Ringwood Phase 2 / MN20 Technical Note

MHL Project Number:	21079HD
Project Title:	Proposed Residential Development, Ringwood, Blarney (Phase 2)
Author:	BM / DM
Planning Ref No.	Cork City Council
Date:	16/07/2026
Subject:	TII Letter Response
Application Ref:	**25/44406**
MHL Document Ref:	**BLR-2-02-SW-ZZZ-TECH-CE-002 Rev C (TII Letter response)**

INTRODUCTION

MHL & Associates Ltd (MHL), on behalf of Clockstrike Ltd and Cairn Homes PLC, have prepared this response to TII and the N/M20 Project Coordinator submissions in relation to the Ringwood Phase 2 LRD Planning Application. This response 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:

"ThThe proposed development will consist of a large-scale residential development (LRD), representing Phase 2 of development in the Blarney East/Ringwood Expansion Area. The development will comprise the construction of 319 residential dwellings, including 157 terraced, end-of-terrace and semi-detached houses (129 three-bedroom and 28 four-bedroom units), 48 back-to-back duplexes in four blocks (32 two-bedroom and 16 three-bedroom units), and 114 apartments within two five-storey buildings (54 one-bedroom and 60 two-bedroom units). The proposal also includes the construction of a two-storey Primary Care Centre with a gross floor area of 1,724 sq m incorporating GP services, together with the refurbishment and redevelopment of existing farm outbuildings to provide an 80 sq m retail/pharmacy unit and a 380 sq m café/restaurant. Access to the site will be provided via a new roadway from the R617, including associated pedestrian and cyclist infrastructure, forming the first phase of the proposed Stoneview Access Link Road. The development also includes a new signalised junction on the R617, providing a single-lane approach from the west and a two-lane approach from the east, comprising one through-traffic lane on the R617 and a right-turn lane into the site, together with associated footpath improvements and cycle lane provision. Additional road infrastructure works include a new signalised junction at the R617/Killard Road junction, providing a two-lane approach from the west with one eastbound through lane and a right-turn lane onto Killard Road, associated pedestrian and cyclist infrastructure, a new junction arrangement at Castle Close Lawn with associated footpath and active travel improvements, and a new signalised junction on Station Road consistent with that permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031). The proposal further includes private, communal and public open spaces, hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area; drainage works and nature-based Sustainable Drainage Systems (SuDS); foul sewer infrastructure including a new combined pump station serving Phases 1 and 2, a secondary pump station for the Primary Care Centre, the diversion of existing foul and water sewers and associated network works; car parking including electric vehicle charging points, bicycle parking and motorcycle bays; two substations; and all associated ancillary site, drainage and

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development works. An Environmental Impact Assessment Report (EIAR) accompanies the planning application and 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".

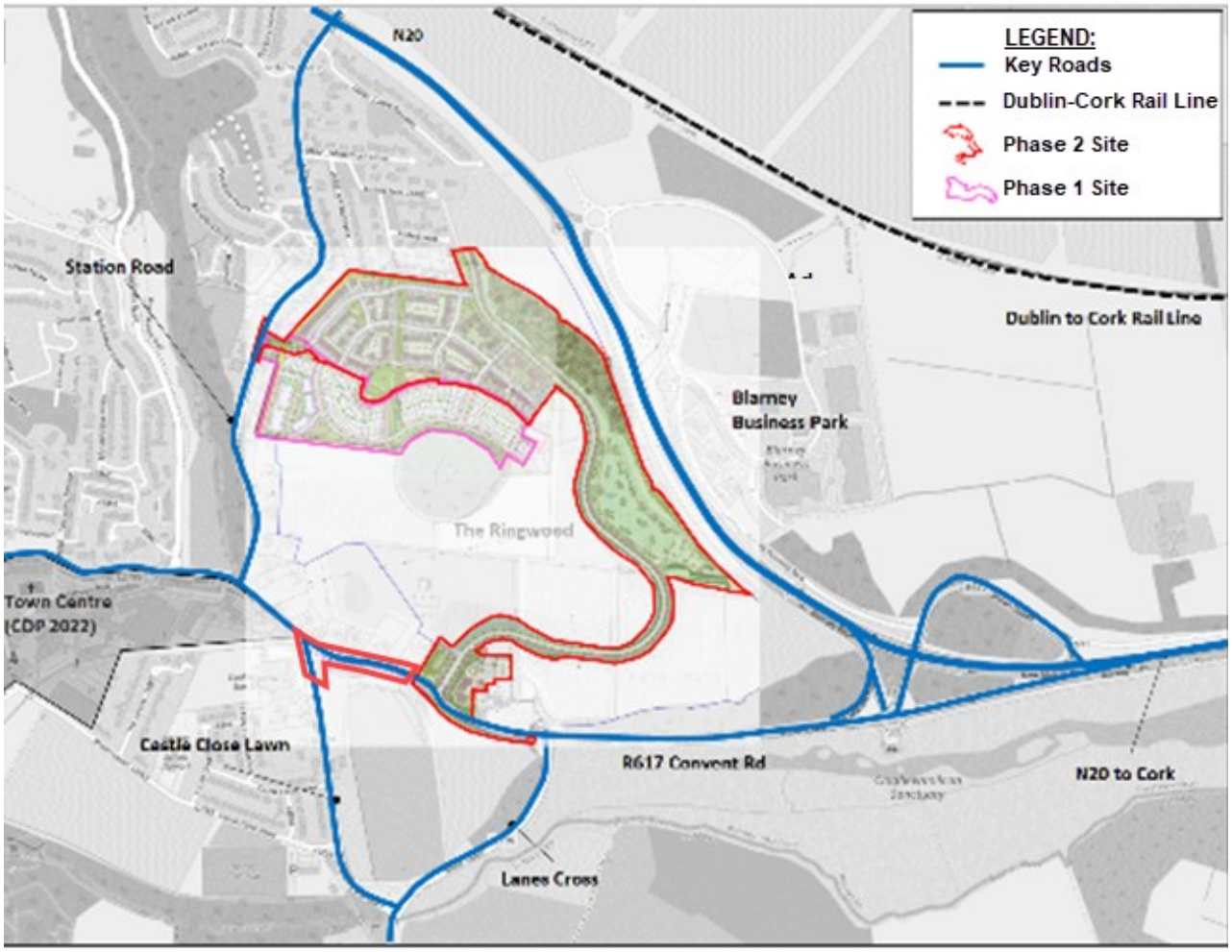


Figure 1- Site Location with Reference to Adjacent Transport Infrastructure and Blarney Village

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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.

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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 designed 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.

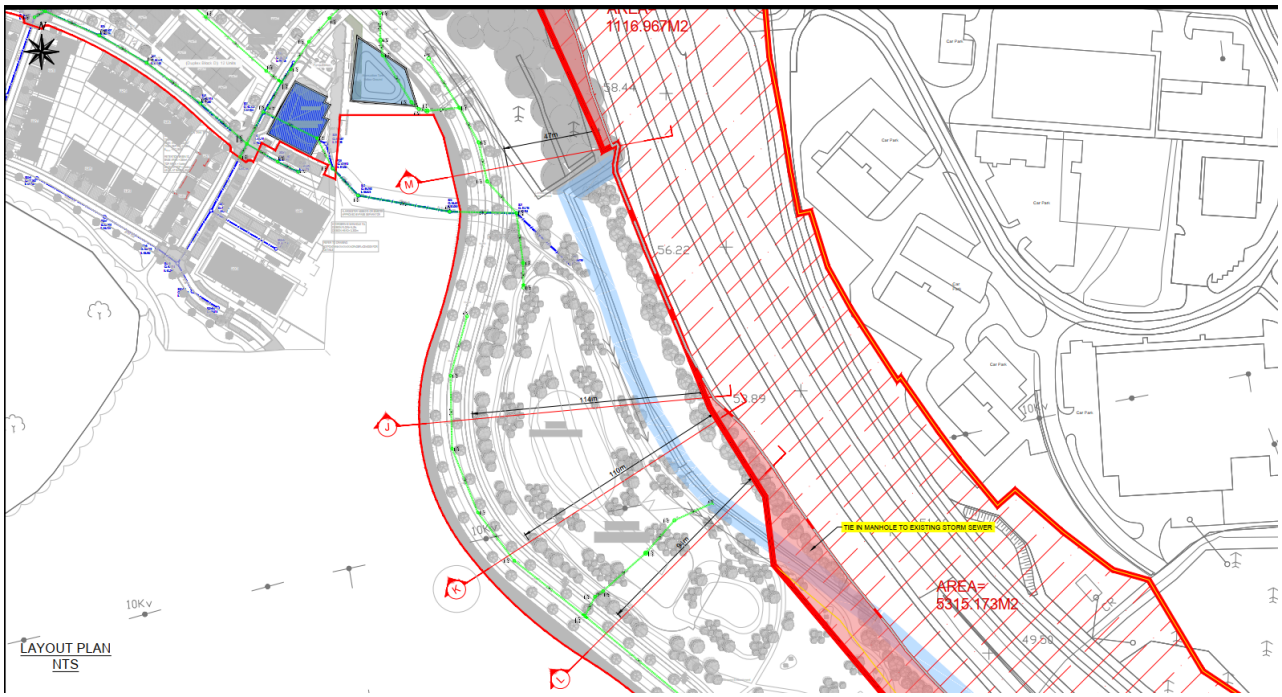
After consultation with the NM20 design team, the applicant's red line boundary for the proposed development has been amended to account for the N/M20 Cork to Limerick Project to ensure there is no overlap. This matter has been subject to ongoing consultation with the N20 design team to ensure that interactions at the eastern boundary of the subject site do not impact upon plans being advanced under the N/M20 Cork to Limerick Project.

Circa 5,315 m² and 1,117 m² of the Applicant's lands (the overlap areas are indicated by the red hatching in the figure below) have been amended. All proposed site works are located between approximately 50 m and 114 m from the N/M20 Corridor red line. The proposed drainage infrastructure remains clearly offset from the N/M20 Corridor works, with no physical interaction between the two schemes.

No works are proposed that would alter the existing stream or existing ground levels along the interface between the proposed development and the N/M20 Corridor. Accordingly, the proposed amendments do not prejudice the delivery of the N/M20 Corridor project or its associated drainage and earthworks proposals.

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Following consultation with the N/M20 project team, specifically in relation to surface water drainage, an additional surface water attenuation tank has been incorporated within the proposed development. This additional attenuation provides enhanced control of surface water runoff prior to discharge to the proposed regional attenuation basin. Hydraulic modelling demonstrates that the design water level within the basin ranges between approximately 400 mm and 600 mm during design storm events, confirming that runoff is effectively attenuated and controlled.

In addition, the proposed Phase 2 development has been reviewed with regard to the N/M20 Section 50 drainage works located to the south of the site. The red line boundary of the Phase 2 planning application does not encroach upon or impede these proposed works. Accordingly, no conflict with the delivery of the Section 50 drainage infrastructure has been identified.

The Applicant remains committed to ongoing engagement with the N/M20 project team, and further consultation is welcomed as the design of any future development phases on lands within the Applicant's ownership progresses, to ensure continued coordination between both projects.

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 of 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-00584 through to BLR-2-02-SW-ZZZ-DR-MHL-CE-00592 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.

Conclusion:

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.

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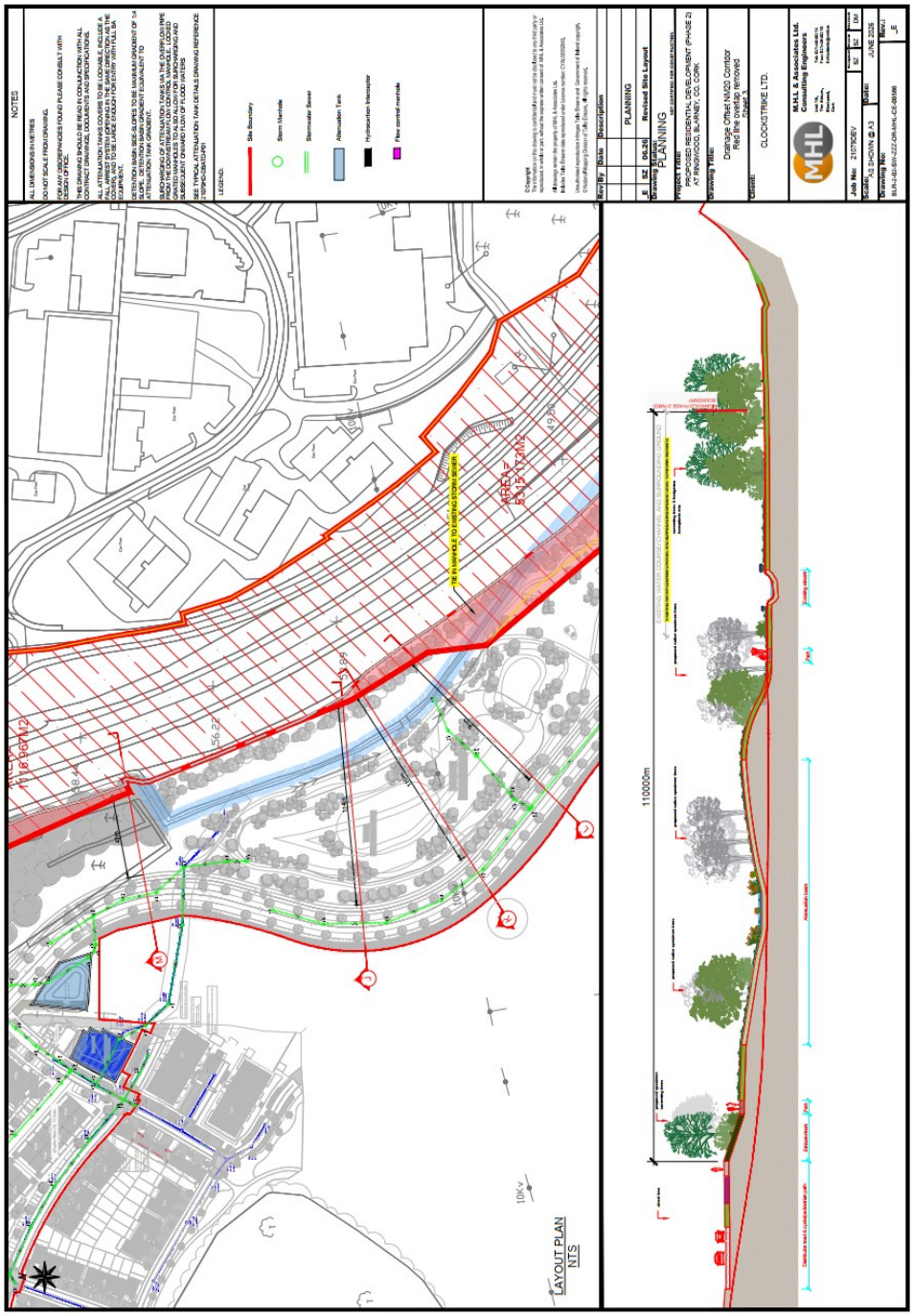
Furthermore, the proposed development maintains a substantial setback from the existing N20 carriageway, with the separation between the N20 and the proposed spine road ranging from approximately 90m to 117m. Following the boundary revisions, an additional separation of approximately 60m is maintained 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.

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



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