MHL & ASSOCIATES LTD.

For: Clockstrike Ltd.

Proposed Residential Development - Phase 2,
Ringwood, Blarney



Planning DMURS Statement

December 2025

MHL & Associates Ltd.
Consulting Engineers

MHL & ASSOCIATES LTD.

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1 DMURS STATEMENT OF CONSISTENCY

This statement of consistency was prepared to accompany a planning application for a Large-Scale Residential Development (LRD) at Blarney, Co. Cork.

For this planning application submission, the second Phase "Phase 2" of the development is located north of the Ringwood and east of Station Road, as noted in Figure 1.1 below. Clockstrike Ltd. propose to develop a new housing development located on Station Road, just northeast of the Blarney Village, c. 1km outside the village centre.



Figure 1.1 Planning development area in context with wider area. (CCK Architects)

The LRD Phase 2 description states:

Clockstrike Ltd., intend to apply for permission for a Large-Scale Residential Development (LRD), at this site at Ringwood, Shean Upper and Shean Lower, Blarney, Cork. The proposed development will consist of a large-scale residential development (LRD), representing Phase 2 of development in the Blarney East / Ringwood Expansion Area, and comprising the construction of (i) 323 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and detached houses (including 129no. 3-bed and 28no. 4-bed units); 52 no. duplexes provided in 5 no. 3-storey buildings (including 26 no. 2-bed and 26 no. 3-bed units) and 114 no. apartments provided in 2 no. 5-storey buildings (including 54 no. 1-bed and 60 no. 2-bed units); (ii) a primary care centre, over 2 stories and 1,724sqm in area,

incorporating GP services (iii) the refurbishment and redevelopment of existing farm outbuildings for conversion to a retail/pharmacy use, 80sqm in area, and café/restaurant use, 380sqm in area; (iv) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a right turn lane for traffic turning into the site, and associated footpath improvements and cycle lane provision (vi) a new signalised junction at the R617 and Killard Road junction which will provide a two lane approach from the west, one lane for through traffic heading eastbound on the R617 and a right turn lane onto the Killard Road, with associated footpath improvements and pedestrian and cyclist infrastructure; (vii) a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031) (viii) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (ix) drainage works and nature-based SuDS measures (x) foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works, (xi) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (xii) 2no. substations, all associated ancillary site, drainage and development works. The planning application is accompanied by an Environmental Impact Assessment Report (EIAR).

The application may be inspected online at the following website: www.ringwoodphase2lrd.ie.

2 CREATING A SENSE OF PLACE

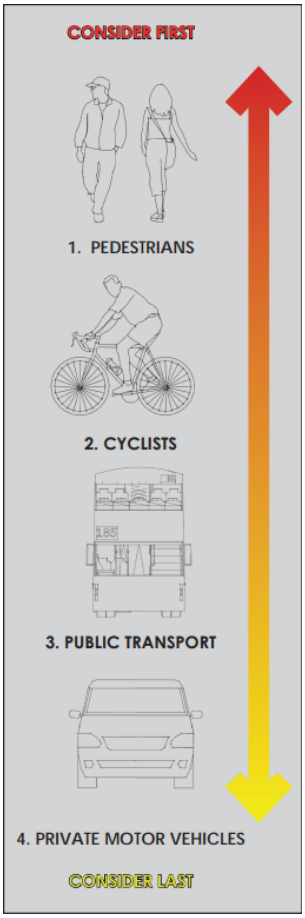
Four characteristics represent the basic measures that should be established in order to create people-friendly streets that facilitate more sustainable neighbourhoods. These four characteristics are:

a) Connectivity;
b) Enclosure;
c) Active Edge; and
d) Pedestrian Activity/Facilities.

Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed LRD complies with each of these characteristics.

2.1 Connectivity

"The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected."



In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars. An extraction from DMURS in the adjacent image highlights this prioritisation of travel modes over the private vehicle.

The proposed development has been designed with careful consideration for pedestrians and cyclists in addition to facilitating ease of access for vehicular traffic. Pedestrian and cyclist connectivity is provided throughout the development with good links along Station Road to Blarney Town, nearby residential developments, and existing public transport (intercity bus stop) on the R617.

The site is served by an existing bus service to the City Centre (route 215), which has two stops c.500m from the site entrance. In addition, the proposed development is immediately adjacent to the MA-BL (Mahon – Blarney) branch of the Bus Connects which will connect the development to the city centre in a duration of 20 minutes.

The proposed development has been carefully designed to promote high levels of connectivity which favour pedestrians and cyclists. Connectivity within the scheme heavily favours the pedestrian and cyclist access from west to east through the site. Direct pedestrian and cyclist access from the proposed development to Station Road, the R617 and Phase 1 and Phase 3 of the development is provided.

There will be two vehicular accesses for Phase 2 of the development, one via the new signal-controlled T-junction that is part of the Phase 1 development, and one via a new spine road that connects onto the R617.

Figure 2.1 below shows all proposed vehicular, pedestrian and cyclist access locations to the development in addition to all proposed future access locations. Pedestrian and cyclist routes through the site are highlighted in Figure 2.2.

The proposed development is considered fully compliant with the connectivity objectives of DMURS.

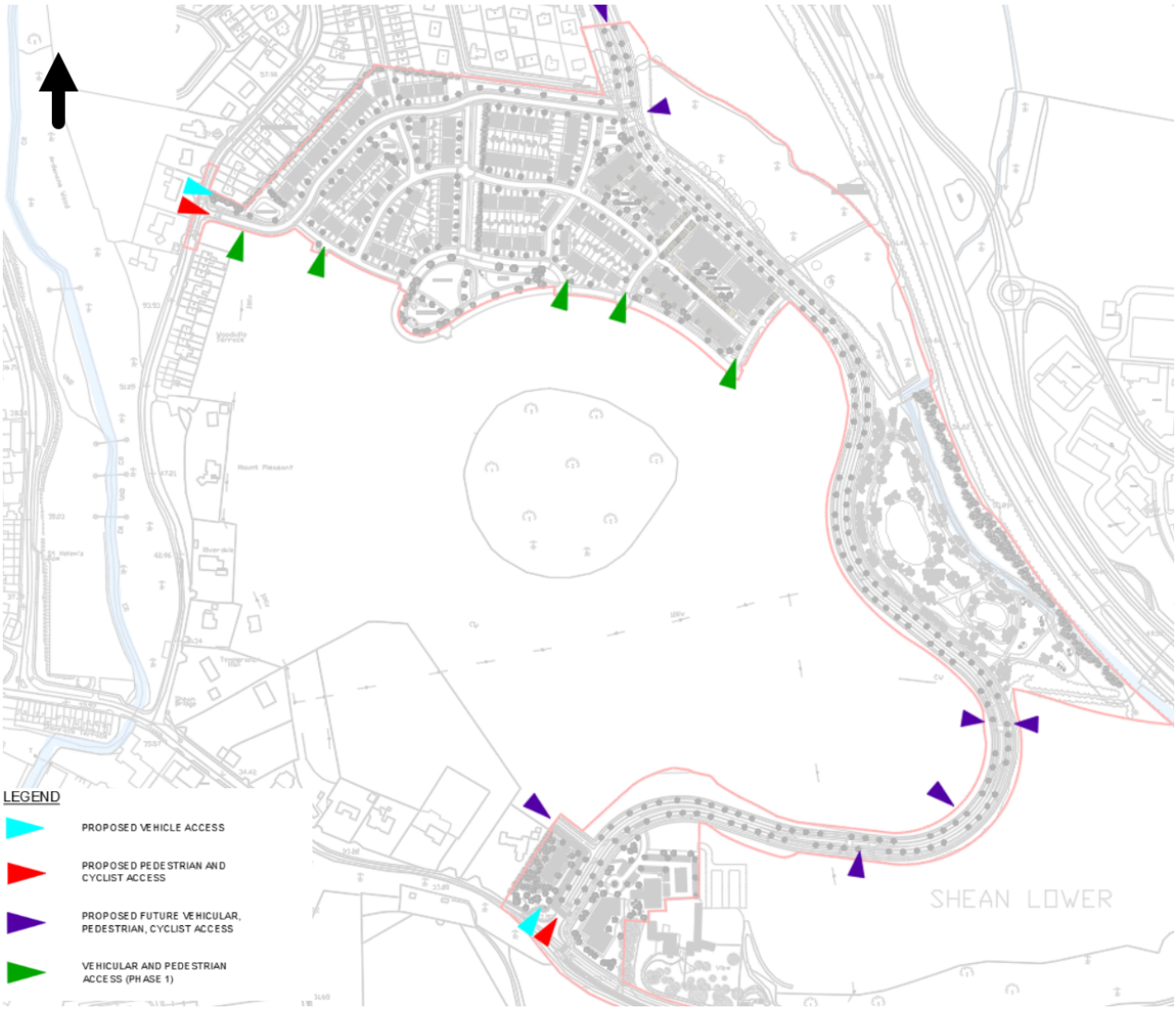


Figure 2.1: Site Access Locations



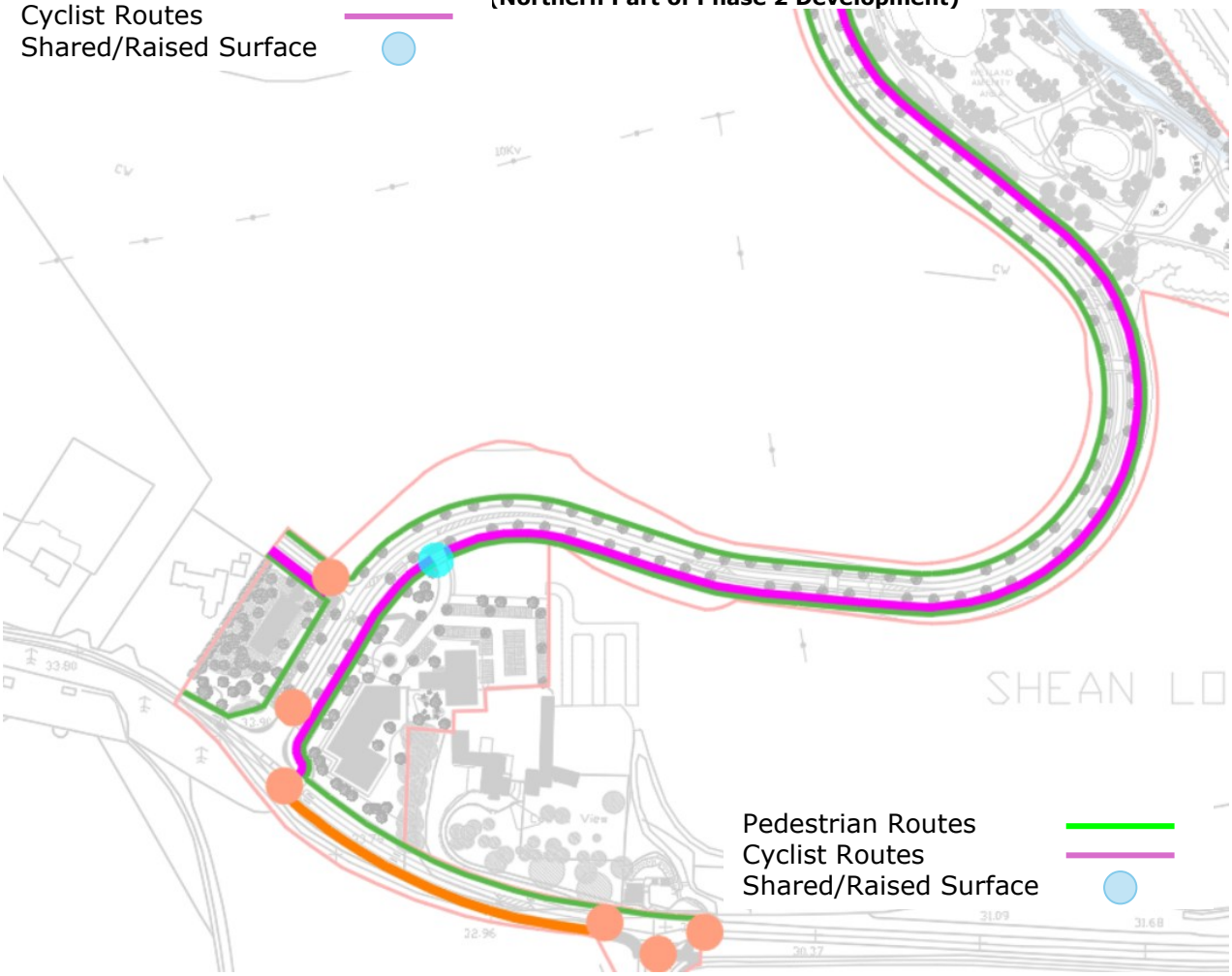


Figure 2.3: Pedestrian and Cyclist Routes (Southern Part of Phase 2 Development)

2.2 Enclosure

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

The proposed development has been designed so that residential units are overlooking the main access routes to the development, circulation areas within the development and public open spaces which provide passive surveillance. High quality landscaping and tree planting are proposed along the roads which assist in providing a sense of enclosure.

The development of home-zones, areas over-looked by on-street housing, which include shared surfaces, active open spaces and traffic calming elements throughout the scheme will help to deliver sustainable neighbourhoods, instilling a sense of ownership for residents and encouraging visitors to respect speed limits, pedestrian/cycle facilities and parking areas.

2.3 Active Edge

"An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings."

The development has been designed so that the residential units front onto the circulation roads, with driveways and planting. The open spaces within the development will enhance activity and enliven the areas between the proposed buildings. Although some of the roads are cul-de-sacs, the pedestrian links incorporated into the site layout provide short cuts which enhance activity and enliven the roads further. In addition to encouraging walking as a viable mode of travel the provision of these links ensures an 'Active Edge' is achieved in most locations.

2.4 Pedestrian Activities/Facilities

"The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

As outlined in the items above, the proposed development has been designed to provide excellent pedestrian connectivity. The residential units are all located so that they front directly onto the active edges/open spaces, which will provide passive surveillance to enhance pedestrians feeling of safety and wellbeing. The public open spaces have been designed to cater for all age groups with a special emphasis on ensuring all areas are accessible for persons with varying degrees of mobility.

The proposed development has been designed to reduce vehicle speeds. Incidentally, long straight sections of road which may encourage higher vehicle speeds have been avoided.

Throughout the site, pedestrian routes are generally 2.0m wide or greater which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. It is considered that a 2m wide footpath is appropriate for the proposed development. Footpaths are designed to have a maximum gradient of 1:20.

A comprehensive public lighting scheme has been designed in conjunction with the landscape architect to ensure all public areas meet the minimum requirements in terms of Lumens. Good quality public lighting will encourage the use of pedestrian facilities ensuring that walking is promoted within the scheme.

There is a network of inter-connecting footpaths on the public road network in the area around the site, providing access to local transport links and amenities. In addition, cyclists can benefit from the provision of a two-way cycle track southbound from the proposed development along Station Road which will tie into CCC's plans to upgrade the R617 and Station Road. This will create a fully integrated cycle network which will increase the overall accessibility of this mode.

3 KEY DESIGN PRINCIPLES

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

3.1 Design Principle 1: Pedestrian Activity/Facilities

"To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport."

As described previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred, primarily, on pedestrians. The provision of high levels of connectivity for pedestrians is intended to promote walking by making it a more attractive option to the private car. Streets and Roads within the scheme have been sized to create a definitive hierarchy, each with its own specific character and function, achieved using colour contrasted surfacing, raised traffic platforms and other traffic calming elements such as pedestrian crossings, signing and lining.

DMURS promotes the "consolidation of development along strategic connections around nodes (including city, town and village centres)". The proposed development is the natural infill between Blarney Town to the south and Woodfield Estate, as well as other residential estates, to the north.

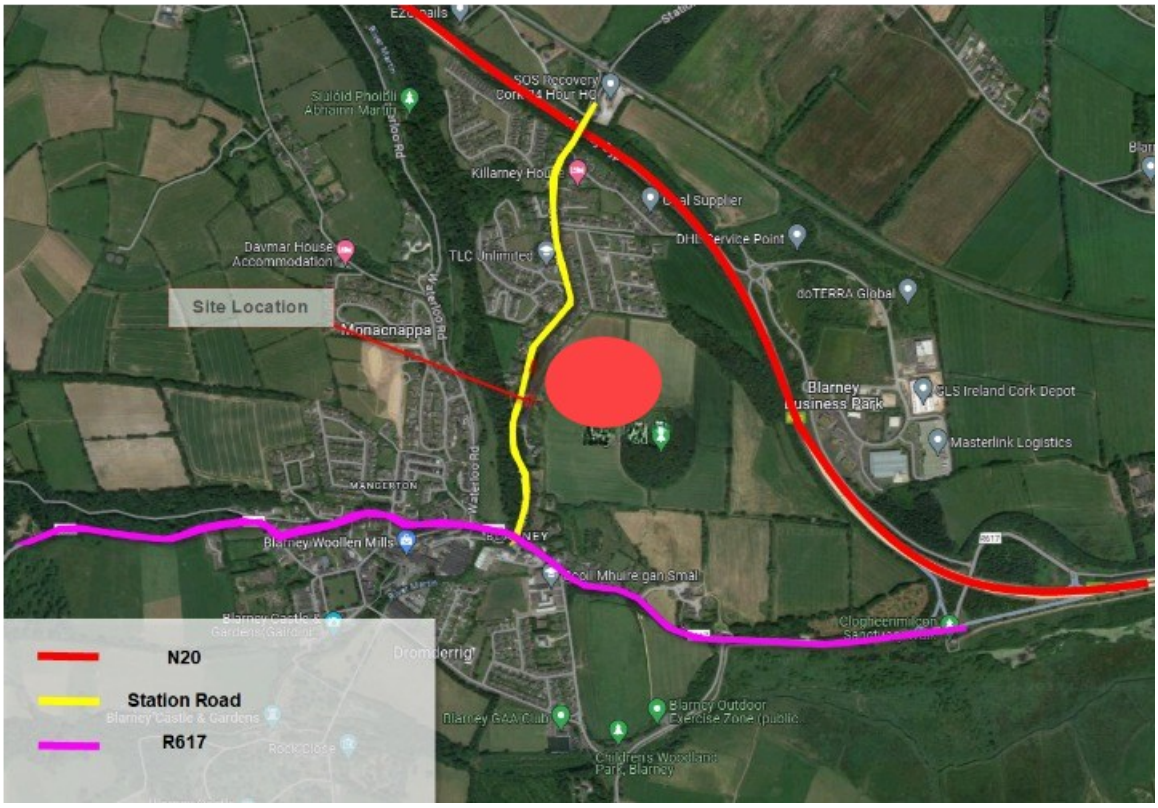


Figure 3.1: Links and Connections

3.1.1 Place Context (DMURS Section 3.2.2)

The site falls under the "Neighbourhood" category as defined in section 3.2.2 of DMURS and would generate high to moderate levels of pedestrian activity. Major streets which connect destinations and where public transport runs is where the highest levels of pedestrian activity would occur.

3.1.2 Permeability and Legibility (DMURS Section 3.3)

Streets Layout (DMURS Section 3.3.1)

The proposed development street layout would fall under the "Curvilinear" layout as per Section 3.3.1 of DMURS, Fig. 3.8 (b). DMURS states that "street networks that are curvilinear may also be highly effective" in terms of permeability (and legibility). The internal curvilinear arrangement not only facilitates straightforward, efficient and secure movement for pedestrians and cyclists within the development but also entices individuals toward spaces, forming appealing curvilinear street environments.



3.1.3 Block Sizes (DMURS Section 3.3.2)

DMURS offers guidance in Section 3.3.2 regarding block sizes within a street network that are deemed beneficial for permeability. The recommended optimal block size is 80m x 60m, with a suggestion that a larger block of 100m x 60m is acceptable in Neighbourhood and Suburb contexts, the category to which the application site belongs. The design of this scheme adheres to the recommended optimal block sizes. It is acknowledged that while these sizes serve as guidance, any slight deviations from the specified dimensions are adequately compensated by the highly permeable nature of the overall layout, which provides numerous alternative routes for pedestrians and cyclists.

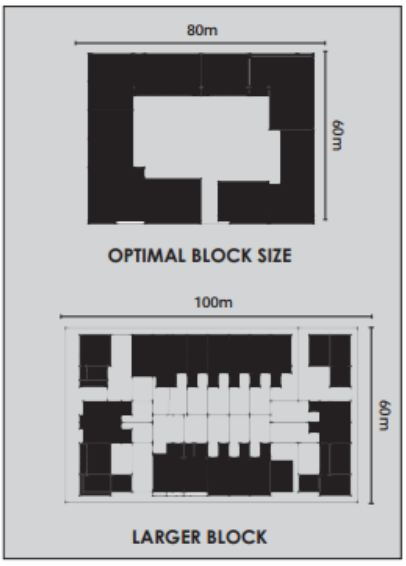


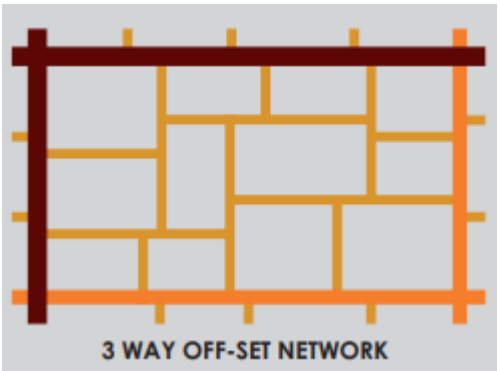


Figure 3.2: Block Size

3.1.4 Way Finding (DMURS Section 3.3.4)

As outlined earlier, the proposed layout has been designed in a "Curvilinear" manner, for which DMURS states (Section 3.3.4), "the network should be structured to draw people towards Focal Points such as landmarks, gateways and other civic buildings and spaces". The designed layout provides a central green area which will open up the entire area and provide links to the proposed Phase 1 permitted development. These central areas are the focal point of the scheme and all roads/paths tend to lead to and from this area.

3.1.5 Vehicle Permeability (DMURS Section 3.4.1)



The proposed internal layout has been designed as a "3 Way Off-Set Network" as defined in Section 3.4.1 of DMURS. This states *"3 Way Off-Set Networks allow through movement for all modes, however, they discourage faster modes by requiring vehicles to slow, stop and/or change direction repeatedly when travelling along Local streets. Such networks are suitable to all contexts but there are limitations to their overall effectiveness. The use of multiple junctions off-sets can reduce legibility. This can discourage walking/cycling as the network is difficult to navigate and the route unclear (as well as increasing journey times). It can also result in driver frustration, as noted above".*

The development's scale and the infrequent use of 3-way off-set junctions capitalise on the benefits of this design strategy, intentionally slowing down vehicular movements. Simultaneously, it sidesteps the drawbacks by offering a clear and permeable layout for pedestrians and cyclists. Additionally, a well-thought-out distribution of entry/exit points for vehicles is strategically placed, aiming to prevent driver frustration.

3.2 Design Principle 2: Multi-Functional Streets)

"The promotion of multi-functional, place based streets that balance the needs of all users within a self-regulating environment."

The layout of roads and streets are designed to ensure that the design speed within the estate is a maximum 30kph with home-zones and local access areas designed to 15kph. Road cross sections proposed range from 6.0m on the main spine road to 5.5-5.0m on local access roads. Traffic calming is achieved by limiting forward visibility through landscaping, raised ramps for pedestrian crossings as well as colour contrasted platforms. The use of signage, tighter corner radii (3-5m radius), frequent pedestrian crossings and multiple junctions within the scheme achieve a self-regulating environment for all road users.

The benefit of creating a low-speed environment, in addition to road safety gains, is the minimisation of noise and air pollution within the development.

The road, street and housing layout has been designed to include new connections to adjoining lands, Phase 1 development and a hierarchical street pattern enhancing the streets use for both pedestrians and vehicles. Open space proposals have been designed to complement and enhance the street hierarchy with street trees provided to act as a buffer to traffic noise, provide traffic-calming and enhance legibility of the main access road.

Footpaths are integrated into the road infrastructure, establishing numerous cross-site connections, especially in areas where vehicular cul-de-sacs exist. This approach promotes versatile use, accommodating both pedestrians and cyclists, contributing to a balancing environment. The hierarchical internal road network fosters a serene and orderly atmosphere through thoughtful dwelling distribution, layout and composition. The overall design aims to positively respond to the local context, enhance place-making and contribute to the area's identity. In doing so, it advocates for a multifunctional, place oriented street environment.

The road and street hierarchy set out in the estate aligns with the principles of DMURS by presenting an organic layout of Link Streets, whilst respecting, in-so-far-as possible the overall topography of the site. The layout also presents an efficient and legible route (clear wayfinding) for drivers through the estate and for pedestrians and cyclists to Station Road.

The road network presents a number of pedestrian prioritisation areas by including raised junction crossing points at critical junctions. These shared areas, along with the removal of long straight roads will ensure traffic vehicular speeds are controlled.

3.2.1 Signage and Line Marking (DMURS Section 4.2.4)

In line with Section 4.2.4 of DMURS, street signage outlined by the Traffic Signs Manual (TSM) (2019) have been incorporated on the development internal roads. This allows for a self-regulating street environment to be implemented where drivers are forced to navigate the development with full regard to the behaviour of other road users as well as their own behaviour.

3.2.2 Street Furniture & Street Lighting (DMURS Section 4.2.5)

A site specific public lighting plan has been designed for the development and is included in the planning application. This scheme incorporates a high-quality LED public lighting design, with lighting levels refined to specific uses of carriageway, footpath and cycle tracks and recreational areas. The scheme is compliant with Cork City Council Public Lighting Technical Specification & Requirements which is consistent with the guidance contained in DMURS. Trees are ensured to not interfere with the proposed public lighting performance as a result of the public lighting design being taken into account by the Landscape Architect.

3.2.3 Materials and Finishes (DMURS Section 4.2.6)

Materials and finishes have been selected to ensure a durable outcome. All road surfaces will be covered with asphalt, while shared surfaces will feature coloured asphalt to signal changes in driving conditions to drivers. Tactile paving will be incorporated at crossing points to aid individuals with visual impairments, and the consistent use of tactile paving will be maintained throughout the development.

3.3 Design Principle 3: Pedestrian Focus

"The quality of the street is measured by the quality of the pedestrian environment."

The proposed design has placed a particular focus on pedestrian connectivity throughout the scheme.

The layout of the streets is carefully planned to create a feeling of enclosure and to foster an active environment with effective passive surveillance, enhancing pedestrians' sense of safety and wellbeing.

The street design includes well-considered pedestrian amenities such as appropriately designed footpaths, pedestrian crossings, and raised tables.

Detailed attention has been given to the design of roads, curbs, margins, footpaths, lighting, and screening. The objective is to strike a balance between architectural elements, safety, privacy, and practical durability. Once again, the hierarchy of road types, pavements, and surfaces will strengthen the overall cohesion and thoroughness of the entire proposal, establishing a distinct and clear sense of place.

3.3.1 Pedestrian Crossings (DMURS Section 4.3.2)

Due to the low speed and lightly trafficked nature of the development, controlled crossings are not provided on the internal roads. A controlled pedestrian crossing is provided at the development entrance junction at each arm of the signalised junction, with the crossing on the development access road being raised. Informal crossings in the form of tactile paving and/or dropped kerbs and raised junction tables are provided and align to key desire lines.

The corner radii at junctions within the development site have been reduced to improve the safety of pedestrians and cyclists. Corner radii of typically 4.5m are sufficient to accommodate infrequent large vehicles (refuse etc.).

3.3.2 Cycle Facilities (DMURS Section 4.3.5)

In line with Section 4.3.5 of DMURS, the National Cycle Manual (2023) has been used to design the cycle path proposed on Station Road and within the Phase 1 proposed layout.

3.4 Design Principle 4: Multi-Disciplinary Approach

"Greater communication and co-operation between design professionals through promotion plan-led multidisciplinary approach to design."

The design team have worked closely with the appointed Cork City Council application team to ensure that the scheme is supported by the Planning Authority. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

4 PREVIOUS APPLICATION: PHASE 1 (PERMITTED)

The adjoining application that abounds the southern extents of the Ringwood Phase 2 development (north of the Ringwood grove) has been designed to ensure conformity to DMURS design requirements wholistically across both elements of the area.

This design approach ensures a cohesive integration of both area, promoting a functional urban environment. By adhering to DMURS guidelines, the proposals shown in the permitted Phase 1 and proposed Phase 2 layouts not only enhances the aesthetic appeal of the development but also prioritises safety, accessibility, and sustainability for all users. This comprehensive strategy reflects a commitment to creating a well-planned community that meets the needs of residents and visitors alike.



Figure 4.1: Development Site Layout for Phase 1 (c: CSR/ CCK Architects)

Please refer to the DMURS Statement submitted for Phase 1 which audits the site extents highlighted in Figure 4.1.

5 CONCLUSION

- MHL & Associates Consulting Engineers Ltd. have been appointed by Clockstrike Ltd. to provide engineering services for the proposed Large-Scale Residential Development (LRD) at Blarney, Co. Cork.

- The statement set out above demonstrates how the proposals achieve the objective set out in DMURS to achieve better street design to encourage people to choose to walk, cycle or use public transport over using the private car.

- Having regard to the above we would be of the opinion that the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS.

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