes proposed as part of the City Council's Blarney Village Pedestrian and Cycling Infrastructure Scheme. The development of the primary care facility and refurbished retail/pharmacy and café/restaurant buildings is considered an appropriate location owing to the sites zoning, in which the uses are permissible as well as the sites proximity to Blarney Town Centre.
ZO 20	***City Hinterland:*** *To protect and improve rural amenity and provide for the development of agriculture.*	It can be argued that the provision of the link road through 'City Hinterland' zoned lands does not result in a material contravention of this objective on the basis that a wide range of uses are either permitted or open for consideration within the zone, all of which would necessarily involve the development of roadways. For example, should a rural-related business, tourism uses and facilities or community and cultural uses be proposed on the lands, all of which are either permissible or open for consideration, they would all require road access. Separately, it is relevant that the City Hinterland zoned lands have a Development Plan objective - 'Long-Term Strategic Development'. The link road proposal fully aligns with the intention of this objective by providing for future access to the proposed Blarney Railway Station and Park and Ride at Stoneview. Further justification of how the development is aligned to the zoning objectives of the site is set out in the Planning Statement prepared by Coakley O'Neill Town

		Planning which has been submitted with this planning application.
ZO 15	***Public Open Space:*** *To protect, retain and provide for passive and active recreational uses, open space, green networks, natural areas and amenity facilities.*	It is considered that the development of the link road through a small area of lands zoned Public Open Space is consistent with the overarching policies and objectives of the Cork City Development Plan. The Planning Authority are asked to refer to and acknowledge the Route Options Report previously submitted at pre planning stage, which assessed a series of potential route options for the Link Road through the Ringwood and found that the least impactful in terms of open space, landscape and ecological matters is the route chosen along the northern boundary of the site, where the extent of encroachment, and the resultant impacts, are dramatically less than other options. The approach taken differs considerably in terms of impacts from the previously permitted access roadway to Stoneview which proposed a motorway type interchange with extensive cut and fill through the Ringwood. There is found to be strong planning merit in the proposals put forward in terms of the delivery of housing and the provision of necessary infrastructure to facilitate the planned long-term development of the urban town of Blarney, all in keeping with high level Development Plan strategic goals and objectives

4.0 CONCLUSIONS

4.1 This Statement of Consistency has demonstrated the compliance of the proposed development with the various objectives of the Cork City Development Plan 2022-2028.

4.2 It is submitted that the proposed development will provide an appropriate form of high-quality residential development for this residentially zoned site, providing for an efficient use of lands, which will contribute to achieving the aims and objectives for the development of the settlement of Blarney as set out by the Planning Authority.

4.3 The design and layout of the proposed development has been prepared following pre-planning consultation with the Planning Authority under Section 247 of the Planning and Development Act, 2000, as amended. In addition, separate informal consultations were undertaken with relevant personnel in the Planning Authority to ensure all relevant matters have been addressed as part of the pre-application process and the design and layout have been amended to respond to the issues raised in those discussions.

4.4 In conclusion, it is submitted that the proposed development is consistent with all relevant national, regional and local planning policies and guidelines and therefore in accordance with the proper planning and sustainable development of the area.