

N52 Grange to Clontail

Planning and Development Act 2000 as amended
(Part XI)

Planning and Development Regulations 2001 as
amended (Part 8)

Meath County Council

28/09/2020

Notice

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Document history

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Client signoff

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Contents

Chapter	Page
1. Introduction	4
1.1. Proposed Development	4
1.2. Benefits of the Proposed Development	4
1.3. Planning and Development Regulations	5
2. Description of the Scheme	7
2.1. Road Type	7
2.2. Drainage	7
2.3. Earthworks / Excavation	8
2.4. Landscaping	8
2.5. Public Utilities	8
2.6. Signing and Lighting	8
2.7. Traffic Management	8
2.8. Environmental Assessment	8
3. Land Acquisition and Accommodation Works	10
4. Submissions	11
Appendices	12
Appendix A. Newspaper Notice of Proposed Development	13
Appendix B. Site Notice	15

1. Introduction

1.1. Proposed Development

This document relates to the proposed realignment of the existing N52 National Secondary route within the townlands of Grange, Castletown, Stephenstown, Fringestown and Clontail.

The N52 has been identified as one of the country's most important National Secondary Routes, linking the northeast to the southwest of the country. The N52 serves the towns of Dundalk, Ardee, Kells, Mullingar, Tullamore, Birr and Nenagh. The existing N52 connects with the M1 and N1 northeast of Dundalk town and continues in a southwest direction where it intersects with a number of primary and secondary national roads (the N2 and N33 in Ardee, the M3 and N3 in Kells, the N51 in Devlin, the N4 in Mullingar, the M6 at Tyrrellspass, the M6 at Kilbeggan, the N80 in Tullamore, the N62 at Birr, the N65 at Borrisokane) and terminates at the M7 in Nenagh. The section of the proposed N52 under consideration connects Kells, Co. Meath to Ardee, Co. Louth.

The proposed development will involve the construction of a Type 2 Single Carriageway road for a distance of 4.8 km from a location approximately 300m south west of Cassidy's Cross (N52/R162 junction) to a tie in point approximately 300m northeast of Mitchelstown Cross; and associated accommodation & fencing works, landscaping works, surface water drainage/attenuation works and ancillary works.

The N52 realignment will consist of a 7.0m wide single carriageway, 0.5m hard strip each side with grass verges including the provision for a shared pedestrian and cycle path in the southern verge. A roundabout will be provided at the junction of the new N52 and the R162, with associated public lighting. The new N52 will include new junctions with local roads L3406 (via a new link road), L34013, L5600 and L74102. A new ghost island staggered junction will be provided at the Stokes Cross junction (L3406/L34013) and the Mitchelstown Cross junction (L5600/L74102). New priority T-junctions will be provided with the existing N52 at the realigned R162 and L34013. The following side roads will be realigned: R162, L3406, L34013, L5600 and L74102. The retained sections of the existing N52 road will be reclassified as a local road(s) and retained to service properties and local roads. Attenuation ponds will be provided at drainage outfall locations.

The details of the project 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 section of the N52 under consideration in this report has an alignment and public road junctions which are not compliant with current standards. Safety is also compromised due to the number of private accesses along the existing road. The proposed realignment will improve safety for this section of the national secondary route.

The existing N52 has current traffic flows of approximately 3,000 AADT and this area consists of a single carriageway with varying cross-section, generally 6.0m wide with no hard shoulder or hard-strip provision. The road alignment is not compliant with current standards. Drainage from the road is primarily informal, over-the-edge drainage with no attenuation or treatment.

There is no provision for cyclists or pedestrians, and it is felt that this section of road is particularly hazardous for these vulnerable road users.

The proposed road type will be a Type 2 Single Carriageway, all-purpose road with a 3.50m wide lane in each direction and will be constructed to the geometric standards of DN-GEO-03031 and TII Standard Construction Detail CC-SCD-00002 with a Design Speed of 100km/h. This road cross section provides facilities for pedestrians and cyclists in the form of a two-way facility located on one side of the road. It can cater for approximate capacities of up to 8,600 AADT. This road type consists of an overall paved road width of 8.0m which comprises 2no. 3.50m trafficked lanes and 2no. 0.5m hard strips along each verge, with provision for an off-line shared cycle/pedestrian facility in one of the verges. Junctions with the local and regional road network will be brought in line with current design standards, and the number of private access onto the National Road will be reduced significantly. Therefore, the proposed measures will have a beneficial effect on road safety.

Similarly, the proposed development will have a beneficial effect on physical activity and integration through the introduction of improved cycling and pedestrian facilities, and its linkage to the proposed Boyne Valley to Lakelands County Greenway, with which it shall intersect.

Additional to this, the proposed development will bring economic benefits through the reduction in journey times; as this improved transport infrastructure will reduce the cost of travel for business and tourism and assist in the reduction of production costs.

The proposed development is consistent with various local policies and objectives. The key goals of the Meath County Council Development Plan 2013-2019 (MCDP), in terms of transport infrastructure are to:

“Promote and facilitate the provision of the necessary transport infrastructure to fully accommodate existing and future population needs as well as the demand for economic development in an environmentally sustainable manner”; and,

“Facilitate the provision of the County’s infrastructure in a sustainable and efficient manner that promotes the social and economic development of the County”.

The transport objectives outlined in the MCDP relevant to the propose development include Transport Objective 10 and Transport Objective 17 which are outlined below.

Transport Objective 10: *“To develop and implement, in consultation with the TII, a programme for the upgrading, improvement and maintenance of the national road network within the county”.*

Transport Objective 17: *“To support, where appropriate, major road improvements, bypasses of local towns and villages and proposed national road schemes by reserving the corridors of any such proposed routes free of developments, which would interfere with the provision of such proposals”.*

The works required to attain these objectives for the N52 (Fringestown) are described in the plan as: *“Re-alignment of approximately 3km of the existing N52”.*

The works required to attain this objective for the N52/R162 Junction are described in the plan as: *“Re-alignment of N52 and amendment of junction arrangement to give priority to National Road Traffic. Including re-alignment necessary to remove height restriction at the crossing with the Navan – Kingscourt Railway”.*

1.3. Planning and Development Regulations

In accordance with the Planning and Development Acts 2000 as amended (Part XI), Planning and Development Regulations 2001 as amended (Part 8), Meath 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 (at A1)
5158291 / HTR / DR / 0000	Cover Sheet	N/A
5158291 / HTR / DR / 0001	Site Location Plan	1:25000/1:10000
5158291 / HTR / DR / 0101	Horizontal & Vertical Alignment-Mainline - Sheet 1 of 3	1:2500
5158291 / HTR / DR / 0102	Horizontal & Vertical Alignment-Mainline - Sheet 2 of 3	1:2500
5158291 / HTR / DR / 0103	Horizontal & Vertical Alignment-Mainline - Sheet 3 of 3	1:2500
5158291 / HTR / DR / 0110	Horizontal & Vertical Alignment-Side Roads - Sheet 1 of 4	1:1000
5158291 / HTR / DR / 0111	Horizontal & Vertical Alignment-Side Roads - Sheet 2 of 4	1:1000
5158291 / HTR / DR / 0112	Horizontal & Vertical Alignment-Side Roads - Sheet 3 of 4	1:1000
5158291 / HTR / DR / 0113	Horizontal & Vertical Alignment-Side Roads - Sheet 4 of 4	1:1000
5158291 / HTR / DR / 0114	Typical Cross Section	1:10
5158291 / HTR / DR / 0115	Underpass 1 - Ch1050	Varies, as shown
5158291 / HTR / DR / 0116	Underpass 2 - Ch2150	Varies, as shown

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 in Appendix B.

2. Description of the Scheme

2.1. Road Type

The proposed road has been designed in accordance with Transport Infrastructure Ireland's Publications (formerly the *National Road Authority's Design Manual for Roads and Bridges*).

The proposed development will consist of the realignment of the N52 National Secondary route in the townlands of Grange, Castletown, Stephenstown, Fringestown and Clontail comprising the construction of a Type 2 Single Carriageway road for a distance of 4.8 km from a location approximately 300m south west of Cassidy's Cross (N52/R162 junction) to a tie in point approximately 300m northeast of Mitchelstown Cross; and associated accommodation & fencing works, landscaping works, surface water drainage/attenuation works and ancillary works.

The N52 realignment will consist of a 7.0m wide single carriageway, 0.5m hard strip each side with grass verges including the provision for a shared pedestrian and cycle path in the southern verge. A roundabout will be provided at the junction of the new N52 and the R162, with associated public lighting. The new N52 will include new junctions with local roads L3406 (via a new link road), L34013, L5600 and L74102. A new ghost island staggered junction will be provided at the Stokes Cross junction (L3406/L34013) and the Mitchelstown Cross junction (L5600/L74102). New priority T-junctions will be provided with the existing N52 at the realigned R162 and L34013. The following side roads will be realigned: R162, L3406, L34013, L5600 and L74102. The retained sections of the existing N52 road will be reclassified as a local road(s) and retained to service properties and local roads. Attenuation ponds will be provided at drainage outfall locations.

The layout of the proposed development is more particularly shown on the Part 8 Drawings described previously in Table 1-1.

2.2. Drainage

The drainage design for the proposed development is in accordance with the TII Publications and the recommendations from the Greater Dublin Strategic Drainage Study (GDSDS), which is recognised as current best practice. It also incorporates Sustainable Drainage Systems (SuDS) to convey and attenuate surface water and ensure the surface water achieves the appropriate level of treatment before entering the local watercourse.

The runoff from the road will be collected by a kerb / open channel and gully system draining to a carrier pipe. The closed carrier pipe will run within the verge alongside the proposed road alignment, to new attenuation ponds where the water will be stored, treated (where required) and released at greenfield rates prior to discharging to new outfall locations on existing watercourses.

The scheme can be considered as four main networks for the purposes of drainage. Each network involves a carrier pipe system discharging to a detention basin, where the storm runoff is attenuated and released at the restricted greenfield rate prior to discharging to the watercourse. The detention basins are designed to cater for the 1 in 100-year rainfall event including an allowance of 10% for climate change.

The drainage design has been prepared to inform the detail design and construction stage (should the project receive the necessary approvals) which, in turn, will form an integral part of the operating plan for the proposed road development. In particular, the control, monitoring and emergency measures for the proposed road development in relation to sediment control are described as the identified watercourses flow into the River Dee which in turn discharges to Dundalk Bay Special Area of Conservation (SAC) and Special Protection Area (SPA).

A flood risk assessment for the proposed development has been undertaken in consideration with 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' DOEHLG November 2009. Refer to the Flood Risk Assessment Report (document ref. 5158291DG0119). The proposed development crosses four significant watercourses, the Headstown, Stephenstown and two unnamed streams as well as other smaller local field ditches. Culverts have been sized sufficiently at the four watercourse crossing locations to ensure the existing flows with an allowance for climate change can be conveyed.

The layout of the proposed drainage features are more particularly shown on the Part 8 Drawings described previously in Table 1-1.

2.3. Earthworks / Excavation

The proposed development is underlain primarily by deep well drained mineral till, with some minor portions of lacustrine-type soils, sands and gravels including localised esker deposits, alluvium and a very localised area of peat in the west. Bedrock underlying the proposed scheme also comprises the Cruicetown Group along the western portion, the Navan Beds Formation beneath the central portion, and the Clontail Formation along the eastern portion of the scheme.

There are no reported Karst features or landslides along the proposed scheme with the closest karst feature a borehole located ca. 9.5km north east.

Areas of soft ground have been identified which will require excavation and disposal and will contribute to the overall fill requirement of the scheme. The earthwork embankments along the scheme will have side slopes of 1:3 (horizontal:vertical). The cuttings will typically have side slopes of 1:2.5 with the exception of a deep cutting at one location (approximately Chainage 2400 to Chainage 2700); this cutting will have side slopes of 1:3.

The vertical alignment of the proposed development is more particularly shown on the Part 8 Drawings.

2.4. Landscaping

The landscaping design will be carried out taking account of the existing countryside so that the project can be carefully integrated into the receiving environment. Native species will be used. Hedgerow planting will be provided along the fence-lines in order to replace hedgerows removed by the road construction.

The landscape and visual impacts, and recommendations, are dealt with further in the Environmental Report (document ref. 5158291DG0148).

2.5. 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 have been 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. These will include diversions of EIR and ESB apparatus, including the relocation of an ESB substation (as noted on the Part 8 Drawings).

2.6. Signing and Lighting

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

In accordance with the requirements of TII's Publications, public lighting is to be provided for at (and on approach to) the proposed roundabout, as noted on the Part 8 Drawings.

2.7. Traffic Management

The majority of the proposed development is offline, with access to the site from the existing road network. There are also sections which will require construction online. As such traffic management will likely be required throughout the construction period. Traffic lane and road closures will be required for the safe construction of certain sections of the works. Meath County Council will endeavour to keep the N52 open where it is safe to do so.

Local access will be provided to ensure continuous access for landowners during the construction period.

2.8. Environmental Assessment

The Environmental Report prepared for this scheme describes the existing situation, the proposed scheme and its potential impact on the surrounding environment under the key environmental factors listed overleaf. Refer to the Environmental Report (document ref. 5158291DG0148).

- Climate Strategy;
- Air Quality;
- Noise & Vibration;
- Land, Soils and Geology;
- Material Assets;
- Water;
- Archaeology and Architectural Heritage;
- Traffic;
- Ecology;
- Landscape and Visual;
- Agronomy; and,
- Population and Human Health.

3. Land Acquisition and Accommodation Works

Land acquisition will be required to construct the proposed development. A mixture of residential, agricultural and commercial land will be acquired as part of the scheme. A total area of approximately 28.3 hectares will be acquired. Of this 26.2 ha will be agricultural and 2.1 ha will be commercial/residential/other.

These lands are required to provide for the scheme's requirements including for the provision of the necessary road re-alignments and the associated maintenance strips, Clear Zones (in accordance with TII's DN-REQ-03034), access tracks, attenuation ponds, outfalls and other drainage features.

An agronomy assessment of the impacts of each agricultural landholding has been undertaken and the recommendations incorporated into the proposed development. This includes the provision of two proposed accommodation underpasses to provide access to severed lands to two dairy farms. Boundary treatments, gates and access arrangements will be provided in line with TII standards.

In total 34 landowners are directly affected by the proposed development (some of which are roadbed impacts only). All affected landowners have been provided the opportunity to meet with the project team in advance of this Part 8 submission.

4. Submissions

Plans and particulars of the proposed development are available for inspection during office hours at the offices of Meath County Council from Wednesday 30th September to Thursday 29th October 2020 (excluding weekends, Public Holidays and Bank Holidays) at the following locations:

The Planning Section
Meath County Council
Buvinda House
Dublin Road
Navan
Co. Meath
C15Y291

Meath County Council
Laytown Bettystown Municipal District
Duleek Civic Office
Duleek
Co. Meath
A92 R9KW

Meath County Council
Kells Municipal District
Headfort Place
Kells
Co. Meath

(Opening Hours 9.00am to 1.00pm and 2.00pm to 4.00pm)

Plans and particulars of the proposed development will also be available for inspection on Meath County Council's web site www.meathcoco.ie.

Submissions and observations with respect to the proposed development dealing with the proper planning and development of the area in which the development would be situated may be made in writing to the Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291 or emailed to planning@meathcoco.ie on or before Thursday the 12th of November 2020.

Appendices

Appendix A. Newspaper Notice of Proposed Development



MEATH COUNTY COUNCIL

Part XI of the Planning and Development Act 2000 (as amended).

Part 8 Planning and Development Regulations 2001 (as amended).

NOTICE OF PROPOSED DEVELOPMENT

N52 GRANGE TO CLONTAIL SCHEME

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

The proposed development will consist of:

The realignment of the N52 National Secondary route in the townlands of Grange, Castletown, Stephenstown, Fringestown, Mitchelstown and Clontail comprising the construction of a Type 2 Single Carriageway road for a distance of 4.8 km from a location approximately 300m south west of Cassidy's Cross (N52/R162 junction) to a tie in point approximately 300m northeast of Mitchelstown Cross; and associated accommodation & fencing works, landscaping works, surface water drainage/attenuation works and ancillary works.

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The plans and particulars of the proposed development 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 Meath County Council, from Wednesday the 30th of September 2020 to Thursday the 29th of October 2020. At the following locations:

- The Planning Section, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291
- Meath County Council, Laytown Bettystown Municipal District, Duleek Civic Office, Duleek, Co. Meath, A92 R9KW
- Meath County Council, Kells Municipal District, Headfort Place, Kells, Co. Meath, A82 W2R3

Plans and particulars of the proposed development will also be available for inspection on Meath County Council's web site www.meathcoco.ie

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to the Local Authority : Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath or emailed to planning@meathcoco.ie on or before **Thursday the 12th of November 2020.**

In accordance with Article 81(2)(ca) of the Planning & Development Regulations 2001 (as amended), Meath County Council has concluded from a screening determination under Article 120(1B)(b)(i) that there is no real likelihood of significant effects on the environment arising from the proposed development and that an Environmental Impact Assessment is not required.

Any person may, within 4 weeks from the date of this notice, apply to An Bord Pleanála for a screening determination as to whether the proposed development would be likely to have significant effects on the environment.

Appendix B. Site Notice



MEATH COUNTY COUNCIL
Part XI of the Planning and Development Act 2000 (as amended).
Part 8 Planning and Development Regulations 2001 (as amended).

SITE NOTICE

N52 GRANGE TO CLONTAIL SCHEME

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The development has been the subject of a screening for appropriate assessment in accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC), Section 177U of the Planning and Development Act 2000 (as amended) and Article 250 of the Planning & Development Regulations 2001 (as amended).

The plans and particulars of the proposed development 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 Meath County Council, from Wednesday the 30th of September 2020 to Thursday the 29th of October 2020. At the following locations:

- The Planning Section, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath, C15 Y291
- Meath County Council, Laytown Bettystown Municipal District, Duleek Civic Office, Duleek, Co. Meath, A92 R9KW
- Meath County Council, Kells Municipal District, Headfort Place, Kells, Co. Meath A82 W2R3

Plans and particulars of the proposed development will also be available for inspection on Meath County Council's web site www.meathcoco.ie

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to the Local Authority: Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath or emailed to planning@meathcoco.ie on or before **Thursday the 12th of November 2020**

In accordance with Article 81(2)(ca) of the Planning & Development Regulations 2001 (as amended), Meath County Council has concluded from a screening determination under Article 120(1B)(b)(i) that there is no real likelihood of significant effects on the environment arising from the proposed development and that an Environmental Impact Assessment is not required.

Any person may, within 4 weeks from the date of this notice, apply to An Bord Pleanála for a screening determination as to whether the proposed development would be likely to have significant effects on the environment.

Signed: 
Dara McGowan, Senior Executive Officer
Transportation Department

DATE OF ERECTION OF SITE NOTICE: 29th September 2020

WS Atkins International Limited

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