



Re-alignment of N63 and Replacement of Cloonfiugh Bridge

Part 8 Planning Application

April 2011

Longford County Council



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Longford Local Authorities,
Great Water St.,
Longford,
Co. Longford

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
P1	April 2011	CAN	GJS	GRY	Planning Issue

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1. Introduction

The National Roads Authority together with Longford County Council has identified the need to realign a section of the N63 National Secondary Route in the vicinity of the Cloonfiugh Bridge in order to improve the road alignment from a safety perspective. The works will require the replacement of the existing masonry arch Cloonfiugh Bridge (*NRA ref: LD-N63-004.00*).

In accordance with Article 80 (1) of the Planning and Development Regulations 2001, a Part 8 procedure is required for the minor realignment of the N63 and the demolition and replacement of the existing masonry arch structure.

2. Existing Environment

2.1 Site Location

The location of the bridge site and re-aligned road is shown on the Drawings in Appendix A.

The Cloonfiugh Bridge crosses a tributary of the Fallon River between the towns of Lanesborough and Killashee. The bridge is located on the N63 National Secondary Road in the Townlands of Cloonfiugh and Templeton Glebe in Co. Longford.

Irish Grid Reference; 206753.000 E, 269456.000 N

2.2 Road Network

This section of the N63 between Lanesborough and Killashee has an estimated annual average daily traffic (AADT) figure of 9254 (Ref: Stage I Assessment Report prepared by Halcrow Barry in August 2010).

The speed limit on the existing N63 is 100 km/hr and vehicle speeds at the bridge location are high due to its location on an open section of carriageway.

The existing alignment of the N63 in the immediate vicinity of Cloonfiugh Bridge consists of a series of tight horizontal bends of radii of 127m, 225m and 500m. These radii would all require departures from modern design standards for a road with a design speed of 100km/hr.

Immediately to the east of the bridge there is a horizontal radius of 2050m which is classed as a Band C radius which would require a departure from standard. The existing alignment then follows a horizontal radius of 3000m which is at the lower end of Band D. This curve would require almost the maximum verge widening to achieve full overtaking sight distance at this section to meet modern standards.

The vertical alignment is on a gentle gradient at the bridge location.

There is an existing junction with a local side road immediately to the east of the existing bridge which has inadequate sightlines at present.

2.3 Site Description and Topography

The locality of the bridge site is rural pasture & peat land.



General view of carriageway looking East



General view of intersecting carriageway to the South



General view of carriageway looking West

2.4 Existing Cloonfiugh Bridge

The existing bridge is a masonry arch which crosses a tributary of the Fallon River, which in turn is a tributary of the River Shannon. The arch is a single 3.19m square span and is 7.45m wide. The bridge is constructed square to the abutments. The overall width, including two verges, is 7.56 m. The date of construction is unknown. An existing watermain is strapped to the north side of the existing bridge. It is noted the existing bridge is not a protected structure and it is not in a SAC.



Northern Elevation of Cloonfiugh Bridge

A Stage 1 assessment Report carried out in August 2010 concluded that the masonry arch structure was capable of supporting 40 tonnes GVW and has a HB rating of 14.7 units.

2.5 Archaeology and Ecology

The Cloonfiugh Bridge is not protected or in close proximity to a structure protected under the National Monuments Acts 1930 to 2004 as amended. The bridges and proposed realignments do not cross nor is located with a Special Area of Conservation (with reference to the Habitats Directive 92/43/EEC) or Special Protection Area for Birds (with reference to the Birds Directive 79/409/EEC).

3. Proposals

3.1 Proposed Road Re-alignment

The proposed realignment of the N63 will be based on a design speed of 100 km/hr and a Type 2 Single Carriageway cross section (NRA Interim Advice Note 01/09 – Design of Low Flow Single Carriageway Roads) will be used.

It is proposed that the N63 will be horizontally realigned over approximately 550m. The realignment consists of overlay and widening of the existing carriageway (approx. 300m) and construction of new carriageway (Approx 250m).

To achieve adequate visibility at the side road junction to the East of the bridge, the verge on the south of the structure will be over-widened and the junction will be moved approximately 6m to the East.

The proposed realignment will require a new bridge structure to be constructed north of the existing structure. A new structure is from a health and safety point of view the preferred option as construction workers are working off line and the traffic management will be safer compared to widening the existing structure.

The proposed cross section of the realigned section of the N63 is described in Table 1.1 below;

Cross Section	Width (m)
Northern Verge	3.0
Northern Hard Strip	0.5 (part of the verge)
Northern Carriageway	3.5
Southern Carriageway	3.5
Southern Hard Strip	0.5 (part of the verge)
Southern Verge	3.0
Total	13.0m

Table 1.1 Road Cross Section

3.2 Proposed Cross Section on the Bridge

The proposed cross section over the Cloonfiugh Bridge is described in Table 1.2 below;

Cross Section	Width (m)
Northern Parapet	0.5
Northern Raised Verge	1.5
Northern Hard Strip	0.5
Northern Carriageway	3.5
Southern Carriageway	3.5
Southern Hard Strip	0.5
Southern Raised Verge	3.0
Southern Parapet	0.5
Total	13.5m

Table 1.2 Bridge Cross Section

The Southern raised verge is proposed to be 3m in width in order to provide adequate sightlines for the junction with the local road to the East of the bridge.

3.3 Proposed Replacement Structure

3.3.1 General

In order to facilitate the realignment of the carriageway, it will be necessary to replace the existing masonry arch bridge crossing with a new structure.

3.3.2 Existing Masonry Arch

The existing arch structure will be demolished once the traffic has been diverted onto the new structure. The existing watermain which was attached to the bridge will be relocated.

3.3.3 Replacement Structure

It is proposed that the replacement structure will be a box culvert and will span the tributary of the Fallon River in a single span.

There are no requirements to provide navigable clearance to the tributary, or to provide walkways beneath the bridge. Hence, the soffit level will match the existing.

3.3.4 Lighting

Due to the rural location of the bridge, no lighting is proposed on this structure.

3.4 Traffic Management during Construction

Access along the N63 will be maintained for the duration of the works. All the traffic management required during the construction will be in accordance with Chapter 8 of the NRA Traffic Signs Manual.

It is not expected that the construction traffic will add significantly to the existing daily traffic on the road in the area. Some heavy transports to the site are anticipated during the installation of the site plant and delivery of the bridge elements. However these transports are only over a limited period of time.

4. Authorities to be consulted

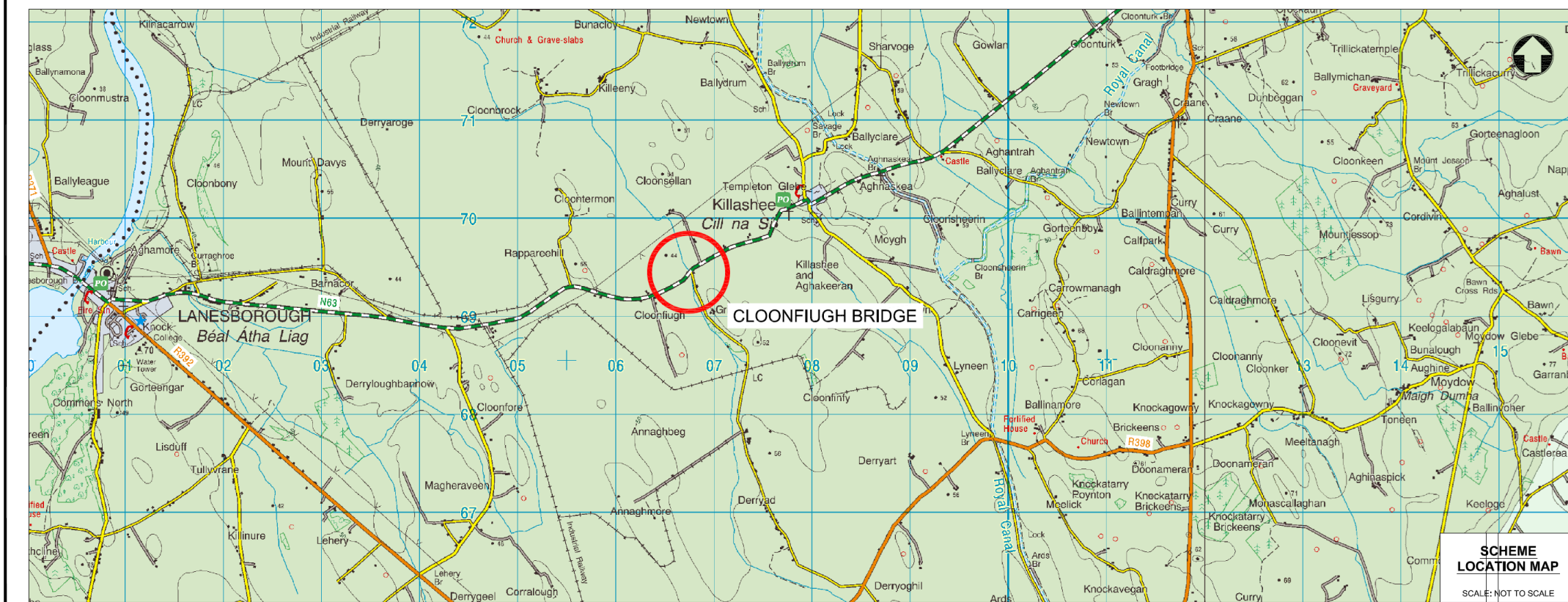
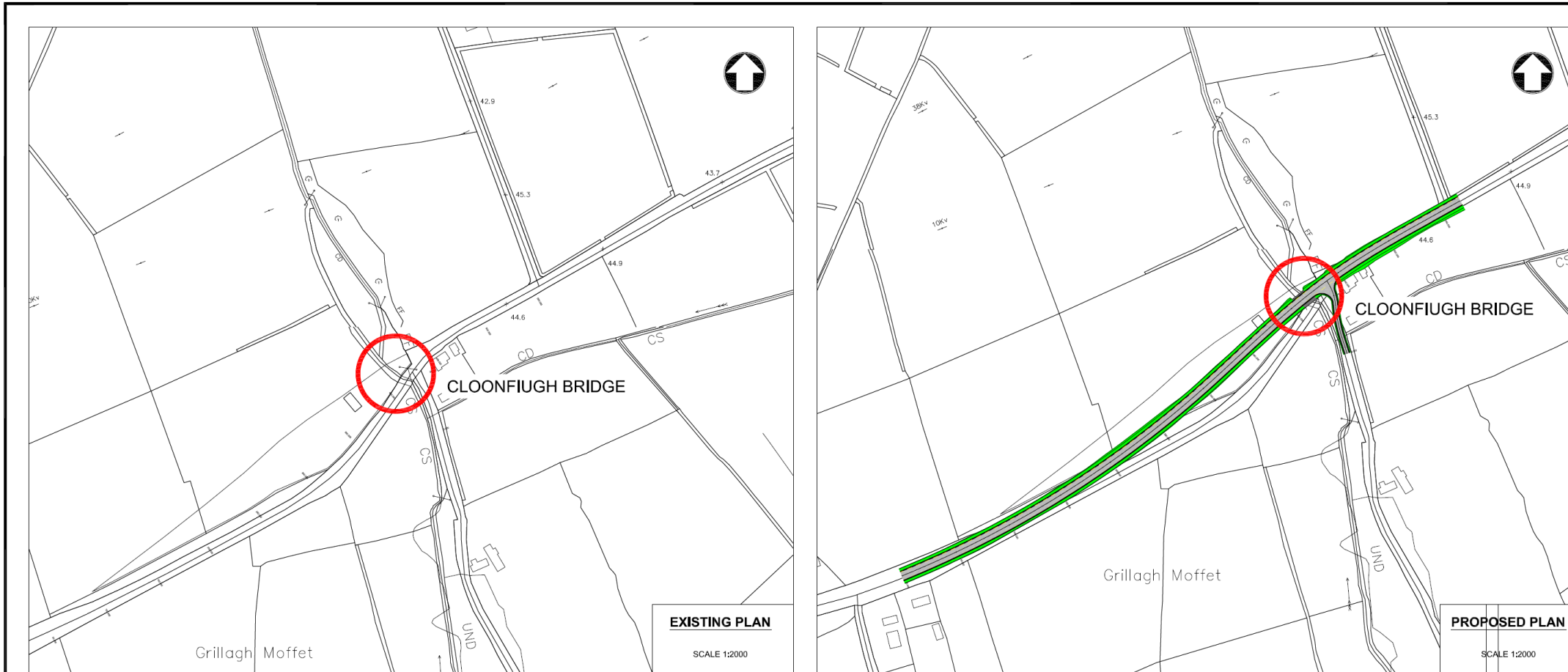
On behalf of the Longford County Council and the National Roads Authority, this Part 8 Report will be sent to the following bodies for consultation.

- Department of Environment, Heritage and Local Government
- Office of Public Works
- Shannon Regional Fisheries Board
- Waterways Ireland
- An Taisce – The National Trust for Ireland
- Fáilte Ireland and
- Heritage Council

Appendices

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Appendix A. Drawings



Notes

Key to symbols

Reference drawings

P1	11/04/2011	DKN	ISSUED FOR PLANNING	JDE	GJS
Rev	Date	Drawn	Description	Ch'kd	App'd

South Block
Rockfield, Dundrum
Dublin, 16
Ireland
T +353 01-2916700
F +353 01-2916747
www.mottmac.com

Client

Title
Task Order 216
Leinster Bridges Contract No 6
Part 8 Drawing
Cloonfiugh Bridge
Location Plan

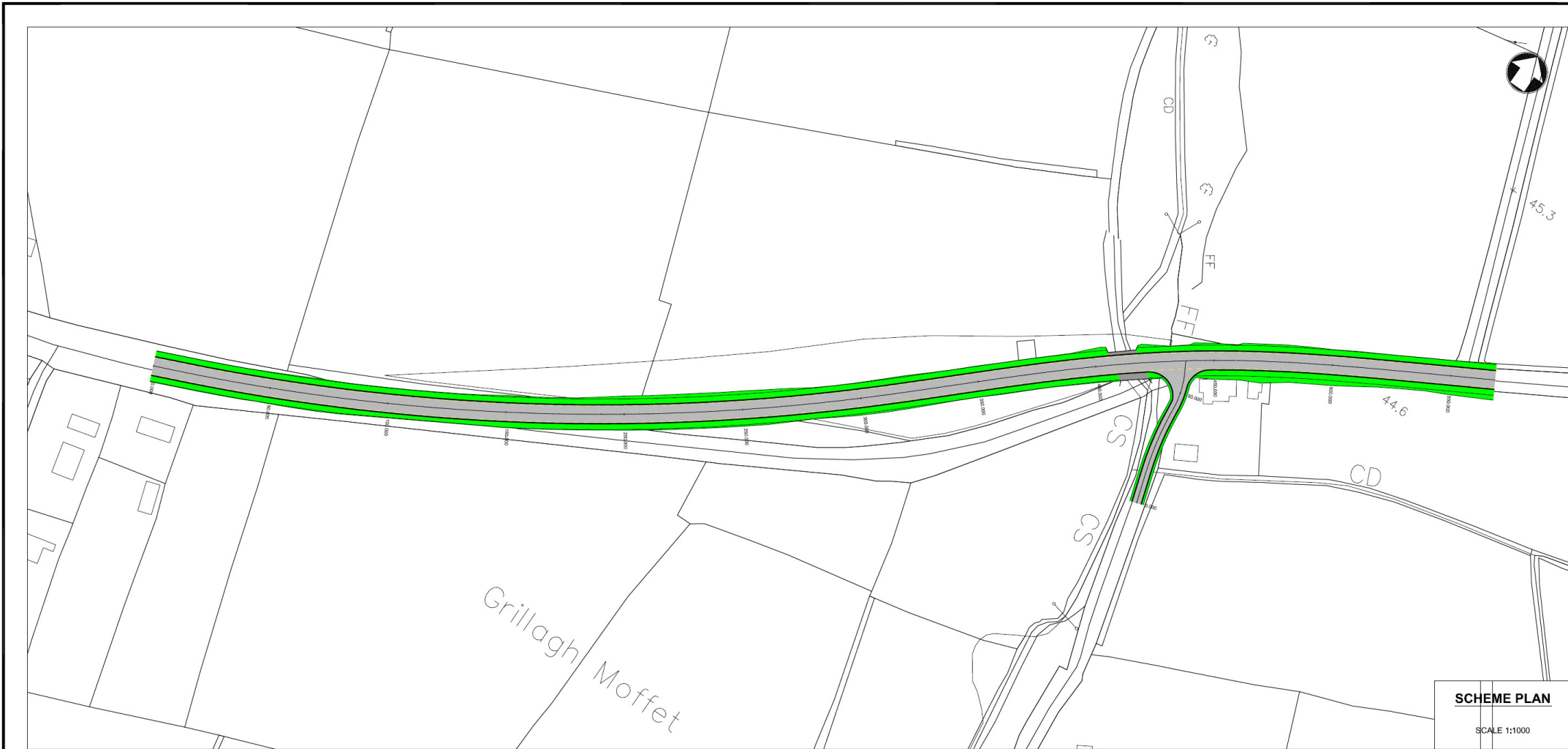
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Drawn	DKN	Coordination	GJS
Dwg check	JDE	Approved	GJS

Scale at A1
1:500

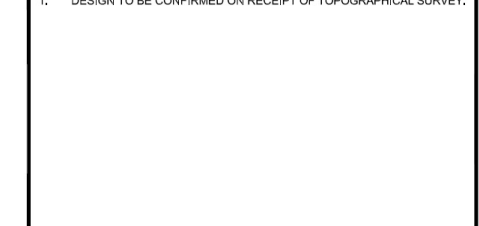
Status
PLANNING

Rev
P1

Drawing Number
MMD-287734-C-DR-22-0001



Notes
1. DESIGN TO BE CONFIRMED ON RECEIPT OF TOPOGRAPHICAL SURVEY.



Reference drawings

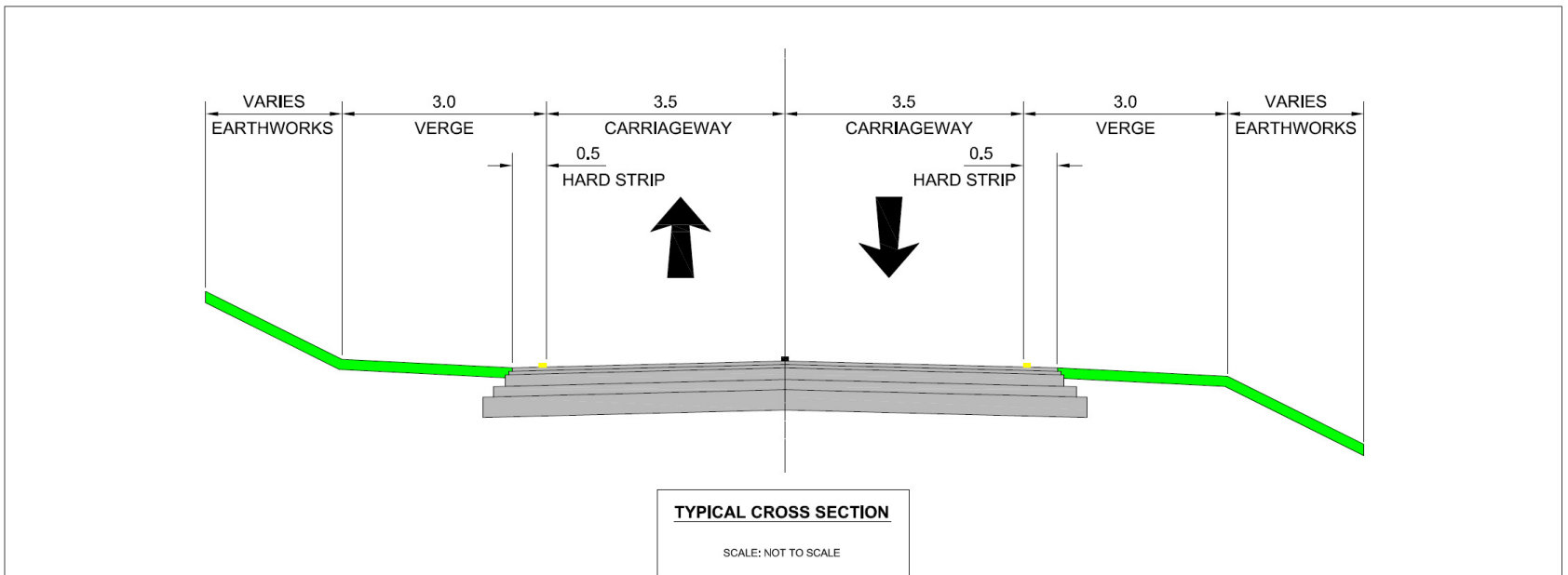
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P1	11/04/2011	DKN	ISSUED FOR PLANNING	JDE	GJS
Rev	Date	Drawn	Description	Chk'd	App'd

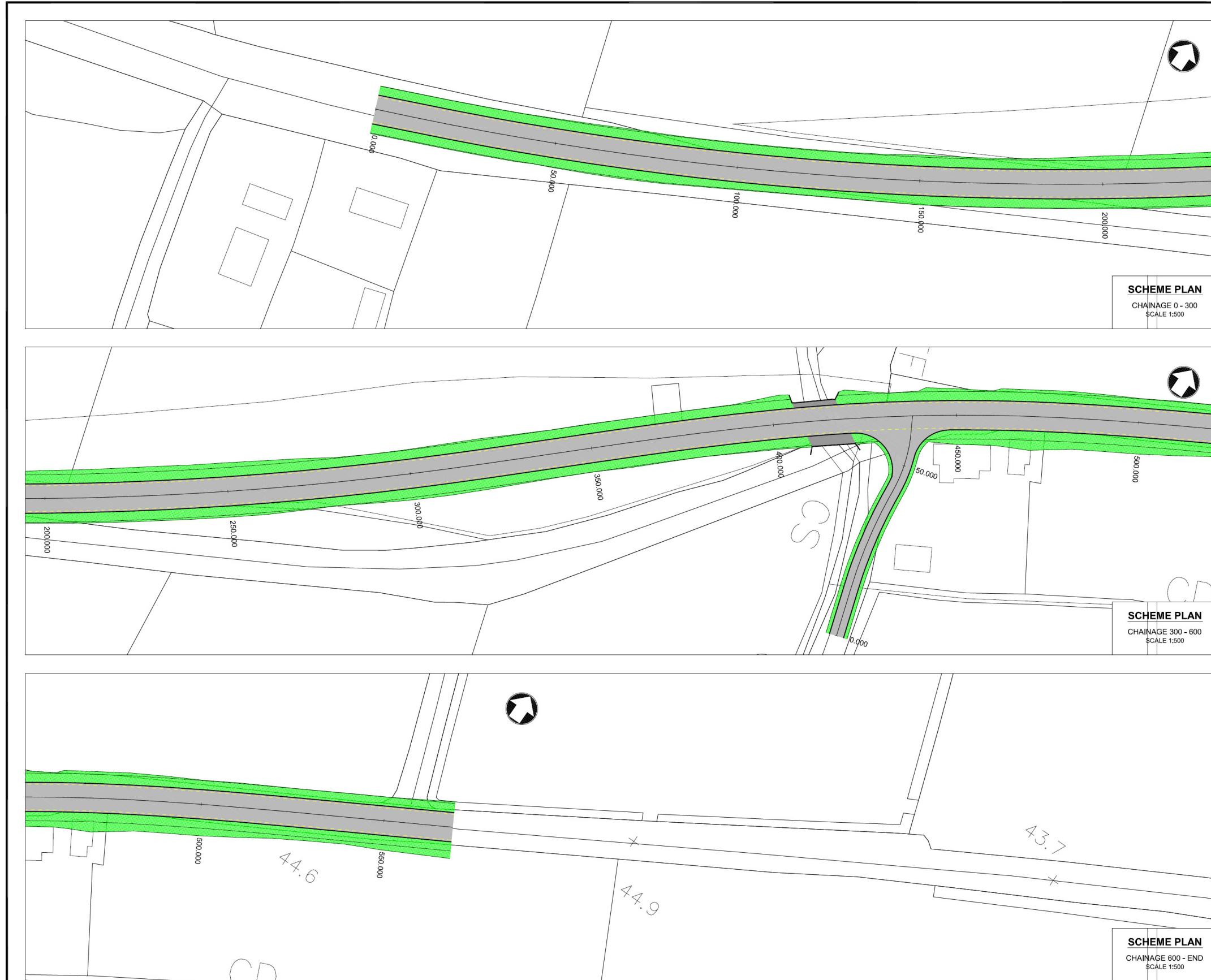
Client

Title
Task Order 216
Leinster Bridges Contract No 6
Part 8 Drawing
Cloonfiugh Bridge
Layout & Section

Designed	JDE	Eng check	DHY
Drawn	DKN	Coordination	GJS
Dwg check	JDE	Approved	GJS
Scale at A1	1:1000	Status	PLANNING
Rev			P1
Drawing Number	MMD-287734-C-DR-22-0002		



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Notes
1. DESIGN TO BE CONFIRMED ON RECEIPT OF TOPOGRAPHICAL SURVEY.

Key to symbols

	ROAD CONSTRUCTION
	VERGE / EMBANKMENT
	STRUCTURE

Reference drawings

P1	11/04/2011	DKN	ISSUED FOR PLANNING	JDE	GJS
Rev	Date	Drawn	Description	Ch'kd	App'd

South Block
Roskilly, Dundrum
Dublin, 16
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Client

Title
Task Order 216
Leinster Bridges Contract No 6
Part 8 Drawing
Cloonfiugh Bridge
Scheme Plan

Designed	JDE	Eng check	DHY
Drawn	DKN	Coordination	GJS
Dwg check	JDE	Approved	
Scale at A1	1:500	Status	PLANNING
		Rev	P1

Drawing Number
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Appendix B. Site Notice



LONGFORD COUNTY COUNCIL

SITE NOTICE

Longford County Council

Intend to apply for permission for the following development in accordance with Part 8 of the Planning and Development Regulations 2001.

The development will consist of-

- Realignment of approximately 550 metres of the N63 National Secondary Road and associated site works at Cloonfiugh, County Longford;
- Upgrading the geometric cross section of the carriageway to a Type 2 single carriageway to current NRA standards with the provision of hard strips on each side; and
- Replacement of the existing Cloonfiugh Bridge over the local watercourse to accommodate the realigned road. This shall be designed to current Eurocode(s) for full highway loading.

Plans and particulars of the proposed developments will be available for inspection at County Buildings, Great Water Street, Longford during the hours of 9.00am-1.00pm and 2.00pm-5.00p.m. Monday to Friday, excluding Bank Holidays for a period from Wednesday 27th April 2011 to Wednesday 8th June 2011 inclusive. Plans and particulars are also available on line at www.longfordcoco.ie.

Submissions and observations with respect to the proposed developments dealing with the proper planning and sustainable development of the area in which the developments would be situated may be made in writing or via email to the Roads Section of Longford County Council, on or before 12noon on Wednesday 22nd June 2011.

Signed:

Mr Ciaran Murphy,
Director of Services,
Roads Department,
Longford County Council
Aras na Chontae
Camlin Court Buildings,
Great Water Street,
Longford.

Phone No: 043- 3343341
Fax No: 043- 3343439

Date of erection of site notice- 27th April 2011.

Appendix C. Newspaper Display Notice



LONGFORD COUNTY COUNCIL

PLANNING AND DEVELOPMENTS ACTS 2000 - 2010 AND PLANNING & DEVELOPMENTS REGULATIONS 2001 - 2010

NOTICE OF PROPOSED DEVELOPMENT

In accordance with Part 8, Article 81 of Planning and Development Regulations 2001, as amended notice is hereby given that Longford County Council propose:

- Realignment of approximately 550 metres of the N63 National Secondary Road and associated site works at Cloonfiugh, County Longford;
- Upgrading the geometric cross section of the carriageway to a Type 2 single carriageway to current NRA standards with the provision of hard strips on each side; and
- Replacement of the existing Cloonfiugh Bridge over the local watercourse to accommodate the realigned road. This shall be designed to current Eurocode(s) for full highway loading.

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