



N30 Moneytucker to New Ross

Part 8 Planning Report

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1 Introduction

1.1 Proposed Development

Wexford County Council, have developed a proposal for the N30 Moneytucker to New Ross scheme which commences in the townland of Rathgoroge at the western extents of the proposed New Ross Bypass, bypasses the village of Clonroche and finishes in the townland of Moneytucker at the tie-in to the constructed Moneytucker to Jamestown scheme. The location of the proposed road development is shown on drawing no B0528200/P8/001. The scheme will be approximately 13.5 km in length.

The N30 is a key National Primary Route which provides a link between New Ross and Enniscorthy. The existing N30 comprises a single carriageway road currently carrying between approximately 5,000 and 6,500 vehicles per day. As well as its function for carrying local and strategic traffic between some of the main commercial towns within the county, the existing road carries a significant volume (8%) of heavy goods vehicles (HGV) including those travelling to and from Dublin and the south of the country.

The average width of the existing single carriageway road is approximately 6.5m with little or no verges except through the village of Clonroche. Thick hedging is present along the road edges further reducing visibility. At a number of locations along the route, the road falls short of the current design standards in terms of alignment and cross-section which limits opportunities for overtaking. There are also a significant number of road junctions and direct private accesses which raise further concerns over safety for all road users.

The requirement for the development was identified in the National Roads Needs Study (NRNS) which was published by the National Roads Authority in July 1998. The NRNS identified the need for improvements of the N30 to the west of Enniscorthy, including Clonroche.

The scheme takes account of proper planning and sustainable development of the whole region through conformance with The Wexford County Development Plan 2007-2013 which notes that “investment in roads development will continue to be a priority over the Plan period”. The County Development Plan includes the following Objectives in relation to the proposed road development:

- *Objective T10 - To facilitate and enable the development of major National Road proposals within the lifetime of the Plan.*

The County Development Plan lists the N30 Clonroche/ New Ross as a scheme to be improved within the lifetime of the plan.

The scheme commences on the existing N30 east of Corcoran’s Cross in the townland of Rathgoroge at the tie-in to the western extents of the proposed New Ross Bypass. From here the proposed route runs generally east through the townlands of Palace, Clonleigh, Forestwood and Coolnacon. At this point the route runs north-east towards Clonroche, passing the village to the south in an easterly direction. It continues in a north-eastern direction crossing the Boro River before entering the townland of Moneytucker where it ties into the completed Moneytucker to Jamestown scheme.

1.2 Benefits of the Proposed Development

The proposed road development will bypass the village of Clonroche and will make the village a safer, quieter, cleaner and more attractive place to live, work and visit.

The reduction in the number of at-grade unsignalised priority junctions and significant decrease in the number of direct private and field accesses to the proposed N30, combined with increased overtaking opportunities will improve safety on the route and improve journey reliability time.

This scheme, in addition to the proposed Enniscorthy Bypass and New Ross Bypass, will complete the upgrade of the N30 route from New Ross to Enniscorthy to the appropriate national primary road standard.

1.3 Planning and Development Regulations

In accordance with the Planning and Development Acts 2000 - 2006, Planning and Development Regulations 2001 as amended by Planning and Development Regulations 2006 and Planning and Development (No. 2) Regulations 2007, Wexford County Council is making available for inspection to members of the public, documentation and drawings describing the proposed works. Drawings B0528200/P8/001 to B0528200/P8/011 should be read in conjunction with this document. The drawings that accompany this report are listed below:

- *B0528200/P8/001 - Location Plan*
- *B0528200/P8/002 - Typical Cross Sections*
- *B0528200/P8/003 to 011- Proposed Development Plan & Long Section*

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 as Appendix B. A list of the Bodies notified in Accordance with Section 82 of Planning and Development Regulations is included in Appendix C.

2 Description of the Proposed Development

2.1 Design Criteria

The proposed development has been designed in accordance with the National Roads Authority Design Manual for Roads and Bridges (NRA DMRB). An Environmental Assessment Report (EAR) has been prepared taking account of the National Roads Authority Environmental Assessment and Construction Guidelines and Environmental Protection Agency (EPA) Guidelines.

2.2 Mainline Alignment

The proposed plan and long section of the road development is shown on Drawing No B0528200/P8/003 to B0528200/P8/011 and is described below.

The proposed route commences on-line on the existing N30 in the townland of Rathgoroge approximately 1.3 km to the east of Corcoran's Crossroads. The route then follows the existing N30 straight alignment for a kilometre before shifting slightly north and running parallel to the existing N30.

At approximately 400 m east of the L-8025 and L-4006 the route continues straight and crosses the existing N30 as it turns northwards towards the townland of Forestwood. It passes over the L-4010 and a local access road south of Forestwood. As it reaches the L-8021 it turns to the right to return to its east heading parallel with the existing N30.

The proposed route continues in a northerly direction crossing the existing N30 at Tinker's Lough. Approximately 800 m east of this point a new roundabout is planned as the western access for Clonroche. The eastern and western arms continue along the proposed route whilst the northern and southern arms tie into the existing N30 with the northern arm continuing on to Clonroche.

The proposed N30 then continues north-east through a section of deep cut towards the Chapel Road Bridge. Following this structure the road passes to the south of the Slí an Uisce estate, and then travels in a north-easterly direction where, approximately 1.1 km north-east of the estate a second roundabout is provided which ties into the existing N30 east of Clonroche. A 2km section of climbing lane is provided through this section for westbound traffic from chainage 9,850 m to the Clonroche West roundabout.

After bypassing Clonroche to the south, the alignment again crosses the existing N30 at Borohill House in Ballymackesy. In the grounds of Borohill House the alignment raises on embankment in order to cross the Boro River. From here the alignment turns slightly east towards a new junction with the realigned R730 and crosses the existing N30 twice before continuing on-line for approximately 300 m to the tie-in with the western end of the Moneytucker to Jamestown scheme.

The proposed mainline carriageway cross-section for the road development is a Standard Single Carriageway (S2) with the exception of the section between chainage 7,950 and 9,950 where a climbing lane cross section has been adopted to improve overtaking opportunities of larger vehicles on the slower uphill gradient. The proposed cross-sections are shown on Drawing No B0528200/P8/002.

2.3 Junctions

As a result of the sections of the alignment which are on-line and the location of various side roads a total of 15 junctions and direct accesses and 2 roundabouts are provided along the proposed route.

Two four-arm roundabouts are provided on the proposed road development which are located to the east and to the west of Clonroche at chainage 9,850 m and 11,600 m respectively. For Clonroche West Roundabout, two arms connect to the proposed N30, one arm provides a link to Clonroche along the existing N30 and one arm provides a link to the L-4010. For Clonroche East Roundabout, two arms connect to the proposed N30, one arm provides a link to Clonroche along the existing N30 and one arm provides a link to the R735 and R730 via the realigned existing N30.

There are 15 at-grade junctions and accesses onto the proposed N30. These include individual property and field accesses along the on-line sections of the proposed route, simple T-junctions and staggered junctions with minor road channelling islands as detailed below:

- 3 No. staggered junctions;
- 2 No. simple T-junctions;
- 2 No. shared accesses to properties;
- 4 No. shared field access tracks;
- 1 No. individual field access; and
- 3 No. maintenance accesses to attenuation ponds.

2.4 Side Roads

Works at a total of 15 separate Side Roads totalling some 4.5 km are provided on the scheme including minor realignments at crossings of the mainline, connections to the proposed roundabouts and significant realignment of the local road. These Side Roads are described individually in the paragraphs below.

The realigned L-40021 in Palace West will accommodate the new Aughnakean Overbridge at chainage 1,030 m. It will provide a link between the L-40021 to the north and to the existing N30 which will be reclassified south of the proposed N30. This structure will carry the L-40021 over the proposed N30 carriageway, and will incorporate a 1.5 m raised verge on the north east side of the carriageway over the structure to serve as a footpath for pedestrian movements along the local road.

Works to the L-8025 in Palace East which approaches the proposed N30 from Moore's Cross Roads to the south constitute a minor realignment to connect the existing road to the proposed staggered cross roads at chainage 2,350 m. The side road will also provide access to the proposed N30 for the two sections of the severed existing N30 to the east and west. The eastern connection will require a 500m section of realigned carriageway to the existing N30.

The L-4006 is also located in Palace East, opposite the L-8025 and approaches the proposed N30 from Clonleigh to the north. Works to this side road also constitute a minor realignment in order to connect the existing road to the proposed staggered cross roads at chainage 2,350 m. The side road will provide access for the section of severed existing N30 to the east.

The L-4010 works consist of a short 100 m realignment (with minor vertical lowering) of the existing road which runs from the existing N30 in Clonleigh to Palace to the south. 2m raised verges will be provided through the structure to serve as footpaths on either side of the carriageway.

The Rathturtin/ Forestwood Underbridge is to be provided at chainage 4,060 m to accommodate the local access road which connects to the existing N30 to the north. A 140 m section of realigned carriageway is provided in order to reduce the skew angle of the structure.

The L-8021 in Rathturtin which approaches the proposed N30 from Adamstown to the south will require a minor 100 m realignment to connect the existing road to the proposed staggered cross roads at chainage 5,150 m. The side road will include a simple T-junction to a domestic access to the east. The cross roads will provide a connection to a section of the existing N30 to the north.

A T-junction will be provided at chainage 6,700 m to connect a section of the existing N30 to the proposed scheme. The existing N30 passes parallel to the proposed scheme at this point. Therefore a short 130 m realignment is required in order to provide a perpendicular junction to the proposed N30 mainline.

A minor 110 m realignment of the L-4010 is required where the proposed scheme crosses the existing N30 in order to maintain the L-4010 carriageway south of the proposed N30.

The existing N30 is crossed by the proposed scheme at chainage 7,850 m in Tomfarney, west of Clonroche where a roundabout is provided connecting the existing N30 to the north and the L-4010 to the south. The existing N30 and L-4010 require a 100 m realignment to the north and a 450 m realignment to the south of the roundabout respectively.

The L-4005, Chapel Road, is crossed by the proposed N30 at chainage 9,370 m in Clonroche. The existing L-4005 possesses poor vertical and horizontal alignments at this location. Therefore the side road is to be locally straightened and realigned vertically at this crossing point. Chapel Road links Clonroche to the north, with Chapel Village to the south. Raised 2 m verges will be incorporated on either side of the structure carriageway to serve as a footpath for pedestrian movements across the scheme.

The existing N30 is again crossed by the proposed scheme at chainage 11,600 m in Ballymacksey east of Clonroche at the location of the existing T-junction with the R735 Regional Road. A roundabout will be provided at this location requiring two side road realignments, for the existing N30 to the north, and for the existing R735 to the south. The R735 realignment will also incorporate a connection to the existing N30 to the east via a new T-junction.

The R730 regional road connects to the existing N30 through two simple T-junctions approximately 700 m apart. The R730 to the north west of the existing N30 will be realigned over a distance of 125m and join the proposed road development at chainage 12,275 m via a ghost island junction. A new T-junction will be provided onto the realigned R730 to provide access to the proposed road development from a local road.

The existing junction configuration between the R730 to the south east of the existing N30 and the existing N30 will remain and will link to the proposed road

development via the R735 and the proposed roundabout in Ballymacksey east of Clonroche.

2.5 Proposed Structures

The development of the proposed road has identified the need for a number of structures to be provided along the route to maintain the existing road network and to cross the Boro River.

A total of 8 principal structures of various forms are required along the route comprising:

- 1 No. overbridge;
- 3 No. underbridges;
- 1 No. river bridge; and
- 3 No. farm underpasses

2.6 Public and Statutory Consultations

In addition to consultation with the general public, consultations with various Statutory and Non-Statutory Organisations have been undertaken. Organisations consulted include Eastern Regional Fisheries Board, Southern Regional Fisheries Board, Office of Public Works, An Garda Síochána, Department of the Environment Heritage and Local Government (DoEHLG), National Parks and Wildlife Service (NPWS) and various Public Utilities including Eircom, ESB, BT and Wexford County Council Water Services

2.6 Earthworks / Excavation

A preliminary ground investigation has been undertaken along the route of the proposed road development. Ground conditions in the area generally comprise topsoil overlying either granular or cohesive glacial deposits overlying mudstone and siltstone bedrock.

Cohesive glacial deposits were more prevalent across the site with the granular glacial deposits restricted to the start and end of the alignment. The maximum depths at which glacial deposits were recorded ranged from 1.2 m below ground level (bgl) to 7.3 m bgl and the thickness of the strata were found to vary between 1.2 m and 6.0 m, with an average thickness of approximately 2 m – 3 m

The depth to bedrock varied across the site with rock head mostly encountered at depths between 2.2 m and 6.0 m bgl with the deepest bedrock located adjacent to the Boro River at a recorded depth of 8.5 m bgl.

The proposed road development will comprise a number of embankments up to a maximum height of approximately 11 m, cuttings up to maximum depth of approximately 18.5 m and a number of at grade sections. The construction of the proposed road development will require approximately 789,000 m³ of earthworks material of which approximately 117,000 m³ will be required to be imported to the site.

2.7 Drainage

The area through which the proposed route will pass is predominantly drained by the Boro River in the north east which flows in a southerly direction and the Aughnacrew River in the south west which flows in a northerly direction. In addition there are a number of smaller watercourses and drainage ditches within the vicinity of the route.

Culverts will be required where the Mainline or Side Roads cross existing watercourses or drainage ditches.

Two watercourse diversions are proposed to realign the Palace Brook between Ch. 1,760 and Ch 2,490 and a tributary to the Boro River at Ch.12,050.

The diversion of the Palace Brook consists of the diversion of a section of approximately 730 m of the stream to the south of the proposed N30 and includes the construction of three culverts underneath a side road, access track and the Mainline. The preliminary design for the culverts and stream diversions has been undertaken in consultation with the Eastern Regional Fisheries Board.

The diversion of the tributary of the Boro River consists of a short diversion and new outfall of the watercourse into the Boro River approximately 80 m upstream of the existing outfall. The diversion has been designed in consultation with the Southern Regional Fisheries Board.

The proposed drainage system shall collect all carriageway surface runoff for the entirety of the route and shall discharge to well defined surface water bodies. The preliminary drainage design solution comprises the following systems:

- *Over the edge drainage (combined with swales at the base of the embankments);*
- *Filter Drains;*
- *Kerb and Gully system; and*
- *Surface Water Channels.*

Kerb and gully systems with sealed carrier pipes are proposed for the collection of carriageway runoff in areas where aquifers are generally classified as extremely vulnerable to groundwater pollution as identified in the Environmental Assessment Report.

In order to minimise the risk of overloading the existing watercourses through the discharge of carriageway runoff, attenuation ponds shall be provided at outfalls to provide storage and limit the rate of discharge to that of the existing "Greenfield" catchment area. Runoff from each carriageway network will discharge via an oil/petrol interceptor before entering the attenuation pond.

Pre-earthworks ditches are proposed for the top of cuttings and the bottom of embankments where surface and sub-surface water runoff from the adjoining land flows towards the road. Where reasonably practicable the catchment runoff and carriageway runoff will be collected by separate systems. Catchment runoff collected by pre-earthwork ditches will, where practicable, discharge directly into existing land drains or watercourses. To avoid the siltation of watercourses during construction, silt traps should be incorporated into the pre-earthworks ditches design.

2.8 Signing and Lighting

Signage will be provided to give advance notice of routes available from the proposed N30, and will give prior indication of upcoming junctions.

Lighting will be provided at the immediate approaches to and on the two roundabouts on the proposed road development to aid driver visibility and safety around the junction. All lighting will utilise fully horizontal cut-off light fittings to retain light spill to the road corridor. No other areas of the scheme will be lit.

2.9 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 public utility providers were consulted to confirm the presence of existing utilities.

In particular, a High Voltage (38kV) Overhead line traverses the proposed road development at chainage 10,800m. The headroom clearance to the overhead line will be increased through the provision of a new set of double poles, approximately 15m high on each side of the proposed N30.

Utility diversions may be undertaken as advanced works or as part of the main construction contract.

2.10 Traffic Management

The route of the proposed road development includes online sections of the existing N30 road between chainage 0 to 1,300 and 13,250 to 13,500. In addition, there are a number of locations where the proposed road development crosses over the existing N30. Temporary diversions and traffic management will be required to maintain the traffic on the existing N30 during construction of these sections.

Temporary diversions may also be required in order to maintain the right of way along side roads adjacent to the existing N30 whilst the relevant realigned side road is constructed.

3 Environmental Assessment

3.1 Environmental Impact Assessment (EIA) screening process

The current requirements for EIA are set out in Part IV of the Roads Act, 1993 and (Amendment) Act 2007, and Part V of the Roads Regulations, 1994 to 2008 (S.I.119 of 1994). In particular, Sections 50 and 51 of the Roads Act 1993 and (Amendment) Act 2007 deal with EIA.

Following an Environmental Impact Assessment (EIA) screening process it was concluded that the proposed N30 road development is below the thresholds which trigger a mandatory EIS and further concluded that the proposed road development will not have a significant effect on the Slaney River Valley candidate Special Area of Conservation (cSAC) of which the Boro River is part of. Therefore an Environmental Assessment Report (EAR) provides a sufficient level of assessment for the proposed N30 road improvement works.

3.2 Environmental Assessment

As part of the EAR, a number of specialist surveys and assessments have been undertaken including human beings, flora and fauna; geology, hydrology and hydrogeology; landscape and visual; air quality; noise and vibration; and cultural heritage. A summary of the results of the assessments are as follows:

3.2.1 Human Beings

Overall, there will be a minor positive impact on human beings as a result of the proposed road development as a result of a number of marked permanent positive impacts to residential amenity and safety. Any negative impacts on residences or groups of residences and commercial enterprises will only be temporary in nature.

An assessment of the existing agricultural environment was carried out through the completion of a desktop study and a roadside inspection of the farms along the route. The study identified 8 farm holdings along the proposed scheme on which the agricultural impact would be major, 23 farm holdings that will experience a moderate level of impact and 26 farm holdings that will experience a minor impact.

The second stage of the agronomy assessment is currently ongoing which includes individual meetings with landowners and a walkover survey of the farm to confirm the level of impact on the farm holdings and determine the proposed mitigation measures.

3.2.2 Ecology

3.2.2.1 Terrestrial Ecology

The study area is predominantly agricultural land consisting of a mosaic of improved grassland bordered by hedgerows, tree lines and old hedge banks, in addition to limited areas of plantation woodland and patches of dense scrub and marshy grassland scattered throughout.

There is one designated conservation area which is within the study area, the Slaney River Valley cSAC and the Boro River, which is part of the cSAC, will be crossed by the proposed road development. Appropriate environmental assessments, have predicted that there will be no significant affects on the Slaney River Valley cSAC as a result of the proposed road development, and thus will not compromise the conservation objectives of the cSAC or its integrity (Phase One: Appropriate Assessment Screening Report (Jacobs)).

The proposed development will result in the permanent loss of areas of species rich marshy grassland, plantation woodland, hedgerows, tree lines and old hedge banks which has the capacity to impact on the ability of the mammals to move throughout the wider landscape.

The mitigation measures have been designed to avoid, reduce and in the case of habitat loss compensate for the impacts of the proposed road development. The provision of landscape planting and safe mammal crossing points will retain the connectivity of the areas.

When mitigation measures are implemented, the impact on the terrestrial ecology will in the short term be significant negative with the magnitude of the impact classified as minor. This impact will reduce to neutral in the long term. In particular, establishment and maturity of landscape planting will ensure the proposed road development can become fully integrated into the landscape.

3.2.2.2 Aquatic Ecology

The study focused on the watercourses that may be affected by the proposed road development, with particular reference to protected aquatic species and the fisheries value of the watercourses. The proposed road development crosses the Boro River, at one point; tributaries of the Aughnacrew River at six points, tributaries of the Boro River at three points and a number of small field drains.

The main potential impact during the construction phase will be from suspended solids. This will be mitigated against through the proposed design for the Boro River Bridge which will consist of a clear-span bridge with supports on either side of the main river channel on the banks. The Contractor's Environmental Operating Plan shall mitigate the risk of pollution of watercourses during construction caused by construction materials or machinery.

During the construction phase of the proposed road development, the potential for negative impacts on the aquatic ecology in watercourses will remain as a result of potential acute siltation and pollution events, but through best practice management of construction compounds, equipment and materials and Contractor's compliance with the Environmental Operating Plan, such an impact remains very unlikely.

Impacts from the proposed route, when operational, will mainly be concerned with water run-off from the road surface (with potential silt and hydrocarbon contamination) and the possibility of accidental spillages on the road that may subsequently enter watercourses. In addition, both the volume and rate of surface water discharge into watercourses may increase due to the new road surfaces.

However, in the longer term operational phase, the impact on watercourses will be less than that associated with the existing road as a result of the proposed drainage system reducing the risk of a pollution incident by providing emergency spillage capacity and treatment of road run-off.

3.2.3 Geology, Hydrology and Hydrogeology

3.2.3.1 Geology

The impact to the soils affected by the proposed road development will be imperceptible. The impact to the geology affected by the proposed road development will also be imperceptible with the proposed mitigation measures implemented.

3.2.3.2 Hydrology

Overall, the proposed road development will result in a net loss of watercourse length across the whole proposed route. Specific lengths of culvert extensions/installations and realignments will be established during detailed design. This loss will impact on the existing habitats and potentially alter the sediment and flow dynamics of the affected watercourses.

The Boro River is the most sensitive river potentially impacted by the proposed road development. However, the assessment concluded there will be no significant impact on this river as a result of the mitigation measures which include the use of a clear span bridge. Smaller watercourses are also affected and mitigation will be required to reduce the overall impact on fluvial geomorphology to negligible

3.2.3.3 Hydrogeology

Three aquifer types underlie the proposed road development. These aquifer types range from Regional Important Aquifers (fractured) to Poor Aquifers (generally unproductive except for local zones).

Included in the design of the proposed road development is one significant cutting up to 18.5 m depth. The cutting will potentially impact on the local ground water levels and could directly cause dewatering of the local area and alter both flow paths and hydraulic gradients. Mitigation measures, including a monitoring programme, will be required following further investigation and assessment to limit these impacts or where this is not possible, to provide an alternative water supply to wells adjacent to the cut.

Removal of substantial depths of overburden deposits in cut areas may potentially result in an increase in the vulnerability of the underlying aquifers which are already considered medium to extremely vulnerable along the proposed road development. This will be mitigated where required by incorporating a sealed drainage system in areas of cuttings which will discharge to well defined surface water bodies and assist in preventing uncontrolled discharges of pollutants reaching the aquifers. Further pollution control measures shall be incorporated into the drainage design at all outfall locations.

A monitoring programme shall be established to record the quantity and quality of the groundwater in these supplies. This monitoring will be implemented prior to the commencement of any construction works. During construction, the Contractor shall continue with the monitoring programme, in accordance with his Environmental Operating Plan, at a period of normally once a month until the completion of the Defects Period for the construction contract.

3.2.4 Climate & Air Quality

Levels of traffic-derived air pollutants in the locality will not exceed the ambient air quality standards either with or without the proposed road development in place. The worst-case impact of the proposed road development in terms of NO₂ is moderate adverse, and the best-case impact along the proposed road development is moderate beneficial. In 2015, seven receptors are classified as experiencing a moderate beneficial impact against one receiving a moderate adverse impact. Overall, as the proposed road development will divert traffic in the most part away from existing residences including Clonroche village, it will have a beneficial impact on air quality as regards human health exposure.

A dust minimisation plan, as part of the mitigation strategy, will be incorporated into the Environmental Operating Plan formulated for the construction phase of the project by the Contractor in accordance with the industry guidelines.

3.2.5 Noise and Vibration

Subject to good working practice during the construction phase and non exceedence of any noise limits stipulated in the EAR, construction noise impacts will be kept to a minimum.

Mitigation measures such as acoustic fences or low noise road surfacing are required to achieve the 60 dB Lden Design Goal at the sensitive receptors in the vicinity of the proposed road development in accordance with NRA Guidelines.

The proposed road development is not expected to give rise to vibration that is either significantly intrusive or capable of giving rise to structural or cosmetic damage. There is the potential for vibration during construction close to rock cuttings. However, contract documents will specify that the Contractor will be obliged to undertake specific abatement measures during any blasting and rock breaking operations and to comply with the limits set in the EAR.

3.2.6 Landscape and Visual

As the proposed road development has a number of structures with associated high embankments, roundabouts and junctions, the impacts to the local character will be significant negative or moderate negative. Impacts will reduce over time as mitigation planting becomes more established and the character of the surrounding areas evolves. At the crossing over the Boro River, the impact will remain significant negative.

Borohill House will be significantly affected by the proposed works. In addition to the proposals affecting the visual receptors at the property the character and settings of this area will be permanently altered. Local vegetation will suffer large losses during the construction phase, but there is the potential for a slight positive effect when mitigation planting takes effect.

For the majority of residential properties the proposed road development will give rise to moderate, slight negative or imperceptible visual impacts, especially after landscape measures develop to effective mitigation during the post-establishment stage. Properties at 12 sections of the proposed alignment will experience profound negative impacts during construction largely due to the presence of high embankments and loss of vegetation. These impacts will be reduced as mitigation

screening planting matures. While screen planting will reduce the visual impact over time, the impact on the landscape character will remain moderate negative overall.

3.2.7 Archaeological Heritage

A total of 57 sites of archaeological heritage sensitivity or archaeological potential have been identified within the study area comprising: 41 sites of archaeological sensitivity; 14 townland boundaries; and 2 areas of archaeological potential associated with the Boro and Aughnacrew Rivers.

Construction phase impacts have been identified at 33 of the 57 sites within the study area. Of these: 22 sites were assigned an imperceptible impact; 6 sites were assigned an unknown impact; and there are 5 sites where no impacts are envisaged.

These sites are located within or very close to the footprint of the road, but it is highly unlikely that remains associated with them are now present.

In terms of operational phase impacts, when construction of the proposed road development is completed and the road is in use there is unlikely to be any further impact on the archeological sensitive sites other than on their setting. Of the 57 sites of archaeological sensitivity within the study area, 3 have been assessed as having settings which contribute to our understanding of their potential and are therefore susceptible to operation phase impacts, especially visual intrusion.

Archaeological works in advance of or during construction will be undertaken to mitigate the impact on the known sites and areas of potential.

Following implementation of the proposed mitigation works and dissemination of the information generated by them, the residual significant impact on all known sites is predicted to be none.

3.2.8 Architectural Heritage

A total of 31 sites of architectural heritage importance were identified within the study area. Of these, Borohill House is a Protected Structure and the grounds surrounding this house have been recorded by the Survey of Historic Gardens. The grounds of Ballymackesy House are also recorded on this survey. The remaining sites are undesignated.

Potential Negative impacts on nine sites of architectural heritage importance have been predicted as a result of the construction of the scheme. Of these, a significant negative impact is predicted upon Borohill House and a moderate negative impact is predicted upon Ballymackesy House. Imperceptible negative impacts have been identified for a further seven sites.

Operation of the proposed road development is predicted to impact upon three sites of architectural heritage. Of these, the significance of impact upon Borohill House is assessed to be moderate negative and the significance of impact upon Ballymackesy House is assessed to be slight negative. The significance of impact upon the remaining site of Moneytucker Farm Complex 1 is assessed to be imperceptible negative.

Recommended mitigation measures include the use of landscape screening, rebuilding of boundary walls, and photographic and drawn building recording.

4 Land Acquisition and Accommodation Works

The preliminary design focuses on the development of the proposed route to permit Land Acquisition procedures to be undertaken. The land area to be acquired for the construction of the proposed development measures approximately 94 hectares (ha).

The majority of the land to be acquired is from agricultural holdings with some small areas of domestic properties and roadbed also affected. In total, 63 landowners are directly affected by the proposed development. There will be a requirement to acquire 4 properties.

The second stage on the agronomy assessment is currently ongoing which includes individual meetings with agricultural landowners and a walkover survey of the farm holdings. This assessment includes an estimation of the required accommodation works to mitigate impacts on these land holdings. Following consultation with the affected landowners, accommodation works which may include provision of revised access arrangements and replacement boundary fencing or walls will be determined.

5 Submissions

Plans and particulars of the proposed development are available for inspection during office hours up to and including Wednesday 25th of August 2010 at the Wexford County Council at the following locations:

Wexford County Council
Enniscorthy District Office
Old Dublin Road
Enniscorthy
Co. Wexford

Wexford County Council
County Hall
Spawell Road
Wexford
Co. Wexford

Clonroche Community Hall,
Clonroche,
Co. Wexford

For any further queries with respect to the proposed development please contact Don Curtin, National Roads Programme Liaison Officer at 053 923 2341.

Submissions and observations with respect to the proposed development dealing with the proper planning and development of the area in which the development is situated may be made to:

Planning Department,
County Hall,
Wexford
Co Wexford

to reach there not later than 4.00pm on Wednesday 8th September 2010.

Appendix A Copy of Newspaper Notice of Proposed Development



WEXFORD COUNTY COUNCIL

**Planning and Development Acts 2000-2006,
In particular Planning & Development Act 2000 Section 179
Planning and Development Regulations 2001 (Part 8) as amended by
Planning and Development Regulations 2006
Planning and Development (No.2) Regulations 2007**

Public Notice

N30 Moneytucker to New Ross

Notice is hereby given in accordance with the requirements of the above Regulations that Wexford County Council proposes to undertake the following development:

The construction of 13.5 km of the N30 National Primary Route in the townlands of Rathgaroge, Knockroe, Ballinvegga, Palace West, Clonleigh, Palace East, Rathturtin, Forestwood, Coolnacon, Tomfarney, Tominearly, Clonroche, Coolroe, Ballymackesy and Moneytucker. The proposed development starts in the town land of Rathgaroge at approximately 1.2 km north east of Corcoran's Cross Roads to approximately 1.3 km north east of the N30 /R730 Junction in the townland of Moneytucker and includes a bypass of the village of Clonroche.

The proposed road development comprises the construction of 13.5 km of standard single carriageway including a 2 km section of climbing lane, 4.5 km of side roads, 2 roundabouts 15 at-grade junctions/access and 8 principal structures comprising 1 overbridge, 3 underbridges, 1 river bridge and 3 underpasses.

Plans and particulars of the proposed development may be inspected at the **Enniscorthy District Office, Old Dublin Road, Enniscorthy; County Hall, Spawell Road, Wexford and Clonroche Community Hall, Clonroche between 9.00am to 1.00pm and between 2.00pm to 4.00pm each day, excluding weekends, from Wednesday 14th July 2010 to Wednesday 25th August 2010.**

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area, may be made in writing to Wexford County Council, and should be addressed to:-

Planning Department, Wexford County Council, County Hall, Wexford, to reach there not later than 4.00pm on Wednesday 8th September 2010.

Appendix B Copy of Site Notice



WEXFORD COUNTY COUNCIL

**Planning and Development Acts 2000-2006,
In particular Planning & Development Act 2000 Section 179
Planning and Development Regulations 2001 (Part 8) as amended by
Planning and Development Regulations 2006
Planning and Development (No.2) Regulations 2007**

SITE NOTICE

N30 Moneytucker to New Ross

Wexford County Council proposes to carry out development at this site.

The development will consist of:

The construction of 13.5 km of the N30 National Primary Route in the townlands of Rathgaroge, Knockroe, Ballinvegga, Palace West, Clonleigh, Palace East, Rathturin, Forestwood, Coolnacon, Tomfarney, Tominearly, Clonroche, Coolroe, Ballymackesy and Moneytucker. The proposed development starts in the town land of Rathgaroge at approximately 1.2 km north east of Corcoran's Cross Roads to approximately 1.3 km north east of the N30 /R730 Junction in the townland of Moneytucker and includes a bypass of the village of Clonroche.

The proposed road development comprises the construction of 13.5 km of standard single carriageway including a 2 km section of climbing lane, 4.5 km of side roads, 2 roundabouts 15 at-grade junctions/access and 8 principal structures comprising 1 overbridge, 3 underbridges, 1 river bridge and 3 underpasses.

Plans and particulars of the proposed development may be inspected at the **Enniscorthy District Office, Old Dublin Road, Enniscorthy; County Hall, Spawell Road, Wexford and Clonroche Community Hall, Clonroche between 9.00am to 1.00pm and between 2.00pm to 4.00pm each day, excluding weekends, from Wednesday 14th July 2010 to Wednesday 25th August 2010.**

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area, may be made in writing to Wexford County Council, and should be addressed to:-

Planning Department, Wexford County Council, County Hall, Wexford, to reach there not later than 4.00pm on Wednesday 8th September 2010.

Signed: _____

Don Curtin, National Roads Programme Liaison Officer, Wexford County Council

DATE OF ERECTION OF SITE NOTICE: 14th July 2010

Appendix C Bodies notified in Accordance with Section 82 of Planning and Development Regulations

The following bodies were issued with a copy of this report in accordance with Article 82 of the Planning and Development Regulations 2001 as amended-

- *Minister for the Environment, Heritage and Local Government*
- *Minister for Community, Rural and Gaeltacht Affairs*
- *Minister for Communications, Energy and Natural Resources*
- *The Heritage Council*
- *An Taisce*
- *Eastern Regional Fisheries Board*
- *Southern Regional Fisheries Board*
- *National Roads Authority*