COAKLEY O'NEILL
town planning

Environmental Impact Assessment Report (EIAR)

Large-Scale Residential Development at

Ringwood, Shean Upper, Shean Lower, Blarney, Cork City

EIAR Addendum Statement

Prepared in July 2026 on behalf of

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RINGWOOD PHASE 2 LRD – EIAR ADDENDUM STATEMENT

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1.0 Introduction

This Environmental Impact Assessment Report (EIAR) addendum Report responds to Item 9 of Cork City Council's Request for Further Information (RFI) under application register reference 25/44406, which states:

> ***RFI Item 9:***
> *The applicant is requested to update the EIAR to take account of the above amendments and modifications to the proposed development required on foot of this request for Further Information.*

The Report supplements the information in the EIAR which accompanied the LRD application submitted to Cork City Council on the 16th December and should be read in conjunction with that document.

Together, these reports, along with all application documents, including the RFI Response, comprehensively assess all environmental impacts associated with the proposed development.

In the preparation of this Addendum Report, the applicants have considered the extent to which each of the technical chapters of the EIAR may be required to be updated, having particular regard to changes proposed in the RFI response.

It is found that none of these changes materially change the assessments made in the EIAR or its conclusions.

2.0 Site Location and Description

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

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

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

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

The redline boundary for the proposed development has been amended from that as originally submitted to Cork City Council owing to design changes along the R617 towards the junction with Castle Close Lawn and to account for the N/M20 Cork to Limerick Road corridor along the eastern boundary.

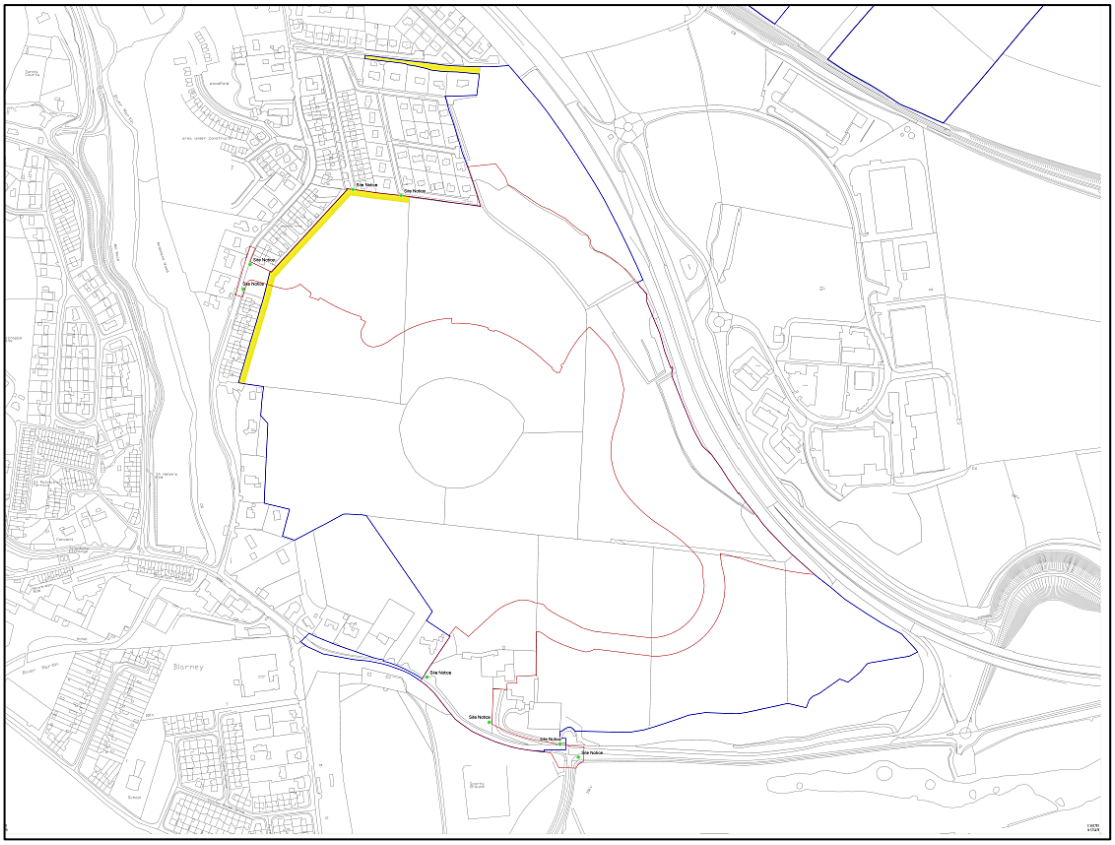


Figure 2.1: Site Location with original redline boundary, December 2025

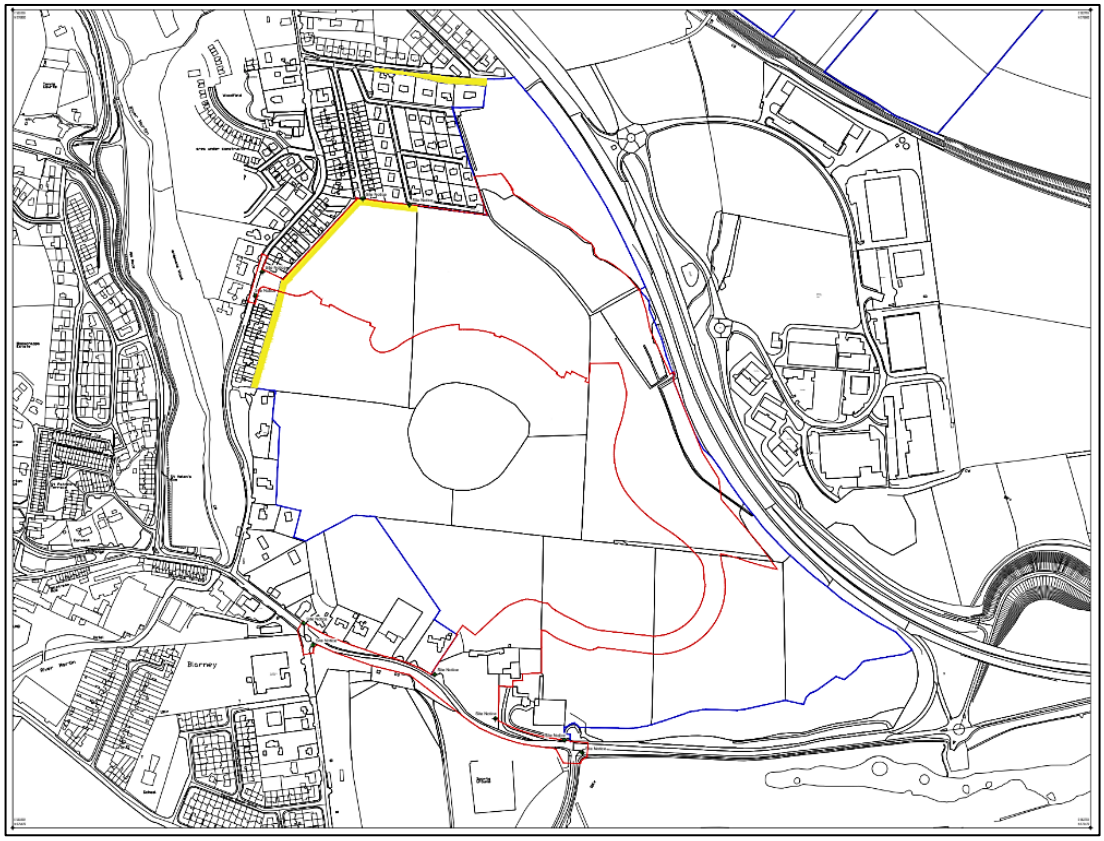


Figure 2.2: Site Location with amended redline boundary extended on R617 and to account for N/M20 Road Corridor, July '26

3.0 Characteristics of the Proposed Development

The development as initially submitted to the Planning Authority comprised of a Large-Scale Residential Development (LRD) of 323no. residential dwellings comprising the following:

- 157no. terraced, end-of-terrace and semi-detached houses which includes
  - 129no. 3-bed units
  - 28no. 4-bed units

- 52no. duplex provided in 5no. 3-storey buildings to include:
  - 26no. 2-bed units and
  - 26no. 3-bed units

- 114no. apartments provided in 2ni. 5-storey buildings to include:
  - 54no. 1-bed units and
  - 60no. 2-bed units

- Site Area = 19.35ha., Net Developable Area = 7.16ha.
- Net Residential Density = 45.11
- Public Open Space = 15% (1.053ha.)
- 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.
- 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.
- 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.
- A new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 24/43031).

The proposed development also includes for 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, 2no. substations, and all associated ancillary site, drainage and development works.



Figure 3.1: Proposed Site Layout Plan on northern side for the 323no. units, December 2025



Figure 3.2: Proposed Site Layout Plan on southern side including works to R617, December 2025

4.0 Description of Modifications made to Scheme

The proposed modifications comprise the following:

1. **Redline boundary:** Updated on eastern side to account for N/M20 project overlap/boundary interface, extended westwards to include Castle Close Lawn Junction on R617 and to incorporate revised wastewater pumping station and attenuation proposals.

2. **Updated public lighting design**: Updated to account for wetwood ecological constraints and to cover the proposed works on the R617.

3. **Attenuation Tanks:** Updated attenuation tank locations alongside access provisions (set downs) for all tanks and grasscrete access routes for the R617 and Apartment Block 2 eastern tanks.

4. **Wastewater Pumping Stations:** Main Wastewater pumping station removed, now notated as potential future development. Details and locations for the combined Phase 1/Phase 2 station updated with new secondary station for the Primary Care Centre included.

5. **R617 Alignment:** Road levels, alignment and side slopes are updated, alignment has now been extended up to the Castle Close junction to incorporate details agreed with Cork City Council.

6. **Roads, Entrances & Junctions:** A new signalised junction into the Primary Care Centre has been incorporated into the spine road and the entrance arrangement off Station Road is now fully coordinated between Phases 1 and 2. Spine Road levels have been adjusted to align with the Phase 1/Phase 2 pump station.

7. **Apartment Blocks 1 and 2:** Associated increase to finished floor levels of Block 1 and 2 as a result of Spine Road level changes.

8. **Northern portion of Link Road:** The road has been shortened to minimize its path through the wetwood, and a landscaped embankment is added to restrict vehicle access.

9. **Duplex Blocks:** The layout has been revised, updating the previous Duplex Blocks Types A-E to the new Duplex Blocks Types A-D resulting in revised dwelling numbers, now totalling 319no. dwellings, type mix and a net residential density.

Based on these modifications, the revised project description is as follows:

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 319 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and semi-detached houses (including 129 no. 3-bed and 28 no. 4-bed units); 48 no. back to back duplexes in 4 no. blocks (including 32 no. 2-bed and 16 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);

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;

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.

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;

A new junction arrangement at Castle Close Lawn with associated footpath improvements and pedestrian and cyclist infrastructure;

A new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031);

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 new combined pump station for Phase 1 and Phase 2, a new secondary pump station for proposed Primary Care Centre and 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, 2no. substations, and all associated ancillary site, drainage and development works.

An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority.

5.0 EIAR Chapter Assessment

The impacts of the proposed modifications have been scoped against the EIAR, and it was concluded that likely impacts as a result of these amendments arise in respect of a number of Chapters. These are set out below.

5.1 Chapter 1: Introduction

It is not considered that the proposed modifications to the initial scheme give rise to changes to chapter 1 of the submitted EIAR.

5.2 Chapter 2: Background and Need for the Proposed Development

It is not considered that the proposed modifications to the initial scheme give rise to changes to chapter 2 of the submitted EIAR.

5.3 Chapter 3: Alternatives

The site layout has been revised to response to the Planning Authority's Request for Further Information. The further evolution of the design does not materially alter the assessment and conclusions set out in Chapter 3.

5.4 Chapter 4: Proposed Development

The RFI response has resulted in site layout and design changes to the proposed development. As detailed above, the redline boundary for the proposed development has been extended to account for additional works at the Castle Close Lawn Junction and further amended to account for the N/M20 Road Corridor to the east.

The revised development description is set out below.

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 319 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and semi-detached houses (including 129 no. 3-bed and 28 no. 4-bed units); 48 no. back to back duplexes in 4 no. blocks (including 32 no. 2-bed and 16 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);

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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;

A new junction arrangement at Castle Close Lawn with associated footpath improvements and pedestrian and cyclist infrastructure;

A new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031);

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 new combined pump station for Phase 1 and Phase 2, a new secondary pump station for proposed Primary Care Centre and 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, 2no. substations, and all associated ancillary site, drainage and development works.

An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority.



Figure 5.1: Proposed Site Layout Plan for 319no. units under RFI Response, July 2026

Key Development Statistics are now as follows:

Key Development Statistics			
Total Site area	19.56ha (Red line boundary)	Net Residential Density	44.55 dph
Net Development Site	7.16	Plot Ratio (Total Site Area)	0.18
Residential Units proposed	319	Site Coverage (Total Site Area)	8.44%
Proportion Own Door Units	64 %	Building Heights (storeys)	2-5
Total Houses	157	Total Gross Floor Area	34581.72sqm
Total Duplex Units	48 (32no. 2-bed 16no. 3-beds)	Commercial Gross Floor Area	2184sqm
Apartments in 4no. Blocks	114	Public Open Space on site	1.05ha (16% of net site area)

Table 5.1: Key Development Statistics

5.5 Chapter 5: Construction Strategy

Updated commentary on the proposed construction strategy is set out below.

The Phase 1 and Phase 2 developments will share coordinated infrastructure, including the combined Phase 1/Phase 2 wastewater pumping station and associated wastewater network infrastructure.

The construction strategy has been aligned and coordinated between the permitted Phase 1 and proposed Phase 2, in agreement with Cork City Council. Phase 1 is subject to a compliance agreement with Cork City Council and the CEMP submitted as part of the Phase 2 has been aligned with this.

The principal amendments incorporated into the Phase 2 LRD RFI proposals since the previous submission have been addressed. These revisions reflect the progression of the design following statutory consultation, responses to the Request for Further Information (RFI), compliance with Phase 1 planning requirements, and the continued coordination of infrastructure proposals across the wider Ringwood development.

The construction of the development will include the construction and completion of Phase 2 in co-ordination with the granted Phase 1 development build-out. The construction sequencing will also facilitate the coordinated delivery of shared infrastructure elements between Phase 1 and Phase 2, including the combined Phase 1/Phase 2 wastewater pumping station, associated foul sewer infrastructure, and other interconnected site services.

Traffic and Transportation Measures

Chapter 7 of the EIAR and the Traffic and Transport Assessment (TTA) prepared by Systra Ltd. addresses any significant potential impacts in respect of traffic during the construction phase. It is outlined in the TTA that a detailed Construction Traffic Management Plan (CTMP) will be prepared by the successful contractor in consultation with Cork City Council Roads and Transportation Department. This CTMP will address the requirement for pipe upgrading works, by Uisce Éireann, on the Station Road at later phases of the development.

The CTMP will also incorporate the construction requirements associated with the revised site access arrangements, including the R617 junction works, the R617/Killard Road junction improvements, the Castle Close Lawn junction arrangement, and associated pedestrian and cyclist infrastructure.

The mitigation measures outlined in the main EIAR address these works.

Water and Wastewater Controls

Further to amendments at Further Information stage, the following description outlines the proposed water/wastewater works to be carried out during each phase of construction

- Surface Water - The proposed surface water network will include a drainage pipe network, revised attenuation storage tanks and SuDS features. The attenuation tank locations have been updated

for Phase 2 and dedicated maintenance set-down areas are provided for all attenuation tanks. Grasscrete maintenance access routes are also provided to the attenuation tanks adjacent to the R617 and the eastern side of Apartment Block 2 to facilitate future inspection and maintenance. The restricted discharge from the site will be conveyed to the western and eastern sub-catchments, with western flows connecting to an existing storm outfall to the River Martin and eastern flows discharging to the Shean Upper, located to the east of Phase 1. The lower section of the site will connect to the existing storm sewer located on the R617, south of the Spine Road development access.

- Foul Drainage - Wastewater collection within the proposed development will be via a network of 150mm, 225mm and 375mm diameter gravity sewers. Flows from the western portion of the site will discharge to the existing Station Road wastewater sewer. Flows from the eastern portion of the site will discharge to the combined Phase 1/Phase 2 wastewater pumping station, while the proposed Primary Care Centre will be served by a dedicated secondary wastewater pumping station. Wastewater will then be conveyed via a proposed rising main to the receiving manhole at the Station Road/R617 junction. The first phase units of the development can be served by the existing foul sewer, with later phases connecting following the planned Uisce Éireann network upgrades as the development progresses.

- Potable Water - A 150mm diameter watermain is located in Station Road and on the R617, immediately to the west of the site and south of the site respectively. Uisce Éireann have advised that the connection to serve the development is to be made to this existing main. The first phase units of the development can be served by this existing watermain with upgrades, upgrading works to be carried out Uisce Éireann, for which Uisce Éireann will levy the Applicant and which work will take place as the development is progressed beyond the first phase.

The mitigation measures outlined in the main EIAR provide the water management controls required to be implemented by potential Contractors and Sub-Contractors and set out the proposed procedures and operations to be utilised on the proposed development to mitigate against any water related environmental impacts.

Excavation, Erosion and Sediment Control

Further assessment of the site's existing topography, survey information, and proposed finished levels has been undertaken to estimate the volume of material requiring excavation across and the proposed Phase 2 LRD site.

In line with the findings outlined the earthworks have been designed primarily for planning purposes. The strategy maintains the existing plane of the ground where possible and limits any raising of ground levels to no more than 1.0m above existing ground level in deposition areas.

Excavated material will, where practicable, be reused within the development at designated deposition areas during the construction phase to minimise the import and export of material. Any surplus material

that cannot be reused on-site will either be deposited on adjoining lands within the applicant's ownership, subject to all relevant statutory approvals, or removed off-site to an appropriately authorised facility.

Site investigation works carried out pre planning by Priority Geotechnical and subsequently by Ground Investigations Ireland Ltd. and have produced comprehensive reports. The site investigation included a comprehensive programme of intrusive ground investigation, in-situ testing, groundwater monitoring, and laboratory testing to establish the site's geotechnical and environmental conditions. The works comprised trial pits, boreholes, dynamic probing, soakaway and plate bearing tests, foundation investigations, and groundwater monitoring, with the results informing the geotechnical assessment and design recommendations for the proposed development.



Figure 5.2: Site investigation carried out by GII

Ground Investigation Ireland Ltd. carried out a programme of boreholes as part of the site investigation for the Ringwood Phase 2 development. The exploratory holes encountered a relatively consistent stratigraphy comprising topsoil (typically dark brown, orangish-brown or reddish-brown, slightly sandy and slightly gravelly CLAY) overlying stiff to very stiff, reddish-brown to light reddish-brown, slightly sandy and slightly gravelly CLAY with varying medium to high cobble content.

Deeper strata generally transition into very stiff, reddish-brown, slightly sandy and gravelly CLAY with medium cobble content. Borehole depths ranged from 0.70 m (BH29) to 3.30 m (BH11 and BH13), with most holes terminated between 1.40 m and 2.90 m below ground level. No groundwater was encountered in the majority of the boreholes; where noted (e.g. BH19 and BH23), it was recorded at approximately 1.30–2.90 m BGL, and the boreholes were subsequently backfilled upon completion.

The near-surface soils are characterised by cohesive materials with occasional gravel and cobble inclusions, indicating typical glacial till or similar deposits across the site. This information provides a preliminary assessment of the ground conditions for foundation and earthworks design.

The contractor's construction strategy adopts a phased approach to earthworks and material management. During Phase 1, all excavated material will be removed off-site to facilitate site clearance and construction while avoiding temporary stockpiling. For Phase 2 and subsequent phases, suitable excavated material will, where practicable, be reused within future development lands under the contractor's control through balanced cut-and-fill operations and appropriate testing and processing to meet engineering specifications. This approach will minimise the import of fill, reduce off-site disposal and haulage, lower the project's carbon footprint, and support sustainable construction and circular economy objectives. The strategy will be implemented through the Construction Management Plan and Earthworks Strategy, incorporating material classification, testing, traceability, and environmental protection measures, in accordance with relevant specifications, planning conditions, and the waste hierarchy.

Potential deposition zones and associated capacity estimates are preliminary only and are based on available third-party site investigation information. Their suitability, extent, and capacity shall be verified and refined during the planning compliance, detailed design, and construction stages through supplementary ground investigation, detailed earthworks planning, and assessment of flood risk, surface water drainage, overland flow paths, environmental constraints, and future earthworks requirements. The final deposition strategy shall be reviewed and refined to align with the developer's construction methodologies, phasing strategy, and the overall cut-and-fill balance across subsequent development phases.

Earthworks are to follow a cut-and-fill approach, with material management focused on maximising reuse of site-won soils. Topsoil, subsoil, and rock layers will be separately stripped and stockpiled in designated temporary deposition areas for subsequent reuse across the site. Structural fill will be generated where required, with suitable Phase 2 cut material directed into treatment (lime/cement stabilisation) for use as engineered fill.

Temporary stockpiles will be managed in accordance with the Construction Environmental Management Plan (CEMP) and the developer's construction requirements. These stockpiles will be located in areas approved for temporary deposition to facilitate future reuse while minimising environmental impact and double handling.

In the context of the overall development, deposition zones were identified during Phase 1 and Phase 2 planning. Subsequently, together with the proposed Spine Road, have been further refined as potential areas suitable to receive some of the Phase 2 cut material. This will support an efficient cut-and-fill balance strategy across the site, utilising suitable excavated material from Phase 2 works.

Various measures will be enacted to manage sediment-laden water runoff, such as the implementation of silt fences and silt traps. The exposed ground area will be minimised, and efforts will be made to retain vegetation for as long as practical. Trench clearing and topsoil stripping will be deferred until work is set to proceed, and prompt backfilling of trenches will be undertaken. Temporary stockpile areas for earthworks will be equipped with upstream silt fencing to safeguard sensitive zones.

On-site settlement areas will feature geotextile liners and riprapped inlets and outlets to prevent scour and erosion. Surface water runoff from areas devoid of topsoil and water collected in excavations will be directed to on-site settlement areas before controlled discharge. Surface water discharge points will be finalised in consultation with Cork City Council's Environment Section before commencing on-site work.

The identified areas on site have the potential to accommodate excavated material generated during Phase 2, subject to material classification confirming its suitability for reuse, together with appropriate stockpiling, handling, compaction, and, where necessary, stabilisation to satisfy the project's engineering and environmental requirements. Topsoil stripping will be undertaken in a phased manner, corresponding with the construction programme, to minimise the extent of exposed ground at any one time. Suitable topsoil will be retained for reuse in the proposed landscaping works where practicable. Surplus topsoil will either be reused as a by-product in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011, where applicable, or removed to a licensed waste recovery or disposal facility. Temporary stockpiles of topsoil will be protected from erosion, located away from surface water drainage features, and managed to minimise handling. Disturbed subsoil should be stabilised as soon as practicable through backfilling of trenches, placement of pavement capping layers, construction of foundations, concrete blinding where required, and completion of landscaping works, thereby limiting the duration of exposed soils.

Excavated subsoil will be stored separately from topsoil in protected stockpiles. Appropriate erosion and sediment control measures will be implemented throughout the construction phase, including the protection of existing surface water inlets, temporary earth bunds, silt control measures, and other best practice measures to prevent sediment-laden runoff from entering existing drainage networks or watercourses.

Temporary excavations within cohesive soils will require appropriate battering or support where they exceed 1.25 m depth or permit personnel entry, while excavations in made ground, soft cohesive soils, and granular deposits will require support and, where necessary, dewatering due to reduced stability. Excavations in upper cohesive soils and weathered rock are expected to be achievable using conventional plant, although more competent bedrock may require rock-breaking methods. Groundwater conditions should be considered when planning excavation works, and any surplus excavated material removed off-site must be disposed of at a suitably licensed facility in accordance with the project's Waste Classification Report.

Stockpiling Areas

An area’s location/feasibility is based on primary deposition and stockpiling area, given its proximity to cut and fill locations, which would minimise dumper haul distances and travel times. Alternative temporary stockpile zones are also under consideration. Topsoil stripped from areas of proposed fill will be stored in a dedicated area for later reuse.

Bulk excavation in Phase 2 will generate material for reuse, with extracted suitable cut material targeted for soil improvement via lime stabilisation and grading. Suitable structural fill (including 6F1 or general fill) will be placed in controlled layers to raise levels by up to 1m where required, subject to achieving the specified CBR values and confirmation of final planning levels. Excavated materials, including clay,

sandstone, and mudstone, will be assessed by a geotechnical specialist to determine reusability and suitable quantities for processing. Improved material will be hauled for use on the haul road or deposited in approved zones.

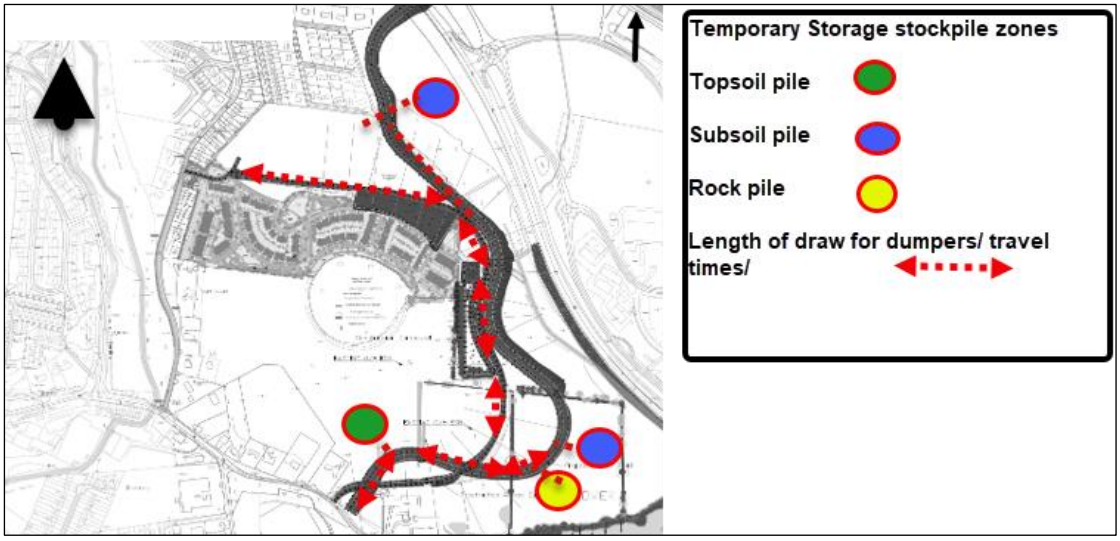


Figure 5.3: Temporary storage stockpile zones

Drainage cuts and interceptor ponds will be located away from the development area and designed to allow runoff over grassed surfaces. All material handling, stockpiling, and stabilisation works will be further developed in conjunction with the contractor to confirm preferred locations and operational feasibility.

Rock Strata

The borehole records indicate predominantly moderately strong to strong bedrock, comprising interbedded siltstone, mudstone, and fine to medium sandstone, typically pale greenish-grey to olive/tan in colour. The rock mass is generally heavily fractured, with multiple joint sets at steep and moderate dips, and close to medium spacing, resulting in predominantly broken or partially intact core in places. Weathering is described as light to moderate, with clay smearing on fracture surfaces and widespread iron oxidation staining (orange/red/black). In places, more competent rock is encountered, but zones of weathered and fractured rock predominate, with occasional very fractured intervals and locally more intact siltstone/sandstone units. Overall, the strata represent variable but generally competent bedrock conditions at depth, with localised weathering and fracture zones influencing rock mass quality.

Material Reuse

Laboratory testing completed for GII SI indicates that the cohesive soils are not suitable for immediate reuse at their existing moisture contents. Where cut-and-fill earthworks are proposed, reuse will require careful moisture conditioning, compaction, and verification through site control testing under the supervision of a suitably qualified geotechnical specialist. Material intended for structural fill should achieve the specified moisture content and compaction standards, with ongoing compliance testing during construction. Material that does not meet these criteria may still be suitable for use in landscaping or other non-structural areas where settlement can be accommodated.

Lime and cement stabilisation is identified as a viable option to improve excavated cohesive soils for reuse as engineered structural fill. This involves removing made ground and soft deposits down to firm material, processing the suitable excavated material with approximately 1% lime followed by 1–2% cement, and placing it as compacted structural fill with a 1V:1H load spread. This approach enables houses to be supported on raft or standard strip/pad foundations, reducing the need for imported material and deep trench excavations. The suitability, extent, and depth of any stabilisation works will require detailed assessment, laboratory testing, and design by a specialist contractor based on the proposed loading and settlement criteria at designed formation and finish ground levels.

All proposed earthworks, including stockpiling, material treatment, and final deposition in the identified Zones and surrounding areas, remain subject to ongoing review by the design team and colleagues to confirm compliance with planning requirements and overall feasibility with target volumes. All quantities, extents, and volumes associated with ground improvement, cut-and-fill operations, and material reuse are indicative only and shall be subject to detailed verification at planning compliance stage and further refinement during the construction phase. Final quantities will depend on site-specific conditions, final design levels, and any additional testing or validation undertaken on site. All earthworks and ground improvement proposals, including lime and cement stabilisation, shall be subject to ongoing review, approval, and confirmation by the developer and the appointed design team to ensure compliance with the approved design, relevant specifications, and regulatory requirements.

A specific method statement, to be agreed upon with the Local Authority and site ecologist, will govern the storage of arisings. As a precaution during the construction stage, bunding will be employed for fuel storage, and chemicals will be stored in appropriate tanks. In the event of any on-site spillage, localised moderate environmental impact is anticipated in the short term.

In the course of the construction process, if deemed necessary following the archaeological and heritage assessment, archaeological monitoring may be undertaken in areas suspected to be in proximity to an archaeological site. This monitoring could involve the presence of a forensic archaeologist or human osteoarchaeologist, maintaining a watchful eye during groundworks to identify and document any archaeological remains that may emerge. In the event of uncovering archaeological features or materials during construction monitoring, an immediate halt to machine work in the vicinity is crucial to enable the archaeologist to assess, excavate, and record any findings.

Construction Haulage Route

The proposed haul road has been designed to connect to the existing laneway access from the R617, providing a suitable construction access route to the site while responding to the physical and environmental constraints of the surrounding area. At its junction with the R617, the alignment provides approximately 24 m of level standing area with a gradient of approximately 4.7% before transitioning to the main haul road. The route is formed predominantly in cutting.

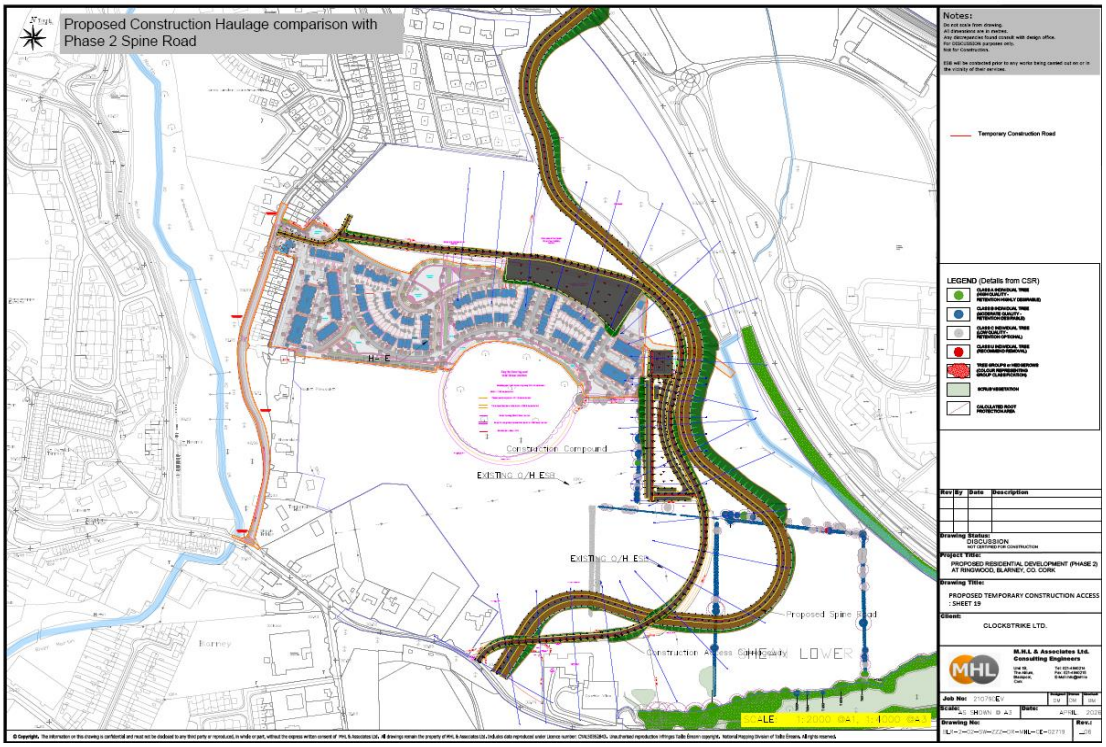


Figure 0.4: Proposed Construction Haul route / Spine Road for the development

The alignment has been developed following consideration of a number of significant constraints, including third-party land ownership immediately to the east of the route, existing trees and ecological features, the proximity of the existing priority T-junction on the R617 and the associated road safety requirements identified by the Local Authority, the presence of the existing lodge house and associated infrastructure, heavy goods vehicle tracking requirements, and the stability and constructability of the proposed cut embankments.

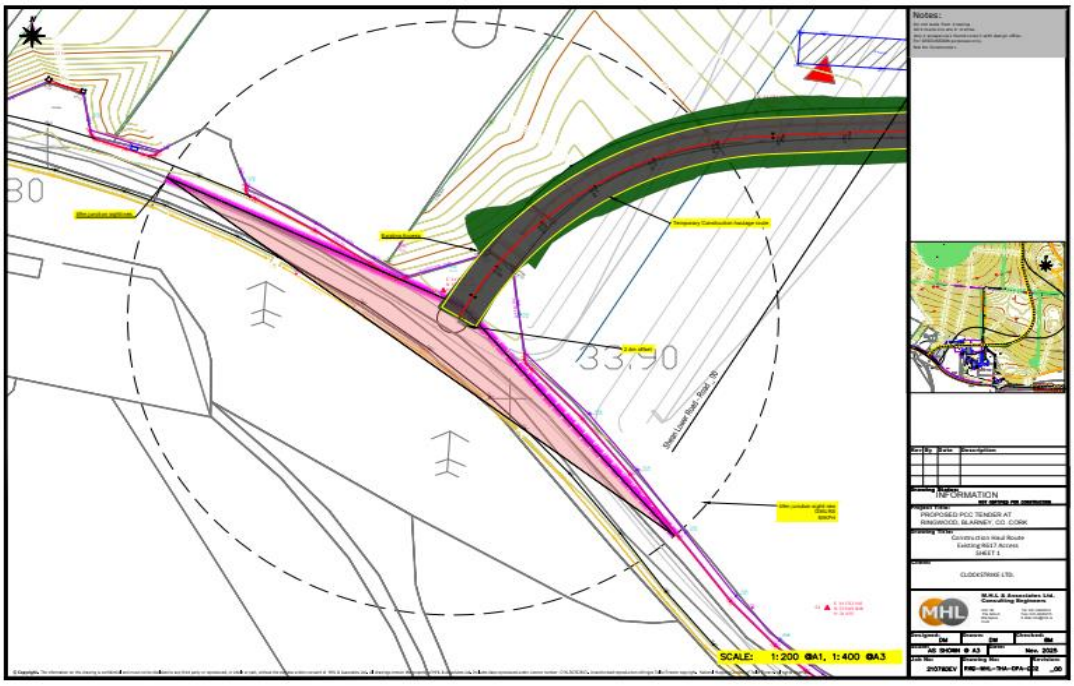


Figure 5.5: Proposed Construction Haul route access with the R617 to the development

The drawings demonstrate that the proposed alignment remains within the appropriate land ownership boundaries while maintaining the required geometric and operational standards for the proposed haul road and requirements of the developer's construction team.

The proposed construction access onto the R617 has been designed to provide the appropriate junction visibility splays in accordance with the applicable design speed for the regional road. The access arrangement achieves the required sightlines in both directions, ensuring that safe ingress and egress can be accommodated for construction traffic throughout the duration of the works.

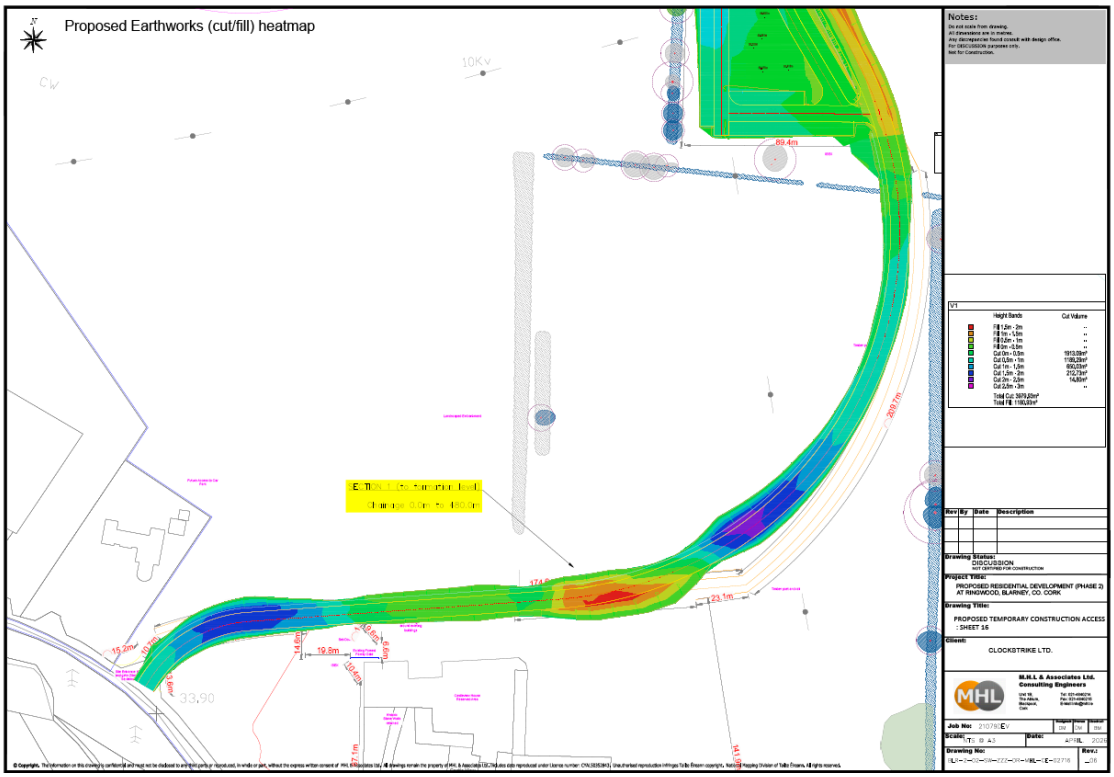


Figure 5.6: Proposed Construction Haul route cut/fill heat map

The earthworks design for the proposed construction haulage road, covering its full length together with the associated site compound, has been completed and issued to the developer's construction team for review and implementation as part of the construction planning process.

Cumulative Impact

The construction strategy recognises that the Proposed Development is part of a larger development area, which includes the granted Phase 1 development and proposed future phases across the subject site. Understanding and addressing the cumulative impacts of these future phases on the immediate vicinity of the application site is essential for effective planning and mitigation strategies.

The construction strategy will require coordination between Phase 1 and Phase 2 infrastructure delivery, including the combined Phase 1/Phase 2 wastewater pumping station, associated foul sewer infrastructure, watermain connections and the secondary wastewater pumping station serving the proposed Primary Care Centre.

To address this, the construction strategy outlines measures to account for the cumulative impacts of future phases. This involves conducting a comprehensive assessment to evaluate the cumulative effects of all phases of the development. Factors such as air and water quality, noise levels, biodiversity, and landscape changes are carefully considered. Infrastructure planning is also crucial, ensuring that the infrastructure requirements for future phases are considered alongside the Proposed Development. This includes transportation networks, utilities provision, and waste management systems. Community engagement will play a vital role in addressing concerns related to cumulative impacts. Regular updates, public consultations, and community outreach programmes will be conducted to communicate the long-term vision for the development area and address any concerns or issues raised by local stakeholders.

A coordinated phased construction approach will be implemented to manage activities across all phases of development. This approach allows for better resource management, minimises disruptions, and optimises the use of shared infrastructure.

Mitigation measures will be incorporated into the construction strategy to address the cumulative impacts of future phases. Measures to reduce noise and dust emissions, protect natural habitats, manage traffic congestion, and minimise disruption to local residents and businesses will be implemented.

Regular monitoring and review processes will be put in place to assess the effectiveness of mitigation measures and make any necessary adjustments throughout the construction process. By proactively addressing the cumulative impacts of future phases, the project can achieve sustainable development objectives while minimising adverse effects on the surrounding environment and community.

Overall, it is not considered that the proposed modifications to the construction strategy outlined above do not materially alter the assessment and conclusions made in Chapter 5 of the submitted EIAR.

5.6 Chapter 6: Planning and Policy

No significant material change in statutory planning policy at a National or Regional level has occurred since the planning application was initially submitted to Cork City Council.

At a local level, a Variation to the Cork City Development Plan, 2022 was made by Cork City Council on the 13th July 2026 and takes immediate effect. The Variation (No.3) included the rezoning of lands at Ringwood from ZO 20 - City Hinterland and Long-Term Strategic Development Land to ZO - 2 New Residential Neighbourhoods.

While the subject application site retains its initial zoning objectives, all key elements of hard infrastructure are now located on lands zoned ZO 2, where such development is permissible. The only element located within the City Hinterland ZO 20 zone is the proposed wetland amenity area.

Still, the wetland amenity is in keeping with the function of the City Hinterland as set out in paragraph 2.58 of the Plan, in that it:

- Reinforces the greenbelt preventing urban sprawl into the surrounding countryside;
- Enhances biodiversity, ecology and wildlife;

- Provides new green and blue infrastructure assets;
- Ensures a distinctive landscape character and setting within the Cork Metropolitan Area; and
- Protects the character and integrity of the city and its urban towns and settlements.

The wetland amenity use is therefore considered to be in keeping with both the intention of the City Hinterland zoning objective and the overall aims and objectives of the Development Plan.

At a broader Development Plan level, the concept of Placemaking as set out in the Plan is of particular relevance, requiring that "Development proposals in every zone must have placemaking as a primary consideration and must demonstrate how the proposal would respect, reflect or contribute to the character and vibrancy of the particular neighbourhood, centre or area, commensurate with the nature and scale of the development." (paragraph 12.19).

The Plan also calls for development proposals to deliver or contribute towards the quality of the urban environment and public realm, focusing on accessibility, pedestrian priority and permeability.

At paragraph 12.4, the Plan confirms that the various uses listed for each land use zoning are intended as a general guide and are not an exhaustive list. The Plan continues to state that other land uses may be permitted where:

- they would not have a detrimental impact on the primary land use zoning objective.
- they would be consistent with the relevant objectives and criteria set out in this Plan.
- there would not be any significant adverse impacts on-site or on the surrounding environment.

Paragraph 12.10 recognises the interdependencies between land use zones and calls for development proposals near zoning boundaries to give consideration to development in adjoining zones. This policy objective is particularly relevant to environmentally sensitive zones, such as the wetland amenity area.

The import of all the above Development Plan provisions is that there is significant flexibility in terms of how zoning objectives will be applied and the type of development that may be permitted within a relevant zoning, having regard to proximate development and zonings, the wider development plan and core strategy, and proper planning and sustainable development

The proposed development is therefore considered to be in accordance with the zoning objectives for the subject site and, consequently, a material contravention of the Development Plan does not arise.

In conclusion, while the planning policy context for the lands has changed at a local level, it is considered that the proposed modifications to the scheme do not materially alter the assessment and conclusions made in Chapter 6 of the submitted EIAR.

5.7 Chapter 7: Traffic and Transport

The total number of residential unts has reduced from 323no. to 319no units. On this basis, it is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 7 of the submitted EIAR.

5.8 Chapter 8: Air Quality

The proposed modifications will lead to minor changes to traffic numbers and include the omission of the proposed pumping station towards the R617. A new combined pump station is proposed for Phase 1 and Phase 2 and a new secondary pump station to serve the primary care centre.

However, it is reasonable to assume that these changes, in and of themselves, will not result in likely significant environmental effects and, on this basis, the overall conclusions of the original assessment do not change.

5.9 Chapter 9: Climate

The proposed modifications will lead to minor changes to traffic numbers and include the omission of the proposed pumping station towards the R617. A new combined pump station is proposed for Phase 1 and Phase 2 and a new secondary pump station to serve the primary care centre.

However, it is considered that these changes, in and of themselves, will not result in likely significant environmental effects and, on this basis, the overall conclusions of the original assessment do not change.

5.10 Chapter 10: Noise and Vibration

The proposed modifications will lead to minor changes to traffic numbers and include the omission of the proposed pumping station towards the R617. A new combined pump station is proposed for Phase 1 and Phase 2 and a new secondary pump station to serve the primary care centre.

However, it is considered that these changes. in and of themselves, will not result in likely significant environmental effects and, on this basis, the overall conclusions of the original assessment do not change.

5.11 Chapter 11: Biodiversity

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 11 of the submitted EIAR.

5.12 Chapter 12: Archaeology, Architecture & Cultural Heritage

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 12 of the submitted EIAR.

5.13 Chapter 13: Landscape and Visual Assessment

The response to Cork City Council's RFI has resulted in adjustments to the site layout which included changes to road levels, and a revision of apartment floor levels. Furthermore, 4no. back to back duplex type units are now proposed to replace the previously proposed 5 block duplex typology.

This incurred localised changes to building positions and finished floor levels which are deemed to be minor and insufficient to warrant the issue of a full suite of updated photomontages.

The Chapter 13 addendum focuses on the potential effects of proposed changes to the development arising from the RFI response. The changes with potential to affect the LVIA are:

- The realignment of the R617 incorporating a new cycle path corridor between Castle Close Lawn and Killard Road.
- The re-arrangement of the space to the west of the R617 site entrance omitting the WWTP but incorporating an underground attenuation tank, SuDS basin and a new wall along the site boundary with the adjoining property to the west.
- The raising of Finished Floor Levels and Link Road levels at the apartment buildings in the northern part of the site.

The addendum focuses on six relevant viewpoints from the original LVIA which could potentially be affected by the above changes. All the original methodology criteria and baseline material apply to this addendum. Only new elements pertinent to the addendum are included.

Methodology

The methodology described in the original Phase 2 LVIA apply to this addendum.

Baseline Environment

The baseline environment material included in the original Phase 2 LVIA apply to this addendum. Only new information pertinent to the RFI response changes are provided below.

Subject Site

Figure 5.7 below shows the updated red line allowing for extended works along the R617 and resolution of the interface with the M20 corridor to the east



Figure 5.7: Location of Site shown in indicative red outline (Source: Google Maps)



Plate 5.1: View westwards along the R617 showing the southern verge and conifer trees

The six viewpoints referred to in the introduction are included in Table 5.2 below and an accompanying map showing the viewpoint locations is included in Figure 5.8, below

Potential Impacts of the Proposed Development

Potential Construction Phase and Operational Phase impacts are the same as outlined in the original Phase 2 LVIA

Landscape and Visual effects

Landscape Sensitivity

Landscape sensitivity is Medium as described in the original Phase 2 LVIA.

Construction Phase Landscape effects

Magnitude of Change

The magnitude of change as a result of the proposed development is considered Significant, however, it should be noted that these effects are short to medium-term and expected to apply to a number of phases of construction.

Significance of Effect

The construction phase is likely to give rise to temporary to short term, moderate landscape effects which will be adverse in quality. These will be relatively localised to the site and the immediate vicinity.

Operational Phase Landscape effects

Magnitude of Change

The magnitude of change as a result of the proposed development is considered to be Medium as described in the original Phase2 LVIA. One additional consideration is the removal of the over-mature coniferous trees along the R617 to accommodate the re-alignment of the road and accommodation of a new cycle path corridor. While the removal of the trees will be evident locally, their loss will be mitigated by the retention of trees on adjacent lands to the south which will maintain the majority of the tree screen along the road. The overall character of the location will be enhanced in the medium to long term by proposed replacement planting comprised of native trees which will fully restore the visual screen and enhance the biodiversity potential of the area. Refer also to specialist arboriculture and ecology reports which accompany this submission.

Significance of Effect

The landscape effect is considered to be significant, and the effect neutral, on the site and its locality as per the original Phase 2 LVIA.

Visual Receptors – Viewpoints

The following six viewpoints from the original fourteen viewpoints are relevant to the proposed RFI response:

Viewpoint	Description	Distance from Site
2	View from Blarney Castle	1.0km
7	View from Blarney Business Park	0.15km
9	View from Stoneview	0.5km
10	View from Stoneview	0.5km
11	View from R617	Adjacent
12	View from R617	Adjacent

Table 5.2: Selected Viewpoints

These viewpoints are described below and should be read in conjunction with the booklet of photomontages which is appended to the EIAR (Appendix 13.1). A viewpoint location map is shown in Figure 5.8 below.

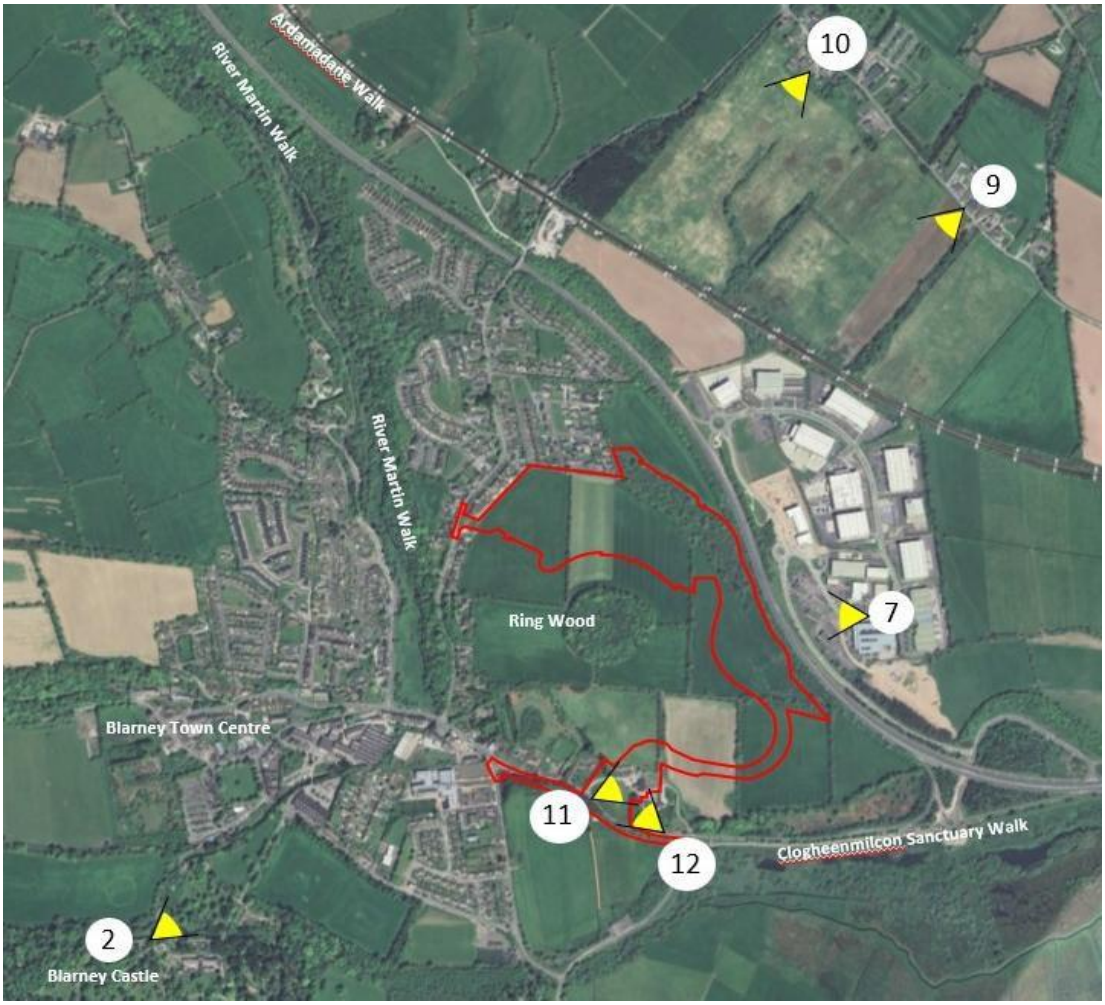


Figure 5.8: Viewpoint Locations | not to scale

Construction Phase Visual Effects

Magnitude of Change

The construction phase will involve excavation, some local stockpiling of material and the movement of machinery on site. Construction compounds will be located within the site along with material stockpiles. The magnitude of change on areas external to the site is considered to be Medium. These effects are short-term during the construction phase.

Significance of Effect

The construction phase is likely to give rise to temporary to short term, Slight to Moderate visual effects which will be adverse in quality. Visual effects are likely to be Moderate, adverse effects.

Operational Phase Visual Effects

The photomontages from Viewpoints 2, 7, 9, 10, 11 & 12 below assist in the assessment of operational phase visual effects for the purpose of this addendum.

The viewpoints are described below:

Viewpoint 2 - View from Blarney Castle

Existing View

This panoramic view across Blarney is characterised by significant green infrastructure in the foreground associated with the grounds of Blarney Castle. Beyond the castle grounds, the built environment of the town is evident. The subject site is located adjacent to Ringwood woodland which is a prominent landscape feature in the locality.

Visual Receptor Sensitivity

The viewpoint is located on the ramparts of Blarney Castle tower. Viewers will be visitors to Blarney Castle including tourists from around the country and abroad who are considered to be of High sensitivity.

Proposed View

The photomontage view shows that the apartments to the north of the site will not be visible to the north of Ringwood. The removal of coniferous trees along the R617 to accommodate the realignment of the R617 and the delivery of a cycle corridor will open up a view towards the site entrance for a short section along the road. This, however, will not incur significant change and will be mitigated by the planting of replacement native trees along the road verge and the installation of a screen timber fence along a section of the cycle path.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Low', and the Significance of Effect remains 'Moderate and Slight / Neutral' in the short-term, as well as in the medium to long term.

Viewpoint 7 - View from Blarney Business Park

Existing View

This view north-westward from Blarney Business Park shows the business park buildings and circulation road. Ringwood woodland forms a prominent and distinctive backdrop to the view.

Visual Receptor Sensitivity

The business park is used by those travelling to and from places of work who are considered to be of Medium sensitivity.

Proposed View

The photomontage view shows that the profile of the proposed development will remain very similar to the original LVIA submission.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Medium', and the Significance of Effect remains 'Moderate / Neutral' in the short-term, as well as in the medium to long term.

Viewpoint 9 – View from Stoneview (East)

Existing View

This elevated location facilitates a panoramic view southward over Blarney and its rural hinterland. Ringwood woodland and the subject site are visible in the middle distance. Blarney Castle and other parts of the built environment of the town are visible in the distance while buildings at Blarney Business Park are visible in the foreground.

Visual Receptor Sensitivity

Viewers will be local residents primarily, going to and from places of work, school and shopping who are considered to be of High sensitivity.

Proposed View

The photomontage view shows that the changes associated with the RFI submission will not incur discernible change in the view given the low level of change associated with the slight increase in levels in the vicinity of the apartment buildings.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Medium', and the Significance of Effect remains 'Significant / Neutral' in the short-term, as well as in the medium to long term.

View 10 - View from Stoneview (West)

Existing View

This view southward shows Ringwood woodland and the subject site in the middle distance while buildings at Blarney Business Park are visible in the foreground.

Visual Receptor Sensitivity

Viewers will be local residents primarily, going to and from places of work, school and shopping who are considered to be of High sensitivity.

Proposed View

The photomontage view shows that the changes associated with the RFI submission will not incur discernible change in the view given the low level of change associated with the slight increase in levels in the vicinity of the apartment buildings.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Medium', and the Significance of Effect remains 'Significant / Neutral' in the short-term, as well as in the medium to long term.

Viewpoint 11 - View from R617

Existing View

This view north-eastward from the R617 shows Castleview House and the entrance to the former golf driving range. Variation in the local topography is evident in the view.

Visual Receptor Sensitivity

The R617 is used by those travelling to and from places of work on a main approach to Blarney who are considered to be of High sensitivity.

Proposed View

The photomontage view shows that the changes associated with the RFI submission will not incur discernible change in the view given the low level of change associated with accommodation of the SuDS basin in the space to the west of the signalised junction and adjustments to the planting in the vicinity of it.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Medium', and the Significance of Effect remains 'Significant / Beneficial' in the short-term, as well as in the medium to long term.

Viewpoint 12 - View from R617

Existing View

This view westward along the R617 shows the variation in the local photography and the entrance to the old golf driving range. Views to the subject site are restricted by topography.

Visual Receptor Sensitivity

The R617 is used by those travelling to and from places of work on a main approach to Blarney who are considered to be of High sensitivity.

Proposed View

The photomontage view shows that the changes associated with the RFI submission will not incur discernible change in the view given the low level of change associated with accommodation of the SuDS basin in the space to the west of the signalised junction and the re-alignment of the R617.

This low level of effect means that there will be no change to the original LVIA assessment for this view i.e. the overall Magnitude of Change remains 'Medium', and the Significance of Effect remains 'Significant / Beneficial' in the short-term, as well as in the medium to long term.

	Description	Short -Term Visual Effect	Medium to Long-Term
2	View from Blarney Castle	Moderate-Slight/ Neutral	Moderate-Slight / Neutral
7	View from Blarney Business Park	Moderate/Neutral	Moderate/Neutral
9	View from Stoneview	Significant/Neutral	Significant/Neutral
10	View from Stoneview	Significant/Neutral	Significant/Neutral
11	View from R617	Significant / Beneficial	Significant / Beneficial
12	View from R617	Significant / Beneficial	Significant / Beneficial

Table 5.3: Summary of Viewpoints and Visual Effects – all remain unchanged from the original LVIA report.

Summary

This addendum assessment finds that the change proposed in the RFI submission will not affect the findings of the original Landscape and Visual Impact Assessment. The relatively low levels of change are demonstrated in the photomontages which accompany this assessment.

In view 2 from Blarney Castle a small gap in the roadside trees along the R617 will open up due to the removal of existing conifer trees along the verge to accommodate the road re-alignment and installation of a cycle path corridor. This will not give rise to any significant visual effect and will be mitigated by the re-planting of the roadside embankment with native tree species.

In distant views 7, 8 & 10 from Blarney Business Park and Stoneview, modifications to levels in the vicinity of the northern apartment buildings results in low-level visual effects.

In views 11 and 12 to either side of the main site entrance on the R617, minor changes to the space to the west of the junction and the provision of a site boundary wall along the site boundary with the neighbouring property give rise to low levels of visual change. The removal of roadside conifers to accommodate the R617 re-alignment and cycle path corridor will be mitigated by the retention of trees on adjoining lands to the south and the provision of replacement planting along the length of the roadside verge using native trees which will re-instate the full visual screen and enhance the biodiversity potential of the area.

Along one section where a gap will arise in the conifer screen which will be mitigated by the installation of a timber screen barrier fence for immediate screening effect, and the re-planting of the verge itself as described above which will take effect in the medium to long-term.

Mitigation Measures

Construction Phase

There is no change to the Construction Phase Mitigation Measures summary provided in the original Phase 2 LVIA.

Operational Phase

Additional mitigation measures relating to the RFI response changes are:

- Native tree and understorey transplant planting along the southern verge of the R617 to compensate for the removal of coniferous trees along the verge to facilitate the road re-alignment and the installation of the cycle path corridor. The planting will enhance the biodiversity potential of the location by replacing the overmature coniferous plantation while also enhancing the screening affect along the road in the long-term. A gap which will open up in the coniferous tree stand will also be mitigated by the installation of a barrier screen fence along a section of the cycle path corridor.

- At the R617 site entrance the adjoining property to the west will benefit from the construction of a capped concrete block boundary wall and the planting of a native trees and hedgerow screen within the application site as shown on the landscape masterplan and detailed in the planting schedule.

Residual Impacts

The only change to the Residual Impacts summary provided in the original Phase 2 LVIA is in respect of the improvement works along the R617.

Interactions

There is no change to the Interactions summary provided in the original Phase 2 LVIA.

Cumulative Impacts

There is no change to the Cumulative effects summary provided in the original Phase 2 LVIA.

5.14 Chapter 14: Lands, Soils, Geology and Hydrogeology

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 14 of the submitted EIAR.

5.15 Chapter 15: Water

The Response to Further Information clarified the detailed specifications of aspects of the proposed water and drainage networks and their operation. It does not alter these proposals in any material way.

Therefore, it is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 15 of the submitted EIAR.

5.16 Chapter 16: Resources and Waste Management

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 16 of the submitted EIAR.

5.17 Chapter 17: Population and Human Health

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 17 of the submitted EIAR.

5.18 Chapter 18: Material Assets

The following updated commentary on RFI amendments to the Material Assets Chapter is set out addressing the modifications made to the scheme.

Phase 1 Grant Construction Interactions

Planning permission has previously been granted for the Phase 1 development at Ringwood. As part of that permitted development, significant engineering and utility infrastructure has been designed and approved to facilitate the initial phase of the overall masterplan. This includes the provision of primary roads, water supply, foul and surface water drainage networks, utility corridors, wastewater pumping infrastructure and associated services.

The engineering design for Phase 1 has been developed to form the basis of the wider development of the lands, with key infrastructure sized and located to facilitate subsequent phases where appropriate. The permitted infrastructure includes connections to the existing public water and wastewater networks, surface water attenuation and Sustainable Drainage Systems (SuDS), utility corridors for electricity, telecommunications and other services, together with the diversion and integration of existing utility infrastructure where required.

The proposed Phase 2 development has been designed to integrate with the permitted Phase 1 engineering infrastructure. Water supply, wastewater collection, surface water management and utility services will utilise and extend the infrastructure delivered as part of the Phase 1 development, avoiding unnecessary duplication of services and ensuring an efficient and coordinated approach to servicing the overall development lands.

The cumulative demand on material assets arising from both Phase 1 and Phase 2 has been considered through engagement with the relevant utility providers. Uisce Éireann has confirmed, through the Confirmation of Feasibility and ongoing connection agreement process, that the proposed development can be accommodated within the existing and planned utility infrastructure, subject to the agreed connection works and any identified network upgrades. Similarly, electricity, telecommunications and other utility requirements will be coordinated with the relevant service providers as part of the phased delivery of the overall development.

Accordingly, the previously permitted Phase 1 engineering infrastructure forms an integral component of the proposed Phase 2 development and has been fully considered in the assessment of material assets. The phased delivery of infrastructure reduces the need for additional off-site works and ensures that the cumulative effects on utility networks and engineering services remain appropriately managed. Subject to the implementation of the proposed mitigation measures and agreed connection strategies, no significant cumulative adverse effects on material assets are predicted.

Access

The Traffic and Transportation Assessment (TTA) by Systra Ltd. and the Engineering Design Report by MHL, along with associated drawings, demonstrate that the proposed access, with a signalised junction

layout and associated pedestrian crossing proposed at both accesses, will operate effectively within normal capacity limits. The reports ensure no adverse impact on the local road network or the future BusConnects proposals for Blarney. Adequate sight lines are provided, and the development complies with the Design Manual for Urban Roads and Streets, as confirmed by MHL & Associates Ltd. The proposed R617 alignment has been updated to incorporate revised road levels, alignment and side slopes. The alignment has also been extended to the Castle Close junction to incorporate details agreed with Cork City Council (CCC), ensuring full coordination with the surrounding road network. In addition, the spine road levels have been adjusted to align with the proposed combined Phase 1/Phase 2 wastewater pumping station. A new signalised junction providing access to the Primary Care Centre (PCC) has been incorporated, and the entrance arrangement from Station Road has been fully coordinated between the Phase 1 and Phase 2 developments.

The northern portion of the proposed link road has been shortened to minimise its route through the wet woodland area. A landscaped embankment has also been incorporated at the northern extent of the link road to restrict unauthorised vehicle access while maintaining the integrity of the surrounding landscape.

The site boasts a strategic location within a three-minute drive from the N20. It is also in proximity to employment-intensive areas, including Blarney Business Park, Blackpool, and Cork City Centre. High-frequency public transport is accessible through the (Route 215) Mahon Point - Ballinlough - Cloghroe urban bus service on the nearby R617 Road. Future public transport developments include the Rail Station link at Stoneview directly north of the Ringwood site and Bus Connects (Route 16-Cloghroe to Kent Station), enhancing connectivity to the City Centre and surrounding areas.

Foul Water Drainage

There is no foul water network within the proposed development site. There is an existing 225mm diameter public foul sewer in the Station Road to the west of the site and on the R617, west of the Phase 2 Development Access with the R617. This sewer runs in a north- south direction along Station Road and runs east-west on the R617, eventually discharging to the Wastewater Pumping Station in Blarney. See Figure 5.9 for the wastewater sewer location.

The proposed foul water strategy includes a combined Phase 1/Phase 2 wastewater pumping station, from which foul flows are pumped via a rising main to a header manhole on Station Road before discharging by gravity to the Blarney Wastewater Treatment Plant. A secondary wastewater pumping station is also provided to serve the proposed Primary Care Centre (PCC). The details and locations of both pumping stations have been updated as part of the proposed development.

The design team for this application has undertaken extensive consultation with Uisce Eireann in relation to site development servicing and connections. A letter of Confirmation of Feasibility is included in the RFI Response.

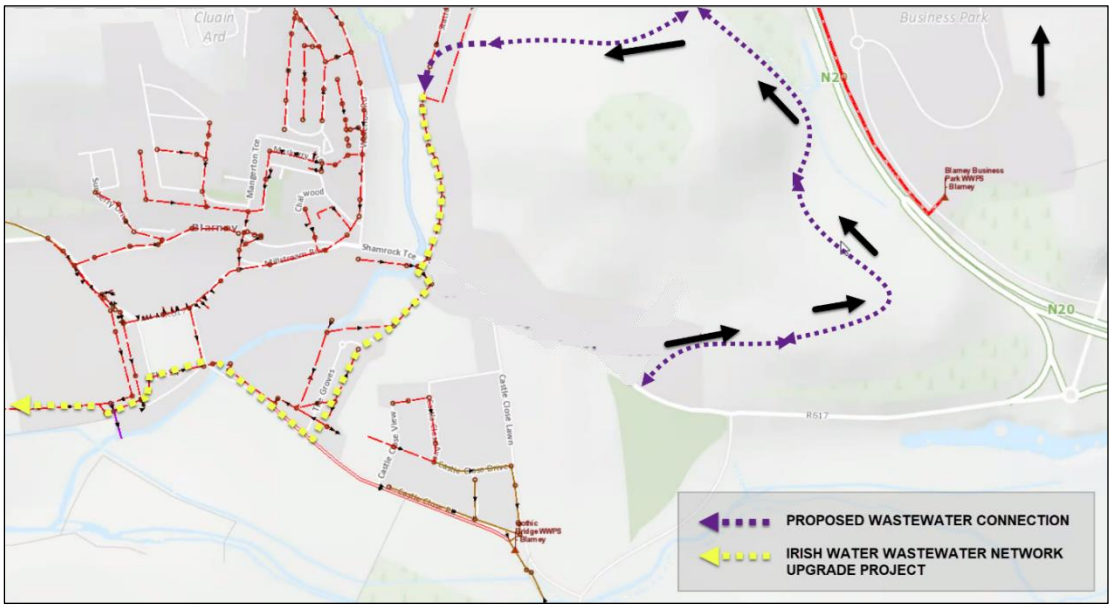


Figure 5.9: Existing Wastewater Networks

The existing wastewater and stormwater sewer runs to/in Station Road have been surveyed by Dyno-Rod Ltd. to confirm condition, pipe size and inverts levels of these services for design evaluation.

Potable Water

The water main records indicate there is a 150mm diameter uPVC watermain in the Station Road to the west of the site. This main runs north to south before turning in a westerly direction and increasing downstream to a 300mm diameter ductile iron main. Existing watermains within and in the vicinity of the site are depicted in Figure 5.10.



Figure 5.10: Existing Watermain Networks

Characteristics of the Proposed Development

Surface Water Drainage

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 attenuation tank layout has been updated for Phase 2. Permanent maintenance access, including set down areas, is provided to all attenuation tanks. A grasscrete access route is also provided to the attenuation tank adjacent to the R617 and to the eastern attenuation tank serving Apartment Block 2. The restricted discharge from the site will discharge to the River Martin to the east of the site and to the Shean Upper to the east.

Foul Water Drainage

Wastewater collection within the proposed development will be via a network of 225mm and 375mm diameter gravity sewers, which will direct the flows to the western boundary of the site and will connect directly to the foul sewer in the Station Road. See drawings as submitted for details.

Foul Water from the proposed development will discharge to the Blarney WWTP for treatment and disposal. This discharge will incrementally increase over a five to ten-year period as the development is completed and occupied with a final estimated daily discharge of 148.61 m3/day.

The above demand assessments are based on Uisce Éireann's design parameters for domestic housing as follows:

RINGWOOD PHASE 2 - WASTEWATER DEMAND			
RESIDENTIAL	**DESCRIPTION**	**DEMAND**	**UNITS**
	No. Residential Units	---	dwellings
	Average Occupancy	2.7	persons/Dwelling
	Per Capita Consumption (DWF + 10%)	165	litres/person/day
	Total Damand (Occupancy)	872	persons
	Total Daily Foul Water Discharge	143,897	l/day
	Peak Flow Factor	6	
	Average Discharge	1.665	l/sec
	Peak Discharge	9.99	l/sec
COMMERCIAL	**DESCRIPTION**	**DEMAND**	**UNITS**
	Retail/ Pharmacy	80	sqm
	Staff No.	4	
	Per Capita Consumption (DWF)	75	litres/person/day
	Total Daily Foul Water Discharge	300	l/day
	Peak Flow Factor	6.0	
	Average Discharge	0.003	l/sec
	Peak Discharge	0.021	l/sec
COMMERCIAL	**DESCRIPTION**	**DEMAND**	**UNITS**
	Café / Restaurant	380	sqm
	Staff No.	21	
	Per Capita Consumption (DWF)	15	litres/person/day
	Total Daily Foul Water Discharge	315	l/day
	Peak Flow Factor	6.0	
	Average Discharge	0.004	l/sec
	Peak Discharge	0.022	l/sec
COMMERCIAL	**DESCRIPTION**	**DEMAND**	**UNITS**
	PCC	1,724	sqm
	Staff No.	82	
	Per Capita Consumption (DWF)	50	litres/person/day
	Total Daily Foul Water Discharge	4,100	l/day
	Peak Flow Factor	6.0	
	Average Discharge	0.047	l/sec
	Peak Discharge	0.285	l/sec
Total Daily Discharge		148.61	m^3/sec
Total Average Discharge		1.72	l/sec
Total Peak Discharge		10.32	l/sec
Based on loadings from EPA Wastewater Treatment Manual - Treatment Systems for Small Communities, Business, Leisure Centres and Hotels.			
Staff numbers have been determined from floor areas using standard employment density guidelines applicable to Ireland (aligned with UK Employment Densities Guide 2010 for			

A Pre-Connection Enquiry was submitted to Uisce Éireann, the response to which confirmed that the proposed development can be serviced by the existing wastewater infrastructure network in the area. A copy of the confirmation is included in the RFI Response.

The Confirmation of Feasibility (COF) states that sufficient capacity is available in the UE network to facilitate a wastewater connection of 319 units**.** UE have advised that in order to facilitate the wastewater connection, it will be required to upgrade approximately 450m of foul sewer on the Station Road from 225mm to 300mm /450mm at a minimum. Uisce Éireann have advised that they are commencing network upgrade works in Blarney in the short term. The proposed foul water strategy incorporates a combined Phase 1/Phase 2 wastewater pumping station, which will cater for foul flows from the relevant development areas and discharge via a proposed rising main to a new wastewater connection at the Station Road/R617 junction. A secondary wastewater pumping station is also provided to serve the proposed Primary Care Centre (PCC). The details and locations of both pumping stations have been updated as part of the revised design. 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. See drawings as submitted for further details. A new wayleave for the rerouted UE service must be established and agreed upon by the relevant parties before the existing sewer lines can be removed.

UE have been consulted in order to agree a high-level solution for any further works, and they have confirmed these works will consist of upsizing the existing pipe diameters only. Agreement on the optimum procurement methods for the provision of this infrastructure can be a matter for later detailed agreement with Uisce Éireann.

The proposed foul water drainage system has been designed and will be constructed in accordance with the requirements of Uisce Éireann and will comply with the following:

- 'Code of Practice for Wastewater Infrastructure' (Uisce Éireann).
- 'Wastewater Infrastructure Standard Details' (Uisce Éireann).
- Building Regulations, Technical Guidance Document Part H 'Drainage and Wastewater Disposal' and IS EN752, "Drain and Sewer Systems Outside Buildings".

Cumulative Impacts

Phase 1 / Phase 2

The proposed Phase 2 development has been assessed alongside the previously permitted Phase 1 development to consider the cumulative effects on material assets, including water supply, wastewater infrastructure, electricity, telecommunications, surface water drainage and other utility services.

The cumulative demand arising from both phases has been considered by the relevant utility providers as part of the infrastructure assessment and connection process. Uisce Éireann has confirmed, through the Confirmation of Feasibility, that the existing water supply and wastewater networks have sufficient capacity to accommodate the combined Phase 1 and Phase 2 development, including the proposed residential units and Primary Care Centre. The initial combined build-out of approximately 246 residential units can

be accommodated without network upgrades, with any future reinforcement requirements to be agreed with Uisce Éireann as later phases are progressed.

Similarly, the electricity, telecommunications and other utility infrastructure requirements have been assessed on a cumulative basis, with any necessary upgrades or diversions to be undertaken in consultation with ESB Networks and the relevant service providers. The diversion of existing overhead electricity infrastructure and the provision of new utility infrastructure will be coordinated as part of the overall development.

Surface water management has also been designed to account for the cumulative development, with attenuation storage, Sustainable Drainage Systems (SuDS) and controlled discharge ensuring that runoff rates from the combined development do not exceed existing greenfield runoff rates. Wastewater pumping infrastructure has likewise been designed to serve the overall development in a coordinated manner.

Accordingly, the cumulative effects of Phase 1 and Phase 2 on material assets have been assessed and incorporated into the design of the proposed infrastructure. Subject to the implementation of the proposed mitigation measures and the agreed utility connection strategies, no significant cumulative adverse effects on material assets are predicted during either the construction or operational phases of the development.

N20/M20

The preferred route for the new M20 motorway road as confirmed by TII/ Cork City Council is north of Ringwood site along the existing N20 route. Phase 3 of the N/M20 roads design programme notes that Design and Environmental Evaluation Stage is currently being pursued at this time of writing this chapter. This will then be followed by public consultation on the emerging preferred route. The preferred route will then be confirmed following public consultation.

The applicant's design team has consulted with the NM20 design team to address queries regarding the interface of then new M20 scheme and the applicant's site.

The concerns previously raised regarding potential overlap between the proposed Ringwood Phase 2 development and lands required for the future delivery of the N/M20 Cork to Limerick Project have been addressed through revisions to the application red line boundary. The amended boundary has been designed to ensure that no conflict arises between the proposed development and the lands identified for the N/M20 scheme, including associated earthworks and drainage infrastructure.

The revised application drawings reflect these amendments, and a review of the updated layout confirms that the proposed development can proceed without prejudicing the future implementation of the N/M20 project. This approach was identified by the N/M20 project team as the preferred means of safeguarding the required transport corridor and was agreed in principle, subject to the incorporation of the boundary revisions.

Furthermore, the proposed development maintains a substantial setback from the existing N20 carriageway, with the separation between the N20 and the proposed spine road ranging from approximately 90m to 117m. Following the boundary revisions, an additional separation of approximately 60m is maintained from the N/M20 project red line boundary. These setbacks provide adequate protection for the future delivery of the N/M20 Cork to Limerick Project while facilitating the orderly development of the Ringwood Phase 2 lands.

It is therefore concluded that the proposed development, as amended, will not conflict with, constrain, or prejudice the future implementation of the N/M20 Cork to Limerick Project.

In conclusion, it is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 18 of the submitted EIAR.

5.19 Chapter 19: Major Accidents and Disasters

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 19 of the submitted EIAR.

5.20 Chapter 20: Cumulative and Interactive Effects

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 20 of the submitted EIAR.

5.21 Chapter 21: Summary of Mitigation, Monitoring and Residual Effects

It is not considered that the proposed modifications materially alter the assessment and conclusions made in Chapter 21 of the submitted EIAR.

6.0 Conclusions

This Environmental Impact Assessment Report (EIAR) addendum Report has been prepared in response to the items outlined in the Planning Authority's Request for Further Information.

As a result of the RFI, modifications have been made to the submitted development scheme.

The EIAR Addendum concludes that the modifications made to the scheme at Further Information stage do not give rise to any significant changes to the conclusions and mitigation measures set out in the submitted EIAR.