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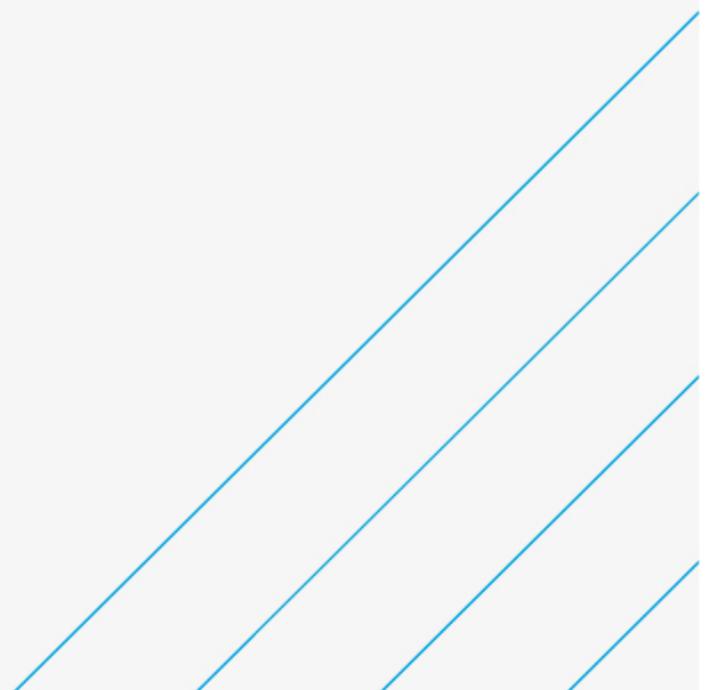
N24 Junction Improvement Scheme

Part 8 Planning Report

Kilkenny County Council

05 February 2019

Rev E



Notice

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Document history

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1. Introduction

1.1. Part 8 Planning

1.1.1. This document has been prepared in accordance with the Planning and Development Act 2000 to 2018, and the Planning and Development Regulations 2001 to 2018.

1.1.2. This report should be read in conjunction with the Part 8 Planning Drawings, which were also prepared in accordance with the above-named legislation.

1.2. N24 Tower Road Junction Improvement Scheme

Part 8 Proposed Development

1.2.1. The proposed development included in the Part 8 proposals comprises the closure of Ink Bottle Junction (LP1038) on the N24 National Primary Road, west of Piltown and improvements to the Tower Road junction, also on the N24 west of Piltown. The site location is shown in Figure 1-1 and the proposed development is described in more detail in Section 3.

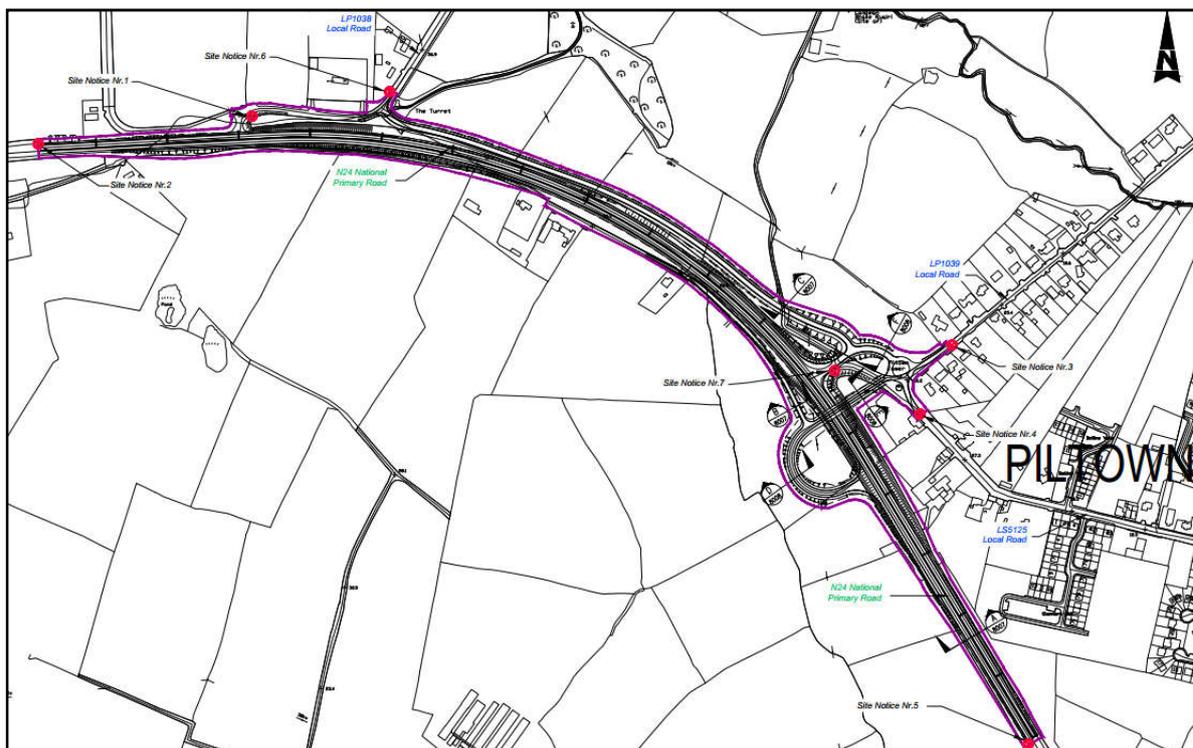


Figure 1-1 – Part 8 Planning

The Need for Junction Improvements

- 1.2.2. The N24 National Primary Road connects the cities of Waterford and Limerick. In 2002, Kilkenny County Council completed a 9.3-kilometre improvement of the N24 between The Three Bridges (Tipperary/Kilkenny County Boundary) and Clonmore Cross, west of Mooncoin village. This wide single carriageway improvement bypassed the villages of Piltown and Fiddown.
- 1.2.3. This wide single carriageway scheme bypassed the villages of Piltown and Fiddown. During the period 2002 – 2006, there were six fatal collisions, one serious injury collision and nine minor injury collisions. A particular problem with head-on collisions was evident.
- 1.2.4. In 2006, a two plus one (2+1) carriageway retrofit was carried out as a pilot project trialling this type of cross-section. Following the installation of the 2+1 scheme, road safety improved along the route with the severity of the collisions reducing.
- 1.2.5. In the period 2007-2009, despite improvements in road safety, seven minor injury collisions were recorded between the Ink Bottle and Tower Road junctions on the N24. These collisions were largely associated with the Tower Road junction and mainly involved conflict between vehicles emerging from the junction and mainline traffic.
- 1.2.6. In 2010 a low-cost scheme was introduced in an effort to reduce collision rates at the junctions. The scheme channelled the N24 eastbound traffic down to one lane in advance of, and past, the Tower Road junction. Visibility improvements and measures to restrict overtaking were introduced.
- 1.2.7. In 2014, delineator posts were installed to segregate the right turn for the Ink Bottle junction. These prevent vehicles turning right out of the Ink Bottle junction.
- 1.2.8. In 2017, further interim improvements to the existing layout were funded by TII. The eastbound lane drop on the approach to the Tower Road junction was moved further west, signage and delineation were improved and two areas to facilitate speed enforcement were constructed. Tramore House Regional Design Office carried out a Road Safety Impact Assessment (RSIA) to determine the most appropriate long-term solution for improving road safety along the N24 in the area. The assessment found that from 2011 to 2016, there were two fatal collisions, three serious injury collisions and eight minor collisions along the 1.3km section of road under review. The assessment concluded that the interim measures, while worthwhile, would not be satisfactory as a long-term solution. The assessment identified this project concept as the preferred option.
- 1.2.9. The objective of the junction improvement works is to address existing safety concerns in the local road infrastructure and to facilitate safe junction movements.
- 1.2.10. It is anticipated that the proposed development will result in a significant decrease in collisions. It will also provide improved facilities for vulnerable road users, such as cyclists and pedestrians, using these junctions. Improvements to these junctions are necessary to ensure the safety of all road users.

Planning Policy

1.2.11. A review was undertaken of the Kilkenny County Development Plan (CDP) 2014 – 2020 and the Piltown Local Area Plan (LAP) 2011. Both documents are consistent with relevant National Planning Policies and Guidelines. It is noted that the Piltown Local Area Plan expired in January 2017, but the plan does contain a significant amount of information on the natural and built heritage and other planning issues and therefore it has been included in the review. The expired Plan will be used as a supplementary guidance document. Relevant objectives and policies pertaining to Transportation and Roads are as follows:

1.2.12. Kilkenny County Development Plan 2014 – 2020

Objective TT 10 / O02: Maintain and enhance the carrying capacity and operational efficiency of national, strategic regional and regional road networks and improve the safety of the transport network generally.

Objective 8B: To protect and, where possible, enhance the natural heritage sites designated under EU Legislation and National Legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts). This protection will extend to any additions or alterations to sites that may arise during the lifetime of this plan.

Objective 8C: To protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI94 of 1999).

Objective 8E: To protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites. Appropriate mitigation and/or compensation measures to conserve biodiversity, landscape character and green infrastructure networks will be required where habitats are at risk or lost as part of a development.

Objective 8F: Kilkenny County Council will promote the planting of native tree and shrub species, by committing to using native species (of local provenance wherever possible) in its landscaping work and on County Council property.

Objective 8I: Protect archaeological sites and monuments (including their setting), underwater archaeology, and archaeological objects, including those that are listed in the Record of Monuments and Places, and in the Urban Archaeological Survey of County Kilkenny or newly discovered sub-surface and underwater archaeological remains.

Objective 9J: To facilitate the delivery of high-quality broadband to the District Towns in the county.

Objective: 11B: The Council will implement the provisions of the National Cycle Policy Framework where possible.

Objective 11G: To support the implementation of the NRA projects as outlined above.

Objective 11H: To preserve free from development proposed road realignment/improvement lines and associated corridors where such development would prejudice the implementation of National Roads Authority or County Council plans (See Figure 11.1)

Objective 11N: To improve substandard sections of regional roads throughout the County, in particular those most heavily trafficked, and those providing access to existing or proposed industrial, residential or commercial developments.

1.2.13. Piltown Local Area Plan 2011

Policy: T1 - To work with the NRA in the provision of a safe transport route along the N24 national route, particularly at the Tower Road junction and the Ink Bottle Junction.

2. Site Description

2.1. Site Location

2.1.1. The two junctions that have been identified for improvement works are located to the west of Piltown Tower connecting the Owning and Tower Roads to the N24 National road. Refer to drawings which accompany this application.

Characteristics of Existing Road Network

2.1.2. The area which surrounds the junctions is rural in nature however it directly connects to Piltown village.

2.1.3. The following text describes the junctions which have been identified for improvement. The junction locations have been illustrated in the drawings which accompany this application.

Junction 1 – Ink Bottle /Turret /Owning Road Junction

2.1.4. The existing junction is a left in left out only T junction connecting the N24 national road (Type 3 Dual Carriageway) to local access and the Owning Road (LP1038, two lane single carriageway).

Junction 2 – Tower Road Junction

2.1.5. The existing T junction connects the N24 national road (Type 3 Dual Carriageway) to local access and Tower Road (LP1039, two lane single carriageway). The T Junction connects to a roundabout, with Piltown Tower at the centre, which gives access to Piltown village and Tower Road.

3. Nature & Extent of Proposed Works

Proposed Development

- 3.1.1. The proposed development consists of the following items:
- Upgrade of the Tower Road junction (which contains a structure included in the Record of Protected Structure Memorial Tower reference C211) to a compact grade separated junction including an overbridge spanning the N24 national road
 - Removal of existing Tower Road roundabout and replacement with a new roundabout to the north west of Piltown Tower
 - New 750m link road connecting the Ink Bottle Junction to the Tower Road junction with closure of the Ink Bottle Junction access to the N24 for all vehicles except cyclists (which contains in proximate a structure included in the Record of Protected Structure Reference at Gate Lodge (The Turret or Ink Bottle) reference C1060)
 - A connection to the local access road at the south of the bridge and the N24. This road will have a junction onto the new link road beside of the new bridge.
 - Provision of cycle and pedestrian facilities and provision of room for future cycle facilities.
 - Widening of the current 2+1 N24 carriageway to a 2+2 carriageway for 1.8km
 - Public lighting improvements
 - The installation of road markings and signage
 - Surface water drainage system
 - Hard and soft landscaping

Design Criteria

- 3.1.2. The Proposed Development has been designed based on standards set down in Transport Infrastructure Ireland (TII)'s suite of design standards and technical documentation.
- 3.1.3. The designs shall generally be carried out to the current standard specifications and publications issued by the Department of Communications, Climate Action and Environment, the Department of Housing, Planning and Local Government together with the Transport Infrastructure Ireland and National Transport Authority. The following Best Practice Guidance documents have been referenced during the course of the of the options design development:
- National Cycle Manual (National Transport Authority, 2011)

4. Environmental

- 4.1.1. The junction improvements are proposed in a rural environment with trees and agricultural land predominant in the vicinity. The development is adjacent to Piltown village.
- 4.1.2. Existing trees along the route will be maintained where possible.
- 4.1.3. The following reports have been submitted as part of this application:
- Environmental Impact Assessment Screening Report
 - Ecological Impact Assessment Report

- Outline Construction and Environmental Management Plan
 - Archaeological and Cultural Heritage Impact Assessment
 - Appropriate Assessment Screening Report
- 4.1.4. An appropriate assessment stage 1 screening report has been carried out and has determined that the proposed project will not have any direct or indirect adverse effects on the conservation objectives of any European Designated sites. Accordingly, progression to Stage 2 of the Appropriate Assessment process (i.e. preparation of a Natura Impact Statement) is not considered necessary.
- 4.1.5. An Environmental Impact Assessment Screening Report has been carried out and it has been determined that based on the findings of this EIA screening assessment that the proposed development that does not fall under the remit of Schedule 5 of the Planning and Development Regulations 2001 (as amended) and therefore a mandatory EIA is not required. While road developments are listed in Annex 1 of the EU EIA Directive (85/337/ECC as amended) and in section 50 Road Acts 1993 (as amended), the proposed development does meet the thresholds listed and therefore a mandatory EIA is not required. It was also concluded that the proposed development on its own or cumulatively with other projects will not result in any likely or significant effects on the environment. Therefore, a sub- threshold EIA under Schedule 7 of the Planning and Development Regulations 2001 (as amended) was also deemed not to be warranted.
- 4.1.6. A Preliminary Ecological Appraisal Report has been carried out for this project and it has determined that no protected / notable habitats were identified on the Site. However, potential for bats and evidence of badgers were identified during the Site survey.
- 4.1.7. Therefore, based on the findings of this preliminary ecological appraisal, additional species-specific surveys for bats and badgers will be undertaken prior to construction to ensure no adverse impacts will occur to these protected species as a result of the proposed development.
- 4.1.8. A preliminary construction environmental management plan was carried out for this project and outlines the management procedures to enable the Appointed Contractor, to respond to potential environmental risks from construction activities on Site.

Flood Risk

- 4.1.9. There is no flood risk associated with this site or proposed works.

5. Supporting Drawings

- 5.1.1. Details of the proposed junction improvements have been provided on the following drawings:

DRAWING LIST		
DRAWING NUMBER	DRAWING TITLE	REV
5165044 / HTR / DR / 8000	COVER SHEET	A
5165044 / HTR / DR / 8001	DRAWING INDEX SHEET	C
5165044 / HTR / DR / 8002	SITE LOCATION MAP	A
5165044 / HTR / DR / 8003	SITE LOCATION PLAN	E
5165044 / HTR / DR / 8004	SITE LAYOUT PLAN - SHEET 1 OF 3	D
5165044 / HTR / DR / 8005	SITE LAYOUT PLAN - SHEET 2 OF 3	D
5165044 / HTR / DR / 8006	SITE LAYOUT PLAN - SHEET 3 OF 3	E
5165044 / HTR / DR / 8007	N24 ROAD CROSS SECTIONS - SHEET 1 OF 2	A
5165044 / HTR / DR / 8008	N24 ROAD CROSS SECTIONS - SHEET 2 OF 2	A
5165044 / HTR / DR / 8009	MAIN LINE ROAD CROSS SECTIONS	B
5165044 / HTR / DR / 8010	PROPOSED BRIDGE SECTIONS	A
5165044 / HTR / DR / 8011	PROPOSED BRIDGE ELEVATIONS	-
5165044 / HTR / DR / 8012	EXISTING & PROPOSED DRAINAGE - SHEET 1 OF 3	B
5165044 / HTR / DR / 8013	EXISTING & PROPOSED DRAINAGE - SHEET 2 OF 3	B
5165044 / HTR / DR / 8014	EXISTING & PROPOSED DRAINAGE - SHEET 3 OF 3	B

6. Public Submissions

Inspection of Plans

- 6.1.1. Plans and particulars of the proposed development will be available for inspection from **Friday 8th February 2019 to FRIDAY 8th March 2019** inclusive, on the consult website: <https://consult.kilkenny.ie/en> and at the following Kilkenny County Council offices:

Location	Opening hours
Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny City.	From 9am to 1pm & 2pm to 4pm Monday to Friday (Except Public Holidays)
Ferrybank Area Office Library, Kilkenny County Council, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny.	Tues/Thurs/Friday 10am to 1:30pm & 2:30pm to 5:10pm; Wed 10:30am to 1:30pm, & 2:30pm to 7pm; Sat 9:30am to 1:30pm. (Except Public Holidays)
Ferrybank Area Office, Kilkenny County Council, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny	From 9am to 1pm & 2pm to 5pm Monday to Friday (Except Public Holidays)
Kilkenny Carnegie Library, Kilkenny County Council, John's Quay, Kilkenny City.	Tues 10am to 8pm, Wednesday 10am to 5pm, Thursday 10am to 5pm, Friday 10am to 5pm, Saturday 10am to 1:30pm. (Except Public Holidays)

Addressing Submissions

- 6.1.2. Submissions or observations with respect to the proposed development dealing with the proper planning and development of the area in which the development will be carried out may be made
- online on the consult website <https://consult.kilkenny.ie/en> or
 - via email to n24towerdPart8@kilkennycoco.ie or

- in writing to the Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny.

6.1.3. The latest date for receipt of comments on the above scheme is **Friday 22nd March 2019**.

6.1.4. Submissions should be clearly marked **N24 Tower Road Junction Improvement Scheme**.

Freedom of Information

6.1.5. The Council is subject to the provisions of the Freedom of Information (FOI) Act. If you consider that any of the information supplied by you is either commercially sensitive or confidential in nature, this should be highlighted and the reasons for its sensitivity specified.

6.1.6. In such cases, the relevant material will, in response to the FOI requests, be examined in light of the exemptions provided for in the FOI Act.

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