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## **Part 8 Report**

### **N4 Cooleeny (Shroid) Safety Scheme, Longford**

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## Introduction

The site is located on the N4 approx. 3km outside of Longford Town to the east in the Shroid/Cooleeny area. At this location, there exists a number of accesses directly onto the N4 within a short distance: 4 No. houses, the St. Michael's R.C. Church, Brian Fallon Hardware, the Longford Animal Health Centre, and a single entrance to two commercial units. A local road (L-5167) also joins the N4 immediately west of Brian Fallon Hardware.

The proposed development involves relocating the existing L5167 junction with the N4 and associated realignment of the local road on approach, and the construction of a parallel access road that runs between the N4 and the commercial premises.

This scheme provides benefits in safety by removing three access points onto the N4 and providing one junction where all traffic can enter and exit safely from the N4.

## Need for the Scheme

This section of the N4 is located to the East of Longford Town, approx 1Km east of the N4 Padraig Colum Roundabout.

At this location, over a distance of 200m there are a number of accesses onto the N4. These include, a local road (L-5167), a Veterinary Clinic, a Builders Providers and three commercial units on one site. A ghost island has been provided at the local road junction and this serves traffic turning right across the N4 into the local road and into the Builders Providers.

There have been a number of collisions and Longford County Council have received complaints over the past number of years in respect of this section of the N4. The complaints have been as follows;

- Lack of right turn facilities at the Veterinary Clinic,
- Speed of traffic along the N4

The AADT at this section of the N4 was last calculated at 14,716 in 2008 (N4 Mullingar to Longford (Roosky) Scheme). Percentage HCV along this section of N4 is approximately 8%.

The collision history at this location includes a serious injury/fatal collision

### Description of Hazard:

- **Right Turning Movements off the N4 into commercial premises:** At the veterinary clinic and adjacent commercial units there is no provision for right turning on the N4 and the provision of a right turn lane was not recommended by a road safety review carried out in 2008. Right turning traffic waits in the eastbound carriageway and is at risk of being struck from behind by eastbound traffic. There have been numerous near misses reported at this access and a serious injury collision at this access occurred in January 2015.
- **Turning movements onto the N4 from commercial premises.** At all commercial premises there is a desire for traffic turning left onto the N4. The N4 is heavily trafficked and opportunity to join the N4 is slight.
- **Volume and Speed of Traffic along the N4.** The speed limit at this location is 100km/h. It is observed that traffic is travelling close to or at speed limit. Given the volume and speed of traffic on the N4, the risk of collision and severity of collision can be expected to be high

## Project Description

The purpose of the scheme is to improve safety for road users on the N4 in an existing area of commercial development on a rural (100KpH speed limit) section of the N4. The proposed scheme will remove 3 direct access points to the N4 and redirect the turning movements to an improved junction between the N4 and local road L5167.

The scheme includes the following;

- Construction of an access road 250m in length between the N4 and the existing 3 commercial units. Access road to be constructed on existing hard surfaced areas which currently form the hard shoulder of the N4 the surfaced carparking areas of the three premises and the materials storage yard of the builders providers.
- Realignment of a section of local road L5167, approx. 100m in length. The existing jn of this local road with the N4 will be reconstructed.
- Construction of new boundary walls and fences between the commercial properties and the new access road.

Also included will be;

- Drainage works including the provision of road gullies
- Pavement construction works
- Access and accommodation works
- Traffic Management

Overall site area of the proposed scheme is 1,067m<sup>2</sup>.

## Archaeology and Architectural Heritage

A desktop assessment of archaeological and architectural heritage constraints was undertaken based on a study area incorporating the proposed development site and adjoining lands within a 500m wide circumference of the proposed scheme.

The principal sources reviewed for the known archaeological resource were the Sites and Monuments Record (SMR) and the Record of Monuments and Places (RMP) for County Longford. These provide comprehensive lists of the known archaeological resource.

In addition to the Record of Protected Structures and Architectural Conservation Areas identified in the relevant statutory development plans, the National Inventory of Architectural Heritage (NIAH) was consulted for the purposes of identifying structures and features of architectural heritage interest.

### Archaeology

There are no known archaeological sites or Zones of Notification located within the footprint of the proposed scheme. Four known archaeological sites are located at the outer margins of the study area. These sites are as follows;

- Ringfort-Rath (LF014-067)
- Ringfort-Rath (LF014-068)
- Barrow-mound barrow (LF014-069)
- Ringfort-Rath (LF014-070)

On the basis that no known archaeological sites or Zones of Notification are located within the proposed development site, no negative impacts on the known archaeological resource are predicted.

No general archaeological mitigation measures are deemed necessary given the nature of the proposed development adjacent to the existing N4 mainline carriageway.

### **Architectural Heritage**

Architectural heritage sites which are included in the Record of Protected Structures and/or the National Inventory of Architectural Heritage and which are located within a 500m wide circumference of the proposed scheme are listed below;

- St. Michaels Roman Catholic Church – NIAH Reg. No. 13401405
- Cooleeny House – NIAH Reg. No. 13401406
- St. Margaret’s House – NIAH Reg. No. 13401432
- Rosemount House – NIAH Reg. No. 13401443

These structures are located outside the extent of where the proposed construction works will take place and will have no direct impact on any of the structures.

### **Construction Mitigation Measures**

The objective is to minimise the scale, severity and duration of temporary disruption that might arise during the construction of the works.

A Construction Management Plan would be compiled by the appointed construction contractor and reviewed / agreed by the Planning Authority. Specific items that would be addressed include:

- The overall construction period of the works;
- Time restrictions on construction activity;
- A Temporary Traffic Management Plan, showing:
  - construction stages for individual works areas;
  - vehicle diversion arrangements and any lane closures or road closures necessary for the works;
  - specific arrangements for the management of construction traffic;
  - the location of the construction works compound;
- Specific arrangements for the management of construction noise and dust;
- Information dissemination arrangements, specifically in respect of businesses and residents, to inform them in relation to all aspects of the works;

### **Part 8 Public Consultation**

This document is a report on the proposed relocation of existing L5167 junction with the N4 and associated realignment of the local road on approach, and the construction of a parallel access road that runs between the N4 and the commercial premises, made available under Article 83 of Part 8 of the Planning and Development Regulations 2001 (as amended).

The principal objectives of Part 8 consultation are to provide the opportunity for stakeholders, statutory bodies and the public to gain an appreciation of the proposals and to submit comments on them.

The Part 8 documentation will be issued to the required bodies by Longford County Council. Written submissions made in accordance with the Part 8 advertisement and notice will be considered.

## **Appendix A – Part 8 Planning Drawings**