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Accompanying Planning Statement for Naas Inner Relief Road

Naas Inner Relief Road



Kildare County Council
COMHAIRLE CHONDAE CHILL DARA

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1 Introduction

1.1 Project Background

This report supports the Part 8 planning application for the Naas Inner Relief Road.

The development of a road link to the east of Naas town, between the R445 Dublin Road and the R410 Blessington Road has long been an objective of Kildare County Council.

The preferred route for the scheme was established using a two stage options assessment process, as per TII's NRA 2010 Project Management Guidelines. Full details of the options assessment process, including a comprehensive constraints study and selection of the preferred route, can be found in the Route Selection Report.

1.2 Site Overview

The location of the site is shown in Figure 1 below.



Figure 1 Site Location Map

The proposed road is approximately 1.60km in length, and is bordered by the R410 Blessington Road to the south, the eastern boundaries of The Gallops, Woodlands, and Elmwood housing estates to the west, and the R445 Dublin Road to the north.

The proposed development extends from the Dublin Road along the line of the existing The Gallops / Kings Court / Racecourse Gate / Naas Racecourse entrance road, travels south through the existing Naas Racecourse lands, crosses Tipper Road and continues southwest connecting to the existing IDA Ireland 'Time House Industrial Estate Road. The section of the existing Gallops Estate Road between R445 Dublin Road and Kings Court Housing Development was constructed as part of the planning permission for the Gallops Housing Development granted in 2001.

1.3 Consultation with Prescribed Bodies

Appendix A contains a list of Prescribed Bodies and Third Parties who will be consulted as part of this planning process.

2 Planning and Development Context

2.1 Local Policy Context

2.1.1 Kildare County Development Plan 2017-2023

Part of the aim of the “Movement and Transport” strategy for the County as outlined in the County Development Plan is “To promote ease of movement within and access to County Kildare, by integrating sustainable land use planning with a high quality integrated transport system; to support improvements to the road, rail and public transport network, together with cycleway and pedestrian facilities”.

The Roads and Streets Network Objective RSO 5 states that Kildare County Council seek to “Maintain corridors free from development to facilitate future roads, cycle facilities and other transport infrastructure improvement in order to facilitate road and bridge projects set out in Table 6.1 with further progression of those road projects subject to assessment against the ‘Principles of Road Development’ criteria set out in Section 5.3.3 (sic – should read 5.8.3) of the Transport Strategy for the Greater Dublin Area 2016-2035.”

Table 6.1 of the County Development Plan “Priority Road and Bridge Projects” identifies the “Inner Relief Road, Naas” (Naas Town LAP roads objective RPO4) as taking a route between the “R410 to R445 c.1.5m of Blessington Road to Dublin Road”.

2.1.2 The Naas Town Development Plan 2011 – 2017

This Plan also identifies a specific Roads Objective RPO4 “To construct a distributor road linking the Dublin Road to the Blessington Road via the Tipper Road”.

The proposed Roads Objective RP04 commences at the end of the existing Gallops Estate Road, travels south through the existing Naas Racecourse lands, crosses Tipper Road and continues southwest connecting to the existing IDA Ireland ‘Time House’ Industrial Estate Road. RP04 Roads Objective is shown in an excerpt from Map Ref. 7.1 “Roads Hierarchy and Indicative Improvements” detailed in Figure 2 below.

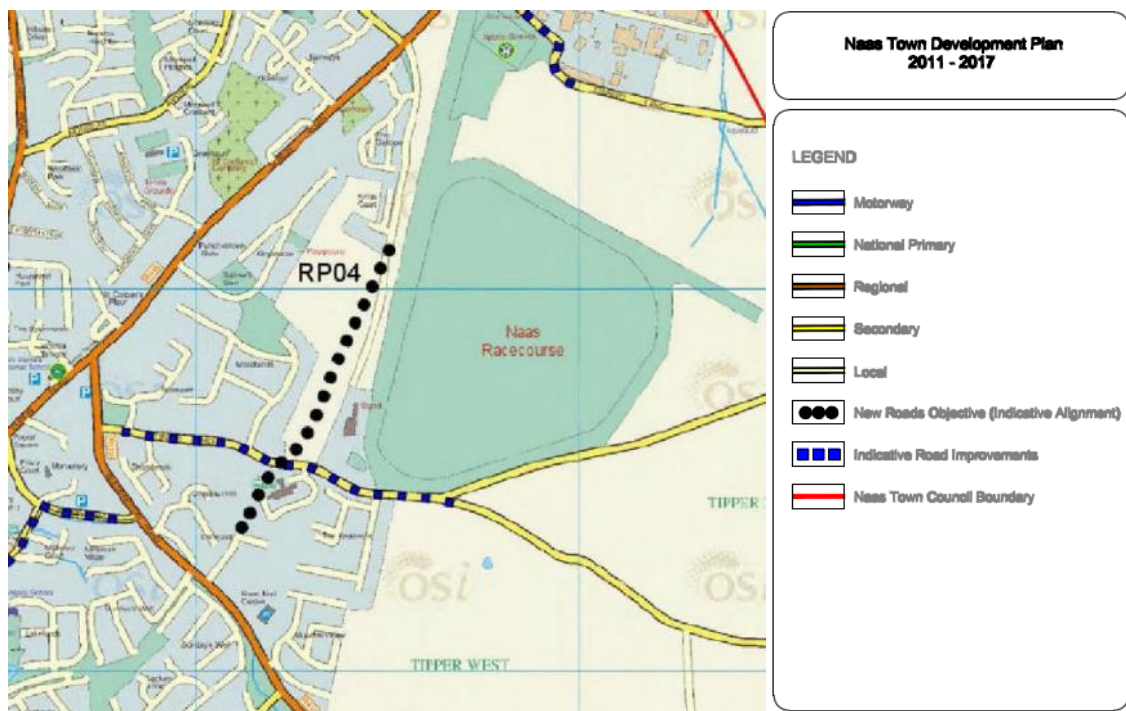


Figure 2 Naas Town Development Plan 2011 - 2017 – Excerpt from Roads Objective Map

2.1.3 National and Regional Policy Context

The proposal for the Naas Inner Relief Road is consistent with the following National and Regional planning policy documents: -

- The Project Ireland 2040 National Planning Framework
- Smarter Travel: A Sustainable Transport Future 2009 – 2020;
- Building on Recovery - Infrastructure and Capital Investment 2016 – 2021;
- Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport;
- Road Safety Authority Road Safety Strategy 2013 – 2020;
- Transport Strategy for the Greater Dublin Area 2016 – 2035;
- The Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022.

Further details on how this scheme complies with these planning policy documents can be found in the Route Selection Report.

3 Alternatives Considered

3.1 Alternative Options

As part of the Stage 1 Route Selection assessment process, 8No. feasible route options were developed. These 8No. route options are shown in Figure 3 below.

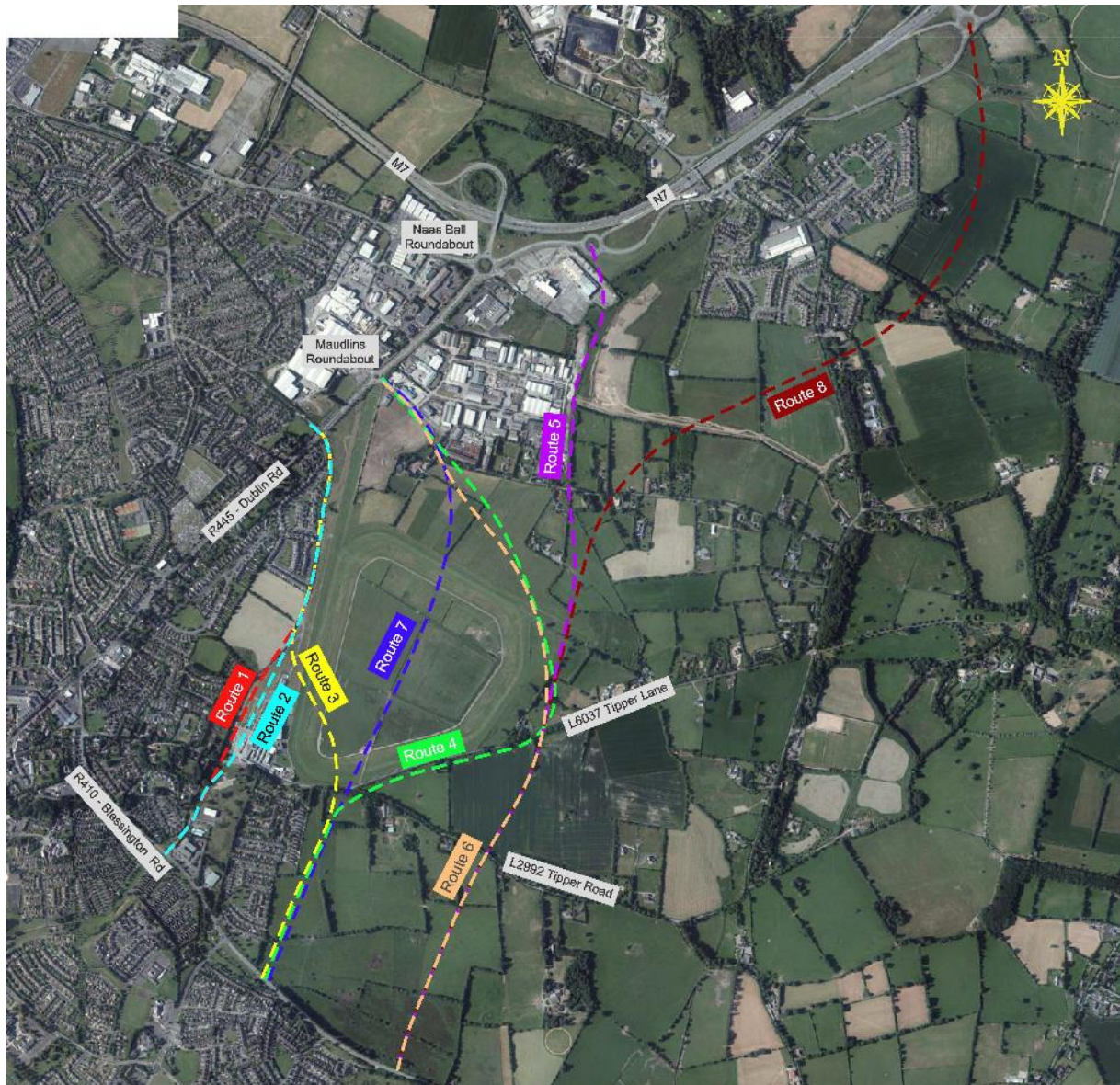


Figure 3 Naas Inner Relief Road - Proposed Route Options

3.2 Stage 1 Preliminary Assessment of Options

The route options were assessed under the criteria headings of Engineering, Environment and Economy. In addition to the feasible route options 1 to 8 shown above, the Stage 1 Assessment also assessed the Do-Nothing and Do-Minimum options. The full assessment is given in the Route Selection Report.

Table 1 summarises the findings of the Stage 1 Assessment.

Overall	Engineering	Environment	Economy	Progress to Stage 2? (Yes/No)
'Do-Nothing'	Low Preference	Medium Preference	Medium Preference	No
'Do-Minimum'	Low Preference	Medium Preference	Medium Preference	No
Route Option 1	High Preference	High Preference	High Preference	Yes
Route Option 2	High Preference	High Preference	High Preference	Yes
Route Option 3	Medium Preference	Low Preference	Medium Preference	No
Route Option 4	Low Preference	Low Preference	Medium Preference	No
Route Option 5	Low Preference	Medium Preference	Low Preference	No
Route Option 6	High Preference	High Preference	Medium Preference	Yes
Route Option 7	Medium Preference	Low Preference	Medium Preference	No
Route Option 8	Low Preference	Low Preference	Low Preference	No

Table 1 Stage 1 Assessment Summary

3.3 Public Consultation

Following the consideration of the Stage 1 assessment and prior to commencing the Stage 2 assessment, a Public Consultation was held on Wednesday the 21st February 2018 between 3pm and 9pm at Kildare County Council Head Offices, Áras Chill Dara, Devoy Park, Naas, County Kildare. The purpose of the consultation was to present to the public the three routes that arose from the Stage 1 Assessment.

The maps and brochures remained on display at Kildare County Councils Head Offices, Áras Chill Dara, Devoy Park, Naas, County Kildare until Friday the 9th of March 2018. Following the public consultation, the maps were available on the Kildare County Council website together with information inviting submissions from the public.

The official closing date for receipt of submissions was Wednesday the 28th of February 2018, with an extension given until Friday 9th March 2018. Comments could be submitted online by email or by post to Kildare County Council. A total of 332 submissions were received from the public in regards to the Naas Inner Relief Road Public Consultation process.

A strong preference for route option 6 was indicated during the public consultation and in subsequent submissions. A strong negative preference for both route option 1 and 2 was equally expressed during the consultation process and in the subsequent submissions.

At the consultation and in subsequent submissions many people requested that an alternative route be investigated which is similar to route option 6, but ultimately avoids the impacts on the Naas Racecourse 1 mile starting marker and the potential severance of land holdings that route option 6 currently traverses through. Following a review of this alternative route, Route Option 6A was developed by the design team to the same level as the options presented to the public at the consultation and has been incorporated into the Stage 2 assessment.

3.4 Stage 2 Project Appraisal of Route Options

The Route Options were compared under each of the following appraisal criteria:

- Economy
- Safety
- Physical Activity
- Environment
- Integration
- Accessibility & Social Inclusion

Table 2 below provides a summary of the project appraisal for each of the Stage 2 Route Options under the Common Appraisal Criteria and their overall ranking. The full assessment is given in the Route Selection Report.

	Route Option 1	Route Option 2	Route Option 6	Route Option 6A
Economy	Preferred	Preferred	Least Preferred	Least Preferred
Safety	Similar	Similar	Similar	Similar
Physical Activity	Preferred	Preferred	Intermediate	Least Preferred
Environment	Intermediate	Preferred	Least Preferred	Least Preferred
Integration	Preferred	Preferred	Intermediate	Intermediate
Accessibility & Social Inclusion	Preferred	Preferred	Intermediate	Intermediate
Overall Ranking	2 nd Preferred	1 st Preferred	2 nd Least Preferred	Least Preferred

Table 2 Project Appraisal Matrix

From the Stage 2 Project Appraisal of Route Options it was recommended that Route Option 2 was taken forward as the Preferred Route for the Naas Inner Relief Road.

4 Extent of Proposed Works

4.1 Existing Site

The proposed Naas Inner Relief Road is located immediately to the east of Naas town centre. The land-cover within and adjacent to the footprint of the proposed road corridor is dominated by improved grassland and arable land. Areas of built land in the form of residential housing occur to the west, southwest and north of the alignment. Naas Racecourse occurs to the east of the alignment. Scattered trees occur within the parkland amenity grassland along the southern section of the proposed road corridor between the Tipper Road and the R410 Blessington Road. No hedgerow field boundaries are crossed by the proposed Naas Inner Relief Road.

The proposed route corridor occupies a low-lying and flat landscape with little change in altitude throughout. The elevations within the study area range from 90m to 100m OD Malin.

4.2 Proposed Works

The proposed relief road is approximately 1.60km in length, and is bordered by the R410 Blessington Road to the south, the eastern boundaries of The Gallops, Woodlands, and Elmwood housing estates to the west and the R445 Dublin Road to the north.

The proposed development comprises of a 6.5m carriageway, 3.25m median, 2m footpath, 2m cycle track and 2m verge. Other associated proposed works and improvements include:

- Improvement to existing signalised junctions
- New signalised junction
- At-grade priority junctions
- Pavement
- Traffic signs & road markings
- Earthworks
- Drainage
- Public utilities
- Public lighting
- Landscaping
- Environmental mitigations
- Temporary Traffic Management

4.3 Construction Methodology

4.3.1 Pre-Construction Works

Additional geotechnical investigation will also be carried out pre-construction. A geotechnical investigation will typically comprise of the supervised excavation of boreholes and trial pits. Moderately sized plant will be used and consist of small to medium sized excavators, cable percussive rigs, rotary drilling rigs, compressors, water bowsers, low loaders and 4-wheel drive vehicles.

Slit trenches will also be required at selected locations in order to confirm the location of buried services. Saw cutting of the existing pavement and the subsequent hand excavation, photographing and logging of the uncovered services will be the main activities. Archaeological test trenches will also be dug pre-construction.

All works undertaken as part of the ground investigation contract will be undertaken in accordance with recognised best practice procedures in order to ensure that they do not result in any environmental impacts.

4.3.2 Main Construction Works

Construction Compounds

A construction compound or compounds will be required for the duration of the construction works. Proposed compound locations are shown on Part 8 Drawing No. 17_169-CSE-HML-XX-DR-C-2202.

Potential Impacts on Adjacent Landowners

Residents of the areas of The Gallops, Kingscourt, Racecourse Gate, and other nearby developments, closest to the construction works will experience some level of noise, vibration and dust arising from general works and construction traffic in close proximity to their properties. Service diversion works may also directly affect these properties.

Revised access arrangements, both permanent and temporary, will be required for The Gallops, Kingscourt and Racecourse Gate.

Traffic Management

The impact of construction on users of the existing road network will be relatively small because the proposed development has relatively few interfaces with main roads. Temporary traffic management, including continuous access for residents and other users, will be required at The Gallops, Kingscourt, Racecourse Gate, Naas Racecourse, and the IDA Business Park.

4.4 Access to Site

Primary access to the site, and site compound, will be via the R445 Dublin Road. Secondary access will be at a crossing point across Tipper Road, and via the R410 Blessington Road.

5 Impact of Proposed Works

5.1 Environmental Assessment

A Screening Report for Appropriate Assessment and Environmental Impact Assessment Screening Report have been prepared, and are given in support of this planning application.

The Screening Report for Appropriate Assessment concludes that the project is not likely, alone or in combination with other plans or projects, to have a significant effect on any European Sites.

In the Environmental Impact Assessment Screening Report, the proposed Naas Inner Relief Road has been assessed as a sub-threshold Environmental Impact Assessment development, and concluded that an Environmental Impact Assessment is not required.

5.2 Flood Risk Assessment

A flood risk assessment was undertaken in order to determine potential for the proposal to affect flood risk. The proposed Naas Inner Relief Road footprint is affected by flooding in one area on its route at the junction with the Blessington Road.

The proposed Naas Inner Relief Road follows the existing road alignment of the IDA Business Park entrance road and follows existing road and ground levels. The proposal is therefore deemed unlikely to have a significant adverse effect on flood conveyance.

An analysis of the proposed route corridor indicates that the proposal is likely to cause a net cut to ground levels over the area where flooding is predicted resulting in a likely increase in potential flood storage volume.

There is therefore no significant potential for the proposal to cause an adverse effect on flood risk elsewhere as a result of effect on overland flood conveyance or displacement of flood storage.

5.3 Benefits of the Proposed Development

An assessment of the collision history on the R445 Dublin Road and the R448 Blessington Road indicates that there have been a significant number of collisions over the period 2005 – 2014 as reported on the Road Safety Authority's Collision Statistic Website.

With the proposed Naas Inner Relief Road scheme, road safety will be improved by delivering a road to the current standards and by removing traffic volumes from the existing R445 Dublin Road and the R448 Blessington Road which has a large number of direct accesses thereby reducing the potential number of conflicting movements.

The proposed road scheme will be designed and constructed as an urban distributor road with a 50kph speed limit and in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM) to ensure it provides for all road users and is appropriate in its urban context in order to:

- provide an important Urban Distributor Road Link in the context of the road network within Naas Town for all road users
- link the R445 Dublin Road and R410 Blessington Road.
- connect to the Blessington Road in the vicinity of the Ballycane Road and therefore will connect the existing relief road south of Naas to the Dublin Road
- provide an alternative route linking the southern part of Naas to the Dublin Road and northern Part of the town including Monread
- reduce traffic levels and congestion on the Main Street, Dublin Road and the Blessington Road/Dublin Road Junction
- support Smarter Travel objectives by providing a safe new road link for pedestrians, cyclists and buses within the town networks.

6 Conclusion

From an economic, safety, physical activity, environmental, accessibility and social inclusion and integration perspective the proposed Naas Inner Relief Road is an important development for the town of Naas. Following a review of constraints, alternatives, and environmental impacts, planning permission is being sought for the Naas Inner Relief Road as shown on Drawings No. 17_169-CSE-HML-XX-DR-C-2201 – 2203.

The development will reduce traffic congestion on the R445 Dublin Road Corridor and provide connectivity to the existing Ballycane Road / Naas Outer Ring Road. The scheme will also reduce journey times and improve journey time reliability. This will generate positive economic benefits to businesses and consumers. It supports Smarter Travel objectives by providing a safe new road link for pedestrians, cyclists and buses within the town networks.

This project provides improved road safety by delivering a road to the current design standards and best practice, and will provide high quality infrastructure for all road users including the mobility impaired and those with other disabilities. The proposed Naas Inner Relief Road project will improve road based transport at a local level by reducing congestion and improving safety along the R445 Dublin Road Corridor and the R410 Blessington Road.

The proposed scheme will provide increased opportunity for the residents of Naas to engage in physical activity through the provision of high quality cycle and pedestrian facilities. This will assist in encouraging modal shift from vehicular traffic to healthier modes of travel such as walking and cycling.

The large volume of slow moving traffic (and associated braking and accelerating due to congestion) in Naas Town has an adverse environmental impact on air quality and noise. This scheme will remove traffic from Naas Town Centre and reduce congestion, thereby reducing CO₂ and particulate emissions along the main street in Naas and the existing R445 Dublin Road Corridor. The reduction in traffic on the R445 Dublin Road Corridor and R410 Blessington Road will improve the amenity of the town centre with positive impacts on vulnerable road users (i.e. pedestrians and cyclists).

This project will integrate with the surrounding National and Regional Road networks to minimise delays and journey times on these neighbouring routes. The proposed project is intended to improve access to the Naas Outer Ring Road and reduce traffic congestion on the R445 Dublin Road Corridor. The project will also allow Naas to expand and facilitate further housing development potential in the area, which would have positive economic implications.

Appendix A

Prescribed Bodies & Third Parties

- An Comhairle Ealaíon (The Arts Council)
- An Taisce
- Department of Culture, Heritage, and the Gaeltacht (also sent by email)
- Department of Housing, Planning, Community and Local Government
- Department of Communications, Climate Action & Environment
- Inland Fisheries Ireland
- Health & Safety Authority
- Heritage Council
- Irish Water
- National Transport Authority
- National Tourism Development Authority
- Transport Infrastructure Ireland
- Fáilte Ireland, Environment & Planning Unit
- Road Safety Authority
- Health Services Executive
- Minister for Transport, Tourism and Sport
- Department of Transport, Tourism and Sport
- An Garda Síochána, Garda Headquarters, Phoenix Park
- The Superintendent, Naas Garda Station
- ESB Head Office
- Minister for Cultural, Heritage, and the Gaeltacht
- Minister for Housing, Planning, Community and Local Government
- Irish Wildlife Trust
- Bird Watch Ireland
- Eastern & Midland Regional Assembly (by email only)
- The Tree Council of Ireland
- National Parks & Wildlife Service
- IFA
- Gas Networks Ireland
- Ervia (Bord Gáis)
- Eir Group HQ

- Environmental Protection Agency
- Córas Iompair Éireann
- Bus Éireann
- Industrial Development Authority
- Department of Business, Enterprise & Innovation
- Minister for Business, Enterprise & Innovation
- Minister for Communications, Climate Action and Environment
- Irish Aviation Authority
- Geological Society of Ireland
- Commission for Railway Regulation
- Waterways Ireland
- Iarnród Éireann
- Commission for Regulation of Utilities
- Office of Public Works
- Irish Horse Racing Regulatory Board
- The Manager, Naas Racecourse Company Limited

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