

PART B



Part B 6.0 Design Strategy

Urban design principles

6.1 The Masterplan Concept

The vision for the design strategy is to provide pedestrian and cycle-friendly, well-connected and permeable neighbourhoods that integrate with the surrounding environment, incorporating the different and distinctive natural features of each site.

The proposed masterplan for the Ringwood and Stoneview lands is led by the key principles of good urban design and best practice.

The movement and landscape strategies are the drivers behind this masterplan, and the emerging design is a collaborative effort of the full design team.

Each site has a distinctly different topography which requires a distinctly different design response in designing an urban masterplan. The change in elevation and the nature of streets as they address and deal with contoured slopes will provide good variety in character. Streets curving with contours will create a sequence of unfolding views, coined 'serial vision', something that is intrinsic to traditional Irish towns and villages.

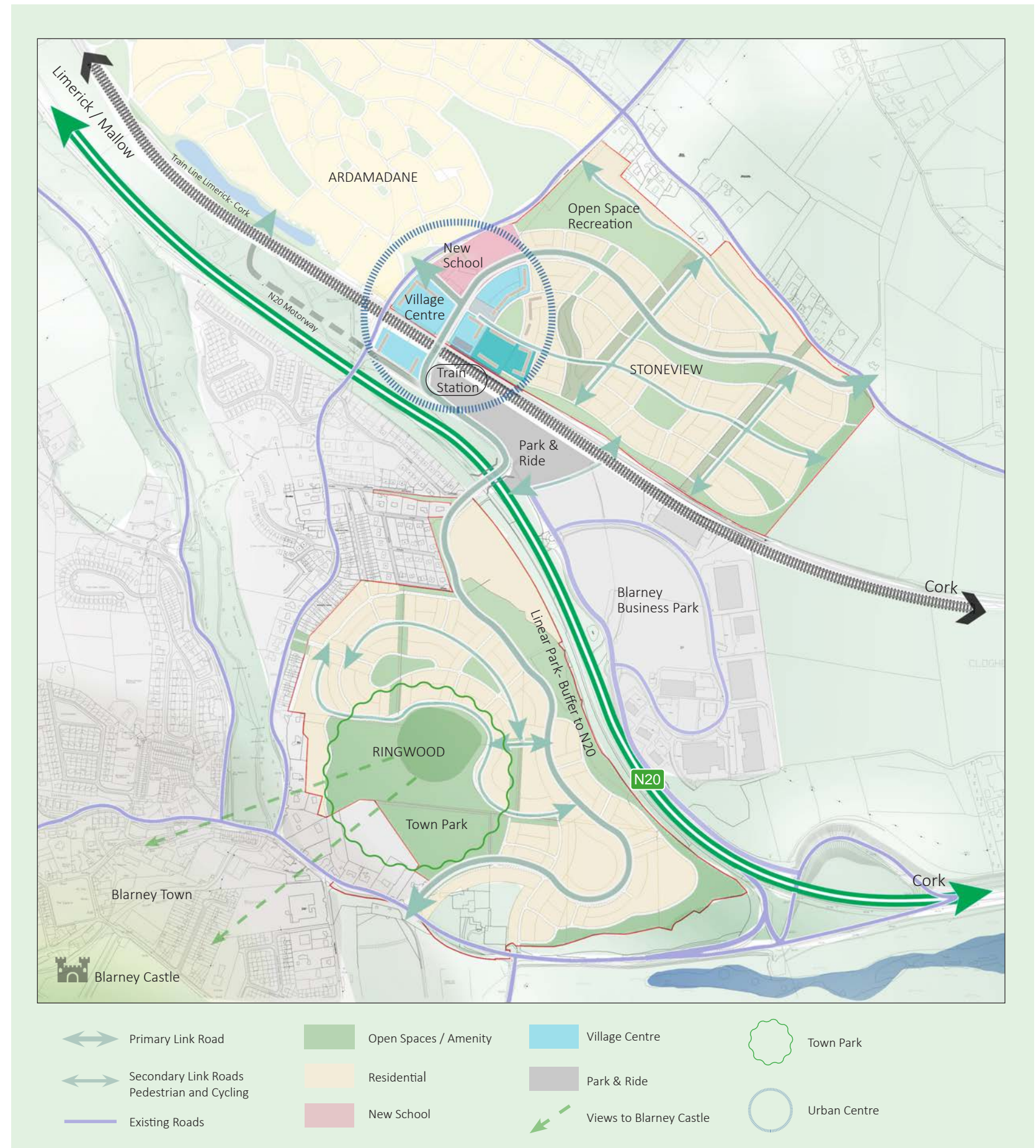
Ringwood will facilitate a primary street between the R617 and the Stoneview lands, via proposed new bridges and roads across the N20 and railway line, thereby making a strong and meaningful connection between the two sites.

Ringwood is a natural extension to the existing town of Blarney, and has at its heart a large new 'town park' that capitalises on the historic ring wood and the significant lengths of native hedgerow. The internal street layout follows the site contours with a loose, organic pattern, and small pocket parks are dispersed through residential cells, but all the while the town park is a focus point at the end of short-street vistas, and easily accessible from all sides. An existing woodland between the N20 and the greater part of the Ringwood lands is proposed to be retained as another natural and bio-diverse amenity, and this green, leafy 'belt' is proposed to extend southeast along the N20 as a buffer between road and residential development, and to continue around the southern edge.

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Stoneview is a new urban village focussed on the future railway station, and which will provide a new primary school site, retail uses, public open space and higher-density development clustered at the junction of the station and the proposed new internal link road. Off-road cycle lanes and good pedestrian accessibility will encourage sustainable choices for public transport over car-based trips.

Stoneview has a continuous slope running to the southeast and the proposed street pattern reflects the natural topography with long street lengths following contours and short streets on the steeper, perpendicular slopes. The design strategy integrates the existing 'rides' that cross the site as biodiverse and amenity spaces, and proposes a series of pocket parks along contours between urban plots. This will provide tree-line visual 'breaks' across the upper levels of the site, particularly when viewed from Blarney castle.



6.2 Movement, Connectivity and Links

The Movement Strategy is consistent with the Cork Metropolitan Area Transport Strategy (CMATS) 2020, and has been developed to accommodate all modes of transport, with a particular emphasis on sustainable travel, aiming to build upon the site's close proximity to Blarney, and strategic rail and road links.



Walking

The Masterplan will create a permeable network of high-quality walking links within the site, providing safe, pleasant and convenient access between residential areas, the rail station, the Park and Ride facility and the proposed town park and the site access points.



Cycling

A network of high-quality walking and cycling links will be created within the site the Masterplan, providing safe and convenient access between residential areas, the rail station, the Park and Ride facility and the proposed town park and the site access points. The Masterplan site will also open up new routes through Blarney for existing residents.



Roads

A new spine road will connect R617 Convent Road with the rail station and Stoneview to the north. This will bridge both the N20 and rail line, and provide a cycling, bus and road connection through the centre of the development. The redirection of traffic will allow Station Road to be re-purposed for local access, walking and cycling trips.



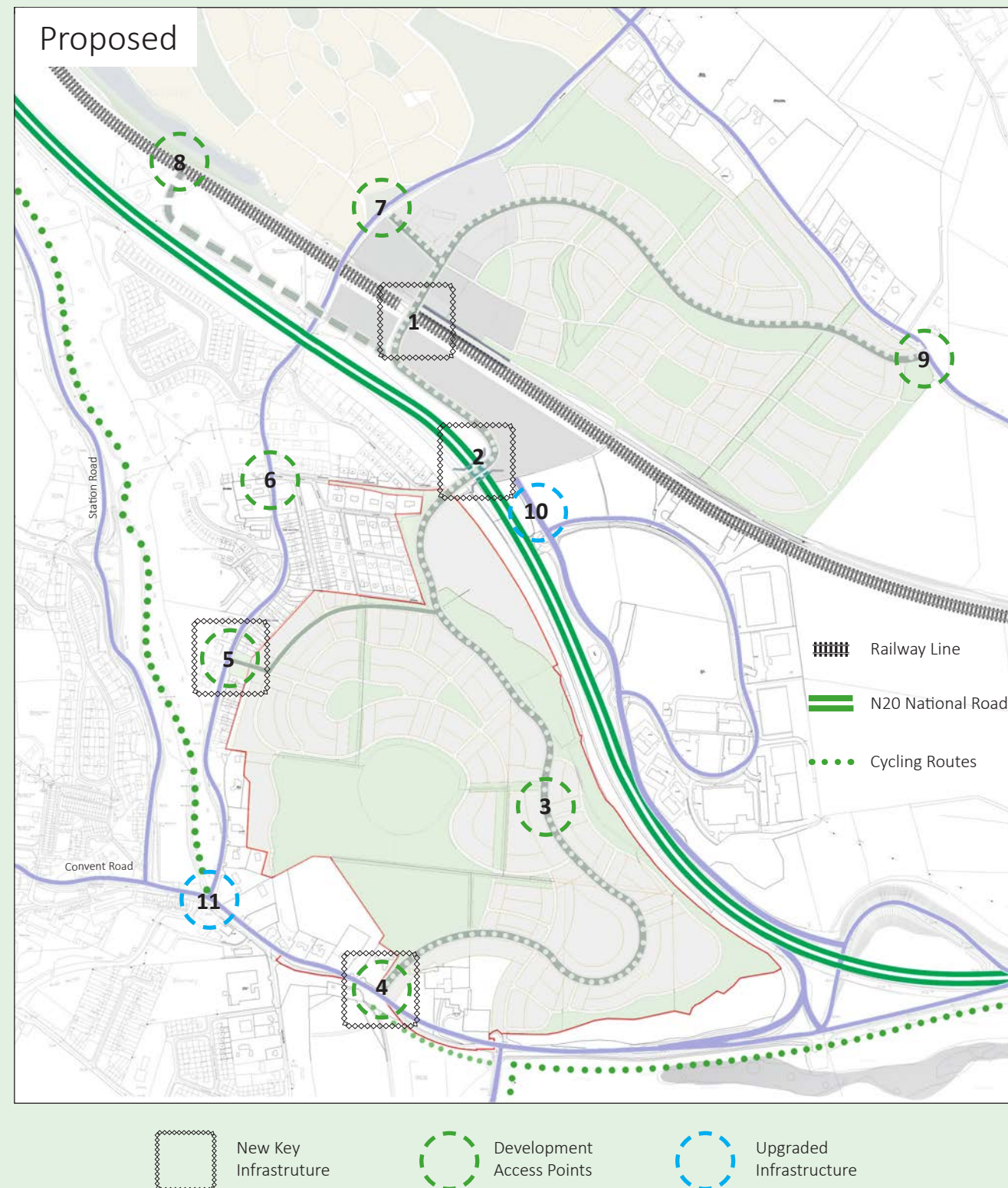
Public Transport

The Park and Ride facility will serve Blarney residents, and draw in trips from the N20, reducing the number of car trips heading into Cork City Centre. Together, the rail station and P+R will deliver a step-change in public transport provision in Blarney, providing attractive alternatives to the N20, and reducing car use.



Rail Services

Central to the Masterplan is the development of Blarney Rail Station. The Masterplan envisages a small station building serving eastbound and westbound platforms connected by a footbridge, and a four-track arrangement to allow through trains.



1 Rail Station and Park & Ride facility

2 Pedestrian / cycle / road bridge over rail line and N20 providing new primary route

3 Spine Route incorporating bus route and cycle tracks

4 New R617 access junction

5 New Station Road access junction

6 Station Road local access, pedestrian and cycle

7/8 Future access to Ardamadane lands

9 Future access

10 New link to Blarney Business Park

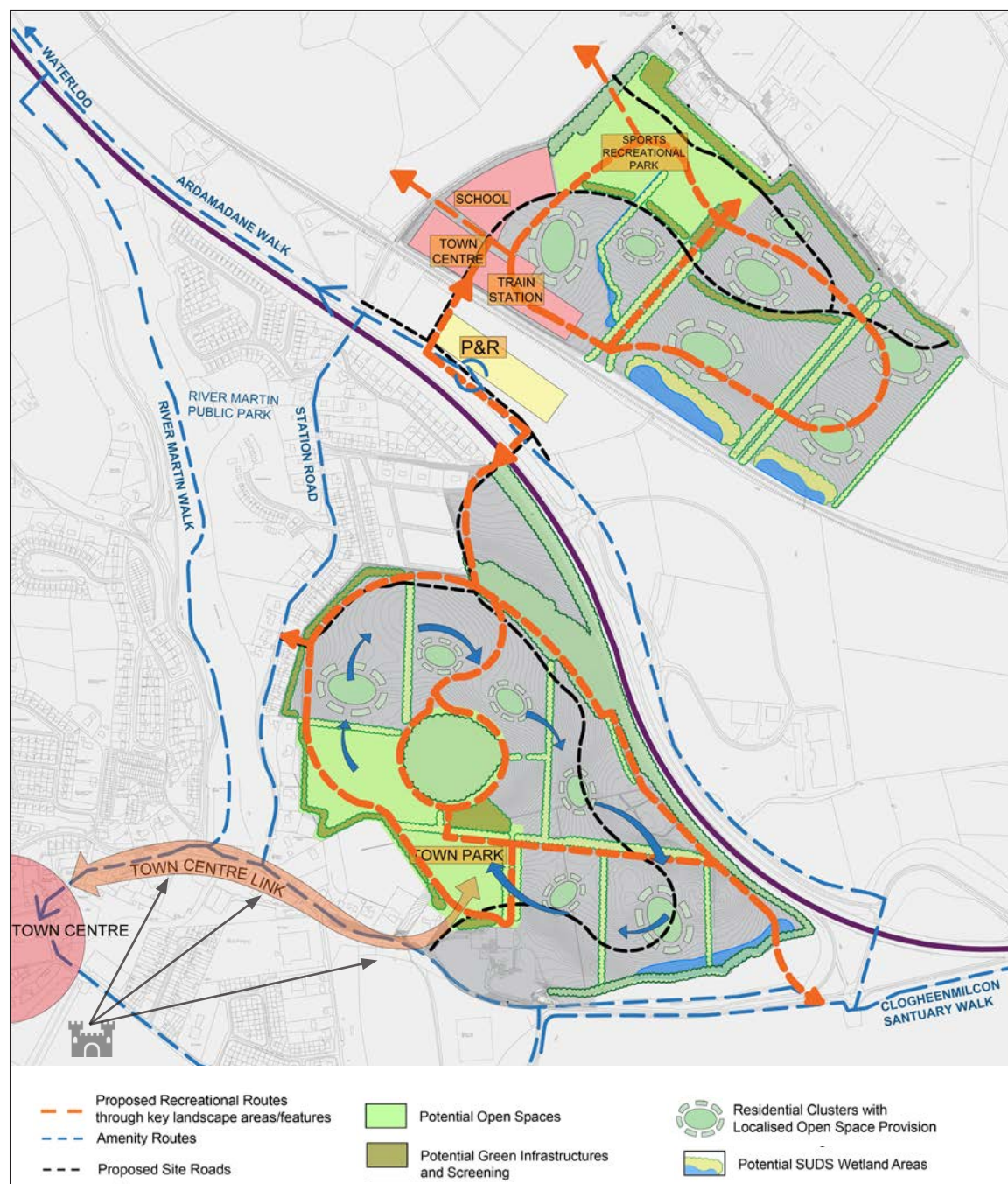
11 Improvements at R617 / Station Road junction

Part B 6.0 Design Strategy

Urban design principles - landscaping

6.3 Landscape Design Concept

Landscape Design Concept provides for a network of open spaces and recreational routes availing of existing green network features, linked seamlessly with new neighbourhoods and off-site amenities and services.



6.4 Town Park and Green Amenities

Landscape Design Strategy

- Prioritisation of Place Making in the evolution of the site layout
Delivery of sense of place/distinctiveness through the site
- Enhancement of the existing Green Network across the site into which the proposed development will be integrated
- Connectivity/Permeability prioritisation of pedestrian/cyclist movement in line with DMURS principles
- Recreation and Amenity provision of safe, overlooked open spaces, routes and facilities through the site with access for all
- Open Space provision of a hierarchy of accessible and overlooked open spaces through neighbourhoods with well defined connectivity to wider green infrastructure
- Play Provision promotion of a child centred approach, based, where appropriate, on 'home zone' principles that enable children of all ages to move freely and safely around their neighbourhood, play within sight of their home, play in naturalistic environment, play at purposefully designed play elements and encourage interactive play

Sports Recreation Park

The green zone in the north-western part of Stoneview will be used for formalised sports facilities. The area is sufficient to accommodate a full sized soccer pitch, training pitches, tennis courts, outdoor gym facilities and a changing pavilion.

Town Park

The new Town Park will be accessible for pedestrians and cyclists from the new neighbourhoods as well as from Blarney town centre via Station Road and the R617.

The park benefits from a south-westerly aspect making it an attractive destination for passive and active recreation incorporating areas of wildflower meadows, natural play spaces and seating/picnic areas. Circulation paths will extend from the park through and around Ringwood providing a range of options for local exercise loops and trails.



Castlevew Townpark and Ringwood - 11ha

- Legend**
- Existing Woodland
 - Existing Hedgerows
 - Proposed Planting Infrastructure aligned with existing hedge banks and boundary hedgerows
 - Parkland, including: Natural Play Areas, Informal Kickabout, Orchards, Wildflower Matrix, Cycle and Running Trail, Woodland, Biodiversity Pollinator Planting
 - Proposed Recreational Routes through key landscape areas/features



Cycling Network



Exercise Route



Wildflower Meadows

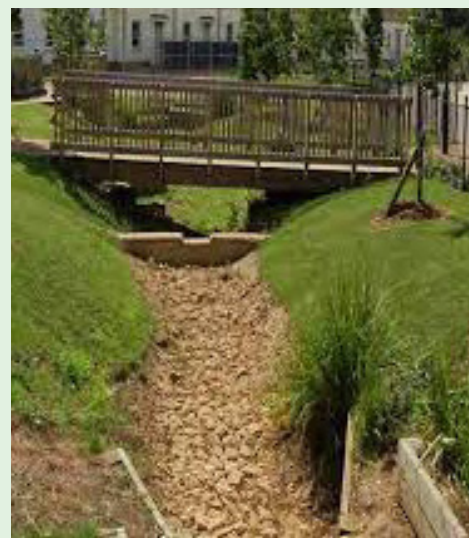


Seating/Picnic Place

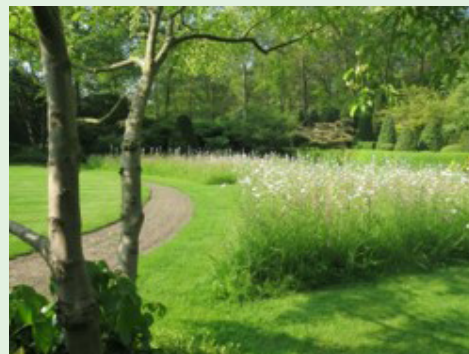
6.5 Sustainability



Pond / wetland



Dry swale with soakway



Management for biodiversity



Flowering plants

Sustainable Urban Drainage

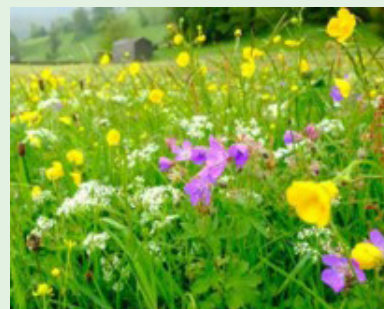
Sustainable Drainage Systems SuDS are designed to maximise the opportunities and benefits we can secure from surface water management by managing rainwater close to where it falls. Some types of SuDS include planting, others include proprietary products. SuDS can improve the quality of life in developments and urban spaces by making them more vibrant, visually attractive, sustainable and more resilient to change SuDS can be applied anywhere including open spaces parking areas, streets, roadside verges and parks Sustainable Urban Drainage. Examples of SuDS include:

- Swales, detention basins, ponds and wetlands
- Pervious pavements
- Trees capture rainwater and provide evapotranspiration, biodiversity and shade
- Soakaways and infiltration basins
- Bioretention systems, including rain gardens, collect runoff, allowing it to pond temporarily on the surface before filtering through vegetation and underlying soils
- Rainwater harvesting systems

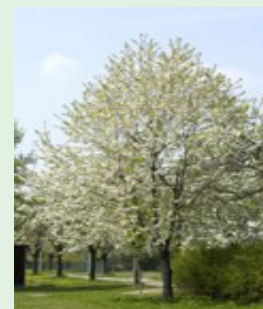
Biodiversity and Pollinator Planting

All seed plants have to be pollinated Pollinators play a crucial role in the existence of many habitats and ecosystems It is widely acknowledged that decline in pollinators and pollination are occurring worldwide. Pollinator Planting Strategy for the site will:

- Maximize the use of native species
- Use diverse combinations of pollinator friendly plants in line with the All Ireland Pollinator Plan
- Provide extended flowering through the seasons with extended opportunity for the supply of nectar and pollen
- Promote awareness of the importance of pollinator species and their role in ecosystems.



Wildflower meadows



Flowering trees



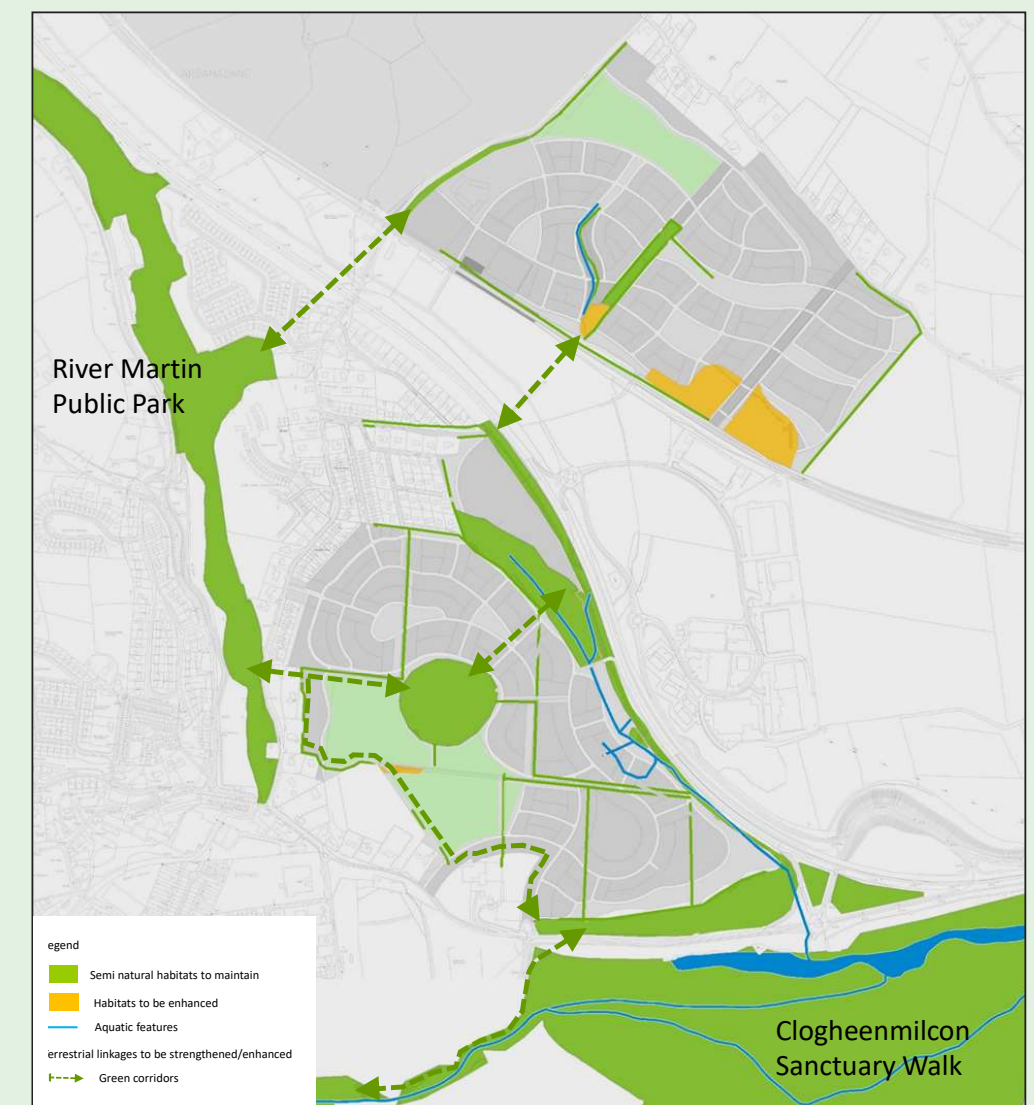
Permeable paving

6.6 Ecology

Preliminary Ecological Study

Site development has been informed by the baseline information contained in a Preliminary Ecology Appraisal which sets out baseline habitat information and provides guidelines for the protection and enhancement of existing natural assets and the biodiversity potential of the site.

Key features include areas of woodland, hedgerows, tree lines as well as streams and drains. The opportunity arises to promote connectivity between habitats within the site and to the wider landscape.



Preliminary Ecological Study Map