



Part 8 Report

New Street Layout for Carrickbeg, Carrick on Suir

On behalf of **Tipperary County Council**

Prepared by

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Civil
Structural
Traffic

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1. Introduction

CST Group Chartered Consulting Engineers were appointed by Tipperary County Council to carry out design of a New Street Layout for Carrickbeg, Carrick on Suir.

The planning for the proposed scheme is undertaken in accordance with the legislative requirement under Section 179 of the Planning & Development Act, 2000 as amended. In accordance with section 80(1)(k) of the Planning and Development Regulations 2001 Part 8 planning approval is required for the Development. The following report discusses the proposed nature and development of the scheme.

The proposed active travel project is located in Carrickbeg, south of the River Suir in Carrick on Suir. The project includes the provision of new/ widened footpaths, off-street parking and the conversion of Abbey Hill and part of Waterford Road to one-way. Tipperary County Council aim to provide a more attractive streetscape that improves mobility for all modes of transport within the project extents. The design will deliver continuous walking routes with safe crossing points at the desired locations.

Active Travel is considered traveling with a purpose of using your own energy. This generally means walking, cycling or using a non-motorised scooter as part of a purposeful journey. Some examples of active travel include a journey to work, school or a local shop by either walking or cycling.

The proposed works area includes Abbey Hill, Waterford Road from Abbey Hill to Corpse Road (Regional Road R676), Corpse Road from Waterford Road to Seskin Court and part of Bridge Street.

The extent of this application is shown on Drawing No. 121291-3500.

The overarching objectives of the project are to:

- Encourage more sustainable modes of transport in Carrick on Suir Town.
- Provide safe routes for walking in the Carrickbeg area.

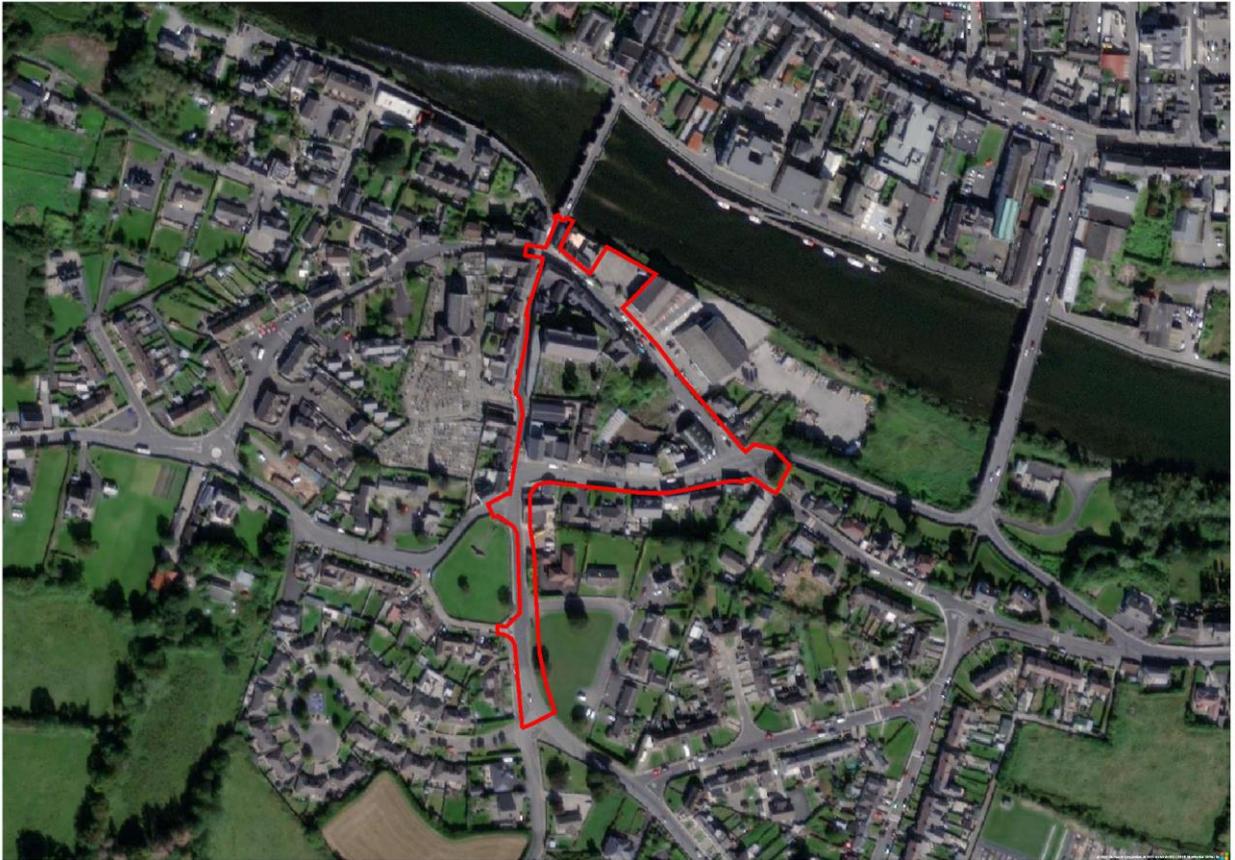


Figure 1.1: Site Location

2. Policy Context

The following policies and objectives are relevant to the site:

2.1 Project Ireland 2040 / National Development Plan 2021 -2030

The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signalled by the recent increase in the active travel budget. This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns and villages across the country, including Greenways. This investment has a transformative potential to substantially increase the numbers choosing to make active travel part of their daily life, improving personal health and mental well-being, making our city, town, and village centres more vibrant and people focused spaces, and significantly addressing our climate action challenge.

2.2 The National Sustainability Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.

The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

2.3 Smarter Travel – A Sustainable Transport Future 2009-2020

Actions 15 and 16 of the policy outlines the Government’s vision of creating strong cycling and walking cultures for all towns, villages and rural areas.

‘Smarter Travel, A Sustainable Transport Future’, published by the Department of Transport, recognises that investment in transport infrastructure is important, however, one of the key elements of the document is to ensure people choose sustainable transport modes such as walking, cycling and public transport. The policy is a response to the fact that continued growth in demand for road transport is unsustainable as it will lead to further congestion, further local air pollution, contribute to global warming, and result in negative impacts to health through promoting increasing sedentary lifestyles.

2.4 Regional Spatial & Economic Strategy

Active walking and cycle infrastructure will support active health initiatives and healthy communities, encourage transition to sustainable modes of travel, promote sustainable mobility and significantly assist our transition to a lower carbon society.

Walking and Cycling The following walking and cycling objectives are supported and will guide investment subject to the required appraisal:

- Enhance pedestrian facilities in all urban areas in the region;
- Delivery of high-quality safe cycle route network across the Region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks.

2.5 Tipperary County Development Plan 2022 -2028

3.4.4 Sustainable Transport and Active Travel

Sustainable transport and active travel are a key focus of the Programme for Government as illustrated by the commitment of an allocation of 10% of the total transport capital budget for cycling projects, and an allocation of 10% of the total capital budget for pedestrian infrastructure. Key areas of focus and change include:

- unprecedented modal shift in all areas by a reorientation of investment to walking, cycling and public transport.

12.4 Modal Shift

Smarter Travel a Sustainable Transport Future 2009 – 2020 sets a target for work-related and school-related commuting. In particular, it seeks commuting by car to be reduced from a modal share of 66% to 45% of journeys. The 2016 modal share for work/school related car journeys in Tipperary was 70%, thus, illustrating the challenge ahead. Although the existing countywide modal share is heavily reliant on the private car for commuter/school journeys, there is an opportunity to achieve a modal shift to sustainable transport within Tipperary's compact urban settlements, particularly for the 42% of people who commute for less than 15 minutes each day. The Council will work with the National Transport Authority through the preparation of LTPs and Active Travel Plans (in identifying the cohort of people that can be targeted for a shift to sustainable modes of transport).

2.6 Carrick-on-Suir Town Development Plan 2013

Policy INF 5: Pedestrian/Cycle Infrastructure The Planning Authority will also require that all new development proposals provide for pedestrian and cycle infrastructure and facilities.

3. Description of the Nature and Extent of the Proposed Development

Improved Street layout for Carrickbeg. The project will deliver a One-way traffic system with improved footways and parking facilities on the main streets in Carrickbeg, Carrick on Suir. The site includes Abbey Hill, Bridge St., Friar St., Waterford Road and Corpse Road. The proposed works will provide a more attractive streetscape that improves mobility for all modes of transport within the project extents. The works will deliver continuous walking routes with safe crossing points at desired locations.

A one-way traffic system is proposed on the following streets:

- A 40m section of the Waterford Road (L6717) from the Bridge St. junction to the new 24 space car park entrance
- Abbey Hill (L2710)

The extent of this application is shown on Drawing No. 121291-3500. The project includes the provision of new/ widened footpaths, off-street parking and the conversion of Abbey Hill and part of Waterford Road to one-way.

The photo below shows a person walking in the carriageway as there are no footpaths here.



Figure 3.1: No footpath provision for pedestrians

The proposed footpaths will provide a safe space for the current pedestrians and encourage more people to change to a more sustainable mode of transport.



Figure 3.2: Parking on footpaths restricting available width for pedestrians

The new footpaths can be accommodated by the introduction of the one-way streets and off-street parking.

Nature of the works

The proposed works, as outlined on the accompanying drawings will involve:

- i. Breaking out of the existing footpaths and carriageway.
- ii. Excavation of acceptable/ unacceptable material and importation of subbase.
- iii. Construction of new bituminous carriageway and concrete footpaths to a new alignment within the boundaries of the existing streetscape.
- iv. Provision of defined car parking within the proposed works area.
- v. Installation of a macadam surface layer in the off-street carparks.
- vi. Minor alterations to existing surface water drainage features within the proposed works area.
(The existing drainage system is typically being maintained with existing gullies relocated as necessary – the area contributing to drainage remains unaltered.) New gullies are being added to the off-street carparks and connected to the combined sewer.
- vii. Signage and road markings.
- viii. Public lighting.
- ix. Provision of tree pits, planting of trees and other landscaping measures.

This planning application includes the following documents:

- AA Screening
- Flood Risk Assessment
- Part 8 Planning Report and Drawings

4. Design Standards and Approach

4.1 Design Standards

The design standard adopted for this scheme follows the requirements of The National Cycle Manual (2011) and Design Manual for Urban Streets (DMURS) (version 1.1 – 2019).

4.2 Design Approach

The project is currently at Preliminary Design Stage. Detailed design of the scheme will be undertaken on successful approval of the Part VIII application and in accordance with any conditions imposed.

4.3 Proposed Cross Section & Geometry

The width of the proposed path is typically 1.8m, with narrower paths where space is restricted and wider in other areas.

The Design Manual for Urban Streets provides guidance on minimum widths for pedestrians of 1.8m.

5. Principal Features of the Proposed Works

5.1 Abbey Hill

Abbey Hill will become one-way south from its junction with Bridge St to its junction with Corpse Road.

5.2 Waterford Road

Waterford Road will become one-way south-east from its junction with Abbey Hill/ Bridge Street for a distance of 40m to the proposed off-street carpark to the north of Waterford Road.

5.3 Off-Street Parking

Two new off-street carparks are proposed off Waterford Road. One to the north off Waterford Road will contain 24 spaces and one to the south with 9 spaces.

5.4 Footpaths

New and widened footpaths are being provided throughout, reducing road carriageway widths and installation of new and improvement of existing pedestrian crossings.

5.5 Boundary Works

A short section of boundary wall is to be removed to facilitate the parking areas.

5.6 Public Lighting

It is proposed to provide public lighting within the off-street carparks.

6. Archaeological Impact Assessment

An Archaeological Impact Assessment (AIA) was prepared for the project.

The proposed development comprises groundworks within a zone of archaeological potential. It is considered the archaeological impact of the proposed works are minimal. The only area of potential impact, although slight, is the creation of a new carpark on the south side of Waterford Rd. All groundworks associated with the carpark development will be subject to archaeological monitoring and undertaken in line with the requirements of the Department of Culture, Heritage and the Gaeltacht to ensure significant adverse impacts on archaeology are mitigated.

7. Environmental Assessment

An Appropriate Assessment (AA) Screening Report was prepared for the project. The Appropriate Assessment screening concluded that the proposed development would not be likely to give rise to significant or indeterminate impacts on any Natura 2000 site.

A preliminary examination determined that an Environmental Impact Assessment Screening Report was not required as the proposed development size is not exceptional in the context of the existing environment.

The following categories were referenced:

Schedule 5, Part 1:

The proposed development does not fall under any of these categories - projects under Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects.

Schedule 5, Part 2: 10 Infrastructure

The proposed development is much smaller than category (b) (ii): *Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.*

The proposed development includes a 9-space car-park and 24-space car-park, therefore, an EIAR has not been automatically triggered for this proposed development.

The proposed development is also smaller than (b) (iv): *Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)*

The proposed development is defined as an urban development in a business district. However, the development is <2ha (0.78ha) and therefore, an EIAR has not been automatically triggered for this proposed development.

Commentary

Whilst the proposed development is near to the Lower River Suir SAC, it is not likely to have an impact on a sensitive site or location. The proposed development will generate some waste, however it will be limited to existing concrete footpath and road. These materials will be extracted and disposed of at a licensed waste facility. Best practices and mitigation measures will be followed in order to avoid incidents of pollution during construction.

Conclusion

The characteristics of the proposed development are not considered to result in a significant impact on the environment by virtue of their size, nature, or operational activities. The works entail improvement of existing roads and footpaths in Carrickbeg to provide a safer urban space for pedestrians. Best practice guidelines will be adhered to during the construction in order to minimise the probability of impacts on the surrounding environment.

8. Flooding

The development is classified as a water compatible development in accordance with the OPW Guidelines. According to the OPW maps the proposed development flood is in an area at low risk of flooding. As such, JKB Consulting Engineers were engaged to carry out a Detailed Flood Risk Assessment of the area and proposals. Their report is included with this application.

A review of the flooding and flood risk in the area was carried out as the site is located near the River Suir. Flood Maps produced as part of the CFRAMS were consulted to establish the Flood Zone. The proposed development is found to be located within Flood Zone C for fluvial, pluvial and coastal flooding and in accordance with The Planning System & Flood Risk Management Guidelines the proposed development is deemed appropriate for this flood zone designation.

The existing drainage system is being maintained with existing gullies relocated where required. No additional storm water runoff areas are being created.

9. Conclusion

This report demonstrates that:

- There is a clear need for the scheme. The proposed development is in accordance with the proper planning and sustainable development of the area, and relevant policy documents including the Draft Tipperary County Development Plan, The Regional Spatial Economic Strategy for the Southern Region and the National Planning Framework.
- The scheme will deliver a much safer means to access this busy zone by foot.
- The scheme will provide a safer connection between the town centre and Carrickbeg.
- The proposed works will substantially improve the quality of the pedestrian provision in Carrick on Suir town.
- The facility will ensure that Carrick on Suir town can offer a good quality of life and a sustainable travel option for those who choose to walk to work or engage in any form of Active Travel.