



COAKLEY O'NEILL
town planning

Environmental Impact Assessment Report (EIAR)

Largescale Housing Development at
Ringwood, Shean Upper, Blarney, Cork City

Addendum Statement

Prepared in October 2024 on behalf of

Clockstrike Ltd.

Coakley O'Neill Town Planning Ltd.

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RINGWOOD LRD – EIAR ADDENDUM STATEMENT

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1.0 Introduction

This Environmental Impact Assessment Report (EIAR) addendum Report responds to item 6(c) of Cork City Council's Request for Further Information (RFI) under application register reference 24/43031, which states:

Other Further Information Items requiring EIAR updates/revisions:

The applicant is requested to update the EIAR to take account of any amendments or modifications to the proposed development required on foot the response to any other matter raised in 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 27th June 2021 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 over 6km to the northwest of Cork City Centre, in the east of Blarney town, and measures approximately 6.16 hectares in area.

The site comprises parts of two gently undulating fields currently in agricultural use and with established boundaries including hedgerows, as well as a piece of scrubland to the west which adjoins Station Road. At this location there is an established agricultural access from Station Road. The two fields border the Ringwood, a circular wooded area on the brow of a hill. Assumption Terrace and Woodville Terrace along Station Road abut the site to the west. To the south the site is bounded by the Ringwood and other fields in agricultural use.

No changes the application site's red line boundary occur as a result of the further information submitted.

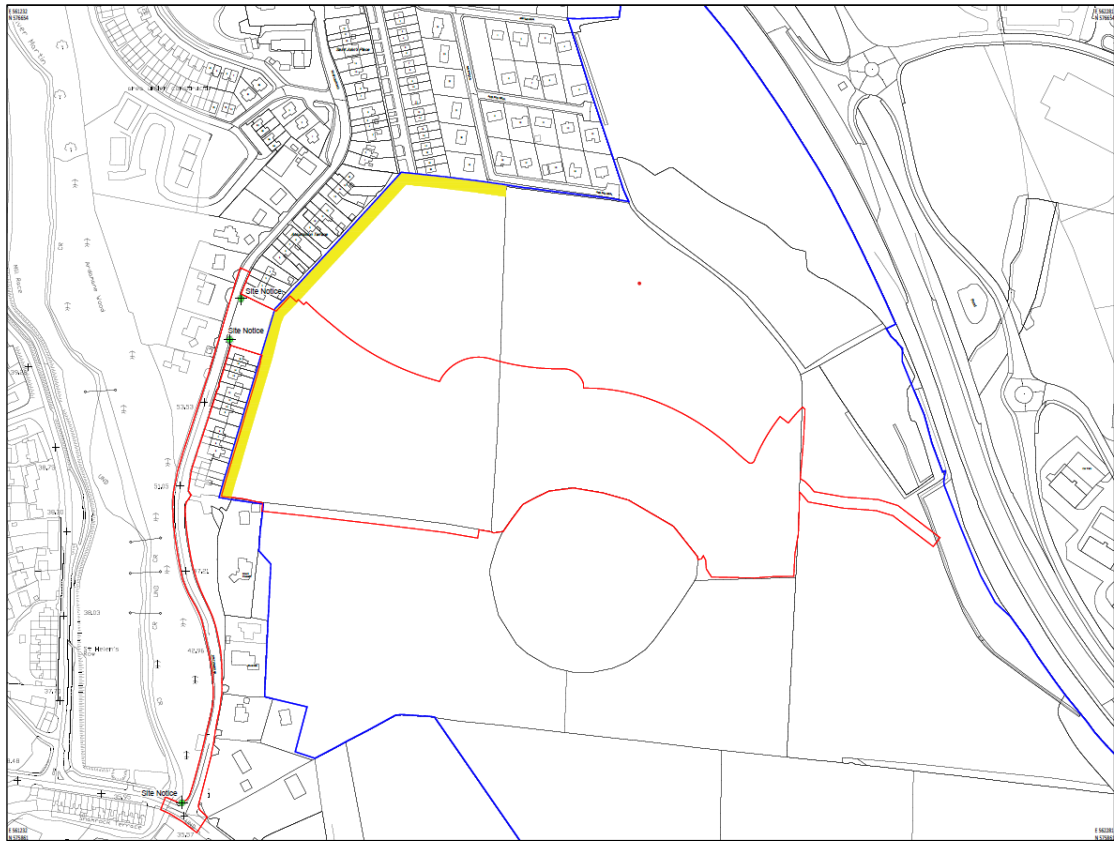


Figure 1: Site Location (site generally outlined in red).

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 246no. residential dwellings comprising the following:

- 6no. studio apartments
- 50no. 1-bed duplex/apartments.
- 75no. 2-bed duplex/apartments.
- 19no. 2-bed houses.
- 64no. 3-bed houses.
- 32no. 4-bed houses.
- 1no. childcare facility with capacity for 61no children.
- Density 40.2uph.
- POS approx. 16%



Figure 2: Proposed site layout for the 246 units, June 2024

The proposed development also includes crèche (380.6sqm) with capacity to accommodate 61no. children.

The proposed development will include provision for car parking, including EV charging points, bicycle parking, and motorcycle parking bays, and the provision of an area reserved for future resident car parking to the rear of Woodville Terrace on Station Road.

The proposed development has a gross floor area of 24,763.9sqm. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new signalised access onto Station Road and road and footpath improvement works on Station Road and the R617 Road; public lighting; 2no. new substations; all associated site development works; and all drainage and foul sewer infrastructure and network works, including nature-based SuDS measures all at a site of c. 8.32ha at Ringwood, Shean Upper, Station Road, Blarney, Co. Cork.

4.0 Description of Modifications made to Scheme

The proposed modifications comprise the following:

- **Duplex Block A:** Reduced from 10 units (5 two-bedroom and 5 one-bedroom units) to 4 units (2 two-bedroom and 2 one-bedroom units).
- **Duplex Block B:** Increased from 10 units (5 two-bedroom and 5 one-bedroom units) to 16 units (8 two-bedroom and 8 one-bedroom units).
- **Parking Reorganisation:** Parking for Houses 1-7 has been reorganised and redesigned, with parking for Houses 5-7 relocated to the front. The stairway between Duplex Block A and the rear of Houses 5-7 has been removed.
- **Relocation of ESB Substation:** The ESB substation has been moved from the north of Apartment Block A to the south of Apartment Block B.
- **Relocation of Bike Shelter:** The bike shelter has been moved from the north of Apartment Block A to the east side at the upper level of Apartment Block A.
- **Increase in Crèche Size:** The crèche has been expanded to accommodate 137no. children.
- **Omission of Houses G135 and H36:** These houses have been omitted to allow for the increased size of the crèche building.
- **Updates to Apartment Block C Elevations:** The elevations have been updated with a metal-clad treatment to better integrate with the surrounding apartments and houses.

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

The proposed development will consist of a largescale residential development (LRD), representing Phase 1 of the development in the Blarney East / Ringwood Expansion Area, and comprising of 244no. residential dwellings as follows: 101no. apartments arranged in 4no. part 3-storey, part 4-storey apartment blocks (to include 6no. 1-bed studio units, 35no. 1-bed units and 60no. 2-bed units); 30no. duplex dwellings arranged in 3no. 3-storey buildings (to include 15no. 1-bed dwellings and 15no. 2-bed dwellings); and 113no. 2-storey and 3-storey houses (to include 18no. 2-bed dwellings, 63no. 3-bed dwellings, and 32no. 4-bed dwellings).

The proposed development also includes crèche and associated storage sheds (672sqm + 78.6sqm) with capacity to accommodate 137no. children. The proposed development will include provision for car parking, including EV charging points, bicycle parking, and motorcycle parking bays, and the provision of an area reserved for future resident car parking to the rear of Woodville Terrace on Station Road.

The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new signalised access onto Station Road and road and footpath improvement works on Station Road and the R617 road; public lighting; 2no. new substations; all associated site development works; and all drainage and foul sewer infrastructure and network works, including nature-based SuDS measures. The planning application is accompanied by an Environmental Impact Assessment Report (EIAR).

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: Planning Process

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: Consultation

It is not considered that the proposed modifications to the initial scheme give rise to changes to chapter 3 of the submitted EIAR.

5.4 Chapter 4: 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 1 of the submitted EIAR.

5.5 Chapter 5: 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 5.

5.6 Chapter 6: Proposed Development

The RFI response has resulted in minor design changes to the proposed development. The revised development description is set out below.

The proposed development will consist of a largescale residential development (LRD), representing Phase 1 of the development in the Blarney East / Ringwood Expansion Area, and comprising of 244no. residential dwellings as follows: 101no. apartments arranged in 4no. part 3-storey, part 4-storey apartment blocks (to include 6no. 1-bed studio units, 35no. 1-bed units and 60no. 2-bed units); 30no. duplex dwellings arranged in 3no. 3-storey buildings (to include 15no. 1-bed dwellings and 15no. 2-bed dwellings); and 113no. 2-storey and 3-storey houses (to include 18no. 2-bed dwellings, 63no. 3-bed dwellings, and 32no. 4-bed dwellings).



Figure 3: Proposed site layout for the 244 units, October 2024

The proposed development also includes crèche and associated storage sheds (672sqm + 78.6sqm) with capacity to accommodate 137no. children. The proposed development will include provision for car parking, including EV charging points, bicycle parking, and motorcycle parking bays, and the provision of an area reserved for future resident car parking to the rear of Woodville Terrace on Station Road.

The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways with potential for future links to adjacent lands; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new signalised access onto Station Road and road and footpath improvement works on Station Road and the R617 road; public lighting; 2no. new substations; all associated site development works; and all drainage and foul sewer infrastructure and network works, including nature-based SuDS measures.

Key Development Statistics are now as follows:

Total Site area	8.32 ha (Red line boundary)	Net Residential Density	40.1 units/ha
Net Development Site	6.08 ha	Plot Ratio	0.39
Residential Units proposed	244	Site Coverage	20%
Proportion Own Door Units	67 %	Building Heights (storeys)	1-3 (+Penthouse)
Total Houses	113	Childcare Gross Floor Area	750.6sqm (137 child spaces)
Total Duplex Units	30 (15no. 2-bed 15no. 1-beds)	Total Gross Floor Area	24,939.6sqm
Apartment in 4no. Blocks	101	Public Open Space on site	0.99ha (16% of net site area)

5.7 Chapter 7: Construction Strategy

The location of the proposed construction compound has been clarified in the RFI response. Its location had already been identified on Figure 5.1 of the submitted Construction Traffic Management Plan. This location was taken into consideration in the assessment undertaken in the submitted EIAR. No material change in the assessment undertaken or conclusions arrived at therefore arise.

The compound is now also shown on Drawing Nos. 21079HD-MHL-PCSCP01 and 21079HD-MHL-PCSCP02 enclosed with this Response submission.

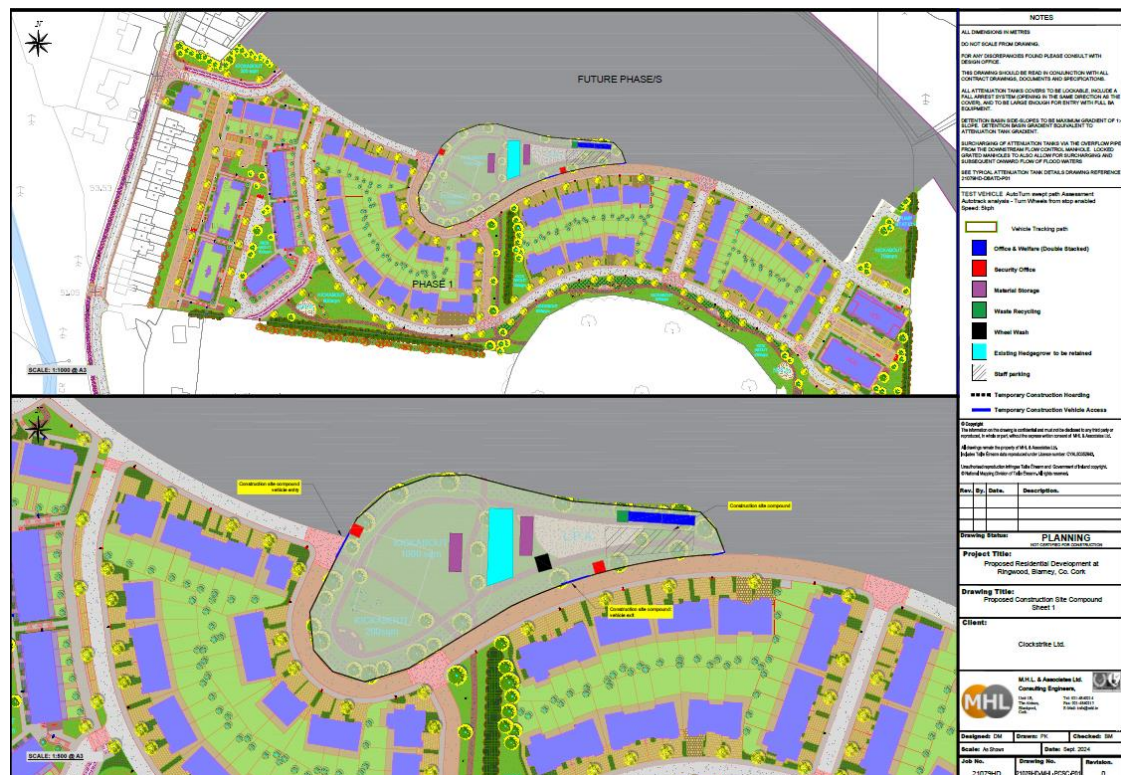


Figure 4: Proposed Site Compound Location

5.8 Chapter 8: Planning and Policy

No significant material change in statutory planning policy has occurred since the planning application was initially submitted.

In relation to Item 6b of the Planning Authority's RFI, the following assessment has been carried out.

The Cork City Development Plan 2022 2028 states that Tier 2 lands are serviceable zoned lands that are not currently fully serviced but have the potential to become fully serviced within the life of the Plan.

The subject site does not have any service related constraints.

In relation to wastewater and water services provision, Uisce Éireann have confirmed the feasibility of this proposed development. Their latest submission to the LRD planning application again confirms this.

In relation to access, the Council's Infrastructure Report on the application welcomes the improvement works proposed by the applicants and concludes that the proposed development is compatible with the wider active travel proposals for Blarney.

The Council's Strategic Transport Planning Report states that at a strategic level the proposed development is supported and will assist Cork City Council in delivering on several key strategic principles in the Cork City Development Plan. It concludes:

In summary, the proposed development is located in zoned lands which will generate the required demand to support the delivery of enhanced public transport services earmarked for the Blarney area as recommended in CMATS. The proposed development is located in an area which is well served with local services (i.e. shops, schools, sports clubs, etc.) and the continued delivery of enhanced active travel infrastructure in Blarney will ensure access to such services is focused on active and sustainable transport modes.

The provision of this active travel infrastructure along Station Road will provide good opportunities for future residents to make shorter journeys on foot and or by bike and is welcome.

On the basis of the submission and confirmations of Uisce Éireann and the conclusions of the Council's own engineering and roads reports on the application, it can be concluded that the site can be properly serviced in a timely manner to progress development.

The conclusions of the EIAR Planning Policy assessment are therefore unchanged.

5.9 Chapter 9: Traffic and Transport

The Traffic and Transport EIAR assessment identified a Significant effect on pedestrian amenity on Castle Close Lawn as a result of Cumulative development. The Significant effect relates to a 100m section of the road, to the south of the Secondary School, where there is no footway provision.

The proposed Active Travel Scheme on Castle Close Lawn will mitigate this Significant effect. Mitigation will not be required until Phase 2 of the development is constructed, which is expected to be in 2031.

It is acknowledged that the Active Travel Scheme is currently at the Options Select Stage, rather than the tender stage. However, it is still highly likely that the Active Travel Scheme will be implemented prior to Phase 2.

The conclusions of the EIAR Traffic and Transport assessment are therefore unchanged.

5.10 Chapter 10: Air Quality

It is not considered that the proposed modifications materially impact on the assessment and conclusions made in Chapter 10 of the submitted EIAR.

5.11 Chapter 11: Climate

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

5.12 Chapter 12: Noise and Vibration

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

5.13 Chapter 13: Biodiversity

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

5.14 Chapter 14: Archaeology, Architecture & Cultural Heritage

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

5.15 Chapter 15: Landscape and Visual Assessment

The response to the Cork County Council's RFI required some adjustments to the site layout to address the City Architect's Department comments. 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.

However, the photomontage from the most sensitive viewpoint location in the LVIA, i.e. (View No.2 - Blarney Castle Tower, has been updated to demonstrate that the adjustments arising are indiscernible and do not give rise to any adverse impacts.



Figure 5: Updated View No.2 – As Existing



Figure 6: Updated View No.2 – As Proposed

5.16 Chapter 16: Lands, Soils, Geology and Hydrogeology

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

5.17 Chapter 17: 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 impact on the assessment and conclusions made in Chapter 18 of the submitted EIAR.

5.18 Chapter 18: Resources and Waste Management

It is not considered that the proposed modifications materially impact on the assessment and conclusions made in Chapter 18 of the submitted EIAR.

5.19 Chapter 19: Population and Human Health

It is not considered that the proposed modifications materially impact on the assessment and conclusions made in Chapter 18 of the submitted EIAR.

5.20 Chapter 20: Material Assets

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

5.21 Chapter 21: Major Accidents and Disasters

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

5.22 Chapter 22: Cumulative and Interactive Effects

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

5.23 Chapter 23: Summary of Mitigation, Monitoring and Residual Effects

It is not considered that the proposed modifications materially impact on 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, modification 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.