



Comhairle Contae Thiobraid Árann
Tipperary County Council

Chief Executive's Report
PT8TT22

Part VIII Development
N24 Knockagh Pavement Improvement
Scheme

at,
Knockagh, Knockmorris
and Rathmore, Cahir,
Co. Tipperary

19th July 2023

1. Nature and extent of the proposed development and the principle features thereof:

The proposed Part VIII development includes pavement strengthening and safety measures over a length of 1.2Km of the N24 National Primary Road, comprising of the following;

- Reconstruction and strengthening of the road pavement,
- Introduction of new footpaths and cycle paths,
- Replacement of road markings,
- Better definition and kerbing of junctions,
- Reduction of carriageway widths and relocation of existing safety barriers,
- Placement of new safety barriers,
- Associated drainage Works,
- Landscaping.

2. Site Location & Description

The N24 Waterford – Limerick National Primary Route passes through or close to the major towns of Carrick-on-Suir, Clonmel, Cahir and Tipperary Town.

The proposed scheme is approximately 10km to the west of Clonmel and 3.5km east of the M8 Junction 10. The scheme commences at Knockagh Roundabout, the junction of the N24 with Regional Road R640, and extends 1,185m east towards Clonmel, ending at a point 300m east of Local Road L3167, Loughloher Road. The proposed scheme is contained within the townlands of Knockagh, Knockmorris and Rathmore.

(Site Location Map and Site Layout Plan included as Figure 1 and Figure 2 below).

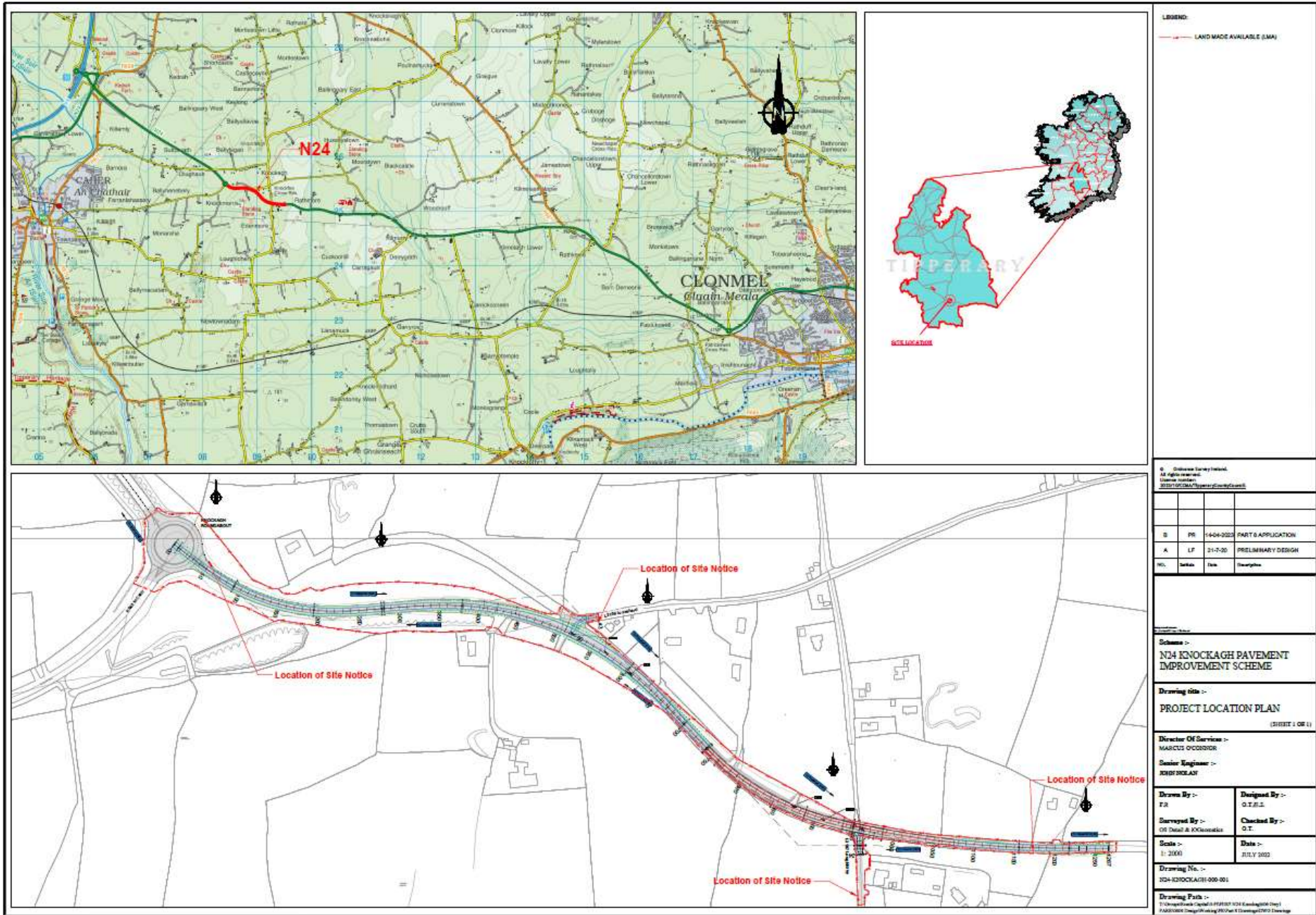


Figure 1 Site Location Map

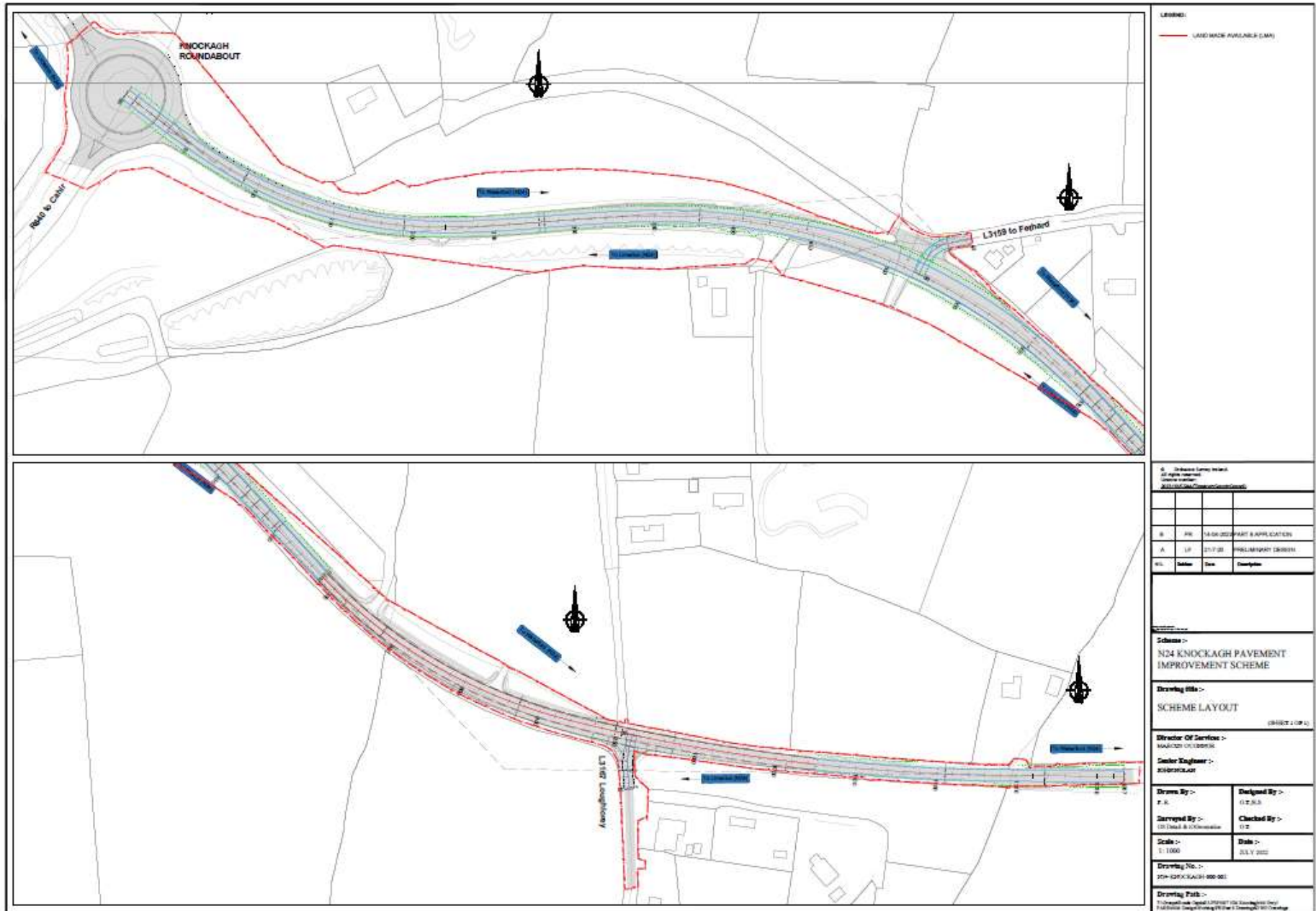


Figure 2 Scheme Layout Plan

3. Public Consultation

Plans and particulars of the proposed development were available for inspection and purchase from 9:30 am to 4.30 pm., Monday to Friday from 25th May 2023 to the 23rd June 2023 at the following locations:

- Tipperary County Council, Civic Offices, Emmet Street, Clonmel, Co. Tipperary (inspection and purchase).
- Tipperary County Council, Civic Offices, Limerick Road, Nenagh, Co. Tipperary (inspection and purchase).
- Tipperary–Cahir–Cashel Municipal District Offices, Rosanna Road, Tipperary Town, Co. Tipperary.
- Tipperary County Council website www.tipperarycoco.ie

Submissions and observations with respect to the proposed development could be made in writing to Tipperary County Council no later than 4.30 pm on 7th July 2023.

4. Consideration of Submissions

No third party submissions were received in respect to the proposed development.

5. Prescribed Bodies

The Part VIII application was referred to the following prescribed bodies for comment;

- Southern Regional Assembly
- Fáilte Ireland
- An Taisce - The National Trust for Ireland
- The Heritage Council
- An Chomhairle Ealaíon
- Inland Fisheries Ireland
- Uisce Éireann (Irish Water)
- Southern Regional Assembly
- Transport Infrastructure Ireland (TII)
- Coras Iompar Éireann (CIE)

2 no. submissions were received from the Prescribed Bodies as follows;

- TII on 02/06/2023 via portal.
- Uisce Éireann (Irish Water) on 06/07/2023 via portal.

A summary of the submissions in addition to the consideration and recommendation of the Chief Executive are included under Section 8 of this report. It is considered that the implementation of the requirements and conditions as set out under Section 10 of this report will address the issues raised in the submissions received.

No other responses received from the Prescribed Bodies.

6. Referrals

The Part VIII application was referred to the following internal sections for comment;

- Tipperary-Cahir-Cashel Municipal District Manager
- Tipperary-Cahir-Cashel District Engineer
- Water Services

7. Planning Assessment

Planning Policy Context

The **Tipperary County Development Plan 2022-2028 (TCDP)** is the relevant Development Plan for the area. The following policies, objectives and sections of the TCDP 2022 are relevant to the assessment of the proposal;

12.5.1 Investment in Strategic Road Infrastructure

Major Roads Projects

A key regional transport priority for Tipperary, the southern region and nationally, as supported by the RSES (RPO 30, RPO 166(b) and RPO 167 (b)) and NPF is to strengthen the Limerick to Waterford connectivity and the N24 upgrade project (N24 Cahir to Limerick Junction and N24 Waterford to Cahir). The N24 corridor forms part of the strategic link between Shannon Foynes Port, Rosslare Europort and the Port of Waterford. The N24 also provides strategic inter-regional connectivity between the cities of Limerick and Waterford and movement east to west of the country, and traffic flows between Waterford City, Clonmel and the settlements of Carrick-on-Suir, Cahir and Tipperary Town. However, the function of the N24 is undermined by its current route through the towns of Clonmel, Tipperary Town and Carrick-on-Suir, in addition, the impact on these towns as a result of road traffic is significant. The Council will seek to upgrade the existing strategic intra-urban road network in the county.

It is an objective of the Council to work with TII, and other relevant stakeholders in the region, to strengthen strategic inter-regional connectivity between Limerick and Waterford (N24 Cahir to Limerick Junction and N24 Waterford to Cahir), as part of an overall programme for the Limerick Waterford Transport and Economic Network identified in the RSES. As part of the feasibility and design phase for the project, the Council will ensure that the study area is maintained free from inappropriate development for the duration of the design phase. The study areas will be similarly protected, as appropriate, for the project planning phases, and through to construction and delivery.

12-4 Maintain and protect the safety, capacity and efficiency of Tipperary's roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmh apply.

12-B Work in partnership with TII, and regional stakeholders to achieve enhanced regional accessibility, sustainable mobility and quality international connectivity. In particular, to actively seek;

(a) The strengthening of multi-modal connectivity between Limerick to Waterford along the 'Limerick – Waterford Transport and Economic Network'.

(b) The upgrade of the N24 National Route linking Limerick and Waterford (Major Roads Project)

- 12-G** Through Council own development, such as public realm upgrading and regeneration programmes, seek to encourage the following principles;
- (a) Implement improvements to facilitate pedestrians and cyclists and to improve access for people with mobility needs.
 - (b) Support the '10-minute towns' concept and active travel projects.
 - (c) Seek funding under the 'Active Travel Towns Initiative' for the implementation of strategies and infrastructure to support walking and cycling.
 - (d) To consider how existing and proposed transport services may be supported and facilitated through the spatial planning process.
 - (e) In installing active travel infrastructure, provide a facility for monitoring and reporting of footfall and use.

- 12-K** Work in partnership with TII and the Department of Transport, to support the delivery of the 'Strategic Roads' projects as outlined in this Plan, and to continue to support these Strategic Roads projects in line with national, regional and local transport needs and priorities.

Principle of the Proposed Development

The proposed Part VIII development includes pavement strengthening and safety measures over a length of 1.2Km of the N24 National Primary Road, comprising of the following;

- Reconstruction and strengthening of the road pavement,
- Introduction of new footpaths and cycle paths,
- Replacement of road markings,
- Better definition and kerbing of junctions,
- Reduction of carriageway widths and relocation of existing safety barriers,
- Placement of new safety barriers,
- Associated drainage Works,
- Landscaping.

Following surveys of the pavement condition, TII identified this section of the N24 as a section of road that requires pavement strengthening and surface rehabilitation.

In addition, the site was identified by TII as a High Collision Location following a number of accidents over recent years. Various safety treatment proposals were identified following an analysis of the collision data and the existing site conditions to reduce the frequency of all collision types.

This Part VIII combines the pavement scheme, which includes strengthening and adjustment to the existing road geometry without requiring the acquisition of private land, and the safety treatment proposals as a single scheme.

The proposed improvements outlined at this location are being considered in the context of future proposals for the N24. The N24 Cahir to Waterford Major Scheme is currently being developed for this route with Route Options having been presented on public display in May of 2022. It is considered that this proposed scheme would be required in addition to the Major Scheme.

The proposed development complies with Section 12.5.1, policy 12-4 and objectives 12-B, 12-G and 12-K of the TCDP 2022 and the principle of the development is considered acceptable.

Design & Layout

The proposed development is approximately 1.2km in length from the Knockagh Roundabout situated at the junction of the N24 with the R640, extending east towards Clonmel, ending at a point 300m east of Local Road L-3167, Loughloher Road.

The scheme involves plaining out sections of the existing legacy N24 mainline and replacing it with new bituminous surfacing. There will also be reprofiling of the carriageway cross section to improve areas of sub-standard superelevation (crossfall). Some minor realignment will also be introduced to improve the substandard radii. The realignment will remain within the existing road boundaries.

It is proposed to introduce a shared Footway/Cycleway facility for road users on both sides of the carriageway from the L-3159 Fethard Road to the Knockagh Roundabout. A crossing will also be included at the eastern island of the Knockagh Roundabout which will be widened to provide protection for pedestrians and cyclists.

Arsing from the recommendations of a safety assessment carried out by the Regional Road Safety Engineer the existing wide hard shoulders at this location are to be removed to reduce collisions and to allow construction of a shared footway/cycleway within the newly widened verges.

The proposed removal of the hard shoulder will require modification of the entrances of two properties on the north carriageway of the N24. The installation of kerbing and grass verges will result in a defined entrance to these properties providing them with off road parking. The existing road markings at the junctions of local roads will be replaced on the new road surface.

The proposal does not include any obtrusive structures and is not located within a visually sensitive area or along any designated scenic routes or views. The proposal does not present any design related concerns.

Archaeology

The application site is not located within the Zone of Archaeological Potential. The closest Recorded Monument (TS076-044) is circa 185m to the south. The proposal does not give rise to any archaeological related concerns.



Figure 3 Zone of Archaeological Potential (ZAP)

Services

Roads:

Temporary Traffic Management measures will be required during the construction stage of the proposed development. A detailed Temporary Traffic Management Plan (TTMP) will be prepared by the appointed Contractor for submission and approval by Tipperary County Council and An Garda Síochana. Whilst it is intended to maintain traffic flows on the N24 during the construction stage there may be operations that require short term road closures. In that event any proposed closure will be subject to a Statutory Process. These closures, if required, will be kept to a minimum and will only be allowed if there is no alternative and on the basis of safety of the public and of workers

Surface water:

Surface drainage will be provided by the existing N24 drainage systems which will outfall to the existing attenuation pond to the south-west of the scheme which was constructed as part of the M8 Motorway works. It is detailed that there will be no increase in runoff as a result of the proposed development is expected, and there is therefore little divergence from existing conditions.

Water & Waste water:

The proposal does not include for provision of water or waste water services. A requirement, as requested by Uisce Éireann (Irish Water) will be included for under Section 10 to ensure the protection of water and waste water facilities during the construction stage.

Flooding

Following review of the most up to date flood risk mapping for the county, it is noted that part of the site is located within an area at risk of pluvial flooding. Works carried out during the construction of the 2+1 section linking Knockagh Roundabout to the M8 incorporated measures to alleviate flooding in the area of the proposed development. These include the construction of culverts underneath the N24 taking flood waters to an attenuation pond located adjacent to the R640. Storm drainage and a wide drain was constructed along the northern verge of the N24 to take water to the culvert. There is no recent record of flooding in this area since those works were put in place. The proposed works do not change this drainage

system which will continue to operate. I am satisfied that the proposal will not be at risk of flooding and will not increase flood risk off site.



Figure 4 Areas identified at risk of pluvial flooding (hatched in red)

Appropriate Assessment (AA) and Environmental Impact Assessment (EIA)

The Planning Authority has had regard to the document 'Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities' published by the DoEHLG in December 2009. This document provides a guide to the requirements of Articles 6(3) and 6(4) of the Habitats Directive.

An Appropriate Assessment Screening Report prepared by Moore Archaeological and Environmental Services Limited has been prepared.

The Screening Report identifies that the development site is within 15km of the following Natura 2000 sites;

- Lower River Suir Special Area of Conservation (SAC, Site Code 002137), approximately 2.5km to the west.
- Galtee Mountains SAC (Site Code 000646), approximately 12km to the west.

There is no connectivity with the Galtee Mountains and the Galtee Mountains SAC is excluded from the assessment at the initial stage.

The Proposed Development is located just outside the town of Cahir. There are no water courses which drain the scheme and there is no connectivity with the River Suir which is located c 2.4 km to the west.

Notwithstanding same the report considers potential direct and indirect impacts on the Lower River Suir SAC and concludes potential adverse effects on Lower River Suir SAC are unlikely and significant effects on any European sites as a result of the Proposed Development are ruled out.

I have considered the AA Screening report undertaken and I am satisfied that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

In relation to the requirement for Environmental Impact Assessment (EIA) a report has been prepared by JBA Consulting on behalf of the Lead Section. This report assesses the proposal relative to the EIA thresholds set out under the Roads Act 1993, as amended. The development is stated to be sub-threshold in this regard. The report includes an examination of the nature, size and location of the development and it has been determined that there is no real likelihood of significant effects on the environment arising from the proposed development, and accordingly an EIA is not required. I concur with the conclusion of the EIA Screening Report undertaken by JBA Consulting.

8. Summary of submissions & Chief Executives Recommendations

Ref. No. 1	Submission Name & Address Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8.
Summary TII confirms receipt of the above Part VIII proposal. TII acknowledges that a Design Report and Road Safety Audit were undertaken by the Council for the proposed works, in accordance with TII Publications requirements. TII has no specific observations to make but requests that the proposed Part VIII development is undertaken in accordance with the approved Design Report and Road Safety Audit. It is requested that the foregoing observations are taken into consideration in the assessment of the Part VIII proposal to ensure the safety of all road users.	
Consideration The submission required that the development be carried out in accordance with the approved Design Report and Road Safety Audit to ensure road safety of all users. A requirement to this effect can be included for in Section 10.	
Recommendation No changes are recommended on foot of this submission.	
Ref. No. 2	Submission Name & Address Uisce Éireann PO Box 6000, Dublin 1 Ireland.
Summary Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development. Therefore, Uisce Éireann requests the applicant to liaise with Uisce Éireann during the final design stage of the proposed development works in order to ascertain the impact on the existing Uisce Éireann network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate. Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator. The new kerb-lines should be set out on site so that the local water curator can ensure that the new kerb-line will not be sitting on top of the existing water main and/or sewer line as the new kerb-line appears in close proximity to this infrastructure in the submitted drawings. Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.	

Uisce Éireann respectfully requests any grant of permission be conditioned as follows:

1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.
2. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing.
3. Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Uisce Éireann Codes of Practice and Standard Details.
4. All development shall be carried out in compliance with Uisce Éireann Standards codes and practices.
5. All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.

Reason: To ensure adequate provision of water and wastewater facilities.

Consideration

The submission requests the development be conditioned to ensure the integrity of Uisce Éireann's infrastructure and protected during and after the proposed works. A requirement to this effect can be included for in Section 10.

Recommendation

No changes are recommended on foot of this submission.

9. Conclusions and Recommendations

The Planning Authority is satisfied that the proposal, subject to the following considerations being implemented, is in accordance with the **Tipperary County Development Plan 2022-2028**, will not impact on the visual amenity or archaeological heritage of this area, is acceptable in terms of design, drainage and presents no significant impacts on the conservation objectives of the Lower River Suir SAC and presents no flood risk issues.

The development as set out on the plans and particulars is considered acceptable and is consistent with the principle of the proper planning and sustainable development of the area. Therefore, it is recommended that the proposed development should proceed subject to the following recommended requirements and conditions.

10. Requirements and Conditions

The development should be subject to the following:

1.
 - a) The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.
 - b) Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing.
 - c) Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Uisce Éireann Codes of Practice and Standard Details.
 - d) All development shall be carried out in compliance with Uisce Éireann Standards codes and practices.
 - e) All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.

Reason: To ensure adequate provision of water and wastewater facilities.

2.
 - (a) The proposed Part VIII development shall be undertaken in accordance with the approved Design Report.
 - (b) At the detailed Design Stage the Part VIII development shall be subject to a Road Safety Audit and the recommendations of the Road Safety Audit shall be incorporated into the Final Design.

Reason: To ensure the safety of all road users.

District Planner:



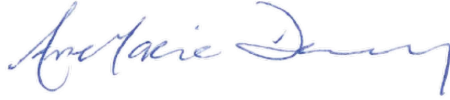
Date: 17/07/2023

Senior Executive Planner:



Date: 19/07/2023

A/Senior Planner:



Date: 19/07/2023

A/Director of Services:



Date: 20/07/2023