N20 IMPACT TECHNICAL NOTE

MHL Project Number:	21079HD
Project Title:	Proposed Residential Development, Ringwood, Blarney (Phase 2)
Author:	BM
Planning Ref No.	Cork City Council
Date:	02/12/2025
Subject:	TII Letter Response

INTRODUCTION

MHL & Associates Ltd (MHL), on behalf of Clockstrike Ltd, have prepared this response to TII and the N/M20 Project Coordinator Submissions in relation to the Ringwood Phase 2 LRD Planning Application. This responses aims to address the specific queries raised and provide clarity on the details of the proposed residential development.

BACKGROUND AND CONTEXT

The development site is located in the north-east of Blarney, to the north of the R617 and approximately 1.2km to the east of the village centre. It forms part of a larger zoning set out within the Cork City Development Plan 2022-2028 (CCDP) for 'New Residential Neighbourhoods'. The current planning application forms part of a wider development area, referred to as Ringwood (to the south of the N20) and Stoneview (to the north of the N20). The applicant is the owner of both areas.

The current Cork City Development Plan identifies Stoneview as "An urban expansion area earmarked for a new railway station with direct links to Kent Station." Objective 10.65 "Stoneview Framework Masterplan" states:

"During the lifetime of this Plan Cork City Council will seek to provide and implement a framework for a transit-oriented mixed-use and residential development at Stoneview through the coordinated provision of infrastructure, services, land use, movement, urban design and development."

Phase 1 of the Ringwood development, comprising 246 residential units and a 61-space creche facility, was consented by Cork City Council (CCC) in December 2024 (Planning Ref: 2443031). Access to the Phase 1 scheme will be taken from a new signalised junction on Station Road.

Figure 1 shows the location of the site, along with the consented Phase 1, and proposed Phase 2 application areas.

The proposed Ringwood Phase 2 development description is set out below:

"The proposed development will consist of a largescale residential development (LRD), representing Phase 2 of development in the Blarney East / Ringwood Expansion Area, and comprising the construction of (i) 323 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and detached houses; 52 no. duplexes provided in 5 no. 3-storey buildings; and 114 no. apartments provided in 2 no. 5-storey buildings (ii) a primary care centre, over 2 stories and 1,724sqm in area, incorporating GP services (iii) the refurbishment and redevelopment of existing farm outbuildings for conversion to a retail/pharmacy use, 80sqm in area, and café/restaurant use, 380sqm in area; (iv) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a right turn lane for traffic turning into the site, and associated footpath improvements and cycle lane provision (vi) a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031) (vii) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (viii) drainage works and nature-based SuDS measures (ix) foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works, (x) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (xi) 2no. substations all associated ancillary site, drainage and development works".

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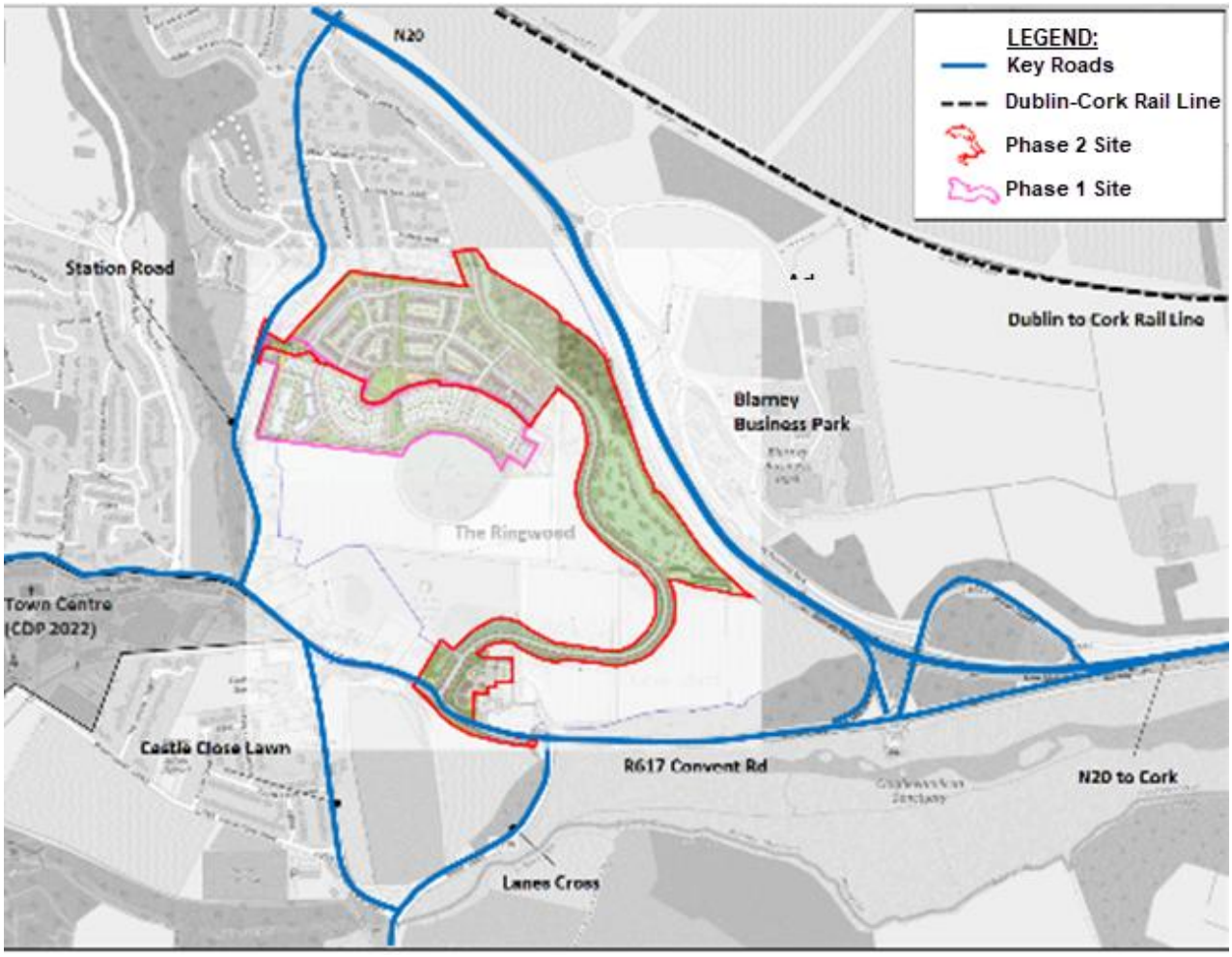


Figure 1 Site Location with Reference to Adjacent Transport Infrastructure and Blarney Village

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TII SUBMISSION

The TII letter (TII Ref. TII-25-131551), dated 05 June 2025 states:

1. The Authority is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site.
2. TII considers that arrangements for these proposed works adjacent to the N20 has not been addressed appropriately in the documentation submitted as follows:
    a) It would be expected that intended works adjacent to the N20 such as landscaping, boundary treatment, lighting, security and drainage as well construction methodologies would be documented, evaluated and designed in manner that has regard to the extents and function of the national road assets and also where relevant TII publications. TII notes with concern that this has not been undertaken.
    b) TII with concern are unable to ascertain or evaluate that the requirements to safeguard and maintain the TII maintained area and all associated infrastructure assets on the N20 has been addressed in relation to the proposed SUDS area located adjacent to the N20 boundary. TII is unable how this proposal interacts with the N20's drainage regime and physical structural integrity of the N20 in general. This is documented in the lack of recognition of proximity to the national road in accompanying analysis and cross sections.

    TII advises that prior to the application being submitted the developer should be requested to provide plans and details which demonstrate that any proposals at the location address the national road asset and take account of all relevant elements of TII Publications.
3. Any proposals related to future public transport provision are a matter for the NTA. Consultation with the NTA would be essential on rail and BusConnects.

Applicants Response:

1. Supplementary information has been included in the planning application outlining various details which respond to TII concerns. Please refer to the following reports and drawings:
    - Traffic and Transport Assessment (by Systra) outlines a response to queries over the "detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site." The TTA presents that the impact of the proposed development will have on the N20, including Sensitivity Testing of the relevant junctions.
    - Quality Audit (by Egis) outlines an assessment of available transport routes for future residents of the proposed development.
    - Road Safety Audit (by Egis) presents any road safety concerns, particularly noting any issues with respect to the local road network.
    - Mobility Management Plan sets out the range of transport modes available for the site and future planned projects.
    - N/M20 Scheme Overlay Drawings - shows the proposed Ringwood Phase 1 (granted Planning Permission) and Phase 2 (Current Application) overlaid on the most recent N/M20 design, as provided by the N/M20 Design Team. These drawing show the detail along the N20 boundary, presenting that no works are proposed in the vicinity of the N20.
    - N20-Ringwood Cross Section Drawings. These drawings outline the existing and proposed site development levels with respect to the N20.

It is submitted that the above reports and drawings present that the proposed residential development will have no negative impact on the N20.

2(a). The planning application outlines significant detail in response to this issue. Please refer to the following details:

- Landscape drawings (by CSR Landscape Architects) presents details landscaping proposals for the entire development. Particular care was taken to ensure that the existing N20 boundary landscaping is further improved and reinforced. See Masterplan drg. no. BLR-2-02-XX-00-DR-CSR-LA-100. The existing boundary post and rail fence is to be retained and repaired. Improvements to this boundary fence will be undertaken as necessary, subject to local authority conditions.
- Public Lighting design report and associated drawings (by MHL Consulting Engineers) presents the design of the proposed public lighting scheme. This design is in accordance with relevant design standards.
- Road and SUDs area cross section drawings (by MHL Consulting Engineers) present the relative levels of the site and SUDs basin with reference to the N20. As shown in this drawing the proposed development will not impact the N20.
- It should be noted also that no works referenced in TII Publication DN-STR-03001, are proposed adjacent to the National Road as part of this LRD planning application.

2(b). Please refer to the following details:

- Road and SUDs area cross section drawings (by MHL Consulting Engineers) present the relative levels of the site and SUDs basin with reference to the N20. As shown in this drawing the proposed development will not impact the N20. It is apparent in this Cross Section that the level of the proposed SUDS feature is at a very significantly lower level than (approximately 8m lower than the N/M20).
- Drainage Impact Assessment and Engineering Design Report (by MHL Consulting Engineers) present the surface water design details for the proposed scheme. As outlined, the surface water network has been design to reflect the existing topographical catchments for the site and also to match existing greenfield run-off rates. This design approach aligns with local and national design guidelines and standards and has been agreed with Cork City Council. The approach ensures that outfall flow rates are controlled and match the existing greenfield situation, negating any negative impact on the N20 drainage regime or the physical structural integrity of the N20 in general.
- Flood Risk Assessment (by JBA Consultants) makes particular reference to this issue.

3. The applicant has had detailed pre-planning discussions with Cork City Council's Transport Directorate, with Irish Rail in relation to the proposed planning application and with particular reference to integrating the scheme with the proposed rail improvement project and BusConnects plans. The applicant has also had discussions with the NTA with regard to the possible Park and Ride facility in proximity to the planned N/M20 Motorway and planned Blarney Rail Station. The applicant has also consulted with the N/M20 Design Team in relation to the proposed planning application and more widely in relation to the overall Ringwood/Stoneview Masterplan.

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N/M20 DESIGN TEAM SUBMISSION

The N/M20 Design Team letter (Ref. 0132_03_00644), dated 20 June 2025 states:

1. We seek clarification on the provision of the TII traffic growth sensitivity test results for the Phase 1 application and request a similar test be undertaken for Phase 2 application. The Phase 2 test should assess the cumulative impacts of traffic (Phase 1 + Phase 2) on the N20/R617 Blarney junction in both the existing (N20/R617) and reconfigured (M20/R617) Blarney junction layouts.

2. The Planner should consider the traffic generated noise from the N20 and future M20 and ensure the proposed residential development includes adequate noise mitigation and separation in accordance with the relevant noise policy and guidelines.

3. The N/M20 Cork to Limerick published a Project Update on the 16th June 2025 with the developing design. Further details are available on the project website www.corklimerick.ie. The applicant should consider the updated design information as part of their future application.

Applicants Response:

1. Please refer to the Traffic and Transport Assessment (by Systra) which presents supplementary traffic analysis details, including traffic growth sensitivity testing for the various scenarios, as requested.

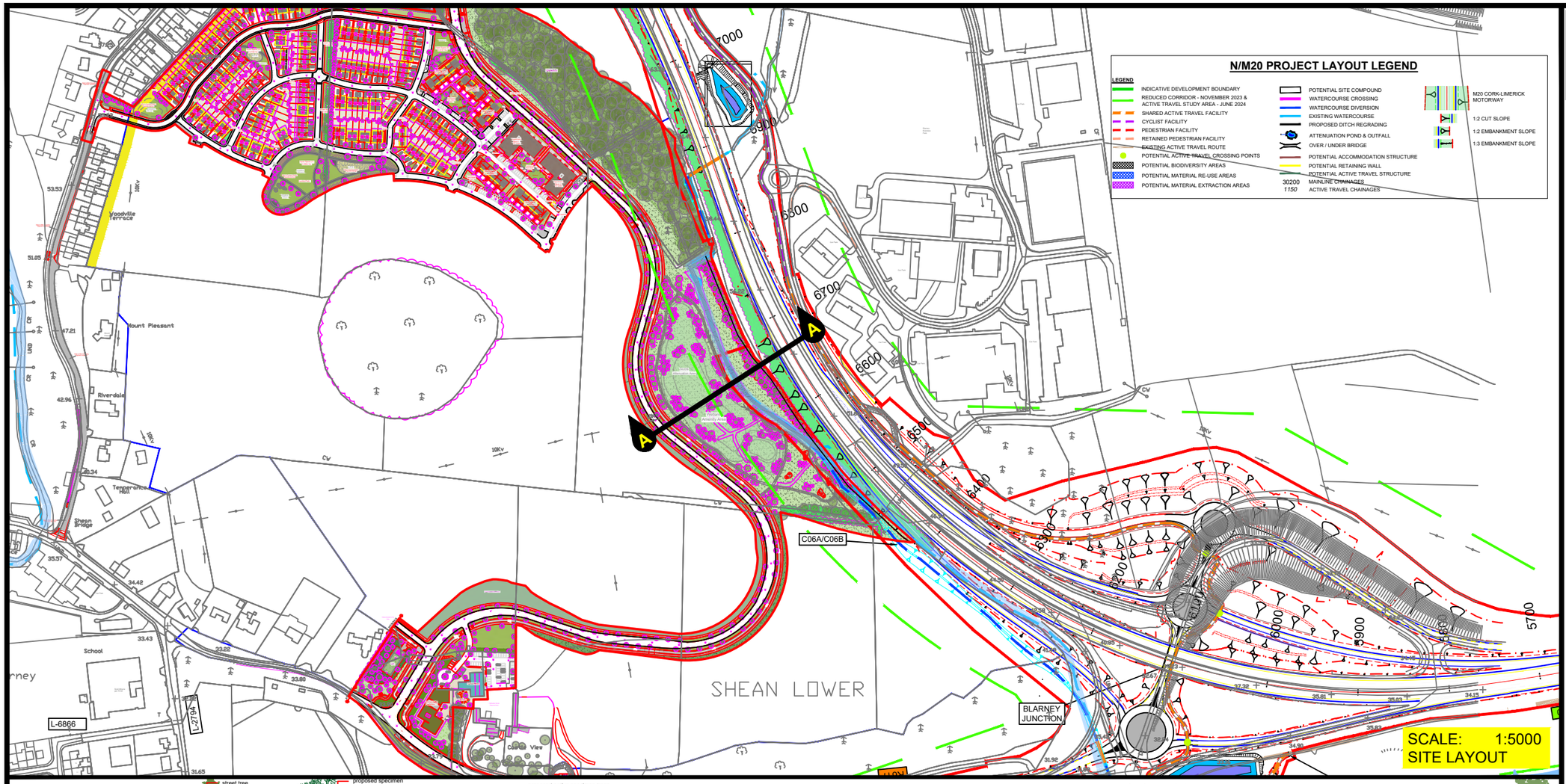
2. A Noise Impact Assessment has been carried out and is incorporated into the enclosed Environmental Impact Assessment Report. Noise impacts at both construction and operation stages are addressed in detail. Please refer to Chapter 10 of the EIAR.

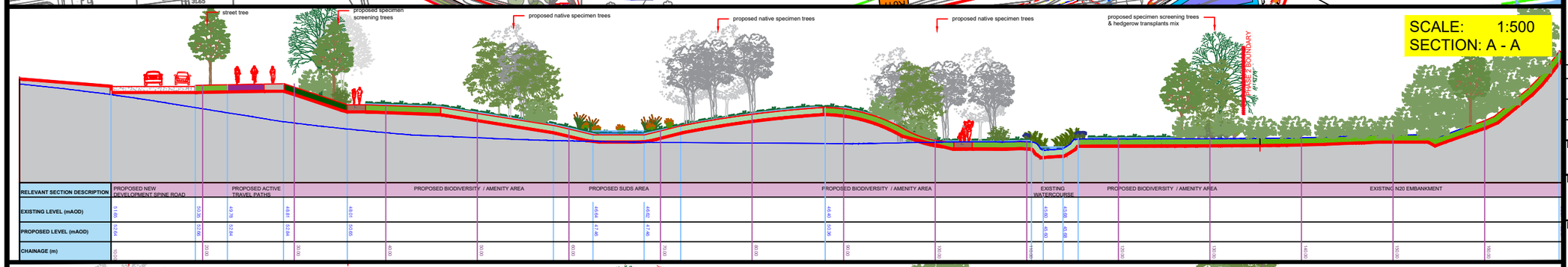
3. Please refer to drawing BLR-2-02-SW-ZZZ-DR-MHL-CE-00713 which presents the proposed residential development with reference to the most recent N/M20 motorway design, as provided by the N/M20 Design Team to the applicant. It should be noted that the relative level difference between the proposed residential works is significant and will not affect the N/M20 project.

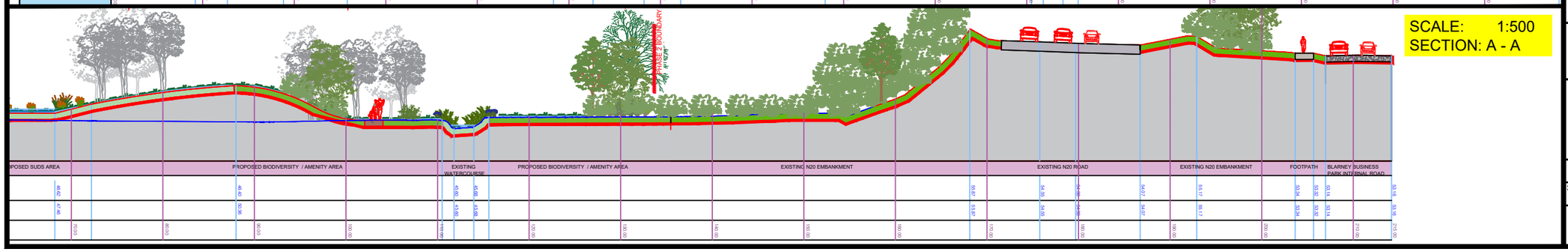
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Appendix A – Proposed Applicant Scheme overlaid on N/M20 Latest Layout and Cross Section







Notes:

Do not scale from drawing.
All dimensions are in metres.
Any discrepancies found consult with design office.
For Planning purposes only.
Not for Construction.

Rev	By	Date	Description

Drawing Status: PLANNING
NOT CERTIFIED FOR CONSTRUCTION

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT (PHASE 2)
AT RINGWOOD, BLARNEY, CO. CORK

Drawing Title:
PROPOSED SITE LAYOUT WITH
LATEST N/M20 MOTORWAY DESIGN DETAIL

Client:
CLOCKSTRIKE LTD.

M.H.L & Associates Ltd.
Consulting Engineers
Unit 1B, The Atrium, Blackpool, Cork
Tel: 021-4840214
Fax: 021-4840215
E-Mail:info@mhl.ie

Job No: 21079DEV | **Designed:** DM | **Drawn:** DM | **Checked:** BM
Scale: AS SHOWN @ A3 | **Date:** NOV. 2025
Drawing No: BLR-2-02-SW-ZZZ-DR-MHL-CE-00713 | **Rev.:** _03