



Comhairle Contae Thiobraid Árann
Tipperary County Council

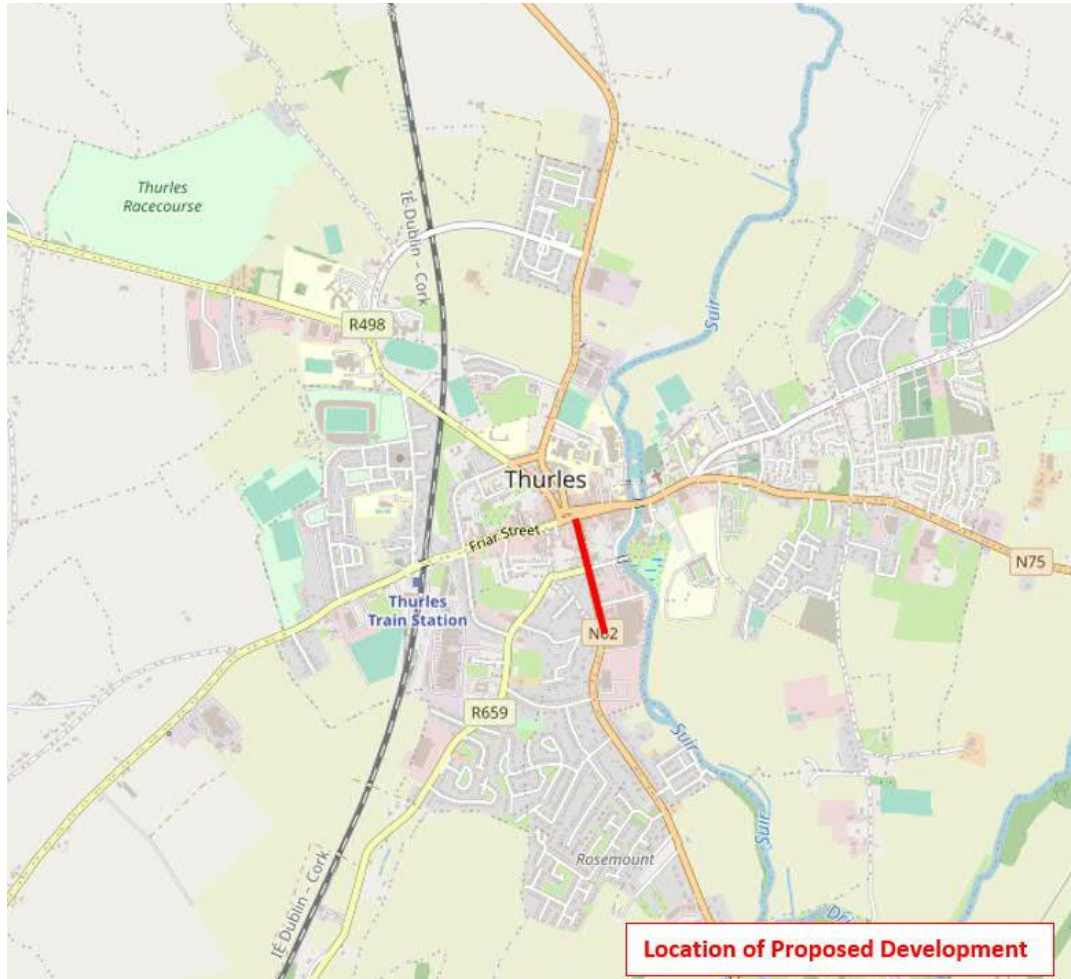
Part 8 Chief Executive's Report

N62 Slievenamon Road Phase 2 Road Improvement Scheme

October 2022

1 SITE DESCRIPTION AND LOCATION:

The proposed development is located in Thurles town centre, Co. Tipperary, and comprises improvement works to a section of the existing N62 national road known as the Slievenamon Road. It extends from the junction of Slievenamon Road and Liberty Square at the northern extent, for a distance of 420m along the N62 to the Thurles Shopping Centre roundabout, which forms the southern extent of the project.



2 NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT AND THE PRINCIPAL FEATURES THEREOF:

2.1 Nature and Extent of the Proposed Development

The project comprises a proposed road safety and pavement improvement scheme along an 420m section of the N62 Slievenamon Road in Thurles, Co. Tipperary. The scheme is being pursued as a result of deteriorating public realm along the Slievenamon Road which is exacerbated by unauthorised parking on footpaths. The proposed development will include increased footpath widths, dedicated on-street parking spaces and additional signage (as set out in more detail below).

The proposed development is intrinsically a road safety and pedestrian safety scheme which has incorporated a strong focus on the enhancement of the public realm. The delivery of the project objectives reflects both the safety aspects and the continued renewal of Thurles town, especially through the redevelopment of the public realm.

2.2 Objectives of the Project

The overarching objectives of the project are to:

- **Objective 1** – Promote traffic calming along the N62 and maintain reduced speeds through the urban core.
- **Objective 2** – Ensure all crossings are conspicuous with buildouts and removal of obstructions to improve visibility for motorists and vulnerable road users
- **Objective 3** – Increase safety and comfort for vulnerable road users through improved pedestrian infrastructure in line with DMURS principles.
- **Objective 4** – Provide an improved sense of place to promote walking and cycling over private motor vehicle use in the town.
- **Objective 5** – Support national, regional and local policies to increase the modal share for walking and cycling within Thurles Town.

2.3 Principle Features of the Proposed Development

The proposed development is presented in Figure 2.1 of the documentation and will comprise the following:

- upgraded road layout with reduced carriageway width (approximately 6.5m)
- widened footways with new paving (widths ranging from 1.8m to 2.5m)
- improved junctions with enhanced infrastructure for pedestrians and vulnerable road users including tactile paving, raised crossings and roundabout splitter island
- road resurfacing
- new public lighting to upgrade the public lighting comprising 15no. new lighting columns at 25m intervals
- 416m of 225mm diameter surface water drainage infrastructure to connect to existing surface water network
- enhanced soft and hard landscaping including the provision of new street furniture/upgrade existing furniture.
- associated site works.

Northern Section (Chainage 0m – 220m)



Southern Section (Chainage 220m – 380m and roundabout)



2.3.1 Road Layout

The proposed road layout improvement works will reduce the existing road carriageway to approximately 6.5m width. This will allow for a number of beneficial improvements along the road for pedestrians and road safety, particularly at existing junctions.

Footpaths of 1.8m width or greater will be established along the northbound carriageway. Additionally, pedestrian footpaths will be of 2.5m width or greater (with localised 2m pinch points) along the southbound carriageway.

Approximately 11 no. formalised parking spaces will be established on the northbound carriageway between Liberty Square and Thomond/Fianna Road junction. An additional 12 no. formalised parking spaces will be created at the southern end of the project proximal to Kavanagh Place. Additionally, there will be a number of formalised parking spaces established along the southbound carriageway between Thomond/Fianna Road junction and the Thurles Shopping Centre roundabout. Existing car parking spaces reserved for Thurles Garda Station will be retaining.

Raised table pedestrian crossing facilities will be provided at the Thomond Road and Kavanagh Place junctions.

The proposed project kerbing along the Slievenamon Road will tie into existing kerb lines along the N62.

2.3.2 Drainage

The proposed development requires new surface water drainage within the public road which will replicate the existing arrangement and drain to the existing storm water and combined drainage networks adjacent to the N62.

The drainage design has been prepared in accordance with best practice standards listed below:

- TII Publications for Drainage
- Design Manual for Urban Roads and Streets (DMURS) Government of Ireland, 2019
- CIRIA Guidance Document C753: The SuDS Manual, 2015
- The Greater Dublin Strategic Drainage Study (GDSDS): Volume 2 New Development, Dublin

City Council, March 2005

It is proposed to provide a new surface drainage network which will connect to existing sections of surface water networks adjacent to the scheme extents. A total of approximately 416m of 225mm diameter surface water drains will be laid within Slievenamon Road. A kerb and gully system will be constructed to convey run-off from the pavement surface to the surface water network.

As part of the proposed development, sustainable drainage systems (SuDS) are proposed, in accordance with 'The SuDS Manual' and DMURS. The proposed development incorporates SuDS elements into the landscaping and drainage design via the inclusion of vegetated filter strips, where possible, at soft landscaping locations, and through tree pits.

The inclusion of soft landscaping will reduce the overall amount of surface water run-off which enters the surface water drainage system.

2.3.3 Public Lighting

It is proposed to upgrade the lighting along the N62 Slievenamon Road scheme in accordance with TII Publication DN-LHT-03038 Design of Road Lighting for the National Road Network. The preliminary design provides 15 no. lighting columns along the N62 at approximately 25m spacings. Lighting columns are to be 8m overground height, manufactured from steel with a tapered octagonal section, root mounted, hot dip galvanised to BS EN 1461.

Feature lighting columns similar to those installed as part of the Liberty Square Redevelopment will be used on the southbound carriageway between Chainage 0+000 and 0+110 to reflect the objectives of the proposed development as set out in Section 2.2.

2.3.4 Utilities

It is intended to maintain the existing services in their current location within the carriageway and/or footway. Where existing services are directly impacted by the works (i.e. new kerblines, improved pavement foundation etc.), the protection or relocation of services will be required in accordance with the relevant service provider's guidelines.

2.3.5 Traffic Management

Traffic management will be required during the construction phase of the works. A Preliminary Temporary Traffic Management Plan (pTTMP) has been prepared to highlight a non-exhaustive list of potential diversion routes that may be utilised by the Contractor in the design and preparation of the Traffic Management Plan to be implemented during the construction phase of the works. The pTTMP also outlines the minimum requirements for traffic management in the execution of the works in accordance with current industry best practice.

A detailed traffic management plan will be produced by the Contractor following consultation and agreement with the Gardaí and Tipperary County Council in advance of construction of the scheme. The Traffic Management Plan shall comply with the requirements of Chapter 8 of the Traffic Signs Manual August 2019 & the Temporary Traffic Management Document Suite. The Contractor shall also take account of the "Guidance for the Control and Management of Traffic at Road Works" Second Edition issued by the Department of Transport (2010) in the implementation of the plan and the "Guidelines for Managing Openings in Public Roads" Second Edition issued by the Department of Transport, Tourism and Sport (2015).

2.4 Operational Phase and Project Programme

It is anticipated that the construction phase will commence in the third quarter of 2023 with the construction programme anticipated to be of 14 months duration. The project is expected to be completed by the end of 2024. The design life of the proposed pavement works is 20 years.

3. PUBLIC CONSULTATION:

In accordance with Part 8 of the Planning and Development Regulations 2001, as amended, Tipperary County Council made available for public inspection the plans and particulars of the proposed development from 28/07/2022 to 25/08/2022.

Plans and particulars for the proposed development were available for inspection or purchase at the following locations;

- Tipperary County Council, Civic Offices, Castle Avenue, Thurles, Co. Tipperary.
- Tipperary County Council, Civic Offices, Limerick Road, Nenagh, Co. Tipperary.
- Tipperary County Council, Civic Offices, Emmet Street, Clonmel, Co. Tipperary

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be situated, could be made in writing to the Director of Service, Roads, Transportation and Infrastructure to be received no later than 16:30, 08/09/2022.

This report lists the persons or bodies who made submissions or observations with respect to the proposed development, summarises the issues with respect to the proper planning and development of the area and sets out the response of the Chief Executive to same.

4. SUBMISSIONS RECEIVED:

14 no. submissions were received during the public consultation period; these are listed in date order below.

Sub. Ref.	Submitted by
1	Janette Flanagan
2	Dan Quirke
3	Gerard Fogarty
4	Jacynta Ryan
5	H.M. Mulhaire and Margaret Mulhaire
6	Lár na Pairce (Liam O'Donnchu)
7	FBD Insurance
8	Gerard Shanahan on behalf of V.V.I. (Voice of Visually Impaired)
9	Ursula Bourke
10	Bernard Fitzpatrick PABIA Consulting Ltd on behalf of Ely Centra
11	Patrick Horan
12	Thomas McDonald & Philomena McDonald
13	Catherine Fogarty
14	Mark Ely

A summary of the submission in addition to the consideration and recommendation of the Chief Executive Officer are included under Section 8 of this report. It is considered that there is no requirement to modify the proposed development on foot of such submissions.

5. PRESCRIBED BODIES:

The project was referred to the following consultees for comment:

- An Taisce
- Arts Council
- Fáilte Ireland
- Heritage Council
- Irish Water
- Department of Housing, Planning and Local Government
- Transport Infrastructure Ireland
- Southern Regional Assembly

6. PLANNING ASSESSMENT:

6.1 PLANNING POLICY CONTEXT

DEVELOPMENT PLAN OR OTHER DESIGNATIONS

The following policies and objectives are relevant to the site:

6.1.1 SECTORAL POLICY

6.1.1(a) Road Safety Authority Road Safety Strategy 2021-2030

This strategy sets out targets to be achieved in terms of road safety and the policy to achieve these targets.

“Some of the key interventions that this strategy will deliver include significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling on our roads, and initiatives to promote modal shift from motor vehicle travel to support environmental, safety and health objectives.”

The strategy identifies 7 Safe System priority intervention areas, one of these being:

- Safe roads and roadsides – To improve the protective quality of our roads and infrastructure.

Under the above intervention area, a number of high-impact actions are identified, including:

- Delivering *“an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users*
- *Over the period 2021 to 2025, 1,000 km of segregated walking and cycling facilities will be constructed or under construction on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages”.*

6.1.1(b) National Sustainable Mobility Policy

In April 2022 the Department of Transport published the National Sustainable Mobility Policy (NSMP), it replaces existing active travel and public transport policy as set out in the 2009 policy documents - Smarter Travel: A Sustainable Transport Future and the National Cycle Policy Framework.

The NSMP sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations and is accompanied by an Action Plan to 2025. The Action Plan contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car. 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.

The Plan seeks to continue to make existing and new walking, cycling and public transport networks more accessible for all users. The Plan's vision for sustainability mobility is *“To connect people and places with sustainable mobility that is safe, green, accessible and efficient”*.

The Vision is based on three core objectives and ten goals; relevant goals for the proposed development include:

- Goal 1: Improve mobility safety
- Goal 5: Encourage people to choose sustainable mobility over the private car
- Goal 6: Take a whole of journey approach to mobility, promoting inclusive access for all
- Goal 7: Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model

6.1.1(c) TII Sustainability Implementation Plan – Our Future

Transport Infrastructure Ireland (TII) has a vision to lead in the delivery and operation of sustainable transport, enabling public transport networks to drive inclusive growth, create job opportunities, enhance the well-being of all persons including vulnerable groups, strengthen resilience to address climate change, maintain the TII's commitment to the environment and continue to prioritise safety.

TII have six sustainability policies which ensure that the Sustainability Implementation Plan is delivered, these are:

- Provide effective, efficient and equitable mobility
- Enable safe and resilient networks and services
- Collaborate for a holistic approach
- Deliver end-to-end improvements

- Transition to net zero
- Create total value for society

The Plan recognises the need for evolving change within the transport system to ensure sustainable transport solutions are provided, it seeks to provide in the next five years *“expansion of access for all to active travel e.g. cycle lanes, footpaths, greenways and segregated from other modes where possible”*. Within the next 10 years it seeks to provide *“cycling and walking to be safe, enjoyable and accessible and the first choice for local journeys (combined with public transport for longer journeys)”*, *“reduced impact of vehicles in our towns and city centres, enabling more attractive and accessible public spaces”* and *“visibly more space within our towns and villages, enhancing safety of movement and liveability”*.

Proposed Development - Project Response

The strategic goals of the Government to promote a greater share of sustainable modes as well as creating more liveable urban environments is evidenced throughout the sectoral policy noted above. The importance of changing behaviours and reducing reliance on private car use through the provision of a safer environment for vulnerable road users is also reflected in the objectives for the proposed development – identified in Section 2.2, and associated elements of the subject proposed development. The proposed development is supported and will help to fulfil the sectoral policy objectives on road user safety, enhanced facilities for pedestrians and vulnerable users and reducing private car journeys on a local scale.

6.1.2 NATIONAL PLANNING POLICY

6.1.2(a) Project Ireland 2040 - National Planning Framework

Project Ireland 2040 - National Planning Framework (hereafter referred to as the NPF) published by the Government in February 2018, is a 20-year planning framework designed to guide public and private investment, to create and promote opportunities for Irish citizens, and to protect and enhance Ireland’s built and natural environment.

The main ambition of the NPF is to achieve sustainable development through the compact growth of cities, towns and villages, with growth which is more evenly distributed at a regional level. The NPF seeks to ensure that towns and villages continue to remain attractive places to live. Placemaking is a multi-faceted process and attractiveness of the public realm and providing a safe environment for pedestrians, is vital to the success of our towns and villages.

Proposed Development - Project Response

The proposed development supports a number of National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs), the most relevant to the proposed development are detailed below.

NSO2 Enhanced Regional Accessibility

The N62 is a national road which connects Templemore and Thurles and these towns and their hinterlands to the M8 towards Cork in a southbound direction, or toward Portlaoise in a northbound direction. The NPF states, under Inter-Urban Roads, that it is an objective to *‘maintain the strategic capacity and safety of national roads network including planning for future capacity enhancements.’*

Proposed Development - Project Response

The proposed development will not result in any changes to traffic volumes but will ensure that increased safety for vehicles and pedestrians, is provided.

NSO4 Sustainable Mobility

The proposed development will help to promote active modes of transport by creating a safer pedestrian environment for all. The proposed development helps to contribute towards providing sustainable mobility through providing safer and accessible choices/ options for walking and cycling.

NSO7 Enhanced Amenities and Heritage

NSO7 seeks to ensure that our cities, towns and villages are attractive and can offer a good quality of life. It states that it requires investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with, our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.

National Policy Objective 4

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

National Policy Objective 6

Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.

National Policy Objective 27

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

National Policy Objective 28

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

National Policy Objective 64

“Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy-efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions”.

6.1.2(b) National Development Plan 2021-2030

The National Development Plan (NDP) details several funding schemes which support and are directly aligned with the objectives of the proposed development. This includes the allocation of funding for active travel, road safety works and public realm enhancements.

The NDP sets out details of a new National Active Travel Programme which will complement active travel investments in cities, towns and villages as described in NSO 3: Strengthened Rural Economies and Communities and NSO 4: Sustainable Mobility and deliver significant additional walking and cycling infrastructure around the country by 2025. The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and has allocated an annual investment of €360 million for the period 2021-2025.

In addition to maintaining the regional and local road network in good repair, it is a priority of the Government to carry out targeted improvements to sections of the network. This includes addressing sections of road with poor safety characteristics and poor safety records, as well as also minor projects where the appraisal demonstrates a significant benefit in areas such as support for the local economy and the Town Centre First policy, improved accessibility (including areas remote from the major national road network), protection of lifeline routes, and traffic management.

The renewal and rejuvenation of rural towns is also detailed within the NDP through the Rural Regeneration and Development Programme which funds the development of public realm enhancements to support NSO 3 of the NPF.

Project Response

The proposed development supports the NSO's and NPO's aforementioned, as it directly supports sustainable, zero-carbon personal mobility options (i.e. walking and cycling) through enhanced and widened footpaths which in turn provides increased safety for pedestrian movements within Thurles town. Consequently, these safety improvements contribute to the quality of life, and the design quality has sought to provide a continuity with the Liberty Square development and create an attractive and rejuvenated town centre. Funding for the proposed development has been provided through a number of schemes within the NDP which in turn are aligned to support the fulfilment of NSO's and NPO's.

The drawings submitted in support of this application demonstrate how the public realm area will be improved through the provision of safer and wider roadsides to encourage their increased use and improved connectivity to other areas of the town, as well as through the introduction of planting and other aspects of green infrastructure – e.g. SuDS.

6.1.3 REGIONAL PLANNING POLICY

6.1.3(a) Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy for the Southern Region (hereafter referred to as the RSES) came into effect on 31st January 2020. The RSES sets out a 12-year strategic regional development framework for the Southern Region, the primary aim of the RSES is to support and implement Project Ireland 2040 - the National Planning Framework (NPF) and National Development Plan 2018-2027.

As the regional tier of the national planning hierarchy, the RSES seeks to achieve coordination, cohesion and balanced regional development. The RSES is also divided into three sub-regional areas, called Strategic Planning Areas (SPAs) - the Mid-West, South-East and South-West. Tipperary County is included in both the Mid-West and South-East areas due to strong linkages between North Tipperary and Limerick, and South Tipperary and Waterford.

The strategic vision of the RSES is to;

- Nurture all our places to realise their full potential
- Protect and enhance our environment
- Successfully combat climate change
- Achieve economic prosperity and improved quality of life for all our citizens
- Accommodate expanded growth and development in suitable locations; and
- Make the Southern Region one of Europe's most creative, innovative, greenest and liveable regions.

A key enabler of the RSES is the revitalising of urban and rural areas through creative and regenerative place-making, through the use of quality urban design to enhance the character of a place and to ensure the development is respectful of the existing physical, social and environmental and cultural context. The RSES also seeks to improve pedestrian accessibility, safety and facilities.

Within the RSES Thurles is identified as a Key Town in the Mid-West and is categorised with strategic attributes, namely “*significant employment potential, regional and inter-regional connectivity*”. Thurles will be a significant national economic and employment driver following its designation as one of six sites within the EU for piloting the next generation of the bio-economy, including bio-energy and bio-technology.

A number of Regional Policy Objectives (RPOs) are supported by and in turn support, the proposed development and are detailed herein. Only specifically relevant provisions of the RPOs are reproduced.

RPO11 Key Towns

d) To support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, engaged and active voluntary, non-profit and social enterprise sectors, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all

e) To support and promote placemaking in all Key Towns to include public realm regeneration and urban renewal initiatives and public private partnership approaches for town centre regeneration

RPO21 Thurles

a) To support and promote the role of Thurles as a strategically located urban centre of significant influence in a sub-regional context and driver of county and regional prosperity by harnessing the employment and economic potential of the town together with Lisheen, Thurles National Bio Economy Hub and the emergence of a new economic model focused on two principal pillars: low carbon growth and resource efficiency, while leveraging its strategic location and accessibility on inter-regional road and rail networks

c) To support the delivery of the infrastructural requirements identified for Thurles including support for the delivery of projects submitted under the Urban Regeneration and Development Fund subject to the outcome of the planning process and environmental assessments

RPO 166 Investment in Strategic Inter Regional Multi Modal Connectivity to Metropolitan Areas and Economic Corridors

Under RPO166(c) the following is stated “maintain the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements.”

RPO 174 Walking and Cycling

RPO 174 sets out objectives to support active health initiative, promote sustainable mobility and promote sustainable modes of transport. The most project relevant objectives under RPO174 are reproduced herein:

- All significant development proposals shall be required to provide a Quality Audit, as referred to in the Design Manual for Roads and Streets
- Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments/new development areas, transport infrastructure and public transport services
- Enhance pedestrian facilities in all urban areas in the region
- Support accessibility to walking routes for people with disabilities

Project Response

The proposed development supports the place making of Thurles town, which is identified as a Key Town in the RSES, and specifically, the continued investment in the urban renewal of the town. Additionally, the proposed development will support a better quality of life for residents of the town through the enhancement of accessibility for all and pedestrian safety along Slievenamon Road, this is aligned directly with project objective 4.

The proposed development is consistent with the relevant planning objectives of the RSES as it supports active travel within Thurles through the enhancement of pedestrian facilities and seeks to improve the safety of a national primary road network route – the N62, this aligns with project objective 1 and 3, while project objective 5 directly seeks to support regional policies to increase the modal share for walking and cycling within Thurles Town.

The proposed development is considered consistent with, and will provide, both direct and indirect support, to the attainment of the above identified RSES policy objectives.

6.1.4 LOCAL PLANNING POLICY

6.1.4(a) Tipperary County Development Plan 2022

The Vision Statement for the county is to make Tipperary “*a vibrant place where people can live, visit and work in a competitive and resilient economy, a sustainable environment and an inclusive and active community*”.

This vision is supported by five core strategic ambitions, with specific relevance to towns of the county; one of these core ambitions states “*vibrant living towns driving the local and regional economy*”.

The CDP supports the “Town Centre First” approach within the Our Rural Future, Rural Development Policy 2021-2025 (Government of Ireland, 2021), which puts the town centre at the heart of decision making. This approach aims to address vibrancy and opportunities for investment and regeneration while promoting residential occupancy. Thurles has recently benefited from investment through the redevelopment of Liberty Square and this continues as the Council and its stakeholders are actively working to achieve the Strategic Regeneration vision of the ‘Thurles Market Quarter’ and ‘Thurles Town Centre Renewal Strategy 2021’.

Chapter 7 Town Centres & Placemaking of the CDP lists several aspects of placemaking which are key to supporting the regeneration of towns in rural areas, central to this is ‘streets as places for people’. These key aspects are stated as:

- To support towns and villages through the Settlement Strategy thus ensuring that new homes are provided in the right locations, at an appropriate scale and density.
- To deliver affordable and ‘lifetime adaptable homes’ for changing needs of households.
- To ensure an integrated planning approach to ensure that employment, infrastructure, services and housing supply are considered together.
- To strengthen the relationship between the movement of people between places, emphasising sustainable transport, public realm and integration of multi modal travel chains.
- Support the regeneration and retrofit of existing building stock, including housing, to tackle vacancy and improve energy efficiency.
- To improve and invest in the quality of the public realm for settlements of all scales.

Within Chapter 7, it is noted that the following planning policy and objective are supported by the proposed development through the inclusion of landscaping and SuDS proposals within the public realm.

Policy 7-3

Require the inclusion of urban greening/landscaping as a fundamental element of design, incorporating features and design solutions such as biodiversity friendly landscaping, nature-based solutions to SuDS and providing attractive routes and facilities for the pedestrian and cyclist.

Objective 7-C

Support and facilitate the development of town centre strategies / public realm strategies, where appropriate, liaising closely with residents, visitors and other relevant stakeholders

Chapter 12 - Sustainable Transport, states that the Council aims to support and promote sustainable transport; it is furthermore acknowledged that, linked to the concept of sustainable transport, is the regeneration of the county’s towns which will support compact growth and reduce travel demand. The following development plan policy and objective are supported and will be realised by the proposed development.

Policy 12-4

Maintain and protect the safety, capacity and efficiency of Tipperary’s roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations.

Objective 12-G

Through Council own development, such as public realm upgrading and regeneration programmes, seek to encourage the following principles;

- a) Implement improvements to facilitate pedestrians and cyclists and to improve access for people with mobility needs.
- b) Support the '10-minute towns' concept and active travel projects.
- c) Seek funding under the 'Active Travel Towns Initiative' for the implementation of strategies and infrastructure to support walking and cycling.
- d) To consider how existing and proposed transport services may be supported and facilitated through the spatial planning process.
- e) In installing active travel infrastructure, provide a facility for monitoring and reporting of footfall and use.

Project Response

The objectives for the proposed development are aligned with the planning policies and objectives of the CDP referred to above. Project Objective 5 specifically seeks to support local policies to increase the modal share for walking and cycling within Thurles, as such, the proposed development directly supports Objective 12-G. The proposed development will enhance the public realm through the use of quality materials, enhanced public lighting, street furniture and landscaping which will complement the public realm improvements completed at Liberty Square to enhance place making within Thurles town.

The proposed development has been designed in cognisance of the planning policies and objectives, having ensured the inclusion of SuDS and urban landscaping and directly fulfils Policy 7-3.

The proposed development will support the CDP objectives for the safety of vulnerable road users and assist the promotion of active travel in the town through the provision of safety measures comprising raised crossing which will act as a traffic calming measure, roundabout splitter island, widened footpaths and tactile paving at crossings.

6.1.4.(b) Thurles and Environs Development Plan 2009-2015 (as varied and extended)

The Thurles and Environs Development Plan sets out the strategic planning framework, policies and objectives of the Council for land use development within the plan boundary. This plan will be reviewed and eventually replaced by a Local Area Plan. The emphasis in the Plan is to protect and reinforce the role and viability of the Town Centre. Strategic Policies seek to increase urban residential development within the urban area, improve the attractiveness of the town for commerce and investment and protect the historical and cultural character and appearance of the town.

The implementation of the proposed development is supported and supports the following planning policies and objectives relating to town centres and transport.

Policy ECON 3: Environmental Improvement of Existing Employment Areas

It is the policy of the Councils to improve the environment of the employment/commercial areas (including the town centre) through one or more of the following:

- a) Landscaping where development borders other uses
- b) Signage
- c) Streetscape in town
- d) Landscaping of turning and service areas
- e) Improved access for pedestrians, cyclists and people with disabilities; and
- f) Enhancement of protected structure, areas of archaeological interest or the Architectural Conservation Areas

Policy ECON 8: Townscape Improvement

It is the policy of the Councils to seek improvements to the quality of the town centre as part of new development, in accordance with the standards set out in Chapter 8 on Development Management and the guidelines within the Architectural Conservation Area Design Statement and the Town Centre Strategy

Specific Transport and Accessibility Objectives

T.2 To proceed with a programme of improving and upgrading the pavement network throughout the town, particularly in areas where access is impeded for the mobility impaired, especially the implementation of the Liberty Square Traffic Management Plan

T.3 Provide an improvement in the approach entrance to the town to include:

- a) Traffic calming;
- b) Improved pavements; pavement pull-outs and planting calming and;
- c) Gateway features.

Project Response

The proposed development directly supports a Town Centre First approach and the Thurles and Environs Development Plan policies for the enhancement of the public realm within the centre of the town. The public realm improvements have been designed to a high specification and are in keeping with the completed improvement works at Liberty Square.

As previously stated, project objectives 1, 2 and 3 seek to improve the safety of vulnerable road users through the provision of increase footpath widths, raised crossing, tactile paving and safety measurements such as a roundabout splitter island and removal of obstructions. These project objectives are in alignment with the accessibility objectives identified above.

The proposed development is in accordance with the above policies and objectives of the Thurles and Environs Development Plan.

6.1.4(c) Thurles Town Centre Renewal Strategy (September 2021)

The Renewal Strategy reflects a collaborative effort between the local authority and the community of Thurles to present an informed and evidence based 10-year vision, grounded on an appreciation of the key characteristics and issues within the town centre.

The Strategy is intended to inform and add weight to future applications for funding by community and business groups in Thurles with the support of the local authority. Specific to Slievenamon Road are plans to retrofit trees along the road as part of the Urban Tree Network envisaged for Thurles, which invokes the original setting of the road which was once treelined.

The Strategy is aligned to the NPF NSO's, with the Urban Tree Network contributing to NSO1 Compact Growth through enhancing the attractiveness, viability and vibrancy of Thurles and NSO7 Enhanced Amenities and Heritage by supporting transformational public realm initiatives to give Town Centre areas back to citizens.

Project Response

The proposed development has been designed to ensure that the vision for Slievenamon Road will be realised and includes the retrofitting of trees along the route of the proposed development.

6.1.5 ASSESSMENT OF POLICY COMPLIANCE

The implementation of the proposed development is supported and aligned with National, Regional and Local Planning Policy and Objectives. The revitalisation of towns in rural areas is important to ensuring that they become centre of growth for employment and residential development. The implementation of the proposed development will follow on from the flagship regeneration project for the town, Liberty Square. The enhancement of Slievenamon Road will further improve the attractiveness of the town while acknowledging the Slievenamon Road as an important link between the traditional commercial town centre and Thurles shopping centre.

The proposed development helps to further the aims of attractive and interactive placemaking within the town and will enhance the attractiveness of the Slievenamon Road. The proposed development provides a link to the quality public realm provided at Liberty Square, through a shared use of materials and will increase safety for pedestrians via the provision of wider footpaths, raised crossing, tactile paving, additional lighting and designated parking spaces to ensure that footpaths are for pedestrian use only.

The proposed development is consistent with the planning policies and objectives of the respective statutory development plans relating to enhanced amenities, supporting the continued development and rejuvenation of town centres, placemaking and integrating a safe environment for pedestrians.

6.2 PRINCIPLE OF PROPOSAL

The proposed development is clearly identified within the Thurles and Environs Development Plan and the continued investment and improvement of the public realm to enhance place making is a reoccurring objective throughout the planning hierarchy. The proposed development will assist in the promotion of active travel and will improvement safety for vulnerable road users.

Having regard to the following:

- The nature, scale and location of the proposed development, which is associated with objectives aimed at increased pedestrian and road/traffic safety, attractiveness and general improvement of an existing arterial road and roadside edges through Thurles town;
- Compliance and alignment with the sectoral and planning policy and objective provisions
- The nature of the receiving environment, comprising existing hardstanding of the public road network, the history of a similar recently completed scheme in the area, and the nature of the landscape including any specific conservation and amenity designations along or in proximity to the proposed development;
- Conclusion that the proposed development will not result in any potential for likely significant effects on any European Site; and
- The supporting documentation prepared as part of the Part 8 application, including EIA Screening, Cultural Heritage Assessment and photomontages.

It is considered that the proposed development is in accordance with and supports the delivery of relevant policies and objectives at a sectoral, national, regional and local level and it is concluded that the proposed development would, therefore be in accordance with the proper planning and sustainable development of the area.

6.3 DESIGN AND LAYOUT

The proposed development will comprise upgrading of the road layout with reduced carriageway width (approximately 6.5m) and widening of the footways with new paving (widths ranging from 1.8m to 2.5m), improved junctions and road resurfacing. The development will also include upgraded public lighting and enhanced soft and hard landscaping including tactile paving, shared use materials etc.

The proposed design and layout of the proposed scheme are considered appropriate and in keeping with the completed public realm works in Liberty Square. It is considered that the proposed works will continue the rejuvenation of the centres.





6.4 CULTURAL HERITAGE

The proposed development involves an upgrade of the N62 Slievenamon Road, c.200m of the works are located within the Zone of Archaeological Potential (ZAP), and c.60m of the works are located within the Architectural Conservation Area (ACA), respectively identified within Thurles & Environs Development Plan (2009-2015 as extended and varied). No buildings/structures currently listed on the National Inventory of Architectural Heritage (NIAH) or Recorded Protected Structures (RPS) will be impacted by the proposed development. The application is accompanied by a Cultural Heritage Impact Assessment Report, prepared by TII

Ministerial Consent, in accordance with Section 14 of the National Monuments Act, will be sought, in advance, to undertake archaeological services. Should archaeological remains be found, mitigation in the form of preservation in-situ or preservation by record, will be proposed to the relevant statutory authorities. The project proposals include mitigation measures to be implemented during construction comprising archaeological monitoring, by a suitably qualified licensed archaeologist, of the portion of the proposed development within the Zone of Archaeological Potential (ZAP), and the Architectural Conservation Area (ACA) of Thurles Town. This will involve archaeological monitoring of 200m of the scheme between Liberty Square to the junction of Slievenamon Road and Fianna Road. No archaeological and/or architectural services are required elsewhere on the scheme. .

6.5 FLOODING

The proposed development is located within Flood Zone C and B, the proposed development is considered to be 'appropriate development' in relation to flood risk and therefore does not require a flood risk assessment to be completed.

The proposed development meets specific criteria for proper planning and sustainable development and demonstrates that it will not be subject to unacceptable risk, nor increase flood risk elsewhere.

6.6 TRAFFIC MANAGEMENT

The Part 8 application is accompanied by a Preliminary Traffic Management Plan to be implemented during construction stage which includes arrangements for site access and egress, construction traffic, one-way shuttle working and diversions/road closures, public notices and signage etc.

6.7 SERVICES – SURFACE WATER DISPOSAL, LIGHTING,

The proposals include for upgrade of existing surface water drainage infrastructure including 416m of 225mm diameter surface water drains and also the upgrading of public lighting comprising 15no. lighting columns at 25m intervals

6.8 LANDSCAPING & STREET FURNITURE

The proposals include for enhanced landscaping including the provision of upgraded street furniture, hard landscaping including the provision of natural stone pavers, granite and limestone coloured asphalt, raised planters, tactile paving etc.

The development will also include the provision of street trees/tree pits and feature trees, soft landscaping (green) margins etc.

Finally the scheme will include the provision of benches, bicycle racks etc.

7. APPROPRIATE ASSESSMENT & ENVIRONMENTAL IMPACT ASSESSMENT:

Appropriate Assessment

The Planning Authority has had regard to the document 'Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities' published by the DoEHLG in December 2009. This document provides a guide to the requirements of Articles 6(3) and 6(4) of the Habitats Directive.

An Appropriate Assessment (AA) Screening Report was prepared for the project by Mott McDonald, Consultants and accompanied the documentation submitted with the application.

The Appropriate Assessment concluded that there is no potential for impacts on the European Sites identified within the surrounding 10km (Lower River Suir SAC, Site Code 002137) from the proposed Road Improvement Project, due to the distance separating the site from the project and the small-scale controlled nature of the proposed works where a hydrological link has been outlined between the project and the SAC. The screening report concluded that the proposed development would not be likely to give rise to significant or indeterminate impacts on any Natura 2000 site and that no specific mitigation measures are required in order to avoid adverse effects.

Environmental Impact Assessment

An Environmental Impact Preliminary Assessment Report was prepared for the project by Mott McDonald Consultants and accompanied the documentation submitted with the application.

The proposed development can be described as an urban development project type and therefore Class 10(b)(iv) of the Planning & Development Regulations, 2001 as amended may be applicable - the provisions of which are quoted below.

The proposed development may also be considered a business district, as this is defined in Paragraph 10 as "*a district within a city or town in which the predominant land use is retail or commercial use*". However, the proposed development comprises an area of no greater than 0.8 hectares and is therefore below the threshold set out within Paragraph 10(b)(iv).

The proposed development is also subject to the considerations relevant to Paragraph 15, as it has been identified as a project under Paragraph 10(b)(iv).

Paragraph 10 (b)(iv) [Infrastructure projects]: 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.

Paragraph 15: Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.

The Environmental Impact Preliminary Assessment Report concluded that there is no real likelihood of significant effects on the environment arising from the proposed development. There is thus no requirement for formal EIA Screening to be undertaken and an EIA is not required.

8. SUMMARY OF SUBMISSIONS & CHIEF EXECUTIVE OFFICER'S RECOMMENDATION'S:

This section summarises the submission made on the proposed development and also gives the consideration and recommendation of the Chief Executive Officer to the submissions made, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area, and any relevant policies or objectives.

The full report from the lead section including a more detailed summary is attached at Appendix 1 below.

Submission No.: 1

Observations submitted by: Janette Flanagan

Summary

The submission references the lack of formal pedestrian crossings other than at the Liberty Square end of the scheme. The submission also references the lack of disabled parking spaces with only one space provided on the scheme. Finally the submission raises concerns with additional tree planting which is removing already limited parking on the street.

Chief Executive's Consideration:

Lack of Formal Pedestrian Crossing Facilities

The N62 scheme aims to improve pedestrian connectivity along Slievenamon Road with widened footpaths, defined on-street parking, improved junction layouts (with shorter crossing distances) and improved formal pedestrian crossing facilities. The design of the pedestrian crossing facilities was undertaken in accordance with relevant design standards i.e. TII Publication DN-GEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads (2021), Design Manual for Urban Roads and Streets (DMURS) (2019) and the Traffic Management Guidelines (2003) and were also based on a detailed design assessment which explored a number of options/locations on the scheme.

Overall, the scheme proposals improve the width and quality of footpaths along both sides of the street, reduce radii at entrances to reduce the crossing distance for pedestrians and provide 3 No. crossing locations at the beginning, middle and end of the site to facilitate existing and future pedestrian movements.

Disabled Parking Provision

The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide). In the context of this scheme, 25 No. on-street spaces are proposed with 5% equating to 1 no. disabled parking space. It is also noted that the N62 scheme will improve pedestrian

connectivity to existing disabled parking spaces located in Liberty Square adjacent to the scheme extents.

Loss of Parking Due to Tree Planting

The increase in street trees along Slievenamon Road has been proposed for several reasons. As well as playing a role in climate proofing our towns and supporting human health, biodiversity and environmental well-being, trees also have a role to play in increasing the attractiveness of the street. Research shows that well designed streets with street trees help attract customers, reduce stress, enhance shops appeal and increase the total amount of time spent shopping and therefore money spent.

Where space allows, trees are to be planted in well prepared pits and in planted build outs with a maintenance programme put in place to ensure their successful establishment. The benefits that trees provide can help Thurles meet 15 of the 17 internationally supported United Nations Sustainable Development Goals.

Chief Executive's Recommendation:

No change to the Part 8 proposals.

Submission No.: 2

Observations submitted by: Dan Quirke

This submission references the loss of parking which Mr. Quirke states will be detrimental to his business. Customers to his business use nearby parking spaces which accommodate a quick turnover of parking, allowing people to stop at his premises for 5/10 minutes. The submission requests that his plans to remove the side garden of his premises at the corner of Kavanagh Place and to replace same with customer carparking be included within the proposed Part 8 development plans.

The submission requests that the bicycle stands and the floral area proposed outside Mr Quirke's premises should be removed to allow an additional car space.

Finally the submission considers that the proposed 14 month work programme will cause serious disruption to all businesses in the area and should be shortened and disruption should be minimised by any method possible.

Chief Executive's Consideration:

The submission in respect of loss of parking and disruption is acknowledged, however it is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

The inclusion of street trees at these locations also contributes to the sense of privacy and trees act as a buffer to traffic noise/pollution for street facing properties.

Based on the parking survey data, the residual N62 daytime parking, demand arising from formalisation of the existing on-street parking arrangements can be met by existing capacity in adjacent car-parks and adjoining side streets.

It is considered that the enhanced pedestrian environment (wider footpaths, enhanced streetscape and general public realm improvements) and connections with side streets and car parks will bring a vibrancy to the street and will assist in changing behaviours of shoppers to take advantage of more comfortable parking in off-street areas. The road improvement scheme also aims to remove existing street signage clutter to improve pedestrian circulation within the commercial centre and this provides an opportunity to rationalise existing way-finding information through the provision of clear and discrete signage to adjacent parking locations i.e. people coming into the town to shop or do other business will find it easier to locate adjacent off-street parking. These improvements will offset the need/ desire for businesses to have parking immediately outside the front door and the desire for shoppers to park directly outside the shop/business they wish to visit.

In addition, there is provision for 2 dedicated set-down spaces in front of the premises and a further 9 No. on-street spaces compliant with current design standards in the immediate vicinity of the premises (within 50m or <1 min walk).

Re-allocation of Existing Garda Parking Spaces

The existing Garda parking will be maintained as part of the scheme proposals.

Re-location of Bicycle Stands

The proposed location of the bicycle stands will be amended to provide additional space for parking/loading operations at this location.

Side Garden Parking Proposal

It is considered that on-street parking could not be provided as part of the scheme proposals without introducing potential hazards to pedestrians and vehicles accessing Kavanagh Place from Slievenamon Road due to the proximity of the parking space to the existing road junction. As a result, it was decided that the proposal to include on-street parking at this location would not be incorporated into the N62 scheme.

Disruption During Works

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme also extends between property boundaries fronting onto the Works. The scheme will minimise as much as possible the impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

During the construction works Tipperary County Council will implement an effective traffic management plan in accordance with current best practice to minimize risk, inconvenience and disruption to all stakeholders.

Chief Executive's Recommendation

The bicycle stand proposed in the hardstanding area outside Town House Deli will be relocated northwards to be accommodated in the adjacent green space.

Submission No.: 3

Observations submitted by: Gerard Fogarty

Summary

The submission is supportive of the plans for Slievenamon Road, but is concerned there appears to be no provision for the new bus stop at Thurles Garda station.

Chief Executive's Consideration:

The submission in respect of the provision for a new bus stop at Thurles Garda Station is acknowledged.

At present Local Link has a stop at the Garda Station on Slievenamon Rd, but there are currently no plans by Local Link to make this a formal stop. Local Link would like to have an official stop near this location along Slievenamon Road possibly near the new Lidl development.

Provision of other stops nearby in connection with Liberty Square Phase 2 development is currently being assessed by Tipperary Council in conjunction with the NTA.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 4

Observations submitted by: Jacynta Ryan

Summary

The submission is supportive of the plans for improving the town as the upgrade to Liberty Square has been well received, however the issue of lack of cycle paths was raised and it is stated that there is need for extra space for cyclists due to the dangers posed by the narrowing of the road coupled with the presence of heavy traffic including HGVs. The submission also references the need for enforcement of illegal parking.

Chief Executive's Consideration:

Cycle Paths:

The feasibility and safety of providing sustainable transport modes such as cycle-paths needs to be considered in retrofit situations where there is restricted space such as on Slievenamon Road. The minimum width of cycle lanes is set down in the National Cycle Manual and there may also be additional width required depending on topography traffic, locality etc. Based on the site characteristics of the N62, the minimum width of 1.75m cannot be accommodated on this scheme with the constrained road cross section therefore it is appropriate to promote a 'mixed traffic' approach in accordance with the NCM. The implementation of traffic calming measures on the scheme and standardisation of road widths will contribute positively to this approach.

Illegal Parking

Enforcement of illegal parking is not a matter for this Part 8.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 5

Observations submitted by:

H.M Mulhaire and Margaret Mulhaire

Summary

The submission raises concern in particular about the lack of parking near their home.

Chief Executive's Consideration:

The requirement for night-time parking was assessed to establish residential parking patterns along the street. Based on the parking survey data, the provision of 25 No. on-street parking spaces meets the current demand for overnight on-street parking on Slievenamon Road.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 6**Observations submitted by:**

Lar na Pairce (Liam O Donnchu)

Summary

The submission states that the proposed improvements will greatly enhance the area however concern is raised at the loss of parking spaces outside Lár Na Pairce.

Chief Executive's Consideration:Loss of Bus Parking:

The submission in respect of loss of car/bus parking outside Lar na Pairce is acknowledged. However it is considered that the provision of bus parking nearby in connection with Liberty Square Phase 2 development is currently being assessed by Tipperary County Council in conjunction with the NTA and Local Link is also assessing the suitability of bus parking near the new Lidl development on Slievenamon Road.

Loss of Parking:

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, there is provision in the scheme for 4 No. spaces compliant with current design standards across the street immediately opposite the museum. It is expected that patrons will be able to safely access the museum using the improved signalised pedestrian crossing facility approximately 50m to the north of these spaces.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 7**Observations submitted by:**

FBD Insurance

The submission raises a number of issues as set out below:Loss of Parking

The loss of parking on the street, and in particular outside the office will impact the FBD business as there will be reduced footfall due to people not being able to park outside or near the FBD building. As FBD is an Age Friendly office parking directly outside the building for older customers would be needed. The loss of on-street will also impact staff.

Disruption During Works

The submission raises concerns with the disruption cause while work will be carried out. There is also concern as a trading business if there will be disruption to the facilities such as electricity and internet, both of which are essential for their business.

Only One Pedestrian Crossing

Finally, the submission raises concerns that while it is intended to widen the footpaths and make it safer and more comfortable for pedestrians, there is only one pedestrian crossing, located outside the shopping centre, in the plans. It is considered that there is a need for another pedestrian crossing up near FBD offices.

Chief Executive's Consideration:

The submission in respect of loss of parking, disruption and lack of pedestrian crossing infrastructure is acknowledged.

Loss of Parking

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, the 50m section of Fianna Road adjoining Slievenamon Road (approximately 1 min walk) will have average residual capacity of between 5-10 No. spaces up to 10:00. Furthermore, the combination of parking capacity on Fianna Road and Thomond Road will offset any reduction in on-street parking on Slievenamon Road.

Disruption During Works

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme extends between property boundaries fronting onto the Works. The scheme will minimise as much as possible the impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

During the construction works Tipperary County Council will implement an effective traffic management plan in accordance with current best practice to minimize risk, inconvenience and disruption to all stakeholders.

Only One Pedestrian Crossing

The N62 scheme aims to improve pedestrian connectivity along Slievenamon Road with widened footpaths, defined on-street parking, improved junction layouts (with shorter crossing distances) and improved formal pedestrian crossing facilities. The design of the pedestrian crossing facilities was undertaken in accordance with relevant design standards i.e. TII Publication DN-GEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads (2021), Design Manual for Urban Roads and Streets (DMURS) (2019) and the Traffic Management Guidelines (2003) and were also based on a detailed design assessment which explored a number of options/locations on the scheme.

Overall, the scheme proposals improve the width and quality of footpaths along both sides of the street, reduce radii at entrances to reduce the crossing distance for pedestrians and provide 3 No. crossing locations at the beginning, middle and end of the site to facilitate existing and future pedestrian movements.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 8

Observations submitted by:

Gerard Shanahan on behalf of V.V.I. (Voice of Visually Impaired), a national representative body of Blind and visually impaired people as set out under the terms of the U.N.C.R.P.D. as adopted by Dail Eireann 2018.

The submission raised concerns with a number of issues including the following:

Pedestrian Crossing Infrastructure

- The submission requests the retention and upgrading of the controlled pedestrian crossing at the entrance of Slievenamon road from Liberty Square.
- The proposed raised table roundabout, located at the confluence of Slievenamon Road with Thomond and Fianna roads is detrimental to the welfare of vulnerable individuals for the following reasons:
- The proposed raised pedestrian crossing at the roundabout near the Thurles shopping centre could be included in the same category as the raised table safety issues. depending on the nature of disability
- There is a requirement that Tipperary County Council relates to the Disability Act 2005 (specifically section 36).

The submission recommends the Council to consult with policy document on Manual of Accessible Planning for Pedestrians (MAPP) <https://www.vvi.ie/mapp>

Chief Executive's Consideration

Existing Controlled Pedestrian Crossing

The existing signalised pedestrian crossing at approximate Chainage 0+025 will be retained and will be widened to 2.4m.

Raised Table Layout (N62/Fianna Road/Thomond Road Junction)

Refer to Submission 1 "Lack of Formal Pedestrian Crossing Facilities" for response with particular reference to 'Zone 5 Pedestrian Crossing'.

Raised Pedestrian Crossing (Dunnes Stores Roundabout)

Refer to Submission 1 "Lack of Formal Pedestrian Crossing Facilities" for response with particular reference to 'Zone 9 Pedestrian Crossing'.

Consultation with Prescribed Bodies

Tipperary County Council has designed the scheme in accordance with current design standards.

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 9

Observations submitted by:

Ursula Bourke

The submission welcomes the proposed development but raises a number of suggestions and issues including

- High quality materials are proposed for only one side of the street and only as far as the new carpark from the square. Using the same high-quality materials on both sides of the streets would be far more visually pleasing, thus creating a positive pedestrian experience.
- There is concerned as a business owner about the disruption the work will cause for staff and customers and hopes that same will be informed prior to when the project will commence, and that any disruption caused would be kept to a minimum.
- Aisling Health & Beauty salon entrance door is located directly beside the entrance into Lyon's Tyres Yard, therefore, extra footpath safety markers would need to be considered around this area for pedestrians.
- At present the footpath and ground floor entrance doors of the salon are at the same level and on that basis there is a flooding hazard during periods of heavy rain. This needs to be reviewed and addressed if possible.

Chief Executive's Consideration

The submission in respect of high-quality materials, disruption during the works, footpath safety markers and flood alleviation is acknowledged.

High Quality Materials Both Sides of Slievenamon Road

The paving palette at Liberty Square has been used as a reference when choosing materials to ensure there is continuity in streetscape materials to enhance connectivity between streets and spaces in the town. It is proposed to apply a hierarchical approach to the application of paving materials to enhance the sense of place and assist in wayfinding. A simplified palette of materials has been chosen, based on the Liberty Square scheme.

Disruption During Works

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme also extends between property boundaries fronting onto the Works. The scheme will minimise as much as possible the impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

During the construction works Tipperary County Council will implement an effective traffic management plan in accordance with current best practice to minimize risk, inconvenience and disruption to all stakeholders

Footpath Safety Markers

The footpath has been widened in this area to include a new buildout which will have a consistent surface finish indicating a pedestrian priority area. Any vehicle movements entering/exiting the adjacent premises will need to ensure safe movements similar to the existing scenario. Any operational problems that may arise as part of the new layout will be recorded/addressed as part of the Stage 4 Road Safety Audit which is undertaken approximately 2 to 4 months post road opening with live traffic.

Drainage

The proposed road improvement scheme will provide for improved surface water drainage on the road including optimising levels and providing correctly located gullies in accordance with TII standards, which will alleviate any drainage hazards.

Chief Executive's Recommendation

The full extent of stone paving will be considered at detail design stage.

Submission No.: 10

Observations submitted by:	Attachments:
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Bernard Fitzpatrick PABIA Consulting Ltd on behalf of Ely Centra	<p><u>Drawings</u></p> <ul style="list-style-type: none"> • F-30-01-01 Existing Site Layout • F-30-01-02 Existing Site with New Council Road Layout • F-30-01-03 Option 1 – Oil Tanker Access to Existing Site with New Council Road Layout • F-30-01-04 Option 2– Oil Tanker Access to Existing Site with New Council Road Layout • F-30-01-05 Option 3 – Oil Tanker Access to Existing Site with New Council Road Layout • F-30-01-06 Proposed Site Layout • F-30-01-07 Proposed Revisions to TCC Road Layout • F-30-01-08 Vehicle Tracking Analysis – Cars (80%) • F-30-01-09 Vehicle Tracking Analysis – Oil Tanker (90%) • F-30-01-10 Vehicle Tracking Analysis – Rigid (90%) <p><u>Parking Survey</u></p> <ul style="list-style-type: none"> • Thumbnail Parking Survey – Sheet A • Thumbnail Parking Survey – Sheet B • Thumbnail Parking Survey – Sheet C • Thumbnail Parking Survey – Sheet D • Parking Survey data
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The submission raises a number of issues including the following:

Parking Provision

A parking survey on N62 Slievenamon Road was completed by agents of Ely Centra which suggests that there is currently a considerable deficit in parking provision on N62 Slievenamon Road. The survey concludes that the proposed development will displace a significant number of vehicles currently parking along the street and there are insufficient additional spaces in the Council carpark available to offset this.

Loading Bay Provision

There is one loading bay provided in the proposed scheme, located along the Deli Store frontage. This loading bay is circa 200m distant from Ely Centra but this is not capable of accommodating the delivery artic for Ely Centra as it will not accommodate a large articulated HGV.

Set Down Parking Provision

There does not appear to be any set down parking provision allowed for in the improvement works and there is no parking provision whatsoever on the east side of the N62 Slievenamon Road over a distance of circa 270m.

There needs to be provision for short-term set-down parking provision at or close to these units. It is requested therefore that the Council would review provision of set-down parking and to vary the scheme in this area to cater for at least 2-3 set-down spaces.

Loss of Existing On-site Parking at Premier Meats Frontage

The scheme proposes to remove the direct off-street access to parking at Premier Meats premises by providing a planter unit along the full width of this frontage. The adjoining resident has enjoyed the benefit of free parking in the most southerly space, for in excess of 20 years. It is requested that the scheme be revised to allow this single space access to be retained.

Access to Ely's Filling Station Site

The chambers housing the underground offset fill points and the vapour recovery line are both currently located at the outer edge of the existing footpath. The planned improvement works and the proposed reduction of the carriageway width to 5.5m overall, (2 x 3.25m lanes) and provision of the planter at this location, will result in the outer edge of the oil tanker being at or virtually at the centreline of the roadway while making a fuel delivery.

The proposed positioning of planter beds in the vicinity of entry/exit crossovers, the crossover widths provided for tanker entry/exit and the proposed radii of kerbing/walling of the planters at the entry/exit points all cause problems/concerns for the oil tanker entering the site and several adjustments would be required to these elements to provide safe access and egress to the forecourt for the oil tanker.

As there is no suitable loading being provided in the scheme, effectively the food delivery vehicle must also access the site or park directly outside on the road. Both options are impractical for the same reasons as with the tanker.

The submission included a number of measures required to complete the necessary re-organisation of the forecourt including.

- 1) Measures to adjust the canopy height and orientation and supporting stanchions
- 2) Replacement of the fuel tanks
- 3) Physical separation of the forecourt from the public footpath to ensure pedestrian and vulnerable road user safety
- 4) Relocation of the Carwash and Launderette Machines
- 5) Access & Egress Crossovers - Layout Adjustment
- 6) Provision of Set-down and Accessible Parking
- 7) Provision of Parking for Neighbour

The owners would be prepared to invest further in their premises to deliver the suggested layout they will require financial assistance from the Council to deliver the entire package. The submission states that that Elys will be seeking a significant contribution from the Council towards the actual cost of these forecourt reorganisation works.

The submission states that the content of the submission enjoys the benefit of support from all of the business houses located in and associated with Ely Centra/Inver premises.

Chief Executive's Consideration

Clarification Meeting

As the submission is very detailed a clarification meeting was held by the Lead Section with PABIA Consulting Ltd held on October 3rd, 2022.

Parking Provision

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Loading Bay Provision

The proposed layout has been amended to maintain the existing loading arrangements i.e. parking in front of the entrance/forecourt on Slievenamon Road. The proposed planting area in front of the canopy has been removed and replaced with imprinted concrete to the existing kerbline to facilitate current unloading operations.

Set Down Parking Provision

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current

standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Loss of Existing On-site Parking at Premier Meats Frontage

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation

In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Access to Ely's Filling Station Site

The proposed layout has been amended to maintain the existing fuel delivery arrangements i.e. parking in front of the entrance/forecourt on Slievenamon Road. The proposed planting area in front of the canopy has been removed and replaced with imprinted concrete to the existing kerbline to facilitate current unloading operations. Existing traffic movements on Slievenamon Road will continue during deliveries i.e. give way to oncoming traffic for a short duration. See new layout under "Loading Bay Provision" above.

Re-Organisation of Ely Inver Filling Station Forecourt

While the proposals for re-organisation of the forecourt are acknowledged this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road. See new layout under "Loading Bay Provision".

Revised Layout of Forecourt & Proposed Road Changes Fronting the Ely Premises

While the proposals for the revised layout of the forecourt are acknowledged, this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road. See new layout under "Loading Bay Provision" above.

Cost of Reorganisation of Forecourt

While the proposals for re-organisation of the forecourt are acknowledged this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road.

Adjoining Business Support

The Council notes that the content of this submission enjoys the benefit of support from all of the business houses located in and associated with Ely Centra/Inver premises as listed in the submission.

Chief Executive's Recommendation

The scheme has been adjusted to provide for fuel deliveries and loading.

Submission No.: 11

Observations submitted by:

Patrick Horan

Submission raises concerns with unauthorized parking on the footpath at his entrance, mainly at the Slievenamon Road side.

Chief Executive's Consideration

The submission in respect of measures to prevent illegal parking is acknowledged.

The kerb line is being formalised as part of the scheme i.e. the inclusion of 125mm kerb upstand with bevelled kerb to maintain vehicle entrance movements. Consideration will be given to providing a contrasting colour surface and free-standing planters to discourage illegal parking at detailed design stage.

Chief Executive's Recommendation

Consideration will be given to providing a contrasting colour surface and free-standing planters to discourage illegal parking at detailed design stage.

Submission No.: 12**Observations submitted by:**

Thomas McDonald

Philomena McDonald

The submission raises a number of concerns including the following:

Disturbance to Enjoyment of Property/Disruption

There will be disruption in terms of access and egress, removal of the ability to park outside their home, noise disturbance, electricity and water disruption, vibrations from ground works, dealing with the dangers of heavy machinery on the road, traffic chaos and traffic delays reduced parking on the road will cause.

Loss of Parking

30 or more parking spaces will be removed from the road in the proposal at a time when car parks are at capacity. Removal of parking and replacing with planting and trees will cause as much obstruction as current parking on the road does.

Placement of Planting and Soft Landscaping

Soft landscaping placed directly outside the petrol station means the oil truck will have to park on the road to deliver fuel which will cause undue disruption and traffic delays. Soft landscaping outside the butcher shop unnecessarily removes parking space, which could be made available to the residents of the road. The submission raises concerns with the trip hazard associated with planting and soft landscaping.

Widening of Footways

The submission raises concerns with the footway being narrowed significantly to make room for a disabled space is placed next to a planting area, which would be an obstruction for a disabled person who needs to access the back of their adapted vehicle, the narrowing of the footpath would further cause access problems

Pedestrian Crossing

Submission refers to the lack of a pedestrian crossing at the N62/Thomond Place junction.

No Cycle Path

Submission raises concerns with the lack of a provision of a cycle path.

Chief Executive's Consideration

The submission in respect of concerns relating to disruption, loss of parking, placement of planting and soft landscaping, lack of a pedestrian crossing and cycle-paths is acknowledged.

Disturbance to Enjoyment of Property/Disruption

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme extends between property boundaries fronting onto the Works. The scheme will minimise as much as possible the impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

During the construction works Tipperary County Council will implement an effective traffic management plan in accordance with current best practice to minimize risk, inconvenience and disruption to all stakeholders.

Loss of Parking:

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, the 50m section of Fianna Road adjoining Slievenamon Road (approximately 1 min walk) will have average residual capacity of between 5-10 No. spaces up to 10:00. Furthermore, the combination of parking capacity on Fianna Road and Thomond Road will offset any reduction in on-street parking on Slievenamon Road

The requirement for night-time parking was assessed to establish residential parking patterns along the street. Based on the parking survey data, the provision of 9 No. on-street parking spaces within 30m of the property exceeds the current demand for overnight on-street parking on Slievenamon Road.

Placement of Planting and Soft Landscaping

The proposed layout has been amended to maintain the existing loading arrangements i.e. parking in front of the entrance/forecourt on Slievenamon Road. The proposed planting area in front of the canopy has been removed and replaced with imprinted concrete to the existing kerblin to facilitate current unloading operations, see below.

Widening of Footways

The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide). The footway adjacent to the disabled space is flush with the contrasting paving sett surface demarking the parking space to both facilitate pedestrians walking along the footway and disabled user entering/exiting the vehicle. The use of a shared space solution in these scenarios is an established approach in the design of retrofit urban improvement schemes.

Pedestrian Crossing

The N62 scheme aims to improve pedestrian connectivity along Slievenamon Road with widened footpaths, defined on-street parking, improved junction layouts (with shorter crossing distances) and improved formal pedestrian crossing facilities. The design of the pedestrian crossing facilities was undertaken in accordance with relevant design standards i.e. TII Publication DN-GEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads (2021), Design Manual for Urban Roads and Streets (DMURS) (2019) and the Traffic Management Guidelines (2003) and were also based on a detailed design assessment which explored a number of options/locations on the scheme.

Overall, the scheme proposals improve the width and quality of footpaths along both sides of the street, reduce radii at entrances to reduce the crossing distance for pedestrians and provide 3 No. crossing locations at the beginning, middle and end of the site to facilitate existing and future pedestrian movements

Cycle Paths:

The feasibility and safety of providing sustainable transport modes of transport such as cycle-paths needs to be considered in retrofit situations where there is restricted space such as on Slievenamon Road. The minimum width of cycle lanes is set down in the National Cycle Manual and there may also be additional width required depending on topography traffic, locality etc. Based on the site characteristics of the N62, the minimum width of 1.75m cannot be accommodated on this scheme with the constrained road cross section therefore it is appropriate to promote a 'mixed traffic' approach in accordance with the NCM. The implementation of traffic calming measures on the scheme and standardisation of road widths will contribute positively to this approach

Chief Executive's Recommendation

No change to the Part 8 proposals.

Submission No.: 13

Observations submitted by:
Catherine Fogarty

Summary

24 questions on different topics are presented in this submission.

Chief Executive's Consideration

The submission in respect of 24 individual queries is acknowledged. Consideration of the 24 queries is as follows:

- 1) Question:
Will the Council deliver the project that is approved by the councillors or some variation of same?
Response: The scheme, as defined in the Part 8 documentation and including any modifications to the scheme as approved by the members of Templemore-Thurles Municipal District, will be delivered.
- 2) Question:
The proposal includes upwards of 30 trees in total along both sides of the roadway and some feature trees to be added. Will this be done or voted through but then ignored?
Response: See response to 1) above.
- 3) Question:
Trees are important for the shelter they give, the CO2 they absorb, the biodiversity they support, the carbon they store and in some cases the water they absorb, in addition the greenery is very pretty and softens the harsh greyness of concrete etc. - can the existing trees be retained to show that the tree is valued not some aesthetic in a proposal?

Response: As outlined in the Landscape Report accompanying the scheme, it is recognised that street trees make a significant contribution to improving air quality. As part of the scheme's improved roadside landscapes, they will also provide habitat, shelter and food to local biodiversity and green infrastructure has a role to manage storm water by reducing the amount of hard surfacing along the route. Three trees are to be removed to the south of the Petrol Station. They are estimated to be 10-15 years old and the sorbus are showing signs of stress with poor canopy development. The new trees will all be planted in professionally designed tree pits with sufficient root zone provided to allow healthy tree establishment. The size of the species selected will be proportionate to the width and setting of the particular part of the street.

4) Question:

Trees come with leaves - is there any consideration in the drainage system towards collecting the leaves and thus prevent them from blocking the drain? A device within the grate?

Response: The variety of trees to be specified for the scheme will take account of future maintenance requirements with respect to drainage.

5) Question:

Pollinator friendly planting is proposed - Can I ask that careful thought be given to the plant selection * so that the plants are not ones produced annually in a green-house that consumes vast energy to provide plants that are disposed of after a few weeks? The plants need to be selected to meet several objectives and maintenance of some soft is required. There has been much disappointment expressed at the present appearance of the "feature landscaping" in the revamped Liberty Square.

Response: The planting strategy for the scheme has been developed to align with the objectives of the All-Ireland Pollinator Plan Guide for Transport Corridors. A maintenance strategy will be included after the 36-month establishment phase, to ensure the proper and sustainable long-term management of the planted areas.

6) Question:

The project does not include any cycling infrastructure - the vital objective to be achieved is a modal shift - can the design be redrafted to include cycling infrastructure to future proof the project? Both for health and emission reasons.

Response: The feasibility and safety of providing sustainable modes of transport such as cycle-paths needs to be considered in retrofit situations where there is restricted space such as on Slievenamon Road. The minimum width of cycle lanes is set down in the National Cycle Manual and there may also be additional width required depending on topography traffic, locality etc. Based on the site characteristics of the N62, the minimum width of 1.75m cannot be accommodated on this scheme with the constrained road cross section therefore it is appropriate to promote a 'mixed traffic' approach in accordance with the NCM. The implementation of traffic calming measures on the scheme and standardisation of road widths will contribute positively to this approach.

7) Question:

The practice of re-allocating road space is required - not solely finding routes that presently have no vehicular traffic to be used for cyclists. Dedicated cycling routes are great but they must serve intended destinations by a direct route. Value for money and a genuine opportunity for modal shift is essential. Funding should not be wasted on box ticking exercises which alas has previously happened with over €400,000 of funding for cycling infrastructure in Thurles.

Response: No cycle-paths are provided in the scheme for the reasons set out in the Submission 4 "No Provision for Cycle-paths" response.

8) Question:

The project involves the reduction in width of the roadway yet the data accepts that over 8,500 vehicles pass the route daily - is it wise to narrow the roadway and make the situation tighter for vehicles to pass with ease?

Response: As stated in DMURS Section 4.4.1, 'When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. DMURS Section 4.3.1 states,

'In a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular carriageways. Increases in width should also be considered as part of a package of facilities, including the provision of cycle lane/tracks, on-street parking and other street facilities (including street trees).' Existing vehicle turning movements will be confirmed at detailed design stage and maintained as part of the works.

9) Question:

Is there any justification for the wider footpaths as proposed?

Response: Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation. Minimum footway widths ranging between 1.8m to 2.5m have been adopted for the design based on street function and expected pedestrian activity. In accordance with DMURS, 1.8m is the 'minimum space for two people to pass comfortably', while 2.5m is the 'desirable space for two people to pass comfortably'.

10) Question:

Can more seating be provided on the road as it links the Shopping Centre to the town centre?

Response: It was recognised at an early stage seating was a key component. Tipperary County Council has chosen locations for seating along the street where space and visibility allows good seat placement. The final location and extent of street furniture indicated in the scheme Planning drawings will be confirmed at detailed design stage.

11) Question:

One of the suggested aims is to slow down the flow of traffic - should a 30km speed limit be imposed on the route?

Response: A review of the speed limit on this road is beyond the scope of the Part 8 process.

12) Question:

The plans include one disabled parking bay - is this the safest location for this bay? Can a safer location be provided for disabled bays on this roadway?

Response: The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide).

13) Question:

Can the Council restore the disabled parking bays in the Slievenamon Road Car Park?

Response: Restoration of disabled parking bays in the Slievenamon Road Car Park is beyond the scope of this Part 8 process.

14) Question:

Outside the town house Deli there are plans for bicycling parking - does this interfere with the access to the Deli?

Response: No.

15) Question:

Are there any plans for covered parking space for bicycles on this route?

Response: No.

16) Question:

On the issue of pedestrian crosses - will the one near the square remain and continue to be a signalised crossing?

Response: Yes.

17) Question:

Could an additional pedestrian crossing be included in the section between the Town House Deli and Thomond Road Junction?

Response: Refer to Submission 1 “Lack of Formal Pedestrian Crossing Facilities” for response with particular reference to ‘Zone 5 Pedestrian Crossing’.

18) Question:

The documentation says that the aim is to give pedestrians a better footway – councillors have spoken at district meetings about the dissatisfaction with the paving in Liberty Square and that greater contrast is needed in paving colour to aid the movement of pedestrians that may have sight loss or damage - can this feedback be considered?

Response: The paving palette at Liberty Square has been used as a reference when choosing materials to ensure there is a continuity in streetscape materials to enhance connectivity between streets and spaces in the town. It is proposed to apply a hierarchical approach to the application of paving materials to enhance the sense of place and assist in wayfinding. A simplified palette of materials and sizes has been chosen, based on the best of the Liberty Square scheme. Limestone kerbs have been chosen to provide a contrast at the road edge and act as a visual aid. Detailed paving layouts and workmanship specifications will be provided at tender stage, to ensure consistency of design and use of materials. Poorly executed laying is a fault in many schemes and the standard of finishes will be kept high to ensure the longevity of the scheme and reduce the need for patching or repairs that can cause issues for accessibility into the future.

19) Question:

Has the council considered acquiring a machine to keep the footpaths clean post installation?

Response: Concerns in relation to maintenance of the footpaths on the scheme are acknowledged, however maintenance of footpaths is not relevant to this Part 8.

20) Question:

The proposal indicates that the roadway will be resurfaced? How will the road rubble be disposed of? In previous projects on the N62 the rubble was dumped in a field less than 50 metres from the road - will the council be hiring a contractor to dispose of the road rubble in accordance to the required standards and will the fee paid be commensurate with the work done?

Response: The Works Requirements prepared as part of the Contract Documents will require the Contractor to comply with all relevant standards and legislation with respect to disposal of waste.

21) Question:

I have previously contacted the council on behalf of a resident that proposed having the roundabout cleaned. Can the stonework in the roundabout near the shopping centre be cleaned as part of this project? It does not look as if any work on the roundabout is planned.

Response: Concerns in relation to cleaning of the roundabout are acknowledged, however cleaning of the roundabout is not relevant to this Part 8.

22) Question:

If possible could a special project be developed to include modifications to the roundabout stone work to insert coloured bricks that would say Slan Abhaile on the town side and Failte go Durlas Eile on the southside of the roundabout? Could this be funded via the Per Cent scheme or some other funding stream? Perhaps Creative Ireland?

Response: The Council will review the hard landscaping of the roundabout at the shopping centre in the context of the detailed design.

23) Question:

Overall the project may be curtailed due to the lack of progress on the Thurles Inner Relief Road and the Thurles By Pass. Can the Council use the appropriate tools to secure the land for the inner relief road as soon as possible? Continuing to modify the town centre in a fashion that fails to consider the size and volume of vehicles passing through it on a daily basis is not going to deliver excellent results.

Response: Concerns in relation to progress with the Thurles Inner Relief Scheme are acknowledged. The Thurles Inner Relief Road is not relevant to this Part 8, however, land acquisition in respect of the Thurles Inner Relief Road is underway and at an advanced stage.

24) Question:

Some of these issues, and others relating to the N62, I previously raised in 2020 and I attach that submission for your consideration also. 9 issues have been mentioned in this section of the submission:

- a. Speed limit sign on the ground near Centenary Co-Op, can this be re-installed.
- b. Two bollards on the ground, can they be re-installed or removed?
- c. (a) Will the poles that support hanging baskets around the Square and the Sli na Siuire Walking trail signage along the Mall be retained in the Liberty Square works/refurbished N62 south to the Shopping Centre. Response: The Council will review in the context of the detailed design.
b) can two seats presently in Liberty Square be relocated to the entrance to the carpark on Slievenamon Road. Alternatively, the seats could be installed on the pathway that travels across the Town park. Response: Seating has been included in the scheme, however it is proposed that the final location and extent of street furniture on Slievenamon Road, as indicated in the scheme Planning drawings, will be confirmed at detailed design stage. This scheme focusses on the Slievenamon Road only and as such the re-location of seating in the wider town is not part of the project's scope.
- d. Could a rusty electricity pole just south of the car park entrance on the Mall/Slievenamon Road be replaced or painted.
- e. Will existing mature flowerbeds and trees on the footpath between the Centra Fuel Station and the Garda Station be retained in the scheme.
Response: As mentioned above the street trees at this location are showing signs of stress and impact on the available width of footpath. It was decided at site analysis stage that a programme of new street tree planting will ensure the longer-term presence and viability of trees along this important walking route linking the town centre to the shopping centre.
- f. Can the roundabout near the Shopping centre be cleaned as its filthy.
- g. Could a gully just opposite Erin Foods site be cleaned.
- h. The Council were cleaning an area under some road safety barriers near the 100km/h speed limit sign near Turtulla bridge and it was noted that this water was draining directly into the river. This washing exercise may have eroded soil around the stone-facing in the river. Will this erosion be a hazard to walkers?
- i. As Turtulla junction is very busy is there scope for putting the 100km sign beyond this junction, or erect signage or rumble strips to surround the junction in a 30km zone or erect flashing speed warning signs.

Response: Concerns in relation to issues a.,b.,d.,f.,g.,h., and i. are acknowledged, however these issues are maintenance issues or are dealing with areas that are remote from the Slievenamon Road Phase 2 scheme and are therefore not relevant to this Part 8. Responses to issues c. and e. are given above.

Chief Executive's Recommendation

The Council will review the hard landscaping of the roundabout at the shopping centre in the context of the detailed design.

The final location and extent of street furniture including seating indicated in the scheme Planning drawings will be confirmed at detailed design stage.

Submission No.: 14

Observations submitted by:
Mark Ely

Submission raises concerns with the following:

- the proposed scheme is not in keeping with the proper planning and sustainable development of the area.
- Priority given to through traffic ahead of the residents and business people.
- Loss of parking - the proposed scheme will greatly reduce parking spaces for both residents and businesses on the street.
- Proposed planting and landscaping will cause obstructions, block sightlines and create hazards for pedestrians and vehicular traffic.
- the development will cause hardship for the residents and people who operate businesses on the street particularly during the construction period. The Council should concentrate on light repairs such as pairing down the asphalt which at present is higher than the footpaths and repairing the footpaths and kerbing etc.

Chief Executive's Consideration

1) Proper planning and sustainable development.

The scheme meets the objectives of Sectoral, National, Regional and Local Planning Policy as outlined in document reference 229100430-MMD-0000-01-RP-C-0006_B (Part 8 Planning Report) included in the Part 8 planning application to TCC.

2) Priority given to through traffic.

Current traffic is being maintained and no additional priority is being given to same. On the contrary additional priority is being given to pedestrians through the provision of new pedestrian crossing facilities, widened footpaths and enhanced streetscape which will benefit residents and businesses on the street.

3) Loss of parking.

It is considered that the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained. The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards to ensure that the road width is appropriate to the function and context of the street.

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation.

In addition, the 50m section of Fianna Road adjoining Slievenamon Road (approximately 1 min walk) will have average residual capacity of between 5-10 No. spaces up to 10:00. Furthermore, the combination of parking capacity on Fianna Road and Thomond Road will offset any reduction in on-street parking on Slievenamon Road

4) Planting and soft landscaping.

The incorporation of street trees and planted areas along Slievenamon Road have been proposed for several reasons including climate proofing our towns and supporting human health, biodiversity and environmental well-being, increasing the attractiveness of the street and aid traffic calming. The trees and planted areas also function to discourage illegal kerb mounted parking. The plants chosen will ensure no sightlines are impacted and will add colour and interest to the street all year while also addressing the decline in biodiversity in Tipperary.

5) Hardship for residents/businesses.

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme also extends between property boundaries fronting onto the Works. The scheme will minimise as much as possible the impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

During the construction works Tipperary County Council will implement an effective traffic management plan in accordance with current best practice to minimize risk, inconvenience and disruption to all stakeholders

6) Focus on light repairs.

Minor road re-surfacing and footpath repairs will not suffice as the road and footpaths needs complete re-construction.

Chief Executive's Recommendation

No change to the Part 8 proposals.

9. MODIFICATIONS:

The development should be subject to the following modification:

- The bicycle stand proposed in the hardstanding area outside Town House Deli shall be relocated northwards and shall be accommodated in the adjacent green space.
- The proposed layout at the entrance/forecourt of Elys Centra/Inver Service Station shall be amended to maintain the existing loading/unloading arrangements for both fuel and goods deliveries. To this end, the proposed planting area in front of the fuel canopy shall be omitted and replaced with a hard-surface set down area.

Signed:



District Planner

Date: 26.10.2022

Signed:



Senior Executive Planner

Date: 26/10/2022

Signed:



Eamon Lonergan
Director of Services

Date: 26/10/2022

APPENDIX 1: Summary of Issues Raised and Responses and Recommendations

This section summaries the submissions received during the Part 8 process, with the respective responses and recommendations of the Chief Executive in accordance with the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

Submission No.: 1	
Observations submitted by: Janette Flanagan	Attachments: None
<p>Summary</p> <p><u>Lack of Formal Pedestrian Crossing Facilities</u> There is disappointment with the proposed plans given that there are no formal pedestrian crossings on the scheme other than the one at the Liberty Square end of the scheme. The proposed crossing at the roundabout (adjacent to Dunnes Stores) is informal therefore it is at the driver's discretion whether or not a person can cross. As it's difficult to get parking for shopping near 3 prominent businesses it is important, due to mobility issues, to have a formal pedestrian crossing facility nearby so parking can be used at the opposite side of the street to access these businesses.</p> <p><u>Disabled Parking Provision</u> There is only one disabled parking space provided on the scheme which is not enough.</p> <p><u>Loss of Parking Due to Tree Planting</u> New tree planting is further taking away from already limited parking on the street.</p>	
Consideration:	
<p><u>Lack of Formal Pedestrian Crossing Facilities</u></p> <p>The current pedestrian infrastructure on Slievenamon Road is in a poor condition. The undefined on-street layout has resulted in widespread illegal parking on footpaths which causes obstructions for pedestrians and vulnerable road users attempting to access residential properties, commercial premises and amenities along the street. The culture of illegal parking has also accelerated the deterioration of the existing footpaths on Slievenamon Road causing cracking of the pavement surface leading to poor surface quality and trip hazards for pedestrian and vulnerable road users. As a result, the N62 scheme aims to improve pedestrian connectivity along Slievenamon Road with widened footpaths, defined on-street parking, improved junction layouts (with shorter crossing distances) and improved formal pedestrian crossing facilities.</p> <p>To assess the current pedestrian demand and desire lines on Slievenamon Road, a pedestrian crossing need assessment was undertaken during the design process in accordance with TII Publication DN-GEO-03084. This consisted of pedestrian and vehicle count surveys undertaken over a 12-hour period from 07:00 to 19:00 which covered the morning and evening peak hours plus lunch times and any other busy periods such as school starting and finishing times and local peaks for movements relating to employment, leisure and shopping facilities.</p> <p>The assessment of the 'Pedestrian Crossing Demand' value for Slievenamon Road (which was divided into 9 No. zones) included elements evaluating pedestrian/traffic conflicts, vulnerability of the road users, the difficulty of crossing and latent crossing demand. The final 'Pedestrian Crossing Demand' values for the following zones informed the design of pedestrian crossing facilities along the route at these locations;</p>	

- Zone 1: Chainage 0+000 – 0+050 (immediately south of Liberty Square)
- Zone 5: Chainage 0+190 – 0+240 (immediately south of Fianna Road / Thomond Road Junction)
- Zone 9: Chainage 0+390 – 0+410 (at the existing Dunnes Stores roundabout splitter island)

The design of the pedestrian crossing facilities at these general locations was undertaken in accordance with relevant design standards i.e. TII Publication DN-GEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads (2021), Design Manual for Urban Roads and Streets (DMURS) (2019) and the Traffic Management Guidelines (2003).

Zone 1 Pedestrian Crossing

Based on the pedestrian count surveys and pedestrian crossing demand assessment undertaken during the design, it was found that the existing signalised pedestrian crossing at this location attracted a relatively large volume of pedestrians to cross the road. Therefore, it was decided to maintain the pedestrian crossing at its current location and widened it to 2.4m to comply with current standards. The crossing will continue to be a signalised pedestrian crossing with tactile push buttons and audible beepers.

Zone 5 Pedestrian Crossing

The pedestrian count surveys and pedestrian crossing demand assessment showed that the area immediately south of the Fianna Road/Thomond Road Junction was a focal point for existing pedestrian crossing movements. The provision of pedestrian crossing facilities at this location was therefore assessed in the context of the existing site constraints. Following a review of the site constraints and due to the retrofit nature of the scheme the following difficulties were identified in siting a controlled pedestrian crossing at this location immediately south of the Fianna Road/Thomond Road Junction;

1. Conflicts with existing pedestrian movements at Fianna Road/Thomond Road Junction
TII Publication DN-GEO-03084 states that, *'a pedestrian crossing should be located as close to the pedestrian desire line as possible. It is desirable to avoid obvious points of conflict with nearby side roads and vehicle accesses, but the observed desire line should be provided for as closely as possible.'* DN-GEO-03084 goes on to state, *'Once installed, a controlled pedestrian crossing will become a focus of concentration for drivers. As their attention is directed to the crossing itself, drivers are not always fully aware of what is occurring within the 50m length of road on approach to the crossing. This area is thus a potentially hazardous place for pedestrians to cross the road. Therefore, particular care shall be taken to avoid placing a controlled pedestrian crossing in a location where the desire lines may result in pedestrians crossing the road within the 50m approach length to the crossing.'* Noting this guidance, the siting of a controlled pedestrian crossing immediately south of the Fianna Road / Thomond Road Junction may introduce additional hazards to pedestrians continuing to cross the road at the junction where approaching vehicles may only expect these movements to occur at the formal crossing.
2. Unfavourable sightlines for pedestrians

DN-GEO-03084 Section 9.2 requires that controlled pedestrian crossings are located a minimum 20m from side roads (i.e. Fianna Road, Thomond Road in this instance) to ensure that interactions with vehicles movements to and from side roads are minimised. Siting the controlled crossing 20m south of the Fianna Road / Thomond Road Junction leads to obstructed sightlines for pedestrians due to the presence of on-street parking spaces and vehicles movements in and out of the Service Station.
3. Lack of improved pedestrian crossing facilities at Fianna Road / Thomond Road Junction

The provision of a controlled crossing south of the Fianna Road/Thomond Road Junction does not provide any benefit to pedestrians crossing at the junction itself. Pedestrians will still need to cross Fianna Road

and Thomond Road to move along Slievenamon Road. The provision of a controlled crossing at one location does not provide the maximum benefit for all existing pedestrian movements in this area (as informed by the pedestrian count surveys).

Based on the design assessment carried out at this location, it was decided for the reasons outlined above that a controlled pedestrian crossing could not be provided at this location in accordance with current design standards. Therefore, a more comprehensive solution was developed for the overall junction which would improve pedestrian crossing facilities on all legs i.e. Slievenamon Road, Fianna Road and Thomond Road.

Section 4.3.2 of DMURS states that, *'it is also an objective of Smarter Travel (2009) that level grade crossings (i.e. those that are aligned with the height of footways) be provided for pedestrians across junctions. These are highly recommended in areas where pedestrian flows are high such as in Centres. They are also an effective measure for calming traffic and enforcing lower speeds.'* Furthermore, Section 6.13.3 of the Traffic management Guidelines states that, *'Full road width flat-top ramps can be used in conjunction with...uncontrolled pedestrian crossing points to create safer crossing locations. However, care needs to be taken at uncontrolled crossing points that the appearance of the ramp (surface finishes etc.) does not give pedestrians the impression that they have an increased level of priority.'*

Based on this guidance, it was deemed appropriate by the Design Team (Tipperary County Council, Mott MacDonald Ireland and TII Road Safety), that a raised table/speed table solution provided the maximum benefit to pedestrians at this junction. The proposed layout will provide a 6mm high drop kerb for the full extent of the junction with a contrasting colour surface (e.g. contrasting colour aggregate in the bituminous pavement surface) to indicate to approaching vehicles of potential pedestrian movements across the junction. Tactile and corduroy paving will be used to advise pedestrians of the uncontrolled nature of the crossing and vehicle priority on the N62 national route. However, the introduction of a vertical deflection (i.e. ramp) will slow traffic and provide an opportunity for pedestrians to cross in a safe manner. It is noted that while the current Fianna Road/Thomond Road Junction does not warrant full signalisation at present, future junction upgrades may incorporate controlled signalised crossings. However this is beyond the scope of this Part 8 based on current junction requirements.

Zone 9 Pedestrian Crossing

The pedestrian count surveys and pedestrian crossing demand assessment showed that the existing splitter island immediately north of the Dunnes Stores Roundabout was a focal point for existing pedestrian crossing movements in the area. Following a review of the site constraints, it was decided to provide a formal controlled (zebra crossing) adjacent to a new splitter island to facilitate these movements. Section 4.3.2 of DMURS states that, *'it is also an objective of Smarter Travel (2009) that level grade crossings (i.e. those that are aligned with the height of footways) be provided for pedestrians across junctions. These are highly recommended in areas where pedestrian flows are high such as in Centres. They are also an effective measure for calming traffic and enforcing lower speeds.'* Therefore the proposed pedestrian crossing is raised to provide a safer and more comfortable movement for pedestrians and vulnerable road users.

Overall, the scheme proposals improve the width and quality of footpaths along both sides of the street, reduce radii at entrances to reduce the crossing distance for pedestrians and provide 3 No. crossing locations at the beginning, middle and end of the site to facilitate existing and future pedestrian movements.

Disabled Parking Provision

The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide). In the absence of any specific guidance on the quantity of on-street disabled parking to be provided on urban road schemes of this nature,

Building Regulations 2010 Technical Guidance Document Part M Access and Use has been consulted as part of the design process. Section 1.1.5 of this document states that, 'for buildings...at least 5% of the total number of spaces should be designated car parking spaces (i.e. designated car parking spaces are those spaces exclusively provided for the holders of a disabled person's parking permit), with a minimum provision of at least one such space.' In the context of this scheme, 25 No. on-street spaces are proposed with 5% equating to 1 no. disabled parking space. It is also noted that the N62 scheme will improve pedestrian connectivity to existing disabled parking spaces located in Liberty Square adjacent to the scheme extents.

Loss of Parking Due to Tree Planting

The increase in street trees along Slievenamon Road has been proposed for several reasons. As well as playing a role in climate proofing our towns and supporting human health, biodiversity and environmental well-being, trees also have a role to play in increasing the attractiveness of the street. Research shows that well designed streets with street trees help attract customers, reduce stress, enhance shops appeal and increase the total amount of time spent shopping and therefore money spent*.

As one of the objectives of the scheme is to improve traffic safety, the introduction of measures that provide vertical enclosure, such as trees, along the street can also aid to reduce speed, and influence driver behaviour. Vertical enclosure also has a traffic-calming effect as drivers become more aware of their surroundings. Feature trees are to be considered at key junctions or focal points such as outside the GAA museum. Where space allows, trees are to be planted in well prepared pits and in planted build outs with a maintenance programme put in place to ensure their successful establishment. The benefits that trees provide can help Thurles meet 15 of the 17 internationally supported United Nations Sustainable Development Goals.

**Wolf, K L (2005). Business district streetscapes trees and consumer response. Journal of Forestry, 103(8), 396-400. Studies conducted by Kathleen Wolf at the University of Washington in the US have established that the presence of trees in retail areas positively affects both the perception and behaviour of shoppers.*

Recommendation:

No change to the Part 8 proposals.

Submission No.: 2

Observations submitted by: Dan Quirke

Attachments: None

Summary

Loss of Parking

The submission on loss of parking makes a number of points:

- 1) Loss of Parking - Mr Quirke's business depends on quick turnover of car parking allowing people to pull up near his premises and park for 5/10 minutes while they purchase food. The loss of car parking spaces will be detrimental to his business
- 2) Re-allocation of Existing Garda Parking Spaces - there will be a significant reduction of car parking spaces in the area and the reduction should be spread across all parking spaces and some of the reserved spaces should be made available to the public i.e. outside garda station.
- 3) Re-location of Bicycle Stands - the bicycle stands and the floral area proposed outside Mr Quirke's premises should be removed to allow an additional car space.
- 4) Side Garden Parking Proposal - Mr Quirke intends to apply for planning permission to remove the side garden of the premises at the corner of Kavanagh Place, owned by Mr Quirke, and replace it with designated customer carparking. Mr Quirke wants this proposal included in the plans.

Disruption

The proposed fourteen months work programme with parts of the road closed will cause serious disruption to all businesses in the area. This time line is too long and should be shortened and the disruption should be minimised by any method possible.

Consideration:

The submission in respect of loss of parking and disruption is acknowledged.

Loss of Parking

Poorly defined on-street parking along N62 Slievenamon Road poses a road safety hazard to vehicular traffic and has resulted in a number of collisions with parked vehicles along Slievenamon Road. The poor road layout and undefined nature of the existing parking has also resulted in widespread illegal parking on footpaths. This causes obstructions for pedestrians and vulnerable road users attempting to access residential properties, commercial premises and amenities along the street. The culture of illegal parking has also accelerated the deterioration of the existing footpaths on Slievenamon Road causing cracking of the pavement surface leading to poor surface quality and trip hazards. For these reasons, the existing parking arrangements on Slievenamon Road are unsustainable and cannot be maintained.

The N62 scheme proposes to provide on-street parking designed to current standards within the new road layout wherever site constraints permit. The road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. The purpose of the revised layout is to ensure that the road width is appropriate to the function and context of the street.

As stated in DMURS Section 4.4.1, *'When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. (...the standard lane width on Arterial and Link Streets should lie in the range of 2.75m to 3.5m. Within this range the preferred values are 3.0m and 3.25m.)'* DMURS Section 4.3.1 states, *'In a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular carriageways. Increases in width should also be considered as part of a package of facilities, including the provision of cycle lane/tracks, on-street parking and other street facilities (including street trees).'*

Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation. Minimum footway widths ranging between 1.8m to 2.5m have been adopted for the design based on street function and expected pedestrian activity. In accordance with DMURS, 1.8m is the *'minimum space for two people to pass comfortably'*, while 2.5m is the *'desirable space for two people to pass comfortably'*. In developing the new road cross section for N62 Slievenamon Road, the minimum carriageway width (6.5m) and minimum footway width (1.8m or 2.5m based on location) is defined before on-street parking can be considered. The geometric design of individual parking spaces is addressed in DMURS Section 4.4.9. The standard width of a car space should be 2.4m in width x 6m in length. This approach is consistent with DMURS and design best practice for urban street design.

Taking account of the restricted space and the requirement for a 6.5m road width, the provision of minimum width footpaths and the minimum allowable width of 2.4m for formal parking bays in accordance with current standards, the initial scheme proposals provide 25 No. standard car parking spaces. These spaces are in accordance with standard and have a width of 2.4m thereby making it safer for people using the parking and also for passing N62 traffic where there is a history of traffic collisions with parked vehicles at the side of the road. In accordance with DMURS, kerb build-outs have been provided to separate each bank of parking to reduce the visual impact along the street and enable space for the planting of street trees and other street

facilities (such as lighting). The inclusion of street trees at these locations also contributes to the sense of privacy and trees act as a buffer to traffic noise/pollution for street facing properties.

In parallel with the development of the new road cross section, TCC commissioned parking surveys along the N62 during the design process (February 2022) to establish the current parking behaviours along Slievenamon Road. The surveys were undertaken over three consecutive days and one night to establish the number of cars parking on the street. The night-time surveys are intended to give an indication of 'residents' with car ownership who use the street to park their vehicle. In line with best practice, the surveys were carried out on an hourly basis (day and night) to establish the turnover of spaces.

As part of the design process, the existing parking demand between Liberty Square and the Dunnes Stores Roundabout was analysed on an hourly basis, based on the number of parked vehicles counted during the survey. The average parking demand over the three-day count ranged from 15 vehicles (07:00 – 08:00) to 44 vehicles (12:00 – 13:00), see table below. Based on the provision of 25 No. standard car parking spaces provided as part of the N62 scheme, this will result in an average deficit of 19 No. spaces at peak times (12:00 – 13:00), see table below.

Time Period	Average Parking Demand	Proposed On-Street Parking Spaces	Average Residual Parking Demand
07:00 – 08:00	15	25	-10
08:00 – 09:00	16	25	-9
09:00 – 10:00	26	25	1
10:00 – 11:00	34	25	9
11:00 – 12:00	41	25	16
12:00 – 13:00	44	25	19
13:00 – 14:00	42	25	17
14:00 – 15:00	38	25	13
15:00 – 16:00	36	25	11
16:00 – 17:00	38	25	13
17:00 – 18:00	35	25	10
18:00 – 19:00	26	25	1

In order to cater for the remaining existing parking demand, the residual parking capacity of the following locations was assessed for all times of the day. The peak time (12:00 – 13:00) assessment is presented below;

Alternative Parking Location	Available Parking Spaces (Peak Time 12:00 – 13:00)
Liberty Square Car Park	13
Service Station (Rear Car Park)	13
Thomond Road (50m section adjoining N62)	2
Fianna Road (50m section adjoining N62)	5
Kavanagh Place (50m section adjoining N62)	2
Total	35

Therefore, based on the parking survey data, the residual N62 daytime parking demand arising from formalisation of the existing on-street parking arrangements can be met by existing capacity in adjacent car-parks and adjoining side streets.

It should also be noted that the enhanced pedestrian environment (wider footpaths, enhanced streetscape and general public realm improvements) and connections with side streets and car parks will bring a vibrancy

to the street and will assist in changing behaviours of shoppers to take advantage of more comfortable parking in off-street areas. The road improvement scheme also aims to remove existing street signage clutter to improve pedestrian circulation within the commercial centre and this provides an opportunity to rationalise existing way-finding information through the provision of clear and discrete signage to adjacent parking locations i.e. people coming into the town to shop or do other business will find it easier to locate adjacent off-street parking. These improvements will offset the need/ desire for businesses to have parking immediately outside the front door and the desire for shoppers to park directly outside the shop/business they wish to visit.

In addition, there is provision for 2 dedicated set-down spaces in front of the premises and a further 9 No. on-street spaces compliant with current design standards in the immediate vicinity of the premises (within 50m or <1 min walk).

Re-allocation of Existing Garda Parking Spaces

The existing Garda parking will be maintained as part of the scheme proposals.

Re-location of Bicycle Stands

The proposed location of the bicycle stands will be amended to provide additional space for parking/loading operations at this location.

Side Garden Parking Proposal

The proposal to remove the side garden of the premises at the corner of Kavanagh Place, owned by Mr Quirke, and replace it with designated customer carparking is noted.

The feasibility of providing on-street parking in this area as part of the scheme proposals has been reviewed by the Design Team (Tipperary County Council, Mott MacDonald Ireland and TII Road Safety). The review concluded that on-street parking could not be provided as part of the scheme proposals without introducing potential hazards to pedestrians and vehicles accessing Kavanagh Place from Slievenamon Road due to the proximity of the parking space to the existing road junction. As a result, it was decided that the proposal to include on-street parking at this location would not be incorporated into the N62 scheme.

Disruption During Works

Disruption due to Traffic Accommodation In-Evitable

Disruption in the town and on the local road system cannot be avoided and is inevitable during the construction works principally as the scheme also extends (laterally) between property boundaries (not kerb-line to kerb-line) fronting onto the Works. However, there are a number of possible diversions that can be developed to divert traffic in advance of and around the town therefore the N62 traffic will:

- go through the works via one-way systems or shuttle one-way operation
- be diverted well in advance of the town
- be diverted via the local road system
- some combination of the above

all in a controlled manner in compliance with best practice principles and systems. The challenge for the scheme is therefore about minimizing as much as possible impacts on and disruption to a range of stakeholders, including the local community and through traffic etc, by implementing effective traffic management plans, for the duration of the construction works.

Traffic Management and Safety Statement

Tipperary County Council is committed to the implementation of effective traffic management plans in accordance with current best practice in accordance with the Temporary Traffic

Management Suite published by the Department of Transport, Tourism and Sport in order to manage traffic going through and around the works during construction to minimize risk, inconvenience and disruption to all stakeholders.

Consideration of what is best practice in terms of traffic management and safety and how this best practice will be implemented commences at a strategic level at Planning stage with the Preliminary Temporary Traffic Management Plan (PTTMP), developing subsequently into the Traffic Management Plans (TMP) on the ground in a comprehensive process, which aims to minimize impacts/disruption and maximize safety.

Preliminary Temporary Traffic Management Plan (PTTMP)

Included in the Part 8 documentation is a Preliminary Temporary Traffic Management Plan (PTTMP) for this scheme. The PTTMP is not a Traffic Management Plan. The development of a PTTMP is a new initiative by Tipperary County Council and is aimed at setting out at a very early stage in the planning process:

- General traffic management requirements for the scheme such as Road Openings, arrangements for One-Way Shuttle Working, Traffic Control Methods for Shuttle Working, Diversions and Alternative Routes, Road Closures, Maintenance etc and
- Specifically the PTTMP shows possible alternative routes and diversions that can be used, which also by omission effectively shows what routes are deemed not to be suitable at all at this very early stage.

Traffic Management Plans (TMP)

The Works Contractor is responsible for drafting TMPs for each phase of the works. A Contractor has not yet been identified, but will be appointed much later in the process after final design and procurement stages have been completed. Fully trained/qualified and experienced Contractor personnel are involved in drafting, installing, maintaining, modifying and removing the temporary traffic management arrangements and these requirements are built into the works tender documents to ensure that these properly skilled personnel are involved. TMPs from the Contractor are reviewed by Tipperary County Council and the Contractor is required then to amend same as appropriate before the TMP is implemented on the ground. Depending on the nature of the site and works the Council can decide to consult with stakeholders where applicable before TMPs are agreed. As set out in the PTTMP, TMPs have to comply with the requirements of Chapter 8 of the Traffic Signs Manual 2019 and the Temporary Traffic Management Document Suite and the Contractor also takes account of the "Guidance for the Control and Management of Traffic at Road Works" Second Edition issued by the Department of Transport (2010) in the implementation of the plan and the "Guidelines for Managing Openings in Public Roads" Second Edition issued by the Department of Transport, Tourism and Sport (2015). Access to all commercial and residential properties will be maintained for the duration of the works in consultation with all relevant stakeholders.

Noise and Air Pollution

The N62 Slievenamon Road Road Phase 2 Road Improvement Scheme Preliminary Examination for Environmental Impact Assessment July 2022 confirms that the proposed development by its location and design will have an impact in terms of nuisance on the local community, but this impact will only be during the construction phase. Impacts from nuisances such as noise and dust are short term and temporary and are not considered to be significant. They can be appropriately mitigated and managed in accordance with environmental good practice e.g. C/R/A Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction, appropriate traffic management and drainage design,

Commitment to Best Practice Design/Planning/Procurement/Construction Management Approach

Tipperary County Council is committed to a best practice approach to design, planning, works contract procurement and construction management to maximize both the scheme quality and to minimize construction delays and impacts on the local community and business interests, for the duration of the construction works. The nature of construction work however is that there will always be some unforeseen delays and unforeseen issues which arise from time to time during construction.

Recommendation

The proposed bicycle stands will be re-located to the adjacent green space.

Submission No.: 3	
Observations submitted by: Gerard Fogarty	Attachments: None
<p>Summary</p> <p>Mr Fogarty is happy with the plans for Slievenamon Road in general, but is concerned there appears to be no provision for the new bus stop at Thurles Garda station.</p>	
<p>Consideration:</p> <p>The submission in respect of the provision for a new bus stop at Thurles Garda Station is acknowledged.</p> <p>At present Local Link has a stop at the Garda Station on Slievenamon Rd, but there are currently no plans by Local Link to make this a formal stop. Local Link would like to have an official stop near this location along Slievenamon Road possibly near the new Lidl development. Provision of other stops nearby in connection with Liberty Square Phase 2 development is currently being assessed by Tipperary Council in conjunction with the NTA.</p>	
<p>Recommendation</p> <p>No change to the Part 8 proposals.</p>	

Submission No.: 4	
Observations submitted by: Jacynta Ryan	Attachments: None
<p>Ms Ryan is delighted that there are plans for improving the town as the upgrade to Liberty Square has been a very nice addition.</p> <p><u>Cycle Facilities</u></p> <p>Ms Ryan is very surprised to see that there has been no provision for cycle paths. There is a need to build in extra space for cyclists due to the dangers posed by the narrowing of the road coupled with the presence of heavy traffic including HGVs.</p> <p><u>Enforcement of Illegal Parking</u></p> <p>Due to the lack of formalised parking being provided in the scheme this will result in a large amount of illegal parking and if this occurs and illegal parking is enforced then people would use the nearby car parks.</p>	
<p>Consideration:</p> <p><u>Cycle Facilities</u></p>	

The feasibility and safety of providing sustainable transport modes of transport such as cycle-paths needs to be considered in retrofit situations where there is restricted space such as on Slievenamon Road. The minimum width of cycle lanes is set down in the National Cycle Manual.

There are three basic elements that determine the width of a cycle lane or track;

- A: The space to the left of the cyclist;
- B: The space required to support the cycling regime (two-abreast, single file, overtaking etc)
- C: The space to the right of the cyclist.

There may also be additional width required depending on topography traffic, locality etc. Based on the site characteristics of the N62, the following minimum dimensions are required to be met;

- A: Kerb Inside Edge: 0.25m
- B: Single File: 0.75m
- C: 50kph: 0.75m

Total minimum lane width required is 1.75m for dedicated cycle lanes. The NCM goes on to state that there are only two possible positions for cycling along roads and streets:

- Mixed Traffic - cyclists are in front or behind vehicles in a controlled speed environment
- Cycling Lanes or Tracks - cyclists are beside vehicles in their own space.

In either situation, the expected position of the cyclist should be legible to all road users and there must be sufficient width for cycling. If there is insufficient space for a functional cycle lane then a Mixed Traffic solution should be considered with an appropriate traffic regime. In other words, a sub-standard cycle lane is never recommended.

The minimum width of 1.75m cannot be accommodated on this scheme with the constrained road cross section therefore it is appropriate to promote a 'mixed traffic' approach in accordance with the NCM. The implementation of traffic calming measures on the scheme and standardisation of road widths will contribute positively to this approach.

Enforcement of Illegal Parking

The submission suggests that due to the lack of formalised parking being provided in the scheme that this will result in a large amount of illegal parking and if this occurs and illegal parking is enforced then people would use the nearby car parks. Refer to Submission 2 "Loss of Parking" for response to general parking on the street. Enforcement of illegal parking is not a matter for this Part 8.

Recommendation

No change to the Part 8 proposals.

Submission No.: 5**Observations submitted by:**

H.M Mulhaire
Margaret Mulhaire

Attachments: None**Summary**

Submission agrees with the observations made by their neighbours.

There is concern in particular about the lack of parking near their home.

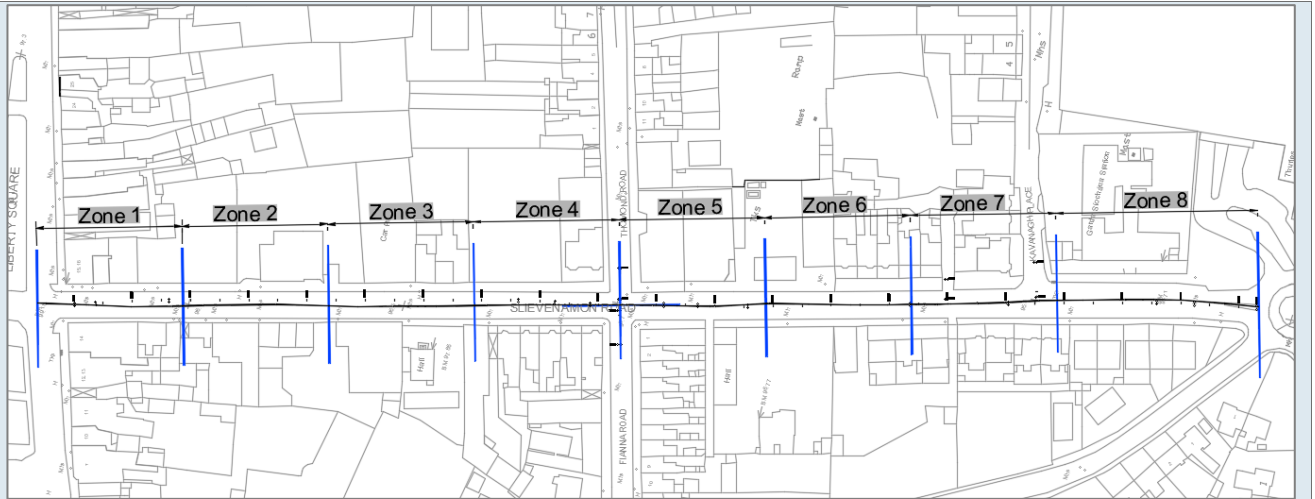
Consideration:

While the submission in respect of loss of parking is acknowledged, it is not clear which neighbours are being referred to in the submission.

Refer to Submission 2 “Loss of Parking” for response to general parking on the street.

There is concern in particular about the lack of parking near their home. In response, the requirement for night-time parking was also assessed to establish residential parking patterns along the street. The survey counted parked vehicles on the street between 02:00 – 03:00 and categorised the data into zones to determine the availability of on-street parking as close as possible to existing residences currently availing of on-street parking.

Zone	Parking Demand	Proposed On-Street Parking Spaces
1	2	0
2	3	4
3	0	5
4	0	1
5	1	2
6	2	8
7	4	3
8	5	2
Total	17	25



Based on the parking survey data, the provision of 25 No. on-street parking spaces meets the current demand for overnight on-street parking on Slievenamon Road.

Recommendation

No change to the Part 8 proposals.

Submission No.: 6

Observations submitted by:
Lar na Pairce (Liam O Donnchu)

Attachments: None

Summary

Submission states that the proposed improvements will greatly enhance the area.

Loss of Bus and Car Parking

At present there is parking space for three cars/one bus outside Lar na Pairce premises. The facility houses Thurles Tourist office and the visitor attraction -Lar na Pairce GAA Museum, which attracts tours and the provision of dedicated parking space for a tour bus reasonably close to the facility is important to the operation of the facility due to mobility issues of many of those visiting the museum.

Consideration:

The submission in respect of loss of car/bus parking outside Lar na Pairce is acknowledged.

Loss of Bus and Car Parking

Provision of bus parking nearby in connection with Liberty Square Phase 2 development is currently being assessed by Tipperary Council in conjunction with the NTA and Local Link is also assessing the suitability of bus parking near the new Lidl development on Slievenamon Road.

Refer to Submission 2 “Loss of Parking” for response to general parking on the street. In addition, there is provision in the scheme for 4 No. spaces compliant with current design standards across the street

immediately opposite the museum. It is expected that patrons will be able to safely access the museum using the improved signalised pedestrian crossing facility approximately 50m to the north of these spaces.

Recommendation

No change to the Part 8 proposals.

Submission No.: 7

Observations submitted by:
FBD Insurance

Attachments: None

Summary

Loss of Parking

Approximately 6 parking spaces will be removed from outside the premises and 30/40 parking spaces will be removed from the whole street. This will severely impact the FBD business as there will be reduced footfall due to people not being able to park outside or near the FBD building. As FBD is an Age Friendly office parking directly outside the building for older customers would be needed.

Having less parking on the street would have a knock-on effect for FBD staff as the existing car park on Slievenamon Road is full every day as it facilitates Liberty Square as well as Slievenamon Road. There will be an even greater demand for parking spaces when parking spaces on the street are reduced in the scheme as both residents and customers for the local business will be vying for parking spaces.

Disruption During Works

There will be a lot of disruption while the work is being carried out and this is a very busy street particularly during school times. All traffic travelling to Nenagh/Templemore/Roscrea coming off the M8 pass through Thurles and Slievenamon road is the main street for this passing traffic which includes a lot of trucks. There is also concern as a trading business if there will be disruption to the facilities such as electricity and internet both of which are essential for their business.

Only One Pedestrian Crossing

While it is intended to widen the footpaths and make it safer and more comfortable for pedestrians, there is only one pedestrian crossing down outside the shopping centre in the plans. It is considered that there is a need for another pedestrian crossing up further near FBD offices as it is a busy location with the public crossing to access FBD offices and the business directly across the road.

Consideration:

The submission in respect of loss of parking, disruption and lack of pedestrian crossing infrastructure is acknowledged.

Loss of Parking

Refer to Submission 2 "Loss of Parking" for response to general parking on the street.

In addition, the 50m section of Fianna Road adjoining Slievenamon Road (approximately 1 min walk) will have average residual capacity of between 5-10 No. spaces up to 10:00. Furthermore, the combination of parking

capacity on Fianna Road and Thomond Road will offset any reduction in on-street parking on Slievenamon Road.

Disruption During Works

See Submission 2 in respect of “Disruption During Works” response.

Only One Pedestrian Crossing

Refer to Submission 1 “Lack of Formal Pedestrian Crossing Facilities” for response with particular reference to ‘Zone 5 Pedestrian Crossing’.

Recommendation

No change to the Part 8 proposals.

Submission No.: 8

Observations submitted by:

Gerard Shanahan on behalf of V.V.I. (Voice of Visually Impaired), a national representative body of Blind and visually impaired people as set out under the terms of the U.N.C.R.P.D. as adopted by Dail Eireann 2018.

Attachments: None

Summary

Pedestrian Crossing Infrastructure

- 1) Existing Controlled Pedestrian Crossing - the submission requests the retention and upgrading of the controlled pedestrian crossing at the entrance of Slievenamon road from Liberty Square.
- 2) Raised Table Layout (N62/Fianna Road/Thomond Road Junction) - the proposed raised table roundabout, located at the confluence of Slievenamon Road with Thomond and Fianna roads is detrimental to the welfare of vulnerable individuals for the following reasons:
 - a) This construction, which is a raised table essentially at the same height as the proposed footpaths is a similar construction to that in the vicinity of Church Street, Athlone, Co. Westmeath, N37 T2P0, which has been found to be problematic due to the fact that the surface of the pavement being joined to the raised table will inadvertently cause vulnerable individuals to wander onto the road surface while attempting to detect the edge of the road.
 - b) The addition of extra tactile paving to enhance detectability of the directional path to the edge of the road does not enhance the safety of the situation.
 - c) As this is a courtesy crossing, whereby the pedestrian has to indicate to the driver that they wish to cross, and the driver responds in kind, how does a driver indicate to a blind or visually impaired person to cross if the blind person cannot see sufficiently to see any indication? This is exacerbated by the fact that this indication to a blind person has to be performed twice for both lanes of traffic and allowing for traffic turning onto the main traffic route which further complicates this circumstance.
 - d) DMURS does not recognise this type of construction.

- e) Controlled crossings or standard zebra crossings or similar formal pedestrian crossings set back from the main junction are recommended which would not interfere with traffic flow. As the stop line of the side roads will be back from the raised table this provides sufficient space for formalised crossing points which would be safer than attempting to use a courtesy crossing system.
 - f) raised table junction roundabouts which provide a level surface from pavement to road is in contravention of section 19 of the Equality act 2000.
- 3) Raised Pedestrian Crossing (Dunnes Stores Roundabout) - the proposed raised pedestrian crossing at the roundabout near the Thurles shopping centre could be included in the same category as the raised table safety issues. depending on the nature of disability –visually impaired or in a wheelchair, due to the fact that the encountering of raised surface edge might cause an injury if one were forced to walk near either edge and misplace a foot resulting in a sprain etc. We recommend that the official pedestrian crossing proposed for this location be level with the road surface.
- 4) Consultation with Prescribed Bodies - While the Council may wish to point out that the only bodies Tipperary County Council has to engage with are the 9 prescribed government bodies, I should point out that in relation to the 9 prescribed government bodies TCC has to engage formally with, section 36 of the Disability act directly relates to the Department of Environment and therefore the Disability Act 2005 section 36 is also relevant.
- 5) The above is further enhanced by the adoption of the U.N.C.R.P.D. and section 4.3. by Dail Eireann.
- 6) Recommends the Council to consult with policy document on Manual of Accessible Planning for Pedestrians (MAPP) <https://www.vvi.ie/mapp>

Consideration

Existing Controlled Pedestrian Crossing

The existing signalised pedestrian crossing at approximate Chainage 0+025 will be retained and will be widened to 2.4m.

Raised Table Layout (N62/Fianna Road/Thomond Road Junction)

Refer to Submission 1 “Lack of Formal Pedestrian Crossing Facilities” for response with particular reference to ‘Zone 5 Pedestrian Crossing’.

Raised Pedestrian Crossing (Dunnes Stores Roundabout)

Refer to Submission 1 “Lack of Formal Pedestrian Crossing Facilities” for response with particular reference to ‘Zone 9 Pedestrian Crossing’.

Consultation with Prescribed Bodies

Tipperary County Council has designed the scheme in accordance with current design standards.

Recommendation

No change to the Part 8 proposals.

Submission No.: 9

Observations submitted by:

Ursula Bourke

Attachments: None**Summary**General

Looks forward to and welcomes the development of Slievenamon Road and is exciting to see the road being updated and modernised in keeping with Liberty Square. The proposed infrastructure, streetlights and furniture will be a huge addition to the commercial activity on the street. Wants her observations in this submission to help to improve the retail experience for all customer and business owners on Slievenamon Road.

High Quality Materials Both Sides of Slievenamon Road

High quality materials are proposed for only one side of the street and only as far as the new carpark from the square. It is important to treat both sides of the street equally as the scheme should try to create a shopping experience and a seamless connection from Thurles Shopping Centre to Liberty Square. Using the same high-quality materials on both sides of the streets would be far more visually pleasing, thus creating a positive pedestrian experience.

Disruption During Works

There is concerned as a business owner about the disruption the work will cause for staff and customers and hopes that same will be informed prior to when the project will commence, and that any disruption caused would be kept to a minimum.

Footpath Safety Markers

Aisling Health & Beauty salon entrance door is located directly beside the entrance into Lyon's Tyres Yard, therefore, extra footpath safety markers would need to be considered around this area for pedestrians.

Drainage

At present the footpath and ground floor entrance doors of the salon are at the same level and on that basis there is a flooding hazard during periods of heavy rain. This needs to be reviewed and addressed if possible.

Consideration

The submission in respect of high-quality materials, disruption during the works, footpath safety markers and flood alleviation is acknowledged.

High Quality Materials Both Sides of Slievenamon Road

The paving palette at Liberty Square has been used as a reference when choosing materials to ensure there is continuity in streetscape materials to enhance connectivity between streets and spaces in the town. It is proposed to apply a hierarchical approach to the application of paving materials to enhance the sense of place and assist in wayfinding. A simplified palette of materials has been chosen, based on the Liberty Square scheme.

Stone paving will be used to the north eastern side of the street to match the public realm materials used in Liberty Square. This will ensure a continuity of materials from Liberty Square to the new car park entrance, a key pedestrian movement, and aid wayfinding. The stone paving will help create an appropriate setting for the historic GAA building where a bench and feature tree will also enhance the setting here and promote pedestrian connectivity. Kerbs to be used throughout as a consistent and hardwearing streetscape material that can be lifted and re-used as required in keeping with the principles of the circular economy.

From the car park entrance to the shopping centre the paving will change to an exposed aggregate concrete panels, to match the western side of the street.

The full extent of stone paving will be considered at detail design stage.

Disruption During Works

See Submission 2 in respect of “Disruption During Works” response.

Footpath Safety Markers

The footpath has been widened in this area to include a new buildout which will have a consistent surface finish indicating a pedestrian priority area. Any vehicle movements entering/exiting the adjacent premises will need to ensure safe movements similar to the existing scenario. Any operational problems that may arise as part of the new layout will be recorded/addressed as part of the Stage 4 Road Safety Audit which is undertaken approximately 2 to 4 months post road opening with live traffic.

Drainage

The proposed road improvement scheme will provide for improved surface water drainage on the road including optimising levels and providing correctly located gullies in accordance with TII standards, which will alleviate any drainage hazards.

Recommendation

The full extent of stone paving will be considered at detail design stage.

Submission No.: 10

Observations submitted by:
Bernard Fitzpatrick PABIA
Consulting Ltd on behalf of Ely
Centra

Attachments:

Drawings

- F-30-01-01 Existing Site Layout
- F-30-01-02 Existing Site with New Council Road Layout
- F-30-01-03 Option 1 – Oil Tanker Access to Existing Site with New Council Road Layout
- F-30-01-04 Option 2– Oil Tanker Access to Existing Site with New Council Road Layout
- F-30-01-05 Option 3 – Oil Tanker Access to Existing Site with New Council Road Layout
- F-30-01-06 Proposed Site Layout
- F-30-01-07 Proposed Revisions to TCC Road Layout
- F-30-01-08 Vehicle Tracking Analysis – Cars (80%)
- F-30-01-09 Vehicle Tracking Analysis – Oil Tanker (90%)
- F-30-01-10 Vehicle Tracking Analysis – Rigid (90%)

Parking Survey

- Thumbnail Parking Survey – Sheet A
- Thumbnail Parking Survey – Sheet B
- Thumbnail Parking Survey – Sheet C
- Thumbnail Parking Survey – Sheet D
- Parking Survey data

Summary

Parking Provision

A parking survey on N62 Slievenamon Road was completed by agents of Ely Centra over six separate days at the end of August and in early September 2022. In addition, the number of spaces available for parking in the Council carpark was recorded concurrently to establish the actual availability versus actual parking. The survey suggests that there is currently a considerable deficit in parking provision on N62 Slievenamon Road except at weekends when the Council carpark is utilised to a lesser degree. The survey concludes that the proposed development will displace a significant number of vehicles currently parking along the street and there are insufficient additional spaces in the Council carpark available to offset this.

Loading Bay Provision

There is one loading bay provided in the proposed scheme, located along the Deli Store frontage. This loading bay will not accommodate a large articulated HGV (such as a Musgraves Supervalu or BWG Spar vehicle) used for convenience store deliveries. The only loading bay provided is circa 200m distant from Ely Centra but this is not capable of accommodating the delivery artic for Ely Centra.

Set Down Parking Provision

There does not appear to be any set down parking provision allowed for in the improvement works and there is no parking provision whatsoever on the east side of the N62 Slievenamon Road, between Liberty Square and a point circa 3m beyond Premier Meats shop frontage, a distance of circa 270m.

Currently there is considerable quick-stop casual parking occurring along the Ely site frontage with customers popping in briefly to make a purchase at both Centra and Premier Meats units. Consequently, there needs to be provision for short-term set-down parking provision at or close to these units and it is suggested that 3 set-down spaces could be accommodated comfortably between Thomond Road junction and Ely's Centra outlet. It is requested therefore that the Council would review provision of set-down parking and to vary the scheme in this area to cater for at least 2-3 set-down spaces.

Loss of Existing On-site Parking at Premier Meats Frontage

There are currently 4 No car parking spaces provided directly in front of the Premier Meats outlet. The scheme proposes to remove the direct off-street access to them by providing a planter unit along the full width of this frontage. While it is acknowledged and accepted that the current access situation cannot be retained at this frontage, it is pointed out that the adjoining resident has enjoyed the benefit of free parking in the most southerly space, closest to his home the adjoining residential unit, for well in excess of 20 years. Elys request an adjustment be made in the scheme to allow this single space access to be retained for the adjoining neighbour.

Access to Ely's Filling Station Site

The chambers housing the underground offset fill points and the vapour recovery line are both currently located at the outer edge of the existing footpath. When deliveries of fuel to the site are being made, the tanker parks at the side of the public footpath approx. 750 - 900mm away from the two underground chambers that house these connections.

The planned improvement works along Ely's frontage proposes the provision of a wide planter bay across the section of footpath between the entrance and exit points for vehicles into/out of the filling station at Ely Centra premises. However the proposed reduction of the carriageway width to 5.5m overall, (2 x 3.25m lanes) and provision of the planter at this location, will result in the outer edge of the oil tanker being at or virtually at the centreline of the roadway while making a fuel delivery. This is a totally unacceptable situation from a safety and health standpoint for the tanker driver, the filling station staff member accepting the delivery, passing pedestrians on the footpath, motorists passing the site and any customers that might be on the station forecourt at time of delivery.

Relocating the two underground chambers outwards close to the outer edge of the planter bed is not an option as this would only push the oil tanker further out across the road centreline.

The net effect of the proposed road changes is that the two chambers would have to be relocated within the forecourt area and the tanker would have to access the forecourt to make the delivery. However the oil tanker access to the existing site has been checked by Ely's agents for various approach options and routes through the interior layout of site forecourt and all options and routes pose difficulties for the oil tanker in accessing the site to make a delivery e.g. the existing canopy is too low and would conflict with the tanker and another access/route option demonstrates that even if the tanker could pass clear under the ceiling of the canopy at entry to the site, it would conflict with one of the canopy stanchions. A number of on-site route/access options have been presented all of which demonstrate physical restrictions to delivery of fuel on site in the current site layout/arrangement.

The proposed positioning of planter beds in the vicinity of entry/exit crossovers, the crossover widths provided for tanker entry/exit and the proposed radii of kerbing/walling of the planters at the entry/exit points all cause problems/concerns for the oil tanker entering the site and several adjustments would be required to these elements to provide safe access and egress to the forecourt for the oil tanker.

As there is no suitable loading being provided in the scheme, effectively the food delivery vehicle must also access the site or park directly outside on the road. Both options are impractical for the same reasons as with the tanker.

When considering access to the forecourt, the oil tanker/delivery artic HGV may not cross the centreline of the carriageway into the path of oncoming traffic when entering/exiting, other than when turning right into/out of the site. Also the delivery vehicle cannot swing out into the opposing lane when turning left into/out of the site to ensure that the vehicle does not conflict with oncoming traffic in that lane.

This review of access for delivery vehicles, including oil tanker and articulated HGV food delivery truck, into the current service station forecourt area, clearly demonstrates significant rearrangement and re-organisation of the filling station forecourt is required to provide such access in the current scheme proposals

Re-Organisation of Ely Inver Filling Station Forecourt

Given the need above to re-organise the filling station forecourt for fuel/goods deliveries and to provide set-down parking and parking for a neighbour, Elys present a number of measures required to complete the necessary re-organisation.

- 8) Measures to adjust the canopy height and orientation and supporting stanchions
- 9) Replacement of the fuel tanks
- 10) Physical separation of the forecourt from the public footpath to ensure pedestrian and vulnerable road user safety
- 11) Relocation of the Carwash and Launderette Machines
- 12) Access & Egress Crossovers - Layout Adjustment
- 13) Provision of Set-down and Accessible Parking
- 14) Provision of Parking for Neighbour

Revised Layout of Forecourt & Proposed Road Changes Fronting the Ely Premises

Ely's presented a series of drawings showing the revised layout of the forecourt and minor revision of the proposed road works along and adjacent to the Ely Inver filling station forecourt, which demonstrate how the layout of the forecourt can be re-organised to suit continued and greatly improved safety of operation for the Ely premises for consideration.

Cost of Reorganisation of Forecourt

While Elys would be prepared to invest further in their premises to deliver the suggested layout arising from the proposed scheme impacts, they will require financial assistance from the Council to deliver the entire package. A costing for the re-organisation of the forecourt is being prepared but given the time constraint in delivering this submission, it has not been possible to provide accurate costings for the various elements and this will have to follow on for subsequent discussion with the Council. It is noted that Elys will be seeking a significant contribution from the Council towards the actual cost of these forecourt reorganisation works.

Adjoining Business Support

The content of this submission enjoys the benefit of support from all of the business houses located in and associated with Ely Centra/Inver premises including:

- Premier Meats
- Cameo Charity Shop
- Infinity Cryo
- Annie Cutz Hair Salon
- Nail & Tanning Studio
- Mr Valet

Consideration

Clarification Meeting

As the submission is very detailed a clarification meeting was held with PABIA Consulting Ltd held on October 3rd, 2022.

Parking Provision

Refer to Submission 2 “Loss of Parking” for response to general parking on the street. In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Loading Bay Provision

The proposed layout has been amended to maintain the existing loading arrangements i.e. parking in front of the entrance/forecourt on Slievenamon Road. The proposed planting area in front of the canopy has been removed and replaced with imprinted concrete to the existing kerbline to facilitate current unloading operations, see below.

will overtake the parked delivery vehicle when there is a gap in oncoming (northbound) traffic for the short duration of the delivery operation.

Set Down Parking Provision

Refer to Submission 2 “Loss of Parking” for response to general parking on the street. In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Loss of Existing On-site Parking at Premier Meats Frontage

Refer to Submission 2 “Loss of Parking” for response to general parking on the street. In addition, there is provision in the scheme for 11 No. on-street spaces compliant with current design standards in the immediate vicinity of the service station area (within 70m or 1 min walk).

Access to Ely's Filling Station Site

The proposed layout has been amended to maintain the existing fuel delivery arrangements i.e. parking in front of the entrance/forecourt on Slievenamon Road. The proposed planting area in front of the canopy has been removed and replaced with imprinted concrete to the existing kerbline to facilitate current unloading operations. Existing traffic movements on Slievenamon Road will continue during deliveries i.e. give way to oncoming traffic for a short duration. See new layout under “Loading Bay Provision” above.

The oil tanker/delivery artic HGV may cross the centreline of the carriageway into the path of oncoming traffic when entering/exiting the site and these vehicles are permitted to swing out into the opposing lane when turning left into/out of the site (refer to *TII Publication DN_GEO_03084 Section 5.3.9. Corner Radii* “While swept path analyses are to be carried out to ensure HGVs can negotiate the layout, it is noted that larger vehicles as they enter or leave the national route will be regularly required to cross the centreline of the intersecting streets to facilitate the optimal design for pedestrian and cyclists”).

Re-Organisation of Ely Inver Filling Station Forecourt

While the proposals for re-organisation of the forecourt are acknowledged this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road. See new layout under “Loading Bay Provision” above.

Revised Layout of Forecourt & Proposed Road Changes Fronting the Ely Premises

While the proposals for the revised layout of the forecourt are acknowledged this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road. See new layout under “Loading Bay Provision” above.

Cost of Reorganisation of Forecourt

While the proposals for re-organisation of the forecourt are acknowledged this area is outside the extents of the scheme. The scheme has been adjusted however to provide for fuel deliveries and loading on the public road.

Adjoining Business Support

The Council notes that the content of this submission enjoys the benefit of support from all of the business houses located in and associated with Ely Centra/Inver premises as listed in the submission.

Recommendation

The scheme has been adjusted to provide for fuel deliveries and loading.

Submission No.: 11

Observations submitted by: Patrick Horan	Attachments: None
<p>Summary</p> <p>There is a problem with unauthorized parking on the footpath around my entrance, mainly at the Slievenamon Road side. The illegal parking is generally by shoppers visiting Thurles Shopping Centre by car and occasionally by vans making deliveries to the shopping centre. The illegal parking can cause obstruction for pedestrians and also interferes with vehicles exiting the premises in a safe manner. The proposed scheme shows "improved pedestrian crossing points at roundabout" but does not include any measures that would prevent illegal parking e.g. provision of bollards or large flower boxes, though not seating as such might attract anti-social behaviour and littering.</p>	
<p>Consideration</p>	
<p>The submission in respect of measures to prevent illegal parking is acknowledged.</p> <p>The kerb line is being formalised as part of the scheme i.e. the inclusion of 125mm kerb upstand with bevelled kerb to maintain vehicle entrance movements. Consideration will be given to providing a contrasting colour surface and free-standing planters to discourage illegal parking at detailed design stage.</p>	
<p>Recommendation</p>	
<p>Consideration will be given to providing a contrasting colour surface and free-standing planters to discourage illegal parking at detailed design stage.</p>	

Submission No.: 12	
Observations submitted by: Thomas McDonald Philomena McDonald	Attachments: None
<p>Summary</p> <p><u>Disturbance to Enjoyment of Property/Disruption</u></p> <p>There will be disruption in terms of access and egress to our home, removal of the ability to park outside their home, noise disturbance, electricity and water disruption, vibrations from ground works, dealing with the dangers of heavy machinery on the road, traffic chaos and traffic delays reduced parking on the road will cause.</p> <p><u>Loss of Parking</u></p> <p>30 or more parking spaces will be removed from the road in the proposal. At the same, all of the car parks in the area are currently full during the day, so removing this level of parking from the road will mean immense pressure placed on residents and businesses/customers to find parking space along the road.</p>	

It is intended to cut parking spaces from 7/8 cars to 4 outside our home, which includes one disabled parking space which is to be located right outside our home. This means providing 3 usable parking spaces for 5 properties. This is not enough and will inhibit ability to park outside their home. It is not acceptable to be able to park near their home and they may have to pay for parking in a car park.

Removal of parking and replacing with planting and trees will cause as much obstruction as current parking on the road does. Placement of these planting areas will mean that people will have to reverse into spaces which on a busy road such as this will cause further obstruction and slowing of traffic. The practical needs of the residents and businesses in the area have been ignored to accommodate the visual.

Placement of Planting and Soft Landscaping

Soft landscaping placed directly outside the petrol station beside their house means the oil truck will have to park on the road to deliver fuel which will cause undue disruption and traffic delays on the road. The placement of this particular area of planting and soft landscaping has the ability to cause obstruction when entering or exiting the petrol station.

The placement of planting and soft landscaping outside of the butcher shop unnecessarily removes further parking space, which could be made available to the residents of the road.

Require assurance that any new planting and soft landscaping will not be a trip hazard for pedestrians as from their experience, the planting and landscaping that is currently on the street is hazardous i.e. the raised stone patio areas are unstable and also obstruct the ability to safely enter and exit a vehicle. On numerous occasions they have seen people trip on these obstructions.

Widening of Footways

Outside of their home the footway is being narrowed significantly to make room for a disabled space. This doesn't make sense as the disabled space is placed next to a planting area, which would be an obstruction for a disabled person who needs to access the back of their adapted vehicle, the narrowing of the footpath would further cause access problems to any person who requires use of the space and narrowing the footpath at this point will cause a bottleneck for pedestrians and also hinder access to homes.

Pedestrian Crossing

There is no provision for a pedestrian crossing at the N62/Thomond Place junction.

No Cycle Path

No opportunity taken when narrowing the road to provide a cycle path, which would have gone some way to alleviate traffic on the road.

Consideration

The submission in respect of concerns relating to disruption, loss of parking, placement of planting and soft landscaping, lack of a pedestrian crossing and cycle-paths is acknowledged.

Disturbance to Enjoyment of Property/Disruption

See Submission 2 in respect of "Disruption During Works" response.

Loss of Parking

Refer to Submission 2 "Loss of Parking" for response to general parking on the street. In response, the requirement for night-time parking was also assessed to establish residential parking patterns along the street.

The survey counted parked vehicles on the street between 02:00 – 03:00 and categorised the data into zones to determine the availability of on-street parking as close as possible to existing residences currently availing of on-street parking. Based on the parking survey data, the provision of 9 No. on-street parking spaces within 30m of the property exceeds the current demand for overnight on-street parking on Slievenamon Road.

Placement of Planting and Soft Landscaping

Refer to Submission 10 for response.

Widening of Footways

The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide). The footway adjacent to the disabled space is flush with the contrasting paving sett surface demarking the parking space to both facilitate pedestrians walking along the footway and disabled user entering/exiting the vehicle. The use of a shared space solution in these scenarios is an established approach in the design of retrofit urban improvement schemes.

Pedestrian Crossing

Refer to Submission 1 “Lack of Formal Pedestrian Crossing Facilities” for response with particular reference to ‘Zone 5 Pedestrian Crossing’.

No Cycle Path

See Submission 4 response.

Recommendation

No change to the Part 8 proposals.

Submission No.: 13

Observations submitted by:

Catherine Fogarty

Attachments: None

Summary

24 questions on different topics are presented in this submission.

Consideration

The submission in respect of 24 individual queries is acknowledged. Consideration of the 24 queries is as follows:

- 25) Will the Council deliver the project that is approved by the councillors or some variation of same?
Response: The scheme, as defined in the Part 8 documentation and including any variations to the scheme approved by the members of Thurles Municipal District, will be delivered.
- 26) The proposal includes upwards of 30 trees in total along both sides of the roadway and some feature trees to be added. Will this be done or voted through but then ignored?

Response: See response to 1) above.

- 27) Trees are important for the shelter they give, the CO2 they absorb, the biodiversity they support, the carbon they store and in some cases the water they absorb, in addition the greenery is very pretty and softens the harsh greyness of concrete etc. - can the existing trees be retained to show that the tree is valued not some aesthetic in a proposal?

Response: As outlined in the Landscape Report accompanying the scheme, it is recognised that street trees make a significant contribution to improving air quality along our transport corridors by reducing air temperature (thereby lowering ozone levels), directly removing pollutants from the air, absorbing them through the leaf surfaces and by intercepting particulate matter (e.g. smoke, pollen, ash and dusts). As part of the scheme's improved roadside landscapes, they will also provide habitat, shelter and food to aid local biodiversity and green infrastructure has a role to manage storm water by reducing the amount of hard surfacing along the route. Three trees are to be removed to the south of the Petrol Station. They are estimated to be 10-15 years old and the sorbus are showing signs of stress with poor canopy development. The new trees will all be planted in professionally designed tree pits with sufficient root zone provided to allow healthy tree establishment. The size of the species selected will be proportionate to the width and setting of the particular part of the street. The size they will be planted at construction stage will provide a canopy volume that will match and exceed the current canopy volume of the street and therefore improving the environment benefit of trees along the street from the earliest stages in addition to their aesthetic and placemaking value.

- 28) Trees come with leaves - is there any consideration in the drainage system towards collecting the leaves and thus prevent them from blocking the drain? A device within the grate?

Response: The variety of trees to be specified for the scheme will take account of future maintenance requirements with respect to drainage.

- 29) Pollinator friendly planting is proposed - Can I ask that careful thought be given to the plant selection * so that the plants are not ones produced annually in a green-house that consumes vast energy to provide plants that are disposed of after a few weeks? The plants need to be selected to meet several objectives and maintenance of some sort is required. There has been much disappointment expressed at the present appearance of the "feature landscaping" in the revamped Liberty Square. *Response: The planting strategy for the scheme has been developed to align with the objectives of the All-Ireland Pollinator Plan Guide for Transport Corridors, in particular Actions 11, 12 and 13 refer. Plants proposed include a diversity of pollinator-friendly plant types, with overlapping flowering times, which will provide food for pollinators throughout the seasons. A maintenance strategy will be included after the 36-month establishment phase, to ensure the proper and sustainable long-term management of the planted areas.*

- 30) The project does not include any cycling infrastructure - the vital objective to be achieved is a modal shift - can the design be redrafted to include cycling infrastructure to future proof the project? Both for health and emission reasons.

Response: See Submission 4 "No Provision for Cycle-paths" response.

- 31) The practice of re-allocating road space is required - not solely finding routes that presently have no vehicular traffic to be used for cyclists. Dedicated cycling routes are great but they must serve intended destinations by a direct route. Value for money and a genuine opportunity for modal shift is essential. Funding should not be wasted on box ticking exercises which alas has previously happened with over €400,000 of funding for cycling infrastructure in Thurles.

Response: No cycle-paths are provided in the scheme for the reasons set out in the Submission 4 "No Provision for Cycle-paths" response.

- 32) The project involves the reduction in width of the roadway yet the data accepts that over 8,500 vehicles pass the route daily - is it wise to narrow the roadway and make the situation tighter for vehicles to pass with ease?

Response: As stated in DMURS Section 4.4.1, 'When carrying out upgrades, or traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above. (...the standard lane width on Arterial and Link Streets should lie in the range of 2.75m to 3.5m. Within this range the preferred values are 3.0m and 3.25m.)' DMURS Section 4.3.1 states, 'In a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular carriageways. Increases in width should also be considered as part of a package of facilities, including the provision of cycle lane/tracks, on-street parking and other street facilities (including street trees).' Existing vehicle turning movements will be confirmed at detailed design stage and maintained as part of the works.

- 33) Is there any justification for the wider footpaths as proposed?

Response: Re-allocation of road space from parking and road carriageway to pedestrians and the introduction of safe and connected footpaths promotes walking in the community, with resulting benefits in terms of improved health, increased footfall for businesses and reduced social isolation. Minimum footway widths ranging between 1.8m to 2.5m have been adopted for the design based on street function and expected pedestrian activity. In accordance with DMURS, 1.8m is the 'minimum space for two people to pass comfortably', while 2.5m is the 'desirable space for two people to pass comfortably'.

- 34) Can more seating be provided on the road as it links the Shopping Centre to the town centre? This I feel would offer several advantages.

Response: It was recognised at an early stage that in order to design a street for all ages and abilities to use, seating was a key component. Seating provides resting spots in addition to opportunities for social interaction, which can help to combat social isolation. Tipperary County Council has chosen locations for seating along the street where space and visibly allows good seat placement. The final location and extent of street furniture indicated in the scheme Planning drawings will be confirmed at detailed design stage.

- 35) One of the suggested aims is to slow down the flow of traffic - should a 30km speed limit be imposed on the route?

Response: A review of the speed limit on this road is beyond the scope of the Part 8 process.

- 36) The plans include one disabled parking bay - is this the safest location for this bay? Can a safer location be provided for disabled bays on this roadway?

Response: The existing street layout is poorly defined and does not include safe and accessible on-street parking. Furthermore, there is currently no on-street disabled parking on Slievenamon Road. The N62 scheme proposes to improve this situation by providing on-street parking designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and TII Road Design Standards. This includes 1 No. disabled parking space which meets current design standards (7.8m long x 3.6m wide).

- 37) Can the Council restore the disabled parking bays in the Slievenamon Road Car Park?

Response: Restoration of disabled parking bays in the Slievenamon Road Car Park is beyond the scope of this Part 8 process?

- 38) Outside the town house Deli there are plans for bicycling parking - does this interfere with the access to the Deli?

Response: No.

- 39) Are there any plans for covered parking space for bicycles on this route?

Response: No.

- 40) On the issue of pedestrian crosses - will the one near the square remain and continue to be a signalised crossing?

Response: Yes.

- 41) Could an additional pedestrian crossing be included in the section between the Town House Deli and Thomond Road Junction?
Response: Refer to Submission 1 "Lack of Formal Pedestrian Crossing Facilities" for response with particular reference to 'Zone 5 Pedestrian Crossing'.
- 42) The documentation says that the aim is to give pedestrians a better footway – councillors have spoken at district meetings about the dissatisfaction with the paving in Liberty Square and that greater contrast is needed in paving colour to aid the movement of pedestrians that may have sight loss or damage - can this feedback be considered?
Response: The paving palette at Liberty Square has been used as a reference when choosing materials to ensure there is a continuity in streetscape materials to enhance connectivity between streets and spaces in the town. It is proposed to apply a hierarchical approach to the application of paving materials to enhance the sense of place and assist in wayfinding. A simplified palette of materials and sizes has been chosen, based on the best of the Liberty Square scheme. Limestone kerbs have been chosen to provide a contrast at the road edge and act as a visual aid. Detailed paving layouts and workmanship specifications will be provided at tender stage, to ensure consistency of design and use of materials. Poorly executed laying is a fault in many schemes and the standard of finishes will be kept high to ensure the longevity of the scheme and reduce the need for patching or repairs that can cause issues for accessibility into the future.
- 43) Has the council considered acquiring a machine to keep the footpaths clean post installation?
Response: Concerns in relation to maintenance of the footpaths on the scheme are acknowledged, however maintenance of footpaths is not relevant to this Part 8.
- 44) The proposal indicates that the roadway will be resurfaced? How will the road rubble be disposed of? In previous projects on the N62 the rubble was dumped in a field less than 50 metres from the road - will the council be hiring a contractor to dispose of the road rubble in accordance to the required standards and will the fee paid be commensurate with the work done?
Response: The Works Requirements prepared as part of the Contract Documents will require the Contractor to comply with all relevant standards and legislation with respect to disposal of waste.
- 45) I have previously contacted the council on behalf of a resident that proposed having the roundabout cleaned. Can the stonework in the roundabout near the shopping centre be cleaned as part of this project? It does not look as if any work on the roundabout is planned.
Response: Concerns in relation to cleaning of the roundabout are acknowledged, however cleaning of the roundabout is not relevant to this Part 8.
- 46) If possible could a special project be developed to include modifications to the roundabout stone work to insert coloured bricks that would say Slan Abhaile on the town side and Failte go Durlas Eile on the southside of the roundabout? Could this be funded via the Per Cent scheme or some other funding stream? Perhaps Creative Ireland?
Response: The Council will review the hard landscaping of the roundabout at the shopping centre in the context of the detailed design.
- 47) Overall the project may be curtailed due to the lack of progress on the Thurles Inner Relief Road and the Thurles By Pass. Can the council use the appropriate tools to secure the land for the inner relief road as soon as possible? Continuing to modify the town centre in a fashion that fails to consider the size and volume of vehicles passing through it on a daily basis is not going to deliver excellent results.
Response: Concerns in relation to progress with the Thurles Inner Relief Scheme are acknowledged, however the Thurles Inner Relief Road is not relevant to this Part 8. However, land acquisition in respect of the Thurles Inner Relief Road is underway and at an advanced stage?

- 48) Some of these issues, and others relating to the N62, I previously raised in 2020 and I attach that submission for your consideration also. 9 issues have been mentioned in this section of the submission:
- Speed limit sign on the ground near Centenary Co-Op, can this be re-installed.
 - Two bollards on the ground, can they be re-installed or removed?
 - (a) Will the poles that support hanging baskets around the Square and the Sli na Siuire Walking trail signage along the Mall be retained in the Liberty Square works/refurbished N62 south to the Shopping Centre. *Response: The Council will review in the context of the detailed design.*
 - b) can two seats presently in Liberty Square be relocated to the entrance to the carpark on Slievenamon Road. Alternatively, the seats could be installed on the pathway that travels across the Town park. *Response: Seating has been included in the scheme, however it is proposed that the final location and extent of street furniture on Slievenamon Road, as indicated in the scheme Planning drawings, will be confirmed at detailed design stage. This scheme focusses on the Slievenamon Road only and as such the re-location of seating in the wider town is not part of the project's scope.*
 - Could a rusty electricity pole just south of the car park entrance on the Mall/Slievenamon Road be replaced or painted.
 - Will existing mature flowerbeds and trees on the footpath between the Centra Fuel Station and the Garda Station be retained in the scheme.
Response: As mentioned above the street trees at this location are showing signs of stress and impact on the available width of footpath. It was decided at site analysis stage that a programme of new street tree planting will ensure the longer-term presence and viability of trees along this important walking route linking the town centre to the shopping centre.
 - Can the roundabout near the Shopping centre be cleaned as its filthy.
 - Could a gully just opposite Erin Foods site be cleaned.
 - The Council were cleaning an area under some road safety barriers near the 100km/h speed limit sign near Turtulla bridge and it was noted that this water was draining directly into the river. This washing exercise may have eroded soil around the stone-facing in the river. Will this erosion be a hazard to walkers?
 - As Turtulla junction is very busy is there scope for putting the 100km sign beyond this junction, or erect signage or rumble strips to surround the junction in a 30km zone or erect flashing speed warning signs.
Response: Concerns in relation to issues a.,b.,d.,f.,g.,h., and i. are acknowledged, however these issues are maintenance issues or are dealing with areas that are remote from the Slievenamon Road Phase 2 scheme and are therefore not relevant to this Part 8. Responses to issues c. and e. are given above.

Recommendation

The Council will review the hard landscaping of the roundabout at the shopping centre in the context of the detailed design.

The final location and extent of street furniture including seating indicated in the scheme Planning drawings will be confirmed at detailed design stage.

Submission No.: 14

Observations submitted by:
Mark Ely

Attachments: None

Summary

Mr Ely considers:

- 1) proper planning and sustainable development - the proposed scheme is not in keeping with the proper planning and sustainable development of the area in which the development is to take place.
- 2) Priority given to through traffic - the proposed scheme is putting the considerations of through traffic ahead of the residents and business people. Keeping the streets where they are used for commercial and residential purposes should be something that the Council facilitates and encourages, but he sees these proposals as doing the contrary.
- 3) Loss of parking - the proposed scheme will greatly reduce parking spaces for both residents and businesses on the street.
- 4) Planting and soft landscaping - the inclusion of so much planting and soft landscaping on the street is an exercise in ticking the box for the provision of something, which is environmentally friendly and visually easy on the eye to the detriment of people that live and carry out business on the street and is therefore misplaced on this street. Such landscaping will cause obstructions, block sightlines and create hazards for pedestrians and vehicular traffic.
- 5) Hardship for residents/businesses - the development will cause hardship for the residents and people who operate businesses on the street particularly during the construction period.
- 6) Focus on light repairs - The Council should concentrate on light repairs such as pairing down the asphalt which at present is higher than the footpaths and repairing the footpaths and kerbing etc.

Consideration

- 7) Proper planning and sustainable development.
The scheme meets the objectives of Sectoral, National, Regional and Local Planning Policy as outlined in document reference 229100430-MMD-0000-01-RP-C-0006_B (Part 8 Planning Report) included in the Part 8 planning application to TCC.
- 8) Priority given to through traffic.
Current traffic is being maintained and no additional priority is being given to same. On the contrary additional priority is being given to pedestrians through the provision of new pedestrian crossing facilities, widened footpaths and enhanced streetscape which will benefit residents and businesses on the street.
- 9) Loss of parking.
See Submission 2 in respect of "Loss of Parking" response.
- 10) Planting and soft landscaping.
The incorporation of street trees and planted areas along Slievenamon Road have been proposed for several reasons. As well as playing a role in climate proofing our towns and supporting human health, biodiversity and environmental well-being, trees and plants also have a role to play in increasing the attractiveness of the street and aid traffic calming. As one of the objectives of the scheme is to improve traffic safety, the introduction of measures that provide vertical enclosure, such as trees, along the street can also aid to reduce speed, and influence driver behaviour. Vertical enclosure also has a traffic-calming effect as drivers become more aware of their surroundings. The kerbside planted areas create a buffer to traffic for pedestrians especially more vulnerable walkers and have all been designed to ensure they do not create hazards for street users. The trees and planted areas also function to discourage illegal kerb mounted parking, an issue along the street at present which creates an

unpleasant and often unsafe walking environment. The plants chosen will ensure no sightlines are impacted and will add colour and interest to the street all year while also addressing the decline in biodiversity in Tipperary. The benefits that trees and planting provide can help Thurles meet 15 of the 17 internationally supported United Nations Sustainable Development Goals.

11) Hardship for residents/businesses.

See Submission 2 in respect of “Disruption During Works” response.

12) Focus on light repairs.

Minor road re-surfacing and footpath repairs will not suffice as the road and footpaths needs complete re-construction.

Recommendation

No change to the Part 8 proposals.