COAKLEY O'NEILL
town planning

Environmental Impact Assessment Report (EIAR)

Large-Scale Residential Development at

Ringwood, Blarney

Volume I – Non Technical Summary

Prepared in December 2025 on behalf of

Clockstrike Ltd.

Coakley O'Neill Town Planning Ltd.

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RINGWOOD LRD – VOL I - NON-TECHNICAL SUMMARY

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1.0 Introduction

This is the non-technical summary of the environmental impact assessment report (EIAR) for the Ringwood LRD, hereafter referred to as 'the proposed development'. This document summarises, in non-technical language, the EIAR including; the likely significant effects identified, the mitigation and monitoring measures proposed as well as any residual effects.

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

The location of the proposed development is outlined in Figure 1.

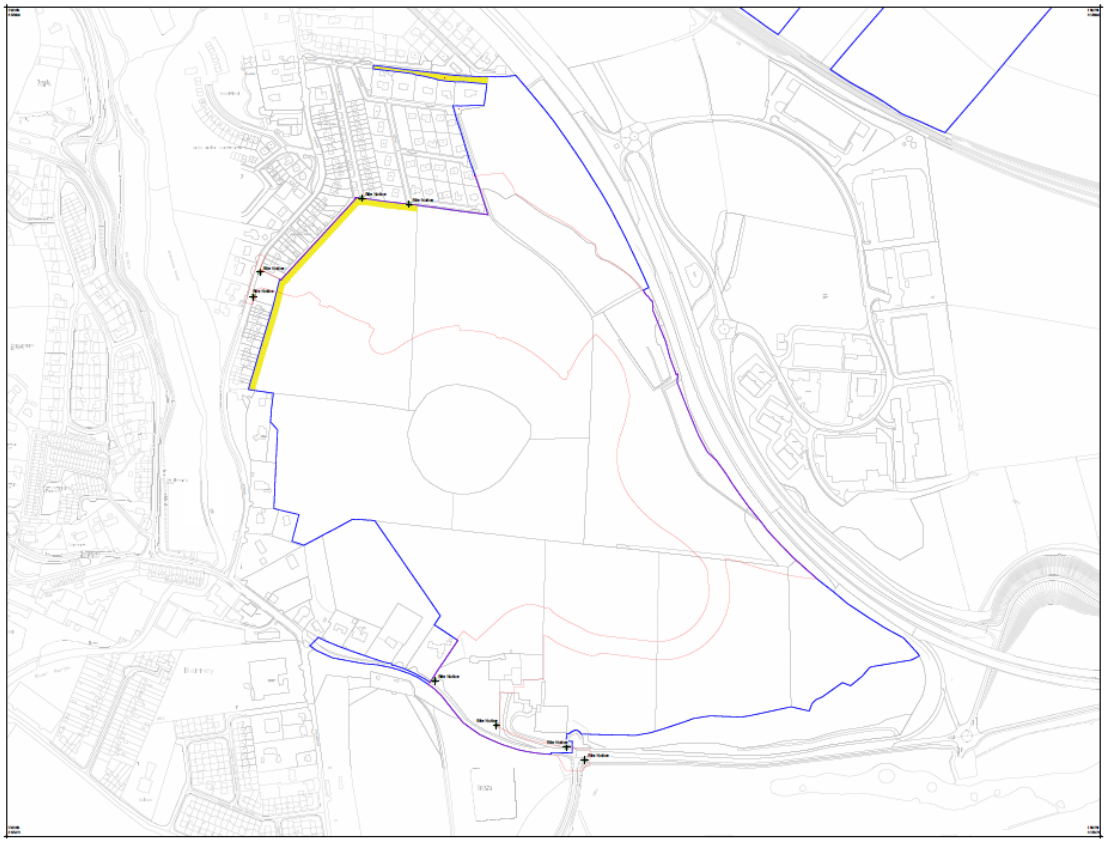


Figure 1: Site Location (site generally outlined in red, wider landholding in blue).

Note that every effort has been made to ensure that the content of this EIAR is consistent and error free. However, while minor grammatical/spelling and typographical errors may occur, errors are unlikely to result in any material consequences on the overall conclusions of the EIAR.

2.0 Planning Process

As the proposed development comprises a residential development of 323no. new homes, the proposed development comes within the definition of a Large-Scale Residential Development (LRD) in that it is a proposal for more than 100no. houses, as per the Planning and Development (Large Scale Residential Developments) Act 2021 (40/2021), s.2, Statutory Instrument No. 715 of 2021.

The planning application process for an LRD involves:

- One or more pre-planning consultations with the local planning authority i.e. the local city or county council, known as Section 247 pre-planning meetings. The purpose of these pre-application consultations is to afford prospective applicants an opportunity to seek advice from the local planning authority on any planning matters that may have a bearing on the decision for a potential planning application;

- After the Section 247 consultation(s), an LRD pre-planning meeting under Section 32C of the Planning and Development Act, 2000 (as amended) is held. Within 4 weeks of this pre-planning meeting, the local planning authority issues an LRD Opinion. This involves considering whether the proposal and supporting document submitted for the purposes of the LRD pre-planning meeting constitutes a reasonable basis to make an LRD planning application. Where the local planning authority forms the opinion that further consideration and amendment is required, it must provide advice in the Opinion as to what issues need to be addressed by the prospective applicant in the documents to be submitted with an LRD planning application.

- If the prospective applicant decides to progress with an LRD planning application, they must do so within 6 months of the Opinion being issued. The LRD planning application must address any issues identified or deficits in information set out within the Opinion. The applicant is required to make a copy of the LRD application available for public viewing on a dedicated website.

- The local planning authority must make a decision on the LRD planning application within 8 weeks of the date of submission. Members of the public can make submissions on the proposed LRD to the local planning authority with the first 5 weeks starting from the date the planning application is submitted to the local planning authority.

The subject proposed development site is c. 19.35 hectares in area and as such is within the scope of the definition of infrastructure projects under Class 10(b)(iv) of the Planning and Development Regulations, 2001, as amended, and as such EIA is required.

The proposed development comprises Phase 2 of the two-part development of the zoned land parcel 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 246no. dwellings.

Both Phase 1 and Phase 2 in combination comprise of c. 27.67 hectares.

The developer/applicant is Clockstrike Ltd. Clockstrike Ltd. are a company comprising two landowners in Blarney – the Forrest family and Elkstone Partners Ltd.

The competent authority is Cork City Council.

An Appropriate Assessment Screening has been prepared in respect of the proposed development.

3.0 Consultation

Consultation has been undertaken with a range of stakeholders during the preparation of the EIAR and planning application, including:

- An Taisce;
- Cork County Council;
- Failte Ireland;
- Geological Survey of Ireland;
- Iarnród Éireann (Irish Rail);
- Inland Fisheries Ireland;
- Irish Aviation Authority;
- Irish Wildlife Trust;
- Limerick City and County Council;
- National Transport Authority;
- Office of Public Works;
- Southern Regional Assembly;
- The Arts Council;
- The Health and Safety Authority;
- The Heritage Council;
- The HSE, Environmental Health;
- The Minister for Agriculture, Food and the Marine;
- The Minister for Environment, Climate and Communications, and the Minister for Transport (one person is Minister for both);
- The Minister for Housing, Local Government and Heritage (the Minister also oversees the National Parks and Wildlife Service);
- The Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media;
- Transport Infrastructure Ireland;
- National Parks and Wildlife Services; and
- Uisce Éireann.

Formal responses to consultation were received from Geological Survey of Ireland, Inland Fisheries Ireland, the Environmental Health section of the HSE and Transport Infrastructure Ireland. Copies of formal responses are attached at Appendix 1.1 of Volume III of this EIAR.

Issues discussed with Cork City Council during the Section 247 pre-application consultation phase included: proposed density; relationship with tier 3 lands; design and architectural details; transport and connectivity and engineering and drainage.

4.0 Background and Need for the Proposed Development

The applicants' vision for the proposed development site can be summarised as follows:

- To create a high quality residential development, with a range of housing options, that supports the intensification of Cork City in a sustainable location within the development boundary of Blarney Urban Town, served by public transport and facilities nearby.
- To utilise an adequately residential zoned site to provide much needed housing units in Cork City.
- To contribute towards a critical mass of population in Blarney who will make use of the planned new Cork commuter rail station at Stoneview, to the north of the site.

The need for the proposed development is premised on:

- National policy drivers which underline the requirement for a significant uplift in population in Ireland's urban centres, including Cork;
- The critical need for new housing supply within urban centres such as Cork to address the national housing crisis.

The need for new residential development in Cork City and the wider Cork Metropolitan Area is self-evident, as is the obligation to make the most efficient use of zoned land in the existing built-up area of Cork City and its urban towns.

The proposed development will also contribute towards the achievement of the target of constructing 300,000 homes by 2030 under the Government's current housing plan, *'Delivering Homes, Building Communities 2025-2030: An Action Plan on Housing Supply and Targeting Homelessness'*.

5.0 Alternatives

Chapter 3 – Alternatives Considered of this EIAR was prepared by Richard Bonney of Conroy Crowe Kelly Architects Ltd. Richard Graduated from Sheffield University in 2002 and is a chartered member of the Royal Institute of Architects in Ireland, he has worked across a wide range of building sectors with over 20 years of experience in Ireland and the UK.

Article 5(1) of the Directive 2011/92/EU, as amended by Directive 2014/52/EU states that:

> *d) a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment; f) any additional information specified in Annex IV relevant to the specific characteristics of a particular project or type of project and to the environmental features likely to be affected.*

The EIA Guidelines note that some projects may be "site specific" so the consideration of alternative sites may not be relevant or warranted.

A "Do-Nothing" alternative was considered at the outset. This scenario would have left the lands vacant and undeveloped, with no residential provision or associated amenities. While superficially neutral, such an outcome would represent a significant negative impact in planning terms, as it would fail to deliver on local, regional, and national housing objectives. For these reasons, the "Do-Nothing" option was discounted.

Alternative locations for the proposed development were not assessed at this stage. The site was deemed suitable for residential use, being zoned for such purposes and strategically located to benefit from existing and future infrastructure, including the proposed Blarney Railway Station.

The scheme was also examined in terms of phasing. Delivering the entire project in a single phase was not practical given the scale of development and infrastructure requirements. Accordingly, the project was divided into phases, with Phase 1 granted permission in May 2025. Subsequent iterations focused on Phase 2, which underwent refinement in response to Cork City Council's feedback.

Alternative 05, prepared for submission in May 2025, proposed 334 residential units together with a Primary Health Care Centre and café/retail building. This iteration represented a higher-density approach, incorporating houses, duplexes, apartments, deck-access apartments, and mews units. While ambitious in scale, Cork City Council raised concerns during consultation. These included the need for improved permeability and pedestrian connections to adjoining estates, the dominance of car parking areas, and the poor quality of certain communal open spaces which were judged to be overly vehicle-focused. The Council also highlighted the absence of massing studies for a future Phase 3 and requested further detail on landscaping and shared space design.

In response, the design team has prepared a final iteration, Alternative 06. This scheme reduced the overall density to 323 units and omitted problematic typologies such as deck-access and mews apartments, replacing them with duplexes. The revised layout introduces potential pedestrian links to Aisling Gael and Árd na Gréine, and reoriented entrances to improve passive surveillance. Car parking has been removed from apartment courtyards and replaced with landscaped cores, transforming these areas into multifunctional communal spaces that prioritise pedestrian movement and placemaking.

The environmental rationale is that the hierarchy of routes improves permeability and supports sustainable travel. Taller blocks positioned at the lowest points of the site protect sensitive views, particularly from Blarney Castle. Landscaping proposals incorporate biodiversity corridors, native planting, SuDS, and green buffers, enhancing ecological value and amenity provision. The arrangement of blocks, their form, and materiality respond directly to site conditions, creating a varied yet cohesive streetscape that reflects the sloping topography and integrates organically with its setting.

In comparison, Alternative 05 offered a higher density but retained typologies and layouts that raised concerns regarding permeability, car parking dominance, and communal space quality.

Alternative 06, reduced density, simplified housing types, and introduced design changes that better addressed Cork City Council's feedback and environmental constraints.

The final scheme is therefore more connected, resilient, and pedestrian-friendly, establishing a framework for a sustainable long-term residential community that balances housing delivery with environmental and social objectives.

6.0 Proposed Development

Chapter 4 – The Proposed Development of this EIAR details the development proposal. Chapter 4 was prepared by Alan O'Callaghan of Coakley O'Neill Town Planning and reviewed by Dave Coakley. Alan has a Masters in Planning and Sustainable Development from University College Cork, and is a member of the Irish Planning Institute.

The proposed development will consist of a Large-Scale Residential Development (LRD) of 323no. residential dwellings comprising the following:

- 157no. terraced, end-of-terrace, and detached houses (129no. 3-bed and 28no. 4-bed units);
- 52no. duplexes provided in 5 no. 3-storey buildings and
- 114no. apartments provided in 2 no. 5-storey buildings (a mix of 1 and 2 bed units).



Figure 2: Proposed site layout for the 323 units and primary care centre and restaurant / café.

It is proposed to construct a primary care centre, over 2 stories and 1,724sqm in area, incorporating GP services, 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

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, which incorporates 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.

Further road improvement works include works to the junction at the R617 and Killard Road to include a new signalised 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. In addition, a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme.

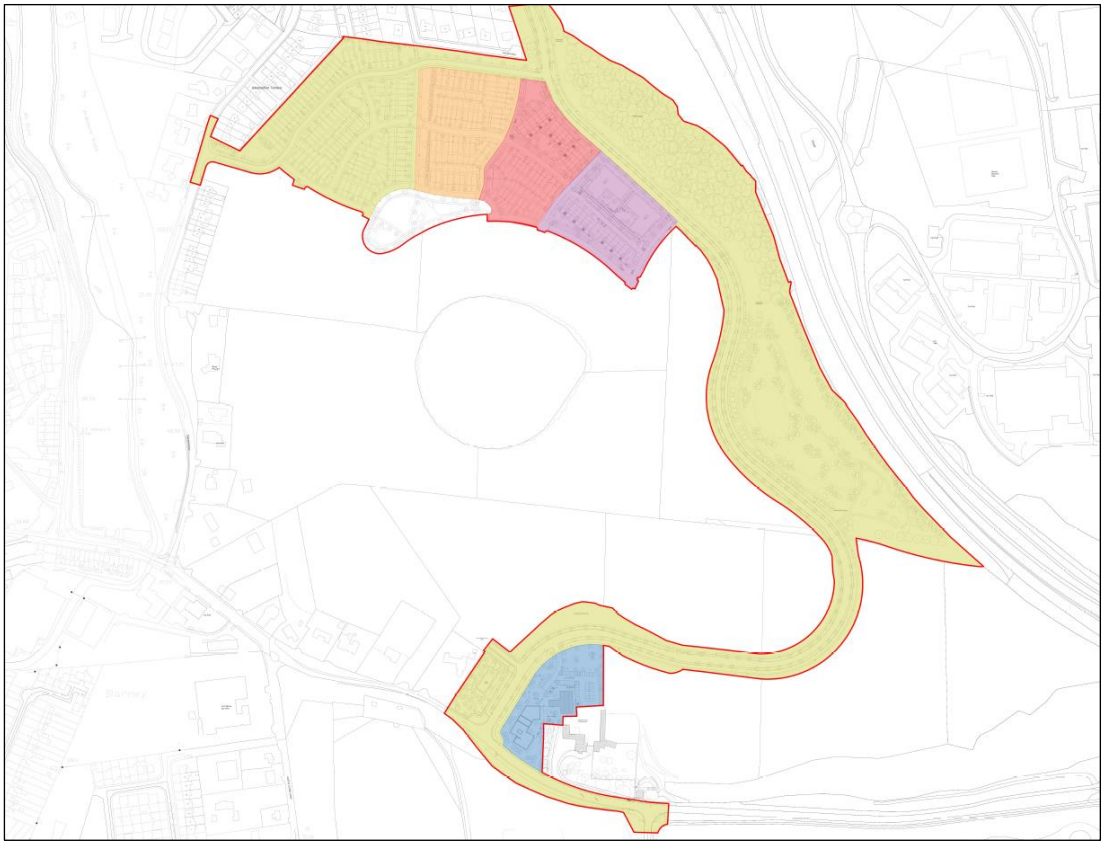


Figure 3: Proposed Phasing.

Further works include the provision of private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, drainage works and nature-based SuDS measures, foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works. Car parking, including EV charging points, bicycle parking, and motorcycle parking bays and 2no. substations are also proposed.

It is intended that the construction of the proposed development will be carried out in three phases, which will commence in 2027 and all three will run within a combined 36 month time frame. A Construction and Environmental Management Plan (CEMP) prepared by MHL Consulting Engineers outlining the process is included with the planning application.

Key Development Statistics

A detailed floorspace schedule is set out in the Housing Quality Assessment prepared by Conroy Crowe Kelly Architects and submitted with the planning application. The principal development statistics are as follows:

Development Statistic	Proposed Development
Gross Site Area	19.35ha
Net Site Area	7.16ha
No. Residential Units	323no. residential units, to include: • 114no. apartments • 52no. duplexes • 157no. houses
Gross Floor Area	34,963.62m^2 to include: • 32,616.42m^2 Residential • 1,724m^2 – Primary Care Centre • 460m^2 – Retail and Café/Restaurant • 147m^2 – External Bin / Bike Stores • 16.2m^2 - Substations
Building Height	2-5 storeys
Resident External Amenity Space	Total Public Open Space Provision on site – 1.053ha (15%) Total Communal Open Space on site – 1,520sqm
Part V	64no. units, as follows: • 16no. 3 bed houses • 16no. duplex units • 32no. apartment units
Residential Density	45.11 units/ha of net developable area
Aspect	All of the houses are by their nature dual or triple aspect. Of the 52 duplex units, 100% are dual aspect. Of the 114 apartments, 59 are dual aspect, which is 51% above the 25% per SPPR 3.
Cycle Spaces	414no. cycle spaces
Motorbike Spaces	20no. parking spaces
Car Spaces	514no. parking spaces

Table 1. Key Development Statistics.

7.0 Construction Strategy

Chapter 5 – Construction Strategy of this EIAR covers the construction strategy for the proposed development. Chapter 5 was prepared by Mr. David Murphy of MHL & Associates. David graduated with a Bachelor of Civil, Structural and Environmental Engineering (Honours) from Munster Technological University in 2009 and with a Masters in Coastal Management and Geographical Information Systems from University College Cork in 2011. He has been a Member of the Institution of Engineers of Ireland since 2007. David has 13 years' experience working in the field of civil engineering. Chapter 5 was reviewed by Mr. Brian Murphy of MHL & Associates. Brian has a Bachelor of Civil, Structural and Environmental

Engineering from University College Cork (2002). Brian is a Chartered Engineer with the Institution of Engineers of Ireland since 2014. Brian has 21 years' experience working in the field of civil engineering.

Chapter 5 addresses various aspects of the construction strategy for the proposed development. It covers various aspects, including an details about the existing site and the proposed development, roles and responsibilities, training and induction processes, construction works management, traffic and transportation measures, air quality considerations, noise and vibration control measures, water and wastewater controls, excavation and sediment control, accidental spills and leaks management, concrete usage, wheel wash areas, landscape management, archaeology and heritage considerations, invasive species management, community liaison during construction, waste management strategies, environmental management, emergency planning and response, inspections, monitoring, and references. Each aspect is thoroughly addressed to ensure a well-planned and executed construction process.

The applicant/developer will be responsible for ensuring that an appropriate Environmental Management Framework is adhered to, that competent parties are appointed to undertake construction and that sufficient resources are made available to facilitate the appropriate management of risks to the environment.

Prior to any Phase 2 construction works being carried out, the proposed development will initially involve some site clearance and earthworks in order to clear and grade the site to accommodate the construction of all associated engineering works and subsequently the building foundations.

To develop the site, the following works will be required to be carried out:

- Provision of a temporary construction access from the Station Road into the site, provision of a safe and secure site compound including welfare facilities for workers and the erection of temporary boundary fencing. Provision of temporary construction access and haul route from the R617 through the site.
- Measures, including temporary fencing, to reduce the potential risk of impacts to retained trees, and open space areas in defined sectors of the site.
- Creation of a storage area for surplus plant and materials.
- Creation of a site batch concrete area (TBC with appointed Contractor/ local authority).
- Installation of silt fencing and creation of silt traps to the north of the construction area of the site to prevent construction runoff towards natural vegetation, the butterfly habitat area, and the River Martin / Shean Upper watercourse.
- Trenching for underground services including foul sewer, surface water drainage including attenuation and outfall pipework, water mains, gas, telecommunications, electricity, and lighting.
- Construction and connection of underground services to existing underground services, principally connections to Station Road and to the R617.
- Surface water connection will be made to the existing River Martin/ Shean Upper. The westward outfall to the River Martin will utilise an insitu open channel through existing vegetated areas to ensure minimum environmental impact. Surface Water for the eastern portion of the site is to be attenuated and flow through an existing culvert to the east of the applicant's site. A Surface water connection into an existing storm sewer on the R617 is also proposed to service the new spine road development access and environs.

- Watermain connections will be made to the existing watermain in Station Road and on the R617.
- A foul sewer connection will be made into an existing foul sewer in Station Road, serving the granted Phase 1 application and a portion of this Phase 2 application. The eastern portion of the development site is to be facilitated by a new pump station located near the R617 development entrance. A pumped rising main service and connection is proposed from the R617/development entrance to a receiving wastewater manhole at the Station Road/R617 road junction. No dwelling unit will be occupied prior to the completion of an approved foul sewer connection and no hard-standing area will be completed without the final surface water outfall being in place.
- Excavation and concrete works for strip, pad footing foundations and piling.
- Construction will include the development of apartment buildings and houses—likely using reinforced concrete frames and timber frames, respectively—as well as the establishment of all necessary plant facilities and storage areas.
- The proposed development includes the construction of residential apartments and a Primary Care Centre, utilising reinforced concrete frames for the apartments and timber frames for the Primary Care Centre, alongside the erection of associated plant rooms and storage facilities.
- Construction of ancillary site works including the provision of substations, outdoor amenity areas, landscaping, car parking spaces, motorbike spaces, bicycle parking spaces, bin stores, public lighting, and all supporting site development works.
- Erection of permanent boundary fencing, landscaping, and lighting.

It is anticipated that the overall construction programme will take approximately 48 months to complete, with the phase 2 development being completed sometime before 2030. It is envisaged that normal working hours will be between 8:00 and 19:00, Monday to Friday and 8:00 to 16:00 on Saturdays.

The proposed construction site compound is located within the Ringwood. Coupled with the development entrance, the R617 development entrance will be the primary access point from the wider road network, with the Station Road Development Access providing another connection to the village centre. The existing access with the R617 will form the preferred haulage route to/from the site subject to agreement with Cork City Council.

It is anticipated that heavy goods vehicles, HGVs, will be restricted to off-peak times on the local road network to reduce the traffic impact during the morning and evening peaks. It is expected that HGV movements and general deliveries will otherwise arrive/leave throughout the day at a steady rate.

The level of construction traffic throughout the working day is expected to be low to moderate, the highest volume of vehicles is expected when workers arrive to and leave work. A competent traffic co-ordinator and banksmen will be appointed by the contractor to oversee the control measures which will be implemented as part of the final CTMP to reduce the risks associated with construction traffic.

Please also refer to the outline CEMP which has been also prepared as part of the planning application.

8.0 Planning and Policy

Chapter 6 – Planning and Policy of this EIAR focuses on the key planning policies at national, regional, and local level that guide the nature and extent of the proposed development. Chapter 6 was prepared by Alan O'Callaghan and was reviewed by Dave Coakley of Coakley O'Neill Town Planning.

The principal guiding national, regional and local documents are listed below:

- Project Ireland 2040 - National Planning Framework First Revision (2025)
- Delivering Homes, Building Communities 2025-2030
- Climate Action Plan (2025)
- Urban Development and Building Height Guidelines (2018)
- Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities (2023)
- Sustainable and Compact Settlements, Guidelines for Planning Authorities (2024)
- Design Manual for Urban Roads and Streets (2019)
- Guidelines for Planning Authorities on Childcare Facilities (2001)
- The Planning System and Flood Risk Management (2009)
- The EU Habitats Directive (92/43/EEC) and the EU Birds Directive (79/409/EEC)
- Regional Spatial and Economic Strategy for the Southern Region (2020)
- Cork Metropolitan Area Transport Strategy (2020)
- Cork City Development Plan 2022-2028

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

The NPF is the overarching policy and planning framework for the social, economic, and cultural development of the country. One of the ultimate objectives of the NPF is to guide the country in future developments with the need to create jobs and provide housing.

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

National Strategic Outcome 1 "Compact Growth" of the National Planning Framework is aimed at consolidating and densifying future urban growth and development within existing settlements and their built-up footprints.

The proposed development aligns with the objectives of the National Planning Framework in that it will:

- Provide for 323no. residential dwellings within the existing footprint of Cork which will contribute to planned population growth of 96,000 people in Cork by 2040 (National Policy Objectives 4 and 8);

- Contribute to the development of much needed hosing within close proximity to planned transport infrastructure at Stoneview, representing transport orientated development (National Policy Objective 10);
- Provide for an enhanced amenity through the creation of well-designed public realm, which includes public spaces, parks and streets (National Policy Objective 7);
- Create an attractive, liveable and well designed new community where residents will enjoy a high quality of life (National Policy Objective 12).

As such, the proposed development is fully supported by the National Planning Framework.

In line with the Regional Spatial and Economic Strategy for the Southern Region (2020), and its constituent plan the Cork Metropolitan Area Strategic Plan (MASP), the proposed development will:

- Strengthen the settlement structure of the Southern Region;
- Contribute to the achievement of significantly accelerated and urban-focused compact growth (Regional Policy Objective 8);
- Respond to the need for quality housing for one and two person households at a sustainable density in the right location (Section 3.10);
- Support the consolidation of the metropolitan town of Blarney through the delivery of new housing there on zoned, serviceable lands (Cork MASP Policy Objective 1);
- Progress the sustainable development of this strategic residential growth node on the Cork metropolitan rail line (Cork MASP Policy Objective 6).

Having regard to the objectives of the Cork City Development Plan 2022-2028, the proposed development aligns with the Development Plan objectives in the following ways:

- Will support the ZO2 New Residential Neighbourhoods land use zoning objective for the site.
- Will contribute towards achieving National Planning Framework population growth targets and the objective of compact growth.
- Will deliver much needed new homes in Cork City, that will strengthen, expand, and diversify the existing community in the area.
- Will support sustainable transport use.
- Will support national and local climate action objectives regarding renewable energy generation, passive solar heating and a high standard of build quality including insulation.
- Will provide excellent open space with active recreational infrastructure for all age groups, while at the same time enhancing biodiversity on site through the use of sustainable urban drainage systems and through the planting of new native and high value non-native trees and other plant species in line with the All-Ireland Pollinator Plan.
- Will exhibit an example of best-in-class placemaking, with high-quality urban design.
- Will support the objectives of the Cork Metropolitan Area Strategic Plan.
- Aligns with the objectives of Cork Metropolitan Area Transport Strategy, particularly in terms of the development of BusConnects and walking and cycling routes and infrastructure.
- Will contribute to the realisation of a 15-minute neighbourhood in the Blarney area that is walkable and permeable, with a high degree of passive surveillance designed into the scheme.
- Through its design, will ensure a high quality of life for those living on site and nearby.

- Will provide a good choice of dwelling types and sizes. This, combined with the high-quality urban design, will support a sense of inclusive, diverse community becoming established on site.
- Provides for electric vehicle parking and will facilitate a high degree of cycling.

The proposed development also clearly aligns with and supports the following key strategic principles of the Strategic Vision of the Plan:

- Compact growth
- A city of neighbourhoods and communities
- Sustainable and active travel
- A resilient city
- A healthy, inclusive, and diverse city
- A connected city

9.0 Traffic and Transport

Chapter 7 – Traffic and Transport of this EIAR assesses the potential impact of the proposed development in terms of traffic and transport. Chapter 7 was written by Glen Moon of SYSTRA Engineering Consultants. Glen graduated with a Masters in Geography from the University of Edinburgh in 2000 and has been a Member of the Chartered Institution of Highways and Transportation since 2006. Glen has 21 years' experience working in the fields of transport planning, traffic engineering and traffic management.

Existing Environment

Existing pedestrian infrastructure includes footpaths on Station Road and the R617, and controlled Toucan crossings across the R617 to the east of Station Road and the west of Waterloo Road. The limited cycle infrastructure in the vicinity of the subject site includes off road, shared-use paths such as Clogheenmilcan Walk and the Waterloo Road path.

The closest bus stops to the site are located on the R617, approximately 500m (6-minute from the proposed site access point. Key roads within the study area include the N20, R617 Convent Road and Station Road.

Development Access

Pedestrian, cycle and vehicular access into the site will be taken from the Phase 1 signalised junction on Station Road (re-included in this application), and a new signalised junction on the R617.

As part of the development, the R617 / Shean Lower junction, will be signalised. A new shared pedestrian / cycle link on the south side of the R617 will link the Clogheenmilcon cycle way on the east side of Shean Lower with the site.

Improvements to the active travel network on Station Road between the site access junction and the R617 / Station Road junction, are permitted as part of the Phase 1 scheme.

Impact Assessment

Demolition & Construction Phase

Initially, construction traffic for Phase 2 will access the site from the Station Road access, whilst the R617 access and haul road is constructed. Once this is complete, the R617 access will be the main point of access for construction traffic.

The biggest impact during the Construction phase is predicted on Station Road, between the site access and the R617, but impacts will be suitably mitigated through the management of site traffic, safety measures (such as signage), and other measures such as wheel washing and street sweeping. When the new junction with the R617 is constructed, all construction traffic will use the R617 to access the site.

Operational Phase

The increase in traffic on the local network as a result of the development is below 10% on all roads in the study area, with the exception of the Phase 1 access road, between Station Road and the site.

A detailed assessment has been undertaken on this link, which has considered Severance (how much of a barrier the extra traffic will create), Driver Delay, Pedestrian Delay and Amenity (the 'pleasantness' of the pedestrian experience), and Accidents and Safety.

The overall effect been assessed as '**Not Significant'** in accordance with the EIA Regulations.

Cumulative Impact

The cumulative assessment takes into account the consented Phase 1 development, the consented 113 residential units at Monacnapa, and the potential impacts on the proposed N20 / R617 junction improvements. Although the Monacnapa development was refused permission by ACP on the 7th November 2025, the development flows have been included to account for the potential for a resubmission of a similar scheme in the future. No significant effects are predicted.

Longer-term effects of the proposed Blarney Rail Station will be the subject of a detailed planning application in the future.

Mitigation

Traffic impacts during the construction stage will be mitigated through the implementation of a Construction Traffic Management Plan (CTMP), which will be agreed with CCC.

A Mobility Management Plan has also been prepared by SYSTRA and is included in the Transport Assessment, as a 'best practice' measure, to accompany the planning application. The aim of the Mobility Management Plan is to minimise the proportion of single occupancy vehicle trips and address the forecast transport impacts of the end-users of the subject site.

Residual Impact Assessment

With the Framework CTMP and Mobility Management Plan in place, the residual impact of the Phase 2 Proposed Development will be 'not significant', in terms of the development in isolation.

10.0 Air Quality

Chapter 8 – Air Quality of this EIAR provides a description and assessment of the likely impacts of the proposed development on air quality in the vicinity of the site. Chapter 8 was written by Gerard van Deventer and reviewed by Jasmin Reilly, both of DK Partnership Environmental. The Proposed Development could impact air quality during both the Construction and Operational Phases, primarily due to dust and traffic emissions. The potential for cumulative impacts regarding nearby developments and future activities associated with the Ringwood development were also considered.

Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less are referred to as PM_{10}. PM_{10} particles are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter and is referred to as $PM_{2.5}$, the potential impacts include:

- Increased nuisance dust: Construction activities reducing the level of amenity experienced by receptors as a result of dust deposition.
- Higher exposure to PM_{10}: Construction activities resulting in short-term increases in PM_{10}, potentially impacting human health.
- Elevated NO_2 i.e. Nitrogen Dioxide, PM_{10} and $PM_{2.5}$: Increased traffic during the Operational Phase of Proposed Development resulting in impacts on human health; and.
- Raised nitrogen and ammonia emissions: Increased traffic during the Operational Phase of the Proposed Development impacting identified ecological receptors.

To evaluate the risk of dust soiling and increased PM_{10} exposure, a construction dust risk assessment was conducted following the Institute of Air Quality Management's Guidelines on the assessment of dust from demolition and construction. The assessment considered construction related activities such as earthworks and track out. Initially, the impacts during the Construction Phase were considered a high-risk to receptors, however, mitigation measures such as imposing of speed limits on construction vehicles and use of water sprays, will reduce the risks during the Construction Phase to negligible. The effects of the Proposed Development on air quality during the Construction Phase are considered not likely and not significant with the implementation of the mitigation measures imposed. Cumulative emission from phase 1 and 2 of the Ringwood development and noted nearby projects were also assessed, with effects deemed not likely and not significant following the application of mitigation measures outlined in the dust management pan.

To assess the impact during the Operational Phase, as a result of the increased traffic movements the DMRB air dispersion model was used to predict the concentrations of traffic-derived pollutants. The emissions model used detailed traffic flow data to predict pollutants NO_2, and PM_{10} at identified receptors for the Do Minimum period and Do Something period. Results indicated that, combined with background pollutant levels, concentrations at sensitive receptors were below 75% of the relevant Air Quality Standards, with less than 5% change in concentrations recorded at each receptor as a result of the Proposed Development.

Cumulative impacts from notable developments and phase 1 and 2 of the Ringwood development were also considered. For both impacts as a result of the Proposed Development and future cumulative

activities, it resulted in a neutral impact. Therefore, the effects on air quality for receptors are considered not likely and not significant. For ecological receptors, considering both the Proposed Development and potential future cumulative activities, nitrogen concentrations were below the identified critical level. Minimal percentage changes were observed in ammonia and nitrogen deposition when comparing emissions with and without the Proposed Development. Background concentrations, likely from agricultural activity, dominated the contribution to the relevant critical levels. Given the dominant influence of background concentrations and the low contribution of emissions as a result of the Proposed Development, the effects on nearby ecological receptors were deemed not likely and not significant.

11.0 Climate

Chapter 9 – Climate of this EIAR provides a description and assessment of the likely effects of the Proposed Development on climate change in the context of national greenhouse gas emissions. Chapter 9 also assess the potential effects of current and future climate change on the Proposed Development. Chapter 9 was written by Gerard van Deventer and reviewed by Jasmin Reilly, both of DK Partnership Environmental.

For any quantity and type of greenhouse gas, CO2e means the carbon dioxide equivalent. CO2e signifies the amount of carbon dioxide which would have the equivalent global warming impact. The GHG emissions associated with various aspects of the Construction Phase of the Proposed Development have been evaluated. The contributions to different sectoral emission ceilings for the second carbon budget (2026 to 2030) periods are as follows:

- Traffic-related emissions (HGV and LGV vehicle movement): 0.007%of the second carbon budget of the transport sector.
- Industry related emissions (embodied carbon): 0.004% of the second carbon budget of the industry sector.
- National Climate Budget related emissions (plant usage and land clearance): 0.007% of the second carbon budget of the National Climate Budget.
- Other related emissions (Waste generation): 0.0012% of the second carbon budget of the other sector.

These contributions suggest that the effects of the Construction Phase on climate, in terms of GHG emissions, are not likely and not significant in relation to the relevant sectoral emissions ceiling. Emissions relating to the future phases of the Ringwood development were estimated and again when the relevant emissions were measured as a contribution to their corresponding sectoral emission ceiling, the cumulative effects on Climate, with regards to the release of greenhouse gas emissions during the Construction Phase, were considered not likely and not significant.

Greenhouse gas emissions for the Operational Phase of the Proposed Development were calculated for scenarios with and without the Proposed Development. From traffic for 2027 and 2031, emissions were projected to increase by 8.0% as a result of the Proposed Development. Cumulative traffic emission for the period 2027-2031 were 7,438 tonnes of CO2e compared to 6,882 tonnes of CO2e being released without the Proposed Development. When the emissions associated with the Proposed Development were measured as a contribution to the sectoral emission ceiling for the Transport sector (0.0201%) the effects

were considered not likely and not significant. Operational Phase emissions related to electricity generation were calculated as a 0.007% contribution to the sectoral emission ceiling for the Electricity sector and thus the effects were considered not likely and not significant.

Giving consideration to increased emissions related to traffic volumes and electricity generated as a result of other nearby notable developments and combined Phase 1 and 2 Ringwood developments, these effects of cumulative emissions on climate were not likely and not significant, when given consideration to their contribution to the relative sectoral emission ceiling.

To determine the potential effects of modern and future climate change on the Proposed Development, a Climate Change Risk Assessment was conducted following the Government of Ireland's Annex B Guidelines. The assessment determined the potential risk of the Proposed Development to potential hazards such as Droughts, Flooding and Wildfires. Based on the frequency and perceived impact on the physical assets associated with the Proposed Development, it was found that temperature-related hazards may increase in frequency due to future climate change. However, the highest impact hazard, flooding, was anticipated to remain at an occasional frequency classification.

Considering the nature of the hazards and their recognition in the Cork City Council Climate Change Risk Assessment, the impacts of climate change on the Proposed Development were considered not likely and not significant.

12.0 Noise and Vibration

Chapter 10 – Noise and Vibration was written by Brian S. Johnson of CLV Consulting Ltd. Brian graduated with a degree in Acoustical Engineering in 1994 from the Purdue University in the United States. Brian has over 30 years' experience working in the field of acoustics and is a full member of the Institute of Acoustics (IOA). Brian has extensive knowledge in the field of environmental acoustics and holds a Certificate of Competence in Environmental Noise Measurements from the IOA.

To assess the risk of noise effects during the construction phase, a construction noise assessment was conducted following the British Standard BS 5228 "Code of practice for noise and vibration control on construction and open sites" Guidelines. The assessment considered construction activities and plant used to represent worst-case scenario. The results initially showed impacts during the Construction Phase at some Noise Sensitive Receptors in close proximity; however, mitigation measures such as acoustic hoarding provided on the western boundary of the site and the use of acoustic enclosure for high noise impact activities will mitigate the effects during the Construction Phase and ensure no significant long term effect from construction noise will occur.

To assess the effect during the Operational Phase, a detailed review of the Proposed Development and the Site setting was undertaken with consideration also given to the contributions from Phase 1 of the Development. Key risks identified were for existing residents in proximity to the new development, the suitability of the site for the future residents, consideration for the presence of Phase 1 of the Proposed Development and the effects arising on future residents. Predicted noise emissions from the Proposed Development are both compliant with the established criteria and below existing ambient levels measured

in the vicinity and are therefore not be likely to be distinguishable following the development commissioning and habitation.

A full acoustic assessment based on the 2017 Professional Practice Guidance on Planning and Noise (ProPG 2017) was also conducted. This is a methodology for assessing the suitability of a Site for future residential use in terms of acoustics comfort. The minimum façade insulation of the future homes, based on existing ambient noise levels, was determined to be a weighted sound reduction index of 19 dB Rw.

A weighted sound reduction index is a number used to rate the effectiveness of material as a noise insulator. Based on the proposed building fabric design, the use of mechanical ventilation and the targeted low energy loss homes, the element that will be critical to achieving the sound reduction level will be the windows. A review of available options shows double glazed windows will achieve a minimum weighted sound reduction index of 30 dB Rw. The Proposed Development buildings can therefore be built to provide a comfortable acoustic living environment.

During the Operational Phase of the Proposed Development, there will be an increase in vehicular traffic associated with the site on some surrounding roads. An assessment of the traffic impact of the Proposed Development, the related noise impact along the relevant road links has been assessed and the results show that only the Phase 2 site access road will result in a noticeable change in road traffic noise (as this road will be a new road developed as part of the Proposed Development).

The National Roads Authority Guidelines detail a design goal of a day–evening–night long-term average noise indicator of 60 decibels (National Roads Authority, 2004) for any road improvement and new road projects to meet, or a requirement for mitigation needs to be included in the design. The predicted day–evening–night long-term average noise indicator value for the proposed new site access road will be 49 decibels at the nearest identified noise sensitive receptor and is therefore in line with best practice for roads without further mitigation. The change in noise levels for the remaining road links will be below 3 decibels and changes in noise level of this order are not significant.

There were no significant sources of vibration identified during the construction or operational phases of the Proposed Development. There will be no rock breaking or blasting. No significant vibration impact is therefore expected.

Considering both the Proposed Development, its cumulative impact with Phase 1 and potential future cumulative activities, no cumulative effect is expected to be likely based on the localised noise associated with such future developments.

Overall, no significant noise or vibration effects were identified from the various assessments carried out in respect of the Proposed Development.

13.0 Biodiversity

Chapter 11 – Biodiversity of this EIAR identifies, quantifies and evaluates potential effects of the proposed residential development project on protected sites, habitats, species and ecosystems. It considers impacts to ecological receptors and proposes mitigation and enhancement measures to offset

or reduce the identified impacts. A Screening for Appropriate Assessment has also been prepared for the proposed project and accompanies this application.

Receiving Environment

A desk study was carried out to collect existing ecological information on the development site and surrounding areas. Field surveys included consideration of semi-natural habitats, terrestrial mammals, birds and bats. The proposed development site is not within a site designated as being of national or European Importance. It is, however, hydrologically linked, if remotely, to Cork Harbour SPA (004030), with Great Island Channel SAC (001058). Potential impacts on European sites are addressed in the accompanying Screening for Appropriate Assessment.

There are no habitats within the development site of greater than high value local value. No ecological features of regional, national or European importance will be impacted by the proposed development. This site of the proposed development is dominated by improved agricultural grassland (GA1), with some arable crops, (BC1), hedges (WL1), treelines (WL2) and woodland (WN6, including areas of WN4 and WD1). Wet grassland (GS4), amenity grassland (GA2) and dry meadows (GS2) also occur in small areas within the site of the proposed development. The Shean Upper Stream (FW2) runs in a southerly direction within the east of the proposed development site with associated drainage ditches present also (FW4). In the main ecological impacts on habitats and plants arising from the proposed development are no more than negative at the local level.

There are no records of invasive plant species listed on the 3rd Schedule of the Natural Habitats Regulations, S.I. 477 of 2011 from within the site of the proposed development or from the wider Ringwood lands.

The results of the bat activity survey undertaken for the proposed development indicate that the footprint of the Phase 2 site supports four species of foraging and commuting bat, namely soprano pipistrelle, common pipistrelle, Leisler's, and brown long-eared bat; three further species were recorded in Ring Wood adjacent to the southern site boundary: Natterer's, whiskered, and Daubenton's and lesser horseshoe bat. Two lesser horseshoe bat passes were recorded at a hedgerow just to the east of Ringwood in September 2024, no other activity from this species was recorded at the site. Overall, the study area is considered to be of moderate to high suitability for foraging and commuting bats due to the presence of connectivity to other suitable habitats in the wider landscape. Habitats within the study area that are of potential use by foraging and commuting bats include linear features such as the Shean Upper Stream, treelines and woodland, which provide connectivity between the study area and other foraging areas in the wider landscape.

No trees within the site of the proposed development or within the wider Ringwood lands were being used as roost sites during the surveys undertaken between 2021 and 2025. The proposed development will require the removal of 1 no. tree with moderate potential roosting features (no bats are currently roosting at this location). As noted, 7 no. oak and 1 no. beech would be felled; the bat assessment noted that while no PRFs (potential roost features) were recorded, mature Oak trees are present on the boundary of the northeastern woodland; these trees are of sufficient size and age to support PRFs.

Terrestrial mammal surveys highlighted no sign of Badger within the site proposed for development and no sign of Otter along the Shean Upper Stream (which is located within the proposed development site to the east). This included a trail camera survey of the Shean Upper Stream to check for signs of Otter activity. An active outlying badger sett was located outside the site (c. 250m) of the proposed development on the boundary of agricultural fields and recently felled conifer woodland south of the Ringwood lands. A single mink, an invasive mammal species, was recorded. Additional widespread and common mammal species utilising the site include fox and rabbit.

The bird community recorded on site is also of local value. Red-listed species noted across targeted bird survey include Grey wagtail which was recorded on the Shean Upper Stream outside the site of the proposed development (ca. 150m to the east), and Redwing which was recorded within both the northeast woodland and within an agricultural field to the southwest. A pair of Swifts were recorded during a single survey foraging close to an agricultural field to the southwest of the proposed development site; this was the only sighting of this red-listed species. While several Snipe were recorded these were not breeding birds (which are red-listed) but non-breeding records. No other animals of conservation concern were noted on site.

Due to the need to drain surface waters from the eastern part of the site to the Shean Upper Stream, which outfalls to Blarney Bog pNHA, a detailed assessment of water quality and aquatic ecological diversity is presented. This data also informed the design of surface water management measures on site.

Predicted Impacts

Potential impacts on the ecological receptors within the zone of influence of the proposed development during the construction and operation phases have been assessed. Due to the location, nature, extent and duration of the proposed works at the development site and with the inclusion of mitigation measures, the project will not have a negative impact on any European site / Natura 2000 site. Similarly, the proposed project will not have a direct effect on any nationally designated conservation areas such as National Heritage Areas / proposed National Heritage Areas. The development will result in a permanent loss in semi-natural habitats ranging in value from negligible ecological value (e.g. improved agricultural grassland) to local importance (higher value) (linear treelines and fringing trees of wet woodland). However, this impact is mitigated by the proposed landscaping design and the abundance of similar habitat beyond the proposed site.

The most significant habitat within the site is the woodland complex of WN6, WN4 & WD1 along the northeastern side of the site. While the design of the access road went through several iterations to minimise loss of woodland, there will still be some loss from within an area categorised as being of Local Importance (Higher Value) – i.e. along the western side of this woodland. Furthermore, 7 no. mature oak trees and 1 no. mature beech tree would also be lost. While such mixed woodland is well represented in the wider Blarney area, the loss of woodland and mature trees remains a significant ecological impact in the local environment, which will be partially offset by the proposed planting within the scheme, including in the biodiversity / SuDS are to the south. As noted, planting has already started within the wider site to allow young trees to become established.

Indirect habitat loss/damage via e.g. proximity of construction works to habitats to be retained will be mitigated to an imperceptible level by measures as set out in the Biodiversity Chapter and the

accompanying Construction and Environmental Management Plan. Removal of vegetation will be carried out outside the breeding bird season from 1st March to 31st August inclusive. Biosecurity measures will be in place to reduce the likelihood of introduction of invasive plant species. The inclusion of detailed SuDS measures to manage surface water run-off within site as well as the design of landscaping measures, which include proposals for biodiversity gain are outlined. Appropriate lighting will be used within the proposed development and adjacent areas with sensitive lighting regimes deployed.

Conclusion & Residual Impacts

This biodiversity chapter has examined the biodiversity and baseline ecological conditions of the receiving environment within the site of the proposed development, assessed the likely effects of the proposed development, individually and in combination with other plans and projects, on the sites, habitats, species and other ecological features of Local Importance (Higher Value) or above which were identified within the footprint of the proposed development and its Zone of Influence. This report has also proposed suitable measures to avoid or reduce the likely effects on those features and evaluated any residual effects. These measures, as well as further ecological enhancements of the proposed development, were developed in line best practice in relation to Biodiversity Net Gain.

Based on that assessment, it is concluded that the site of the proposed development, provided that it is implemented in accordance with the measures proposed in this biodiversity chapter, will not give rise to any significant negative effects on the biodiversity or ecology of the receiving environment and will be aligned with the principle of Biodiversity Net Gain.

With respect to bats; the effective implementation of the mitigation measures outlined in Section 11-5 of the EIAR, such as landscaping and the avoidance of use of lights during the construction phase during the months of April to September, as well as the minimisation of artificial light spill during the operational phase of the development, there will not be any significant negative effects on the conservation status of bat species from the proposed Residential Development at Ringwood.

In the absence of effective mitigation, there is potential for cumulative impacts on local bat populations arising from the Phase 2 development at Ringwood as a result of loss and severance of foraging and commuting habitat and an increase in artificial lighting at night.

14.0 Archaeology, Architecture & Cultural Heritage

Chapter 12 – Archaeology, Architecture & Cultural Heritage of this EIAR was prepared by IAC Archaeology. The assessment has been undertaken by Faith Bailey (MA, BA (Hons), MIAI, MCIfA) of IAC Archaeology and further informed by two programmes of archaeological testing carried out by IAC Archaeology.

There is one recorded monument located within the proposed development area with one further site located in the 250m study area. A fulacht fia (CO062-249) is located within the proposed development, which was excavated as part of a programme of archaeological testing in 2006 (Cummins 2006, Licence No. 06E0332, Figure 12.1). As such, this site is no longer extant. The nearest recorded monument beyond the development boundary comprises a redundant record (CO062-179) and was previously listed as a

'landscape feature'. The site lies c. 70m south of the proposed development and is known locally as 'Ringwood'.

There are no structures included on the RPS and the NIAH survey within 250m of the proposed development area. The Woollen Mills (RPS PS1219, NIAH 20845006-013, RMP CO062-065) is the closest at c. 460m to the west and it is a protected structure and listed in both the NIAH and RMP.

The proposed development area has been subject to assessment and geophysical survey and archaeological test trenching, which identified two small burnt mounds in the eastern portion of the development area. It is proposed to develop this space as a green recreation area and the site of two burnt mounds will be preserved in-situ. No other archaeological sites were identified within the development area, although it is possible that small or scattered remains may survive beneath the current ground level outside of the footprint of the test trenches. Ground disturbances across the proposed development area may result in direct, negative (permanent) impacts on any such features. Impacts (prior to mitigation) have the potential to range from moderate to significant, dependant on the nature, extent and significance of any remains that may be present.

The construction of the proposed development will result in a direct, negative (permanent) impact on a 50m section of the townland boundary that separates Shean Upper and Lower. Impacts (prior to mitigation) will be of slight significance of effect.

Three post medieval structures are located in the southern section of the development area and these will be converted to commercial use. The buildings are not listed in the RPS or the NIAH. The conversion of the structures will result in a direct negative impact on the original 19th century fabric, but this is considered of slight significance effect, as much of the original structures will be retained.

All topsoil stripping across the proposed development area will be subject to archaeological monitoring, which will be carried out by a suitably qualified archaeologist. Should any features of archaeological significance be identified, including the potential burial site of the RIC constable, further mitigation will be required, such as preservation by record or in situ. An Osteo-archaeologist will also be made available if any human remains are identified. Any further mitigation will require agreement from the National Monuments Service of the DoHLGH and Cork City Archaeologist.

During the course of archaeological monitoring described above, a record will be made of the section of townland boundary to be removed by the proposed access road.

The three post medieval structures to be retained and converted as part of the proposed development will be subject to a full written and photographic record, prior to the commencement of the development. This will be carried out by a suitably qualified heritage specialist.

No operational impacts are predicted on the archaeological, architectural or cultural heritage resource and as such, no mitigation is required.

Following the completion of mitigation measures, there will be no significant negative residual impacts upon the archaeological, architectural and cultural heritage resource.

15.0 Landscape and Visual Assessment

Chapter 13 – Landscape and Visual Assessment of this EIAR deals with landscape and visual impact assessment (LVIA), examining potential effects of the proposed development on the landscape setting as well as on visual receptors in the landscape such as residents, visitors to the locality and people pursuing recreational activities. The assessment is based on established methodology for such assessments, in particular, Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (GLVIA) published by the UK Landscape Institute and the Institute for Environmental Management and Assessment.

Chapter 13 was prepared by Jim Kelly, Director at Cunnane Stratton Reynolds. Jim is a chartered landscape architect and a member of the Irish Landscape Institute and the Landscape Institute (U.K.) and has 35 years of experience in the fields of landscape design, planning and management. He has prepared landscape and visual impact assessments over a period of twenty years.

The subject site is located at the north-eastern edge of Blarney Village and is accessed via Station Road and the R617. The site is currently in agricultural use. The northern portion of the site abuts the planning approved Ringwood Phase 1 LRD scheme (planning ref. 2443031) to the south and Ard na Greine and Aisling Geal housing estates to the north. To the west, the site abuts Assumption Terrace. To the east the site adjoins the N20. The southern portion of the site adjoins the R617 adjacent to Castleview House.

Key considerations in respect of the development proposal relate to potential impacts on the character of the site and the local landscape, as well as on sensitive visual receptors in the environs of the site including residents, shoppers, daily commuters and visitors to Blarney. The proposed development presents the opportunity for the delivery of residential development in line with zoning objectives, as well as Green and Blue Infrastructure objectives contained in Cork City Council Development Plan 2022-2028.

Landscape Effects

This assessment finds that the proposed development will constitute a significant intervention in the local landscape which will change the character of the site and influence the character of the locality. The subject site will be transformed from its greenfield agricultural function to a new residential neighbourhood along with a Primary Care Centre and site access from the R617 and Station Road. The development will also provide for significant open space provision, and pedestrian and cyclist connectivity to local services and amenities. This change is considered to be significant and neutral.

Visual effects

There are eight viewpoints for which visual effects are found to be significant (views 1, 3, 4, 5, 9, 10, 11 & 12), two of which are moderate (views 6 & 7), one of which is moderate-slight (view 2), two which are not significant (views13 & 14) and the remaining one view which will experience no-change (view 8).

Of these, 10 are considered to be neutral in quality in the short term and neutral in the medium to long term (views 1, 2, 3, 4, 6, 7, 9, 10, 13 & 14), while three are considered to be beneficial in quality in the short term and beneficial in the medium to long term (views 5, 11 & 12), and there will be no effects experienced from the remaining one view (view 8).

Neutral - Scheme complements the scale, landform and pattern of the landscape and maintains landscape quality.

Beneficial – improves landscape quality and character, fits with the scale, landform and pattern, and enables the restoration of valued characteristic features or repairs / removes damage caused by existing land uses.

Mitigation Measures

Remedial mitigation includes a comprehensive landscape strategy for the delivery of public open spaces, break out spaces, play provision, pedestrian and cycle connectivity and green infrastructure measures. Open spaces and connectivity corridors will accommodate tree and hedgerow planting to mitigate the loss of some existing site vegetation. The emphasis will be on the use of native species in line with Green and Blue Infrastructure objectives set out in Cork City Council's Development Plan 2022-2028 and the All-Ireland Pollinator Plan.

Cumulative Effects

Cumulative effects relate to the potential combined impact of the proposed development in association with other recent developments or proposed developments in the vicinity of the site. In this instance the permitted Ringwood Phase 1 (housing immediately to the south of proposed Phase 2) is shown in cumulative photomontages wherever relevant. Cumulative effects are deemed to be a mixture of Significant/Neutral, Moderate /Neutral and Not Significant/Neutral.

16.0 Lands, Soils, Geology and Hydrogeology

Chapter 14 – Land, Soils, Geology and Hydrogeology comprises of an assessment of the potential for effects of the proposed development with respect to land, soils, geology, and hydrogeology. Chapter 14 was prepared by Conor O'Neill, BA (Mod) MSc of JBA Consulting Engineers and Scientists Ltd. Conor has over 4+ years' experience as an environmental consultant and has worked on several projects involving preparation of Soils, Geology, Hydrology, and Hydrogeology chapters for Environmental Impact Assessments.

The assessment in Chapter 14 is based on a desktop study, site investigations, and review of proposed development details. The assessment methodology follows that which is contained in the Environmental Protection Agency's 2022 "Guidelines on the Information to be Contained in Environmental Impact Assessment Reports".

The desktop study and site investigation revealed that the site is underlain primarily by well-drained mixed glacial deposits and sandstone till, with made ground to the west and bedrock at the surface along the southeastern edge of the site. The bedrock is of local importance as an aquifer, being moderately productive in local zones. Groundwater vulnerability at the site varies, with the area to be developed at high vulnerability. This increases in vulnerability to rock at or near surface or karst at the south of the site.

At a regional level, the groundwater body in the area is at good status. There are no known groundwater extractions in the site area or immediately adjacent. Groundwater was observed in one trial pit on-site, at a depth of 3.25m.

During construction and operation, several activities have potential for effects on land, soils, geology, and hydrogeology at the site. These are associated with the excavation of topsoil and potential pollution of groundwater and soils. The predicted effects range from moderate to imperceptible/neutral.

Mitigation measures will be put in place during construction which will help to protect the sub-surface environment. These measures have been developed as a result of the assessment in this chapter and are included in the Construction Environmental Management Plan prepared by MHL Consulting Engineers and included in the planning application. The proposals include measures for the protection of groundwater and soils from chemical pollution through accidental spills or leaks, the proper control of silt and suspended solids, and the safe import and export of soil and other materials.

With the proposed mitigation measures in place during construction, the residual effects of the proposed development on land, soils, geology and hydrogeology are slight and short-term, reducing to imperceptible over time. Once operational, the long-term effects of the proposed development will be neutral and imperceptible. No significant effects are likely to occur as a result of the proposed development.

17.0 Water

Chapter 15 – Water comprises an assessment of the potential for effects during the construction and operational phases of the proposed development on hydrology (surface and groundwater). Chapter 15 was prepared by Conor O'Neill, both of JBA Consulting Engineers and Scientists Ltd.

The potential for effects during the construction and operational phases of the proposed development on surface water is assessed in this chapter. The assessment is based on a desktop study, site investigations, and review of proposed development details. The assessment methodology follows that which is contained in the EPA's 2022 Guidelines on the Information to be Contained in Environmental Impact Assessment Reports. Note that groundwater is assessed in Chapter 14 of the EIAR.

The site is mainly greenfield, composed of grassland and hedgerows. The southern end of the site where it connects to the R617 road contains several farm buildings. There are no obvious potential sources of contamination seen on site. The topography is relatively flat within the site. The site is bound to the north, east, and south by agricultural fields, with residential areas to the west. The site wraps around the eastern side of the Ringwood at a distance of c. 75m. The N20 Blarney Bypass runs along the eastern border of the site.

The River Blarney is approx. 150m south of the proposed development site, flowing from east to west. A small tributary of the River Blarney, known as the Shean Upper Stream, runs along the eastern border of the site, cutting into a small section of the site before exiting again. The Martin River is located west of the site, flowing south towards the Blarney River. All three of these watercourses are part of the same Water Framework Directive waterbody and are all at Moderate Status and At Risk of not achieving their Water Framework Directive objectives.

Construction activities have the potential to negatively affect surface waterbodies via increased silt and sediment runoff, and pollution from chemicals such as hydrocarbons and lubricants. These pollutants

could reach the River Martin or Shean Upper Stream via overland drainage or surface water drainage, and travel onwards to the River Blarney and further downstream. Changes to runoff and flow pathways could also occur due to excavation activities during construction.

Construction works will be carried out in accordance with the Construction Environmental Management Plan (CEMP) prepared by MHL Consulting Engineers and submitted as part of the planning application. The CEMP includes standard best practice guidance for the protection of water quality, and specific mitigation measures such as the control, treatment and monitoring of surface water runoff, and pollution prevention measures for both surface and groundwater, such as bunding, spill management and inspection procedures. The mitigation measures are developed as a result of the assessment in this EIAR.

The proposed development includes an operational drainage design which includes on-site treatment and filtration of surface and stormwater, through the use of a new constructed wetland, permeable paving, swales, soakaways, and petrol interceptors. The proposed development, when occupied, will not have a significant effect on water. No mitigation measures are proposed in the operational phase, except regular visual inspection and clean out of silt traps and hydrocarbon interceptors.

A standalone Flood Risk Assessment has also been prepared for the proposed development. A review of historic flood information confirms that there have been no previous identified flood events within the site. The Shean Upper Stream was shown to flood slightly during blockages, with minimal risk to the site. Mitigation measures regarding finished floor levels were included in the Flood Risk Assessment and incorporated into the design of the scheme.

With the proposed mitigation measures in place during construction, and the proposed drainage design during operation, the residual effects of the proposed development on water are long-term, not significant.

18.0 Resources and Waste Management

Chapter 16 – Resources and Waste Management examines the expected impact of the proposed development and the waste it generates. It also outlines measures to minimize any related impacts. This covers potential waste from excavation, temporary and permanent construction, and the operation of the proposed development. Chapter 18 was prepared by David Murphy and reviewed by Brian Murphy, both of MHL Consulting Engineers and Associates.

The Outline Construction and Environmental Management Plan (CEMP) incorporates guidelines from the Best Practice for Resource & Waste Management Plans for Construction and Demolition Projects (EPA 2021a) regarding construction and demolition waste. This chapter has been developed in accordance with the EPA Guidelines outlining the necessary information for Environmental Impact Assessment Reports (EPA 2022). These documents will ensure the sustainable management of waste arising at the development site in accordance with legislative requirements and best practice standards.

Cork City Council (CCC) holds the role of overseeing and managing waste activities in the Proposed Development area. The guidelines for CCC's waste management activities are dictated by the Southern

Region Waste Management Plan (SRWMP) 2015-2021. As of now, the Proposed Development Site is a greenfield site with no existing waste management obligations.

All material generated from the construction of the proposed development will be considered for reuse in the construction of the proposed development or in other construction projects in accordance with Article 27 of the Waste Directive Regulations.

During the construction phase, waste will be produced from surplus materials such as broken or off-cuts of timber, plasterboard, concrete, tiles, bricks, etc.

In addition, topsoil, subsoil, clay, and rock will require excavation to facilitate site levelling, construction of foundations, along with the installation of underground services. The overall volume of material to be excavated has been estimated by MHL & Associates Limited from Ground Investigation and 3D design. Stripping topsoil to an average depth of 300–400 mm across the site's developable area is anticipated to produce a volume of material that will be deposited within the extended site boundaries to support the implementation of future development phases.

If the material that requires removal from site is deemed to be a waste, removal and reuse / recycling / recovery / disposal of the material will be carried out in accordance with the Waste Management Act 1996 (as amended), the Waste Management (Collection Permit) Regulations 2007 (as amended) and the Waste Management (Facility Permit & Registration) Regulations 2007 (as amended).

An assessment of the SI findings was undertaken by Priority Geotechnical Ltd. Their report is contained in the Appendix of this EIAR. The site investigation and soil sampling results from the site investigations were reviewed. Trial pit logs and associated photographic evidence indicate a generally clean, uncontaminated fill material that would be suitable for on-site reuse. Notwithstanding this preliminary SI, environmental soil analysis will be carried out prior to removal of the material on a number of the soil samples in accordance with the requirements for acceptance of waste at landfills.

In the operational phase of the proposed development, waste will be produced within residential buildings and primary care centre. This waste will consist of dry mixed recyclables, organic waste, and mixed non-recyclable waste. Dry mixed recyclables encompass waste items like glass, batteries, WEEE (Waste Electrical and Electronic Equipment), textiles, and furniture.

The Health Service Executive (HSE) offers clear guidelines for handling healthcare risk waste (HCRW), which includes potentially hazardous medical waste materials. These guidelines focus on protecting public health, meeting legal requirements under the Waste Management Acts and Transport of Dangerous Goods Regulations,—HCRW incineration or standard landfill disposal. All HSE sites must put these measures into practice, supported by required staff training and regular audits to ensure effective waste management.

Residents will be encouraged to have and uphold suitable waste receptacles within their units for source segregation of different waste types. The residents can choose the placement of these bins within their units at their discretion. It will be the responsibility of the residents to transport these segregated wastes

from their units to designated waste receptacles for collection by approved waste collection contractors as needed.

In terms of mitigation during the construction stage, a Waste Management Plan will be developed in line with the outline CEMP, and this will be implemented by the appointed contractor in line with the Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction and Demolition Projects (EPA 2021a).

Adherence to the high-level strategy as presented in submitted Outline CEMP and follow on Contractor CEMP will ensure effective waste management and minimisation, reuse, recycling, recovery, and disposal of waste material generated during the demolition, excavation and construction phases of the Proposed Development.

Adherence to the mitigation measures as outline in this EIAR and the requirements of the outline CEMP, will ensure the effect is long-term, imperceptible, and neutral.

19.0 Population and Human Health

Chapter 17 – Population and Human Health addresses potential effects of both the construction and the operation of the proposed residential development scheme at Ringwood, Blarney on population and human health. Chapter 17 was prepared by Rory Hanrahan and reviewed by Dave Coakley, both of Coakley O'Neill Town Planning. Rory has a Bachelor's Degree in Geography and English from the University of Limerick and a Masters in Planning and Sustainable Development (MPlan) from the University College Cork.

The application area and surrounds were visited on a number of occasions for the purposes of this assessment. The purpose of the site walkovers was to identify and characterise neighbouring land uses. Ordnance Survey maps and aerial photography were also examined to assist in this survey.

In addition, a desk-based study of information on employment, education, health, tourism, amenity, and community facilities was completed.

According to the latest CSO New Dwelling Completions data (Q3 2025), there were 9,235 new dwelling completions in July, August, and September 2025, a rise of 4% on the same three months of 2024. There were 30,168 new dwelling completions in the whole of 2024, a decrease of 7.1% from 2023 and below the Government's annual target of 33,450.

The recently published Housing Commission Report estimates a deficit of between 212,500 and 256,000 homes in Ireland as of the 2022 Census and implies that a median of 55,000 to 60,000 homes per year will be required to be built.

The subject site is located within Blarney and is mainly zoned for new residential development. Therefore, the principle of residential development on the zoned ZO 02 lands is acceptable, subject to the consideration and acceptability of site-specific matters. A justification for ancillary and associated development within other zoned areas is presented in the application.

The total population of the area within 2km of the site of the proposed development is assumed to be approximately 3,310 people, based on the Central Statistics Office's Census 2022 population data for Blarney town and an estimation of the population of the catchment area outside of the town boundary but within 2km of the site, where are approximately 193 one-off houses.

Chapter 17 of the EIAR assesses the existing community and social infrastructure within the defined catchment area of the site of the proposed development under the following headings:

1.	Education/Training	5.	Social/Community Services
2.	Childcare	6.	Arts and Culture
3.	Health	7.	Faith
4.	Sports/Recreation and Open Space	8.	Other Features

Table 2. Social and Community Infrastructure

There are 2no. existing primary schools and 1no. existing secondary school within the catchment area, with the latter having recently been extended and refurbished to cater for up to 1,200 no. pupils.

While there are no Third Level Facilities in the immediate vicinity of the site, the site is well served by public transport and, as a result, there are 15no. further and third level education facilities accessible from the site.

Based upon the Census 2022 data for Blarney town, it is assumed that there are c. 209no. children aged 0-4 living within the catchment area of the proposed development. It is evident, on review of the childcare needs assessment prepared that there is a deficit in childcare spaces in the catchment area.

A crèche facility is incorporated into Phase 1 of the Ringwood Development which is designed to cater for 137no. children. As detailed in the Childcare Needs Assessment prepared under a separate cover, the granted facility provides for sufficient capacity to cater for the childcare needs arising from the proposed development in Phases 1 and 2.

A total of 9no. health facilities were identified in the area comprising: 1no. health centre; 2no. GP practices; 2no. pharmacies; 2no. dental surgeries; 1no. physiotherapist; and 1no. optician.

There are a number of open spaces allocated to provide for sports and recreational related activities, comprising as follows: the Childrens Woodland Park in Blarney, with a Multi-Use Games Area (MUGA) and Outdoor Exercise Zone; the Clogheenmilcon Sanctuary Walk; Blarney Castle and Gardens; and Waterloo Walk along the River Martin valley in Blarney. There is also 1no. sports club in the area – Blarney GAA Club – which has 4no. playing pitches. In addition, there are multiple other existing sports and recreational open spaces in the vicinity of the catchment area, including Blarney United football club in Bawnafinny, which has 2no. soccer pitches, as well as Blarney Golf Club, Muskerry Golf Club, Rocklodge Pitch and Putt Club. In addition, Ballincollig Regional Park is located just over 5km southwest of the subject site.

There are 5no. social and community facilities and services within the area as follows: 1no. Civic Facility (Blanrey Library); 4no. other social/ community organisations, which include Blarney Scouts Hall, Blarney Community Council, and Blarney community centre, as well as Bikecraft Motorcycle Training.

There are 2no. arts and culture facilities in the area. Cork City has a long-established reputation as being a thriving centre for the arts and culture, with multiple festivals and initiatives at every scale in the city. There would appear to be a significant shortfall in the provision of arts, cultural and musical facilities in the defined catchment area of the site. Most of these facilities are located in the city centre and in nearby Blackpool, which has a cinema.

There are 3no. centres of religious worship located within the catchment area. The catchment area appears to be well-served by centres of worship, predominantly in respect of the Roman Catholic faith.

Blarney town centre contains a solicitor's office, a filling station with convenience store, several retail services, restaurants, 3no. 3-star hotels, a post office, and a credit union.

Blackpool Shopping Centre and the surrounding retail parks, the City Centre Retail Area and City Centre Commercial Core are all located in the vicinity of the defined catchment area of the proposed development, and all major and minor retail, financial, legal, hospitality and other services, supports and organisations are available in Cork City.

If the proposed development is not realised, it is anticipated that the subject site would remain in agricultural use. However, the site is zoned for new residential development. In terms of this subject matter, Population and Human Health, the chronic housing crisis is a critical factor. Without the proposed development, the undersupply of housing in Blarney is likely to continue.

The proposed development complies with the main statutory land use zoning. Ancillary development elsewhere has been justified. There will be no severance of land, loss of rights of way or amenities as a result of the proposed development. Development of the subject site is aligned with the objective to achieve compact growth contained within the NPF and will realise the efficient use of zoned land with higher housing density that is well served by public transport.

In terms of land use, the proposed development is likely to have a permanent significant positive effect that will achieve local and wider county, regional and national planning objectives and population growth targets.

In terms of human health, construction sites pose potential risks to the health and safety of the public. With mitigation in place, the effect is unlikely, neutral and not significant. During the operational phase, the proposed open spaces and adjacency to the Ringwood woodland will result in likely, significant positive effects on the health, both mental and physical, of residents of the scheme and those in the immediate area.

In terms of population and economic activity, during the construction phase, the proposed development will result in the generation of employment on site as well as off-site employment and economic activity associated with the supply of construction materials and provision of services such as professional firms. The impact of the construction phase will be significant, positive, and short-term. During the operational phase, the potential employment opportunities will be limited, however there will be additional employment from the proposed crèche element in phase 1. The economic impact of the operational phase on the immediate area would therefore be likely, permanent, slight, and positive. The provision of 323no.

quality homes within the proposed development will have a likely significant permanent positive impact on the population of Cork City, contributing to the city's growth in a compact manner.

In terms of local amenities and services, the effects of construction works and emergence of the new structures will be slight, localised, and short-term in duration. During the operational phase, the provision of amenity facilities within the development will be of benefit to future residents and existing residents in the local environs.

It is considered that there is adequate capacity within the existing schools to cater for the likely demand to be generated from the proposed development. As identified, there is a deficit in the provision of early years childcare services in the area. A crèche facility is incorporated into Phase 1 of the Ringwood Development which is designed to cater for 137no. children. As detailed in the Childcare Needs Assessment prepared under a separate cover, this granted facility provides for sufficient capacity to cater for the childcare needs arising from the proposed development.

With regard to cumulative effects of the proposed development the following is found:

- *Childcare:* A crèche facility is incorporated into Phase 1 of the Ringwood Development provides for sufficient capacity to cater for the childcare needs arising from the proposed development.

- *Education:* Existing facilities have capacity and new facilities are planned for by the Department of Education. The cumulative effects are considered not significant and neutral.

- *Healthcare:* The subject planning application proposes a new primary care centre on a fully serviced zoned site at Ringwood. This facility is 1,724sqm in size and includes for a retail pharmacy and GP services. With the provision of a new Primary Care Centre, the cumulative effect of the increase in Blarney's population regarding healthcare provision is considered significant and positive.

- *Open Space and Recreation:* While the study area is well-served by open spaces, an increased population in Blarney is likely to give rise to the need for an additional public park. It is noted that c. 10ha of land immediately south of the subject site at Ringwood are zoned for open space uses in the Development Plan. In addition, it is envisaged that the future Stoneview Framework Masterplan will require the identification of land for the provision of open space/ outdoor recreational uses. The cumulative effect is considered significant and positive.

- *Social and Community Facilities:* The proposed development provides for the redevelopment of existing farm outbuildings (460sqm) for their conversion to retail/pharmacy and café/restaurant uses. The proposed retail/pharmacy and café/restaurant uses provided for a social facility of an appropriate scale, the cumulative effect of the increase in population with regard to social and community facilities is considered not significant and positive.

- *Arts and Culture*: A shortfall has been identified in the area. The Cork City Development Plan 2022-2028 identifies the zoned Urban Town Centre of Blarney as being the primary location for retail, economic, residential, cultural, community, leisure, civic and other related uses. It is

considered that an increase in the population of Blaney will make feasibility of providing such facilities in the town centre more viable.

- *Faith and Worship*: The existing centres of worship in the study area can accommodate an increase in the population of Blarney. The cumulative effect is considered to be slight and neutral.

- *Other services*: It is likely that additional retail and other services will be required in the area in the future. Future development of residentially zoned lands at Ringwood could include a small convenience retail use. In such a case, the overall cumulative effects would be not significant and neutral.

The N/M20 Cork to Limerick Scheme will provide better connectivity between Ireland's second and third largest cities, Cork and Limerick. It will improve the quality of the transport network, addressing safety issues associated with the existing N20 route and provide for safer and more efficient journey times. The project is a key element in Project Ireland 2040.

The route protection corridor of the preliminary N/M20 scheme overlaps with part of the eastern side of the site. The TII N/M20 design team have confirmed, as published in June 2025, that the proposed motorway route at Blarney will comprise an online solution that does not impact upon the subject site or adjoining housing estates.

With regard to the N/M20 Scheme, it will improve the connectivity of Blarney and the site of the proposed development, including facilitating improved infrastructure for bus and active travel modes. It is considered that the cumulative effects of the proposed development with the N/M20 scheme will be significant and positive.

It is anticipated that the proposed development will realise positive overall economic and social benefits for the local community and the wider Cork City area.

Strict adherence to the mitigation measures recommended in this EIAR will ensure that there will be no negative residual impacts or effects on population and human health from the construction and operation of the proposed scheme. Indeed, the delivery of much needed housing and a childcare service will realise a likely positive effect for the local area.

20.0 Material Assets

Chapter 18 – Material Assets examines how the project might influence important services such as sewage, water supply, gas, electricity, and telecommunications in the area. The focus is on understanding and mitigating any potential disruptions or negative effects on these essential services during the construction or development. Chapter 18 was prepared by David Murphy and reviewed by Brian Murphy, both of MHL and Associates.

The water main records indicate there is a 150mm diameter Upvc watermain in the Station Road to the west of the site, which runs from Station Road past the western extents of Phase 1 and form the tie in for

this phase and the granted Phase 1 application. On the R617 to the south of the applicant's site, an existing watermain runs from the Station Road/ R617 Junction to the R617/ Castle Close Lawn Junction.

From utility maps received from ESB Networks, the existing dwellings on the Station Road are served by an overhead MV network. There is an overhead MV network traversing the Phase 1 site on a north-south axis. The overhead network continues and runs in a west-east axis along the southern section of Phase2, primarily mid-way along the new spine road corridor.

From utility maps received from Gas Networks Ireland, there is a gas supply serving the existing dwellings on Station Road and the R617.

From utility maps received from EIR, there are telecommunications networks serving the existing dwellings along the Station Road and the R617. From the Department of Environment, Climate and Communications online mapping, the area surrounding the proposed development is serviced by High-Speed Broadband.

The proposed surface water network will include a storm drainage pipe network, attenuation storage and several SuDS features which will aid the reduction of runoff volumes by slowing surface water flows, providing the opportunity for evapotranspiration, and providing the opportunity for infiltration to ground. The restricted discharge from the site will discharge to the Shean Upper to the east of the site and also River Martin to the west of the site.

There is no existing foul water network within the wider extents of proposed development site, with the exception of an existing service wayleave running along the western boundary of the applicant's site with the neighbouring Assumption Terrace. There is an existing 225mm diameter public foul sewer in the Station Road to the west of the site. This existing sewer runs in a north- south direction eventually discharging to the Wastewater Pumping Station in Blarney. Wastewater collection within the proposed development will be primarily via a network of 150mm and 225mm diameter gravity sewers, which will direct the flows in two directions, to the western boundary of the site and will connect directly to the foul sewer in Station Road and to the southern boundary at the new development entrance with the R617. For phase 2, a proposed-on site pump station will cater for flows running east and south through the applicant's site and will reroute theses flows by means of a proposed rising main towards a new proposed wastewater connection at Station Road /R617 Junction. The existing wayleave along the western portion of the site is to be extinguished and these existing services to be integrated into the proposed development site, rerouted within the confines of the proposed site plan. A new right of way will then be put in place. See drawings as submitted for further details.

Foul Water from the proposed development will discharge to the Blarney WWTP for treatment and disposal. This discharge will incrementally increase over a four to five-year period as the development is completed and occupied with a final estimated daily discharge for Phase 2 is 112.89m3/day.

A Pre-Connection Enquiry was submitted to Irish Water, the response to which confirmed that the proposed development can be serviced by the existing wastewater infrastructure network in the area. The Confirmation of Feasibility (COF) states that sufficient capacity is available in the UE network to facilitate a wastewater connection of 323 no. units and a new Primary Care Centre.

The confirmation of feasibility states that sufficient capacity is available in the UE network to facilitate a water connection of 323 units. UE have advised that the connection is to be made via the existing watermain at both tie in locations noted in the application, namely at the development entrance with Station Road and the Spine Road development access with the R617. An initial build out phase (phase 1 and phase 2) encompassing circa 246no. units can be connected without upgrade requirements. Any future upgrade works on the service will require UE to be consulted with in order to agree a high-level solution for any future works. The works will be in public roads and will not involve provision of infrastructure that would require planning approval. Agreement on the optimum procurement methods for the provision of this infrastructure can be a matter for later detailed agreement with Uisce Éireann.

Power supply, and the requirement for any alterations to the existing power supply network for the development of the site, will be agreed with ESB Networks in advance of construction. It is estimated that at a minimum one sub stations will be required to be supplied subject to ESB calculations, geography, routing, etc.

Telecommunications supply, and the requirement for any alterations to the existing telecommunications network for the proposed development, will be agreed in advance of construction with the relevant telecommunications providers.

The potential adverse impact on the local infrastructure during the construction phase of the development would be temporary.

The diversion of the overhead power lines to underground ducting will be carried out by ESB under planned outages. There may also be a potential temporary loss of connection to the ESB while carrying out works to provide connection to the proposed development. These likely adverse impacts may be characterised as a temporary, regionally short term, moderate impact.

Discharge into the Shean Upper and the River Martin will be controlled to match the rate of greenfield runoff existing on site.

The impact of the proposed development on the foul drainage network will be to increase the quantity of foul water entering the collection network and discharging to Blarney's WWTP for treatment and disposal. The estimated discharge on completion of the development site is approximately 111.88 m3/day. The potential impact from the operational phase of the development on the existing wastewater treatment plant will be long-term and accounted for by Uisce Eireann.

The impact of the operational phase of the proposed development on the public water supply is likely to be to increase the demand on the existing water supply by approximately 102.93 m3/day.

During the operational phase of the proposed development, if gas is needed, there will be a need for additional gas load to support the land development. However, the development won't be linked to the natural gas network. Instead, Heat Pumps fuelled by electricity will handle space heating and domestic hot water. Consequently, the potential impact on the gas supply network during the operational phase is expected to be consistently negligible and not noticeable.

To safeguard against potential effects on drainage, water, power, and telecommunications infrastructure during construction and operational phases, a set of best practice mitigation measures will be implemented.

With appropriate mitigation measures in place, no significant negative impacts on material assets are predicted as a consequence of the construction or operational phases of the development.

21.0 Major Accidents and Disasters

Chapter 19 – Major Accidents and Disasters describes the likely significant negative effects arising from the vulnerability of the proposed development to risks of major accidents and/or disasters. Chapter 19 was prepared by Rory Hanrahan and reviewed by Dave Coakley, both of Coakley O'Neill Town Planning.

Potential risks during the construction phase will be managed through the Construction and Environmental Management Plan (CEMP). Prior to the commencement of works the contractor will prepare and implement a detailed CEMP. This plan, which will be specific to the site and its activities, will work to ensure that potential risks of major accident and/or disaster are identified, avoided, and mitigated, as necessary.

The proposed development has been designed and will be constructed in line with best international current practice and, as such, mitigation against the risk of major accidents and/or disasters is embedded through the design. In line with building regulations and health and safety laws, appropriate fire detection and abatement systems will be installed throughout the site.

Seveso and EPA licenced sites are heavily regulated by the relevant enforcement agencies. As a result, the likelihood of major accidents and/or disasters is considered 'extremely unlikely'. The completed risk assessment determined that all potential risks were considered 'Low Risk Scenarios'.

22.0 Cumulative and Interactive Effects

Chapter 20 – Cumulative and Interactive Effects summarises the effects that have been identified in Chapters 7 – 19 and determines whether they give rise to cumulative and/or interactive effects based on best scientific knowledge. Chapter 20 was prepared by Dave Coakley of Coakley O'Neill Town Planning.

Cumulative effects are changes to the environment that are caused by an action in combination with other actions. They can arise from and this EIAR will look at:

- the interaction between all of the different permitted and planned projects in the same area in combination with this proposed development; and
- the interaction between the various effects within this proposed development.

At the initial stage of preparing the EIAR for the proposed development, the potential for significant cumulative impacts were examined and any potential effects were identified. These potential effects were included in the scope and addressed in the baseline and impact assessment studies for each of the relevant environmental factors.

Potential interactions between environmental factors are set out and assessed.

The assessment specifically considers whether any of the proposed and/or recently approved schemes in the local area have a potential to exacerbate (i.e., alter the significance of) effects associated with the proposed development based on best scientific knowledge. Proposed and existing developments in close proximity to the proposed development site which are most likely to result in cumulative effects arising from the construction and operation of the proposed development are outlined.

Possible cumulative effects during construction are outlined in the individual assessment chapters of this EIAR – Chapter 7 through Chapter 19. It is concluded that should the construction of any of the developments mentioned occur concurrently, the potential cumulative construction effects are not considered significant, given the implementation of standard construction environmental measures, the Construction Environmental Management Plan for the proposed development and a Construction Traffic Management Plan.

Potential cumulative operational effects are not considered significant.

The potential significant impacts have been considered within the relevant discipline and mitigation measures outlined where required. With mitigation measures in place, no significant residual negative interactive effects are predicted.

23.0 Summary of Mitigation, Monitoring and Residual Effects

Chapter 21 – Summary of Mitigation, Monitoring and Residual Effects summarises the commitment to mitigation measures, monitoring and residual effects identified and set out in Chapters 7-19 of the EIAR. Chapter 21 was prepared by Rory Hanrahan and reviewed by Dave Coakley, both of Coakley O'Neill Town Planning.

Chapter 21 is effectively a compendium which lists the relevant measures identified, for ease of reference for anyone reading and/ or assessing the EIAR.