



Comhairle Chontae na h-iarlmuhi
WESTMEATH COUNTY COUNCIL

N52 Rathconnell to Macetown Realignment

PART 8 PLANNING

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1 INTRODUCTION

1.1 PROPOSED DEVELOPMENT

This document relates to the proposed realignment of the existing N52 National Secondary route within the townland of Rathconnell.

The N52 is one of the countries most important National Secondary Routes. It links the north east and the south west of the country connecting the towns of Dundalk, Kells, Mullingar, Tullamore, Birr and Nenagh. The proposed scheme is located north of Mullingar between two newly constructed road developments namely the N52 Rathconnell Road Improvement Scheme and the N52 Macetown Road Improvement Scheme.

The proposed development is 1.5km in length. The proposed cross-section is a single carriageway road which incorporates a 7.3m carriageway with 2.5m hard shoulders and minimum 3m grass verges. The design speed is 100km/hr. New at-grade junctions will be provided for the L-1721 (Pass road), L-17212 and the existing N52. The existing local road L-17211 junction with the existing N52 will be closed and the L-17211 linked to a new junction with the L-1721 (Pass road). A section of the existing N52 will be retained to service a number of properties on the east side of the existing N52.

The details of the scheme are more particularly shown on the Part 8 Drawings.

1.2 BENEFITS OF THE PROPOSED DEVELOPMENT

Road Safety continues to be an important issue, particularly on national secondary single carriageway roads. The road has a sub-standard alignment and safety is compromised due to the number of at-grade junctions and private accesses along the existing road. The accident rate is greater than the national average for a national secondary road. The proposed development will address the safety of this section of the national secondary route.

The N52 route has recently been upgraded locally to the east and west of this proposed N52 realignment. The proposed N52 realignment will provide a consistent standard of single carriageway road between the N4 Mullingar bypass and Cloghan for a distance of 5km.

The proposed development is consistent with national transport policies. The National Development Plan 2007-2013 and Transport 21 2006-2015 objectives provide for the improvement of the N52 from Dundalk to Nenagh. The proposed development is also compatible with the National Spatial Strategy 2002-2020, as it will improve the road transport link between Dundalk, Mullingar/Tullamore/Portlaoise to Rosslare. It will also enhance connections between gateways and different regions reducing the necessity for transit through Dublin.

The proposed development is a specific objective in the Westmeath County Council Development Plan 2008-2014. The Development Plan O-IFR2 proposes the realignment for the N52 Mullingar Bypass to Billistown.

1.3 PLANNING AND DEVELOPMENT REGULATIONS

In accordance with the Planning and Development Acts 2000 as amended and extended, in particular Planning and Development Act 2000 Section 179, Planning and Development Regulations 2001 (Part 8) as amended by Planning and Development Regulations 2006 and Planning and Development (No.2) Regulations 2007, Westmeath County Council is making

available for inspection to members of the public, documentation and drawings describing the proposed works. The following drawings should be read in conjunction with this document:

Table 1.1: Part 8 Drawings

Drawing Number	Title	Scale
RM-PES-002	Site Location Plan	1:20,000
RM-PES-003	Mainline (Sheet 1 of 1)	1:2,500
RM-PES-004	Sideroads (Sheet 1 of 1)	1:1,000
RM-PES-005	Typical Road Cross-Section	1:500

A copy of the Newspaper Notice for the proposed development as required by the above Regulations is included in Appendix A.

A copy of the site notice to be erected on the land on which the proposed development is situated is attached as Appendix B.

A list of the Bodies notified in Accordance with Article 18 of the Planning and Development Regulations 2006 is included as Appendix C.

2 DESCRIPTION OF SCHEME

2.1 ROAD TYPE

The proposed road

The proposed road has been designed in accordance with the National Roads Authority Design Manual for Roads and Bridges (DMRB).

The proposed development consists of the improvement of the N52 National Secondary Route in the townland of Rathconnell comprising the construction of a single carriageway road for a distance of 1.5 km from a location 200m west of the N52/L-17211 junction to a location 50m west of the N52/L-17213 junction and associated drainage and ancillary works.

The single carriageway road will consist of a 7.3m carriageway road with 2.5m hard shoulders and minimum 3m verges. New at-grade junctions will be provided for the L-1721 (Pass Road) at chainage 470, L-17212 and the existing N52 at chainage 735. The existing local road L-17211 junction with the existing N52 will be closed and the L-17211 linked to a new junction with the L-1721 (Pass road).

The L-1721 (Pass road) will be re-aligned over 100m to tie into the existing road. The L-17212 will be re-aligned over 50m to join the proposed N52 at chainage 735.

A section of the existing N52 will be retained to service a number of properties on the east side of the existing N52 requiring some minor realignment works and the provision of a turning area at chainage 1170.

The layout of the proposed development is more particularly shown on the Drawing numbered RM-PES-003.

2.2 ROAD CLOSURES

The existing local road L-17211 junction with the existing N52 will be closed and the L-17211 linked to a new junction with the L-1721 (Pass road).

2.3 DRAINAGE

The main surface water collection will be provided by a system of either: filter drains, kerbs and gully, channel/kerbs or combinations of drainage constructions along the edge of the proposed realignment which will discharge at suitable outfall locations.

It is proposed to outfall road drainage to the existing N52 Rathconnell Road Improvement Scheme and to a stream being crossed at chainage 960. A culvert will be provided at the stream crossing at chainage 960.

2.4 EARTHWORKS / EXCAVATION

Ground investigation has been undertaken in this area. Ground conditions are generally comprised of topsoil overlying granular glacial deposits overlying Limestone bedrock. Bedrock depths appear to range from 3.8m to 6.5m below ground level in the cut area chainage 80 to 560. Peat and/or soft (organic) deposits were encountered along the eastern section from chainage 860 to 1160. The majority of the proposed development will be in deep cut or on a slight embankment or at-grade with existing ground. The vertical alignment of the proposed

development is more particularly shown on the Drawing numbered RM-PES-003. Construction of the proposed development will require the excavation of the Peat/soft deposits. During construction, the majority of fill material will be produced on site.

2.5 LANDSCAPING

The landscaping will be carried out taking account of the existing countryside so that the scheme can be carefully integrated into the receiving environment.

It is proposed to construct a peat bund and landscaping between chainage 900 and chainage 1200.

2.6 PUBLIC UTILITIES

Existing public utilities in the area impacted by the proposed development will need to be diverted or protected to accommodate the Works. Diversions of the affected services are required to a location which will not impact on the future use of the proposed development or service and will enable the safe construction of the proposed development.

All of the potentially impacted utility providers will be consulted to confirm the presence of existing utilities which could be impacted. Utility diversions may be undertaken as advanced works or as part of the main construction contract.

2.7 SIGNING AND LIGHTING

Traffic signs for the proposed development will be provided in accordance with the Department of Environment Traffic Signs Manual.

Street lighting is not proposed for this rural scheme.

2.8 TRAFFIC MANAGEMENT

The proposed scheme is largely a green field site however traffic management will be required at the tie-ins to the existing N52 and re-alignment of the L-17211 and L-1721 (Pass road).

2.9 ENVIRONMENTAL ASSESSMENT

The proposed scheme will follow the National Roads Authority (NRA) Environmental Assessment and Construction Guidelines where required.

Otters, Badgers or setts were not recorded during fieldwork. The precautionary principles will apply in relation to Bats, Badgers and Otters and the NRA Guidelines for the Treatment of Badgers, Bats and Otters prior to the Construction of National Road Schemes will be adhered to in order to avoid potential impacts.

Mitigation measures to avoid impacts at water course crossings and the aquatic environment downstream of the road scheme will be implemented having regard to the NRA Guidelines for the crossing of Water Courses during the Construction of National Road Schemes.

Archaeology and Architectural Heritage will be dealt with in consultation with DoEHLG and the relevant NRA guidelines for Archaeology and Architectural Heritage. Should any required mitigation be necessary this will be carried out in consultation with the DoEHLG.

3 LAND ACQUISITION AND ACCOMMODATION WORKS

The preliminary design focuses on the development of the design to permit Land Acquisition procedures to be undertaken. The land area to be acquired for the construction of the proposed development measures approximately 8 hectares (ha). Most of the land to be acquired is from agricultural holdings with some small areas of domestic properties and roadbed also affected. In total, twenty two landowners/domestic properties are directly affected by the proposed development. No properties will be required to be demolished.

An agronomy assessment of the likely impacts on each of the individual land holdings will be undertaken. The assessment will include an estimation of the required accommodation works to mitigate impacts on these land holdings. Following consultation with the affected landowners, accommodation works required, including provision or revised access arrangements and replacement boundary fencing or walls, will be identified.

4 SUBMISSIONS

Plans and particulars of the proposed development are available for inspection from 9.00am to 1.00pm and between 2.00pm to 4.00pm each day, excluding weekends and Bank Holidays from Wednesday 14th April to Thursday 27th of May 2010 at the Mullingar Area Office, Westmeath County Council and the Westmeath County Council National Roads Design Office at the following locations:

Westmeath County Council
Mullingar Area Office
Foyer
County Buildings
Mullingar
Co. Westmeath

Westmeath County Council
National Roads Design Office
Culleen Beg
Mullingar
Co. Westmeath

For any further queries with respect to the proposed development please contact Mr. Ambrose Clarke, Senior Executive Engineer at 044 933 4250.

Submissions and observations with respect to the proposed development dealing with the proper planning and development of the area in which the development is situated may be made to:

The Planning Section
Westmeath County Council
Mullingar Area Office
County Buildings
Mullingar
Co. Westmeath

to reach there not later than 4.00pm on Friday 11th June 2010.

APPENDIX A

Newspaper Notice of Proposed Development



WESTMEATH COUNTY COUNCIL

**Planning and Development Act 2000 as amended and extended
In particular Planning and Development Act 2000 Section 179
Planning and Development Regulations 2001 (Part 8) as amended by
Planning and Development Regulations 2006
Planning and Development (No.2) Regulations 2007**

Public Notice

N52 Rathconnell to Macetown Realignment

Notice is hereby given in accordance with the requirements of the above Regulations, that Westmeath County Council proposes to undertake the following development.

The development will consist of:

The improvement of the N52 National Secondary Route in the townland of Rathconnell comprising the construction of a single carriageway road for a distance of 1.5 km from a location 200m west of the N52/L-17211 junction to a location 50m west of the N52/L-17213 junction and associated drainage and ancillary works.

The single carriageway road will consist of a 7.3m carriageway road with 2.5m hard shoulders and 3m verges. New at-grade junctions will be provided for the L-1721, L-17212 and the existing N52. The existing local road L-17211 junction with the existing N52 will be closed and the L-17211 linked to a new junction with the L-1721. A section of the existing N52 will be retained to service a number of properties on the east side of the existing N52.

Plans and particulars of the proposed scheme may be inspected at the offices of **Westmeath County Council, County Buildings, Mullingar** and the **Westmeath County Council, National Roads Design Office, Culleen Beg, Mullingar**, from 9.00am to 1.00pm and from 2.00pm to 4.00pm each day, excluding weekends and Bank Holidays, from Wednesday 14th April 2010 to Thursday 27th May 2010.

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area, may be made in writing to Westmeath County Council, and should be addressed to:-

The Planning Section, Mullingar Area Office, County Buildings, Mullingar, to reach there not later than 4.00pm on Friday 11th June 2010.

APPENDIX B

Site Notice



WESTMEATH COUNTY COUNCIL

**Planning and Development Act 2000 as amended and extended
In particular Planning and Development Act 2000 Section 179
Planning and Development Regulations 2001 (Part 8) as amended by
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The Planning Section, Mullingar Area Office, County Buildings, Mullingar, to reach there not later than 4.00pm on Friday 11th June 2010.

Signed: _____
**Barry Kehoe, Director of Services
Transportation and Planning**

DATE OF ERECTION OF SITE NOTICE: 13th April 2010

APPENDIX C

Bodies Notified in accordance with Section 82 of the Planning and Development Regulations

The following bodies were issued with a copy of this report in accordance with Article 18 of the Planning and Development Regulations 2006 as amended-

- Minister for Environment, Heritage and Local Government
- The Heritage Council
- An Taisce
- Shannon Regional Fisheries Board
- National Roads Authority
- Minister for Communications, Energy and National Resources