

An
Bord
Pleanála

Observation on a Planning Appeal: Form.

Your details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Antoinette Mahon and John Goggin

(b) Address

7 Assumption Terrace
Station Rd,
Blarney
T23VX56

Agent's details

2. Agent's details

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's address

Postal address for letters

3. During the appeal process we will post information and items to you **or** to your agent. For this observation, who should we write to? (Please tick ✓ one box only.)

You (the observer) at the address in Part 1

☒

The agent at the address in Part 2

☐

Details about the proposed development

4. Please provide details about the appeal you wish to make an observation on. If you want, you can include a copy of the planning authority's decision as the observation details.

(a) Planning authority

(for example: Ballytown City Council)

(b) An Bord Pleanála appeal case number (if available)

(for example: ABP-300000-19)

(c) Planning authority register reference number

(for example: 18/0123)

24/43031

(d) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Ringwood, Station Road, Blarney, Cork

Observation details

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

Antoinette Mahon and John Goggin
7 Assumption Terrace,
Station Rd,
Blarney,
Co.Cork
T23VX56
22 January 2025

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902,

RE: Permission for a Large-Scale Residential Development (LRD) at this site at Ringwood, Shean Upper, Blarney, Cork. The proposed development will consist of a large-scale residential development (LRD), representing Phase 1 of the development in the Blarney East / Ringwood Expansion Area

Dear Sir/Madam,

We are writing to you in relation to the decision of Cork City Council to grant permission for the above LRD, per the Notification of Decision to Grant dated the 12/12/2024, including 61 conditions. I respectfully ask An Bord Pleanála to overturn this decision on the grounds that the development goes against a number of objectives set by the Council in the City Development Plan 2022-2028. We set out the grounds for our observation below.

1- Apartment blocks surpass target density for Blarney and are not in keeping with the character of the village.

As per table 11.1 of Cork City Development Plan 2022 – 2028, 'Cork City Building Height Standards' (see Appendix A for copy), the 4 storey apartment blocks in this development exceed the target density height set by the council for Blarney. Appendix B shows a contiguous elevation plan of these apartments (not submitted as part of the planning nor shared with residents) in relation to the existing terraced houses on Station Road, which will have a very negative visual impact on the local environment due to the elevation of the site and the height of the apartment blocks. Local and

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long-term residents, including ourselves, will face severe loss of winter light, as well as privacy due to the positioning of these apartment blocks. Other apartments in Blarney do not exceed 3 storey and their elevation is below or level with the road. The village of Blarney is an Architectural Conservative Area and as stated in the 'Built Heritage Objectives' of the Cork City Development Plan, '*modern insensitive development in the area [Blarney village] has had a negative impact on the special character of the place*' (Appendix C); four storey apartments in this development, elevated high above the road and above existing homes are neither integrated with nor sympathetic to the character of Blarney village and scale of existing homes in Blarney and go against Built Heritage Objective 1.58 (Appendix C) of Cork City Council which states that, '*development adjacent to the village would require visitor and local needs be balanced,*' and also Urban Town Objective 10.63, 'Blarney East/Ringwood Expansion Area', '*all development shall be designed, planned and delivered in a coordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood **integrated** with the wider area*'. Ringwood is located north of the boundary of the ACA but as presented in the observation submission of Blarney Castle Estates (Appendix D), Ringwood is visible on maps dated from 1801 and could be considered a 'highly significant heritage asset'. It is our opinion that the Ringwood development 4-storey apartments should not have been granted planning permission.

2- Road infrastructure does not meet the demands of the development.

Sections 10.265 and 10.272 of the Cork City Development Plan, 'Key Growth Areas and Neighbour Development Sites' clearly set out deficiencies in road infrastructure in Blarney, stating that existing road infrastructure is '*unable to serve proposed developments*', and that there is a need for '*major local road upgrades*' (Appendix E). This large-scale residential development will have one exit and entry point, onto the already congested and over-capacity Station Road. In the Stoneview/Ringwood Framework Masterplan, section 5.1 Transport Network, Station Road is quoted as follows:

'Station Road unsuitable for high volumes of traffic. Poor pedestrian and cycle provision'... 'It is a relatively minor road that can become congested at peak times.'

There are 333 allocated car parking spaces in the development (Appendix G)- this will add significant volumes of traffic onto 'a relatively minor road'. Once the development is complete, traffic at the junction between Station

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Road and the R617 is predicted to '*operate over practical capacity*' as calculated in the Transport Assessment Report by Systra (Appendix F). This Assessment Report was based on assumptions that Phase 1.a and Phase 2 would be completed- plans which have not been made available to local residents; are subject to planning being granted; are not a condition of the first phase planning. Regrettably, the baseline traffic conditions were measured by Systra in March 2022, a time of year when the heavy agricultural traffic that frequents Station Road, making it a busy, dangerous road particularly in summer months, is not present. There is also a vehicle-rescue centre, located north of the site entrance on Station Road that had been recently opened at the time of the assessment, which again regrettably did not factor in the traffic conditions the heavy lorries and articulated trucks used by this centre.

3. Existing and Planned Pedestrian and cycle infrastructure is not fit for purpose.

As clearly stated in the Stoneview/Ringwood Framework Masterplan, section 5.1 Transport Network, Station Road is quoted as follows:

'Poor pedestrian and cycle provision', 'existing cycle facilities in the area are limited.'

The Collaborative Town Centre Check Report from 2023 (Appendix H) observed that '*due to the lack of wide and continuous footpaths there are a number of points in Blarney that a crossing or inclusion of footpaths would improve the walking environment*', and listed the junction between Station Road and the R617 as one such point. The Transport Assessment Report for the development, completed by Systra, described this crossing as 'intimidating' for pedestrians, and the report assesses the proposed footpaths and cycling improvements to Station Road on an 'understanding' '*that CCC has developed an updated layout at the junction as part of the NTA Active Travel Programme, which when implemented, will improve facilities for cyclists and pedestrians.*' When I asked CCC to provide information on these updated layouts, I was informed that a project to improve the Station Road/R617 junction project is still 'at an early stage' (Appendix K). It is therefore highly unlikely that Systra's assessment of the overarching pedestrian and cyclist infrastructure provides a true and fair analysis of the safety and efficacy of the proposal when it is based on an 'understanding' of an aspirational upgrade that, two years on from the completion of the Systra report, is still only in the early stages of planning.

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

The proposed cycling infrastructure is, quite frankly, laughable. The shared cycle/pedestrian path on Station Road will abruptly end at the junction with the R617 (discussed above) with no further cycling infrastructure or safe crossing at this junction to the local secondary school, primary school or Clogheenmilcon walk. The shared cycling path also abruptly ends at the entrance to the development; this planned infrastructure will not make a positive addition to residents north of the entrance, who will in fact have to share an already below-minimum-width-footpath with a two-way cycling lane, and on busy sections will potentially have to step onto a furthered-narrow Station Road with increased vehicular traffic. This potentially very dangerous scenario is not imagined but taken directly from the plans and the Transport Assessment Report, which states, *'this [shared cycle/footpath] will comprise a new 3m-wide shared track for cyclists and pedestrians on the west side of Station Road, between the R617 and the site access junction. Due to constraints, the width of the track will be reduced in certain sections'*.

This is contrary to the guidelines on the NTA's desired and absolute minimum width for cycle lanes shared with pedestrians, which is 4m and 3m in width (Appendix J). As residents who use the footpaths frequently, we are shocked that the planned 'shared cycle path' has been granted permission. Currently the footpath is less than the desired minimum width on Station Road. At one pinch point, the road is only 5.56m wide, and can neither be narrowed to allow for a widened footpath (Appendix L). At this point, the plans innocently depict the new shared cycle/pedestrian path as <3m, when in fact the existing footpath measures just 1.17m (an area of the same footpath measures just 1.1m due to the presence of a telephone pole on the footpath surface). It is difficult to fathom how this aligns with CCC's Core Objective 2.14 of a Walkable Neighbourhood, with *'safe spaces that enables access for all'* and *'providing enhanced permeability for walking and cycling'*, when this is clearly unsafe and a danger to cyclists and pedestrians.

4. Inadequate Sewerage Infrastructure on Station Road.

Drawing RWD-MHL-WW-P01 (Appendix M) submitted with the application shows that all sewerage from the proposed development will tie into the existing gravity sewer on Station Road. At various locations towards the southern end of Station Road, there is regularly a smell of sewerage, particularly in the summer months, and Dynorod are frequently required to perform operational maintenance on the sewers (rodding, etc.). It is therefore clear that the wastewater collection infrastructure on Station Road is deficient even for the current levels of loading.

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

Uisce Eireann acknowledges as much in their Wastewater Capacity Assessment of September 2021 (Appendix M), which states '*currently there are constraints in the village sewer network which could require significant upgrades*'. The assessment also specifically refers to the Stoneview / Ringwood / Blarney East areas when stating '*significant infrastructure upgrades would be required to cater for any development in the Stoneview area. IW has **no current plans** to progress upgrades to service this area.*'

Should the LRD at Ringwood proceed it will add approximately 125,000 litres of extra wastewater to the already overcapacity Station Road gravity sewer. Without the 'significant infrastructure upgrades' referenced in Uisce Eireann's assessment, this poses a major risk to the public health of current and future residents of Station Road, and a potentially damaging situation for the tourism and heritage economy upon which the village so relies.

As members of the Station Road Residents Association Committee, we fully recognise the desperate need for housing. We also acknowledge that it is not realistic to expect all infrastructure, amenities, utilities and public services to be completed before a development can proceed. But as things stand, there are already a number of serious deficits in Blarney, and on Station Road in particular, all of which will be exacerbated by the development of Ringwood as it is currently proposed.

For the issues referred to above, we respectfully request that the decision to grant planning permission be overturned.

Yours faithfully,

Antoinette Mahon and John Goggin

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

Fee

7. You **must** make sure that the correct **fee** is included with your observation. You can find out the correct fee to include in our [Fees and Charges Guide](#) on our website.

APPENDIX A

11.32

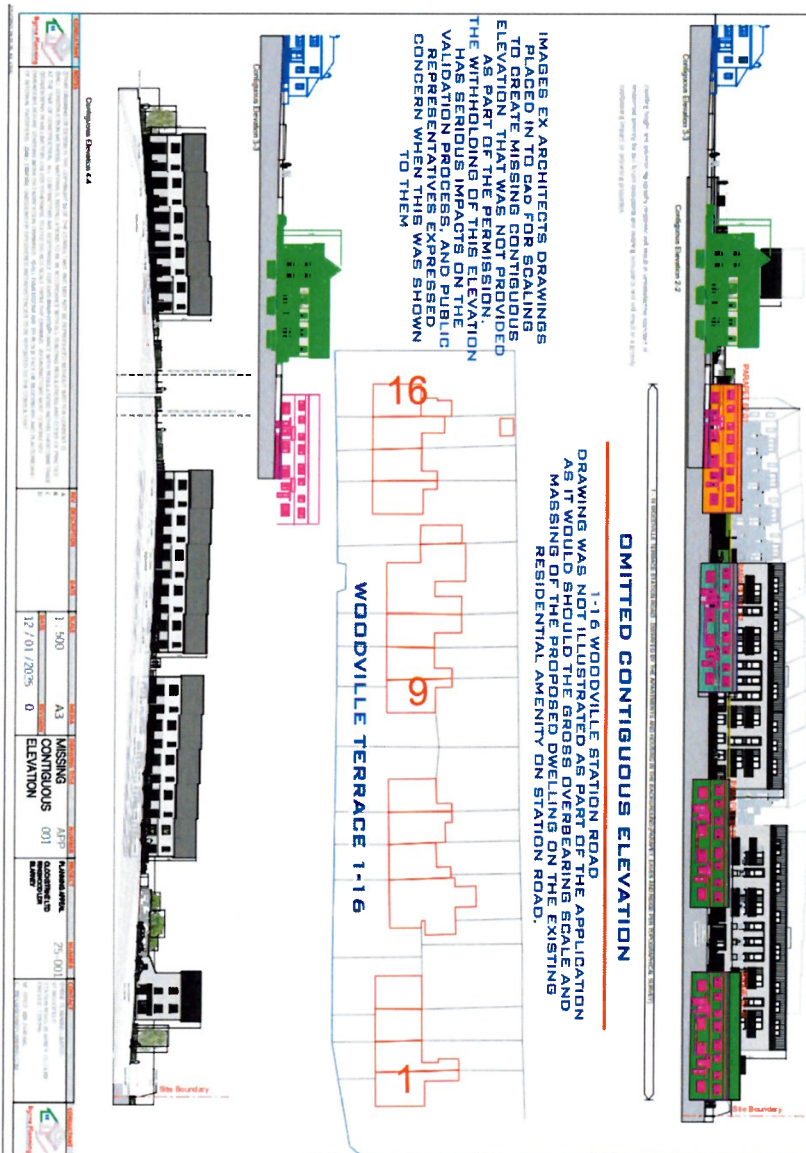
Prevailing heights in any given area determines what is considered 'tall' in different parts of Cork City. Analysis on prevailing heights has been carried out at sub-area level and at neighbourhood level so that prevailing heights represent a more accurate description of each place. Figure 11.2 Prevailing heights sets out the prevailing heights in each of Cork's neighbourhoods.

Table 11.1: Cork City Building Height Standards.

City	Heights			
	No. of Storeys			
	Prevailing	Target	Lower	Upper
City				
City Centre	2	5	4	8**
North Docks	2	3	4	7
South Docks	2	4	5	10**
Fringe / Corridor / Centre				
City Fringe / Corridor	2	6	4	7
Mahon	3	6	5	7
Mahon	2	5	4	6
Blackpool	2	5	4	6
Wilton	2	4	3	5
Inner Urban Suburbs				
1. The Urban North	2	4	3	5
2. Tivoli	2	3	3	4
3. Ballintemple & Blackrock	2	4	3	5
4. Douglas	2	4	3	5
5. Douglas	2	3	3	4
6. South Link Road Corridor	2	3	3	4
7. South West Corridor	2	3	3	4
8. North West	2	2.5	2	4
9. North Blackpool	2	4	3	5
10. Central Ballincollig	2	4	3	5
11. Blarney	1	2	2	3
12. Stoneview	1	2	2	3
Outer Suburbs				
	2	3	2	4

** Potentially suitable for exceptional tall building(s).

APPENDIX B



APPENDIX C

The Church of Ireland, Church of the Resurrection, is located on the North side of the green and was built as part of the original village design layout.

1.54

The Mills are large exposed stone industrial structures generally of 3 or 3-and-a-half storeys in height located on the banks of the River Martin. The workers dwellings of two storeys were developed in 5 terraces during the 19th century and have interesting curved roofs with Belfast Trusses originally clad with roofing felt and bitumen. The cottages were designed to have exposed stone elevations, overhanging eaves with cast iron rain-gutters which survive in some instances. Each cottage on the terraces has enclosed front and rear yards.

1.55

The terminus of the Cork and Muskerry Light Rail located at the entrance to the Blarney Castle Estate. Several timber-clad buildings survive in addition to platforms and turntables.

Issues

1.56

The historic character of Blarney village and estate has survived relatively well, however modern, insensitive development in the area has had a negative impact on the special character of the place.



The Castle, Mills and Village are of national and international significance and any future development should take this into account. This requires that development and associated landscaping be of sympathetic scale, materials, use and design.

1.57

The Mill cottages have been altered usually by extensions at ground floor level and the replacement of original timber windows with PVC equivalents. Some of the structures have been rendered or painted. Further unsympathetic extensions or upgrading works will have a negative impact on the historic character of the terraces.

1.58

Development adjacent to the village would require that visitor and local needs be balanced, however, the opportunity exists to further enhance the historic character of the village with every development proposal.



APPENDIX D

The village scheme began in 1765, with the construction of a classically designed village square, surrounding a village green, together with an inn, markethouse, 11 mills, bleach works, 80 houses and finally, a church³. The entire infrastructure of the village was intended to be not merely functional, but also attractive. The church, for example, was built as an 'architectural eyecatcher' on high ground above the village square, with works completed in 1777. As such, the new village must be understood to be an inextricable part of the designed landscape of Blarney, forming one unit with the demesne, and cannot be viewed as a separate entity or as a place 'outside' the walls. Rather, the picturesque estate village would appear to have been designed to add to the picturesque qualities of the Blarney Castle Estate.

Figure 1 below shows the detail of an 1801 Estate Map commissioned by George Jefferyes. It is notable that the Ringwood is clearly identifiable as a prominent landscape feature within the curtilage of the Estate. Its inclusion suggests it was of interest to the owners of the estate and would have been visible from the designed landscape areas of the estate. It is possible that these areas were arranged to focus on such a pleasing landscape feature. As such, it is Southgate Associates opinion that the Ringwood is a highly significant heritage asset which forms part of a unique "Gothic" designed landscape for Blarney Castle which also includes other heritage assets in Blarney such as the Church of Resurrection and the Gothic Bridge.



Figure 1. 1801 Blarney Castle Estate Map surveyed by David Aher. Ringwood outlined with red circle. Source: Blarney Castle Estate.

APPENDIX E

Chapter 10 | Key Growth Areas & Neighbourhood Development Sites

10.261
There is a lack of appropriate range of cultural facilities in Blarney and Tower. The provision of such facilities should be considered as part of development proposals in the town centre. In addition, Blarney GAA club is the only active recreational facility of significance in the town, and it is considered important that the complex remains within the town.

Public Transport

10.262
Blarney is served by the Cork City Bus network. Significant improvements to both frequency and reliability are required on this route. CMATS proposed a Core and Orbital bus network as part of BusConnects (see Chapter 4 Transport and Mobility). Future provision for Blarney is as yet undecided but Cork City Council will endeavour to deliver significant improvements for public transport in Blarney during the lifetime of this Plan.

10.263
In addition to bus improvements, CMATS has also identified lands at Stoneview for the construction of a new railway station as part of the expansion of Cork Commuter Rail services. Enabling infrastructure such as new pedestrian and cycling linkages and upgrades to the local road network will be examined in both the Blarney Town Centre and Stoneview Framework Plans.

National Road (M/N20)

10.264
The M/N20 scheme is currently at Phase 2 Option Selection. Four emerging routes have now been identified with a preferred route due to be selected later in 2021. Some areas of Blarney may form part of the final route and therefore appropriate safeguards within the study corridor are being applied in this plan to ensure the long-term feasibility of the proposed route. Once the emerging preferred route is identified further safeguards of the preferred route will be included in this Development Plan.

Chapter 10 | Key Growth Areas & Neighbourhood Development Sites

Local Road Network

10.265
Deficiencies in the local road network is one of the key reasons for the low level of development in Blarney, relative to other urban towns, with the existing infrastructure unable to serve proposed developments. This issue is of particular concern in Stoneview and solutions to this problem will be identified as part of the Blarney Town Centre and Stoneview Framework plans which will be prepared simultaneously during the lifetime of this Plan.

Walking and Cycling

10.266
Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. There is significant potential for cycle routes in the town given the compact nature of the town and the proximity of most residential areas to the centre.

10.267
The Cork Cycle Network Plan which has been absorbed into CMATS contains proposals for both on and off road cycling infrastructure in the Blarney / Tower / Kerry Pike area and Cork City Council will work with relevant stakeholders to further these proposals during the lifetime of this Plan.



Future Initiatives

Regeneration Areas

10.268
The former Blarney Park Hotel site occupying a strategic location on the westside of Blarney. The site is currently vacant and detracts from the visual amenity of the Town Square. It is proposed to include this site along with an area along with St Ann's Road from its junction with the Sunberry Road.

10.269
Its proximity to Blarney Castle and the Town Square makes it a sensitive area where any future development will need to protect and enhance the existing character of the Square and view of the Castle. The location, siting and design of any future development on the site will require careful consideration and will be carried out with high-quality architectural design.

10.270
Such development must respect the existing streetscape around the adjoining square and include an architecturally iconic building which reflects or complements the character of the area. It is an objective of the Plan to facilitate the mixed-use redevelopment of this site with residential development on the western portion. Any development should ensure that adequate linkages are provided between the site and the existing town centre.

Blarney Town Centre Framework Plan

10.271
The Blarney Town Centre Framework Plan will be a Heritage Led plan which outlines the opportunities, advantages and challenges for the regeneration of Blarney Town Centre to a prime commercial, tourism, service and community hub. The key objective of the Framework Plan will be the creation of a vibrant and attractive town centre for residents, businesses, and visitors alike.

10.272
The Framework Plan will contain short, medium and long term actions for the redevelopment and enhancement of Blarney town centre. Through collaboration with key stakeholders including the Heritage Council, the local community and business owners, the Framework Plan will allow for a wide practical involvement in the process of regenerating and shaping the town.

10.273
Amongst the benefits accruing will be:

- Opportunities to create a wide range of jobs and services, commercial, tourist and community facilities.
- Ease of movement for pedestrian and cyclists through targeted improvements.
- Evidence to support grant applications in relation to matters such as building conservation etc.

Stoneview Framework Masterplan

10.274
Stoneview which is situated 1.5km north-west of Blarney town centre site has been identified in successive plans as a major residential expansion for the town. It occupies a strategic position on the Dublin-Cork railway line and the development of a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift by providing new homes at a location where residents can gain easy access to high quality rail. However, there are a number of infrastructural constraints which will prohibit development of this site in the short term, primarily water services and the need for major local road upgrades.

10.275
During the lifetime of this plan Cork City Council will collaborate with key stakeholders including Irish Water, NTA and TfL to develop solutions to these constraints and provide a Framework Masterplan for the co-ordinated development of this site which is considered paramount in delivering on the ambitions for both Blarney and Cork City in the National Planning Framework.

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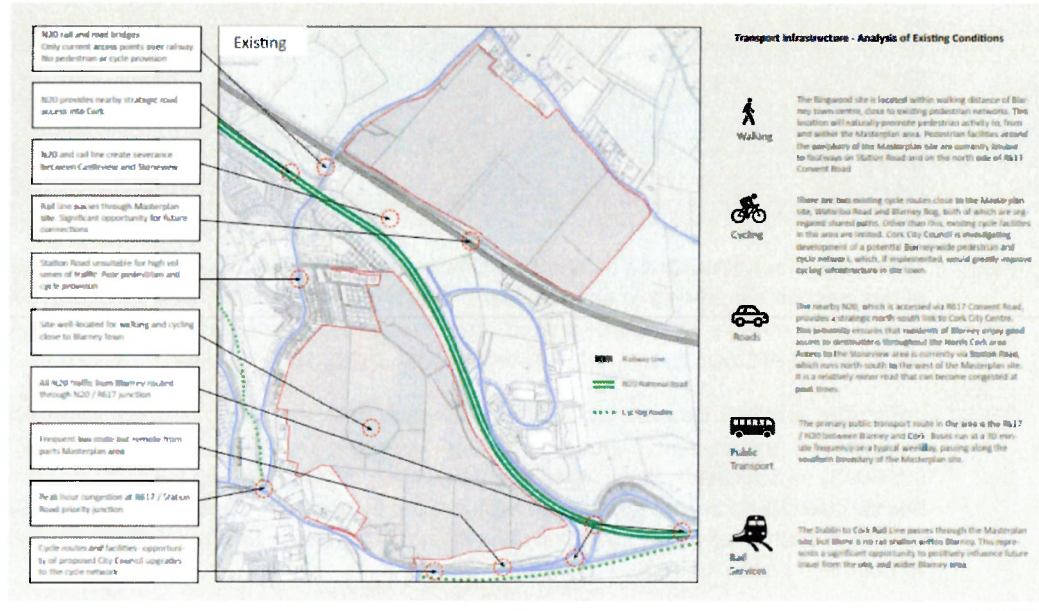
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APPENDIX F

Part A 5.0 Opportunities and Constraints

Infrastructural challenges - transportation

5.1 Transport Network



APPENDIX G

Table 20. R617 / Station Road results (Phase 1)

Movement	AM peak hour (0800-0900)			PM peak hour (1700-1800)		
	Queue (pcu)	Delay (s)	RFC	Queue (pcu)	Delay (s)	RFC
Base 2026 + Phase 1						
Station Road LT	20.7	221.62	1	0.7	14.83	0.4
Station Road RT	10.8	266.19	0.97	1.3	40.88	0.55
R617 east into Station Road	0.6	11.01	0.35	1.6	12.48	0.54
Base 2031 + Phase 1						
Station Road LT	32.3	337.22	1.05	0.7	15.65	0.42
Station Road RT	15.5	374.91	1.02	1.4	44.19	0.57
R617 east into Station Road	0.6	11.14	0.36	1.8	12.66	0.55
Base 2041 + Phase 1						
Station Road LT	61.2	635.16	1.12	0.9	18.04	0.46
Station Road RT	28	662.21	1.11	1.8	53.25	0.63
R617 east into Station Road	0.7	11.41	0.37	2	13.05	0.57

- 7.3.7 The results show that with the addition of traffic from the development, the Station Road arm of the junction is predicted to operate over practical capacity in 2026, with a maximum RFC of 1.00. The MMQ is 20.7pcu, or a round 119m. Due to assumed background traffic growth, the predicted RFC rises to 1.05 in 2031, with an MMQ of 32.3pcu, or 186m.
- 7.3.8 Whilst the junction exceeds capacity in the peak, this level of predicted, short-lived, congestion is not unusual in an urban setting during the peak hour, and is considered by SYSTRA to be acceptable, particularly when the robust approach to trip generation that has been adopted is taken into account. In addition, the assumption of continued traffic growth should be considered against national and regional targets to reduce the number of vehicle kilometres travelled annually.
- 7.3.9 The addition of the development traffic has a negligible impact on the operation of the R617, with only a minor increase in queues and delays.
- 7.3.10 The opening of the additional R617 access junction as part of the proposed Phase 1a development, and later completion of the link road, as part of Phase 2 (See Section 7.3), would create a new route through the development site that would allow a portion of traffic travelling between Station Road and the R617 east to bypass the R617 / Station Road junction, and allow development traffic to access directly onto the R617 without using Station Road. This would reduce traffic pressure on the junction, allowing it to operate below capacity in its current configuration. The results shown in Table 20 therefore reflect the situation until the link road is constructed.

APPENDIX G

SYSTRA

4.6.4 The CCDP 2022-2028 (Variation no. 1, Chapter 11) sets out car parking standards for residential developments. For houses such as those proposed, the standard provision:

- 1-2 bedroom properties: 1 space + 0.25 spaces for visitor parking; and
- 3+ bedroom properties: 2 spaces + 0.25 spaces for visitors.
- Creche: 1 space per 6 students.

4.6.5 Table 9 provides a summary of car parking provision within the site, along with a comparison against CCDP standards.

Table 9. Car Parking and CCDP standards

TPOLOGY	CCC MAX STANDARD	DEVELOPMENT PROVISION	DEVELOPMENT SPACES
House (1-2 bedroom) – 19 units	1.25 spaces per unit 24 spaces	1 space per unit	19
Houses (3+ bedrooms) – 96 units	2.25 spaces per unit 216 spaces	2 spaces per unit	192
Apartment / Duplex (1-2 bedroom) – 131 units	1.25 spaces per unit 163 spaces	0.8 spaces per unit	113
Creche	1 per 6 students 10	7 staff + 2 drop-off	9
TOTAL	405		333

4.6.6 Table 9 shows that the car parking provided within the development is close to, but under, the CCDP maximum car parking standards.

4.6.7 In addition to car parking spaces provided for residents of the site, an area to the rear of Woodville Terrace on Station Road has been reserved for the future provision of parking for residents of these properties. Figure 39 shows the location of this area.

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APPENDIX H

Desire Line Observations Blarney Town Centre

Desire lines in Blarney were mostly observed in relation to traffic flow. In the town centre, vehicles appear to take priority over the pedestrian, and during the survey individuals were observed making dangerous crossings due to the lack of adequate crossing infrastructure. Desire Line 3 was noted as a particularly dangerous area, with traffic coming at speed from the direction of Waterloo Road and Shamrock Terrace. Desire Line 2 was also noted as being dangerous due to the lack of an adequate pedestrian path. Even though it was still frequently used by pedestrians, the narrow road over the bridge at this location proved to be unsafe for those on foot. This crossing appears to be a short cut between Woolen Mills and Castle which bypasses the traditional town centre.

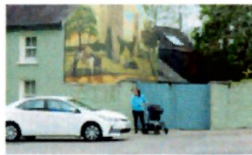


It was observed that due to the lack of wide and continuous footpaths there are a number of points in Blarney that a crossing or inclusion of footpaths would improve the walking environment. Some of these shown in the photos.

Cycling on paths also observed, an indication that those cyclists may feel the road was unsafe to cycle on.



Desire Line 1: Difficult to cross from the Square to the footpath outside the church and Centra.



Desire Line 2: Uneven footpaths and no pedestrian priority at this point.



Desire Line 3: Difficult to cross station road.

APPENDIX I

SYSTRA



Figure 35. Pedestrian Crossing Facilities

- 4.3.5 Segregated cycle tracks of 3m in width will be created in the western portion of the site. These will provide initial access into the site for residents, and have been designed to provide future access into development lands to the north and south.
- 4.3.6 The proposed development has been designed to reduce traffic speeds with long straight sections of road, where possible, being avoided.

Off-site

- 4.3.7 The development will provide improvements to the active travel network on Station Road between the site access junction and the R617 / Station Road junction.
- 4.3.8 This will comprise a new 3m-wide shared track for cyclists and pedestrians on the west side of Station Road, between the R617 and the site access junction. Due to constraints, the width of the track will be reduced in certain sections.
- 4.3.9 Drawings of the proposals are provided in Appendix E.

Cycle Parking

- 4.3.10 Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be heeled through the house it is not always ideal. Storing and securing bikes to the front of terraced houses is a growing trend and there are many ways to do this.
- 4.3.11 The simplest measure is to install a cycle hoop or 'Sheffield' stand on the driveway or threshold of the house, usually to the side where it won't impede access or parking.
- 4.3.12 Table 8 provides a summary of cycle parking provision for the apartments and duplex units, as well as the creche.

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APPENDIX J

Version 1.0

Cycle Design Manual

Table 2.2 - Width Calculator

A. Inside Clearance				
Feature	Flow (cycles per peak hour)	Desirable minimum width (m)	Absolute minimum width (m)	Additional width required (m)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	<300	2.00	1.50*	0.00
Kerbs 61mm to 150mm high	>300	2.50	2.00	0.20
Vertical feature from 151mm to 600mm high	<300	3.00	2.00	0.25
Vertical feature above 600mm high	>300	4.00	3.00	0.50
B. Central Width				
Type of Facility	Flow (cycles per peak hour)	Desirable minimum width (m)	Absolute minimum width (m)	
One-way cycle track	<300	2.00	1.50*	
Two-way cycle track	>300	2.50	2.00	
Cycle lane	<300	3.00	2.00	
Shared Active Travel Facility	All	4.00	3.00	
	<300	2.00	1.50	
	>300	4.00	3.00	
May not cater for comfortable overtaking or cycling two abreast				
	>300	5.00	4.00	
C. Outside Clearance				
Feature	Flow (cycles per peak hour)	Desirable minimum width (m)	Absolute minimum width (m)	Additional width required (m)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	<300	2.00	1.50*	0.00
Kerbs 61mm to 150mm high	>300	2.50	2.00	0.20
Vertical feature from 151mm to 600mm high	<300	3.00	2.00	0.25
Vertical feature above 600mm high	>300	4.00	3.00	0.50
D. Buffer Width				
Speed limit (kph)	Desirable min buffer (m)	Absolute min buffer (m)	Two-way cycle track buffer (m)	Absolute min buffer (m)
<30	0.00	0.00	0.50	0.30
40/50	0.50	0.00	0.50	0.30
60	1.00	0.50	1.00	0.50
80	2.00**	1.50**	2.00**	1.50**
100	3.50***	3.00***	3.50***	3.00***
*Including any hard strip ***Excluding any hard shoulder				

Notes:

i. Desirable minimum widths should be used when calculating required widths of facilities. Where desirable values cannot be achieved, incremental reductions towards absolute minimum values may be considered.

ii. The use of widths less than the above guidance should be avoided. In exceptional circumstances where widths cannot comply with the guidance, the designer should seek a departure from standard and this should be approved by the relevant Sanctioning Authority prior to incorporation into the design.

iii. On gradients greater than 3%, cycle track width should be increased by 0.25 m to allow for greater lateral movement.

iv. Where gullies are present on a cycle track that do not allow cycles to easily overrun, the cycle track width should be increased by the width of the gully.

APPENDIX K

SYSTRA



Figure 12. Footways on Station Road to the south of the proposed site entrance

- 3.2.5 The R617 / Station Road junction is a priority junction with footpaths present on each side. Dropped kerbs are present on the Station Road arm, but the crossing distance is around 16m wide, which could be intimidating for more vulnerable pedestrians. It is understood that CCC has developed an updated layout at the junction as part of the NTA Active Travel Programme, which when implemented, will improve facilities for cyclists and pedestrians.
- 3.2.6 A signalised pedestrian crossing is located around 30m to the east of the Station Road junction. This is shown in Figure 13.

Good evening

I wish to locate a file that will show the plans to upgrade the junction between the R617 and Station Road. Blarney as outlined in a recently granted planning development application at Ringwood Blarney. This is an important request as it forms part of an appeal to ABP which is due next week. Could you help me with this please? The transport assessment report stated the following in relation to these upgrades:

'It is understood that CCC has developed an updated layout at the junction as part of the NTA Active Travel Programme, which when implemented, will improve facilities for cyclists and pedestrians

Regards

Antoinette Mahon



planning

to me

12:13 PM (8 hours ago) ☆ 😊 ↩ ⋮

Antoinette,

Your query was forwarded to Infrastructure Development who advised that: We are still at an early stage in this project, the Options Selection Stage and will not be in a position to discuss the details of the proposals at this time.

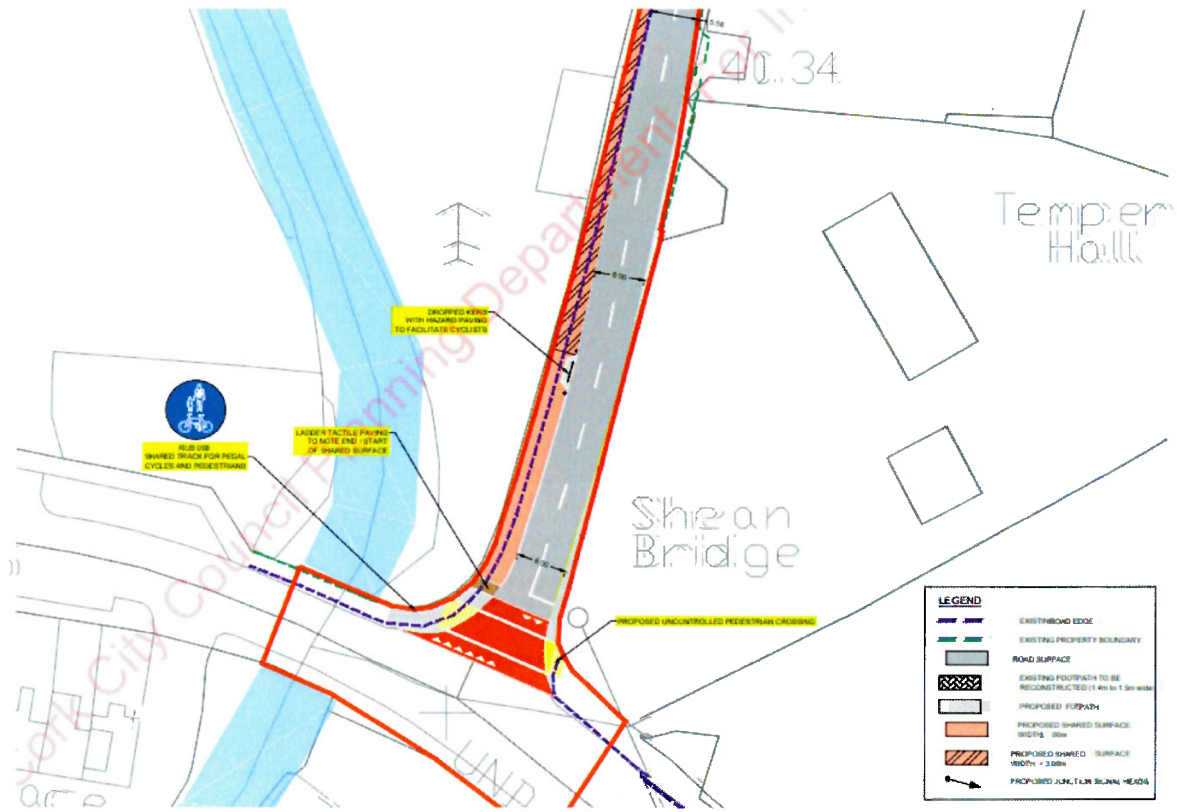
We are looking to hold public consultations this year to discuss the proposals and get feedback from the public. This will be the opportunity for the public to have a say and for us to finalise the design.

↩ Reply

➡ Forward



APPENDIX L



Observation on a Planning Appeal:
Form - April 2019