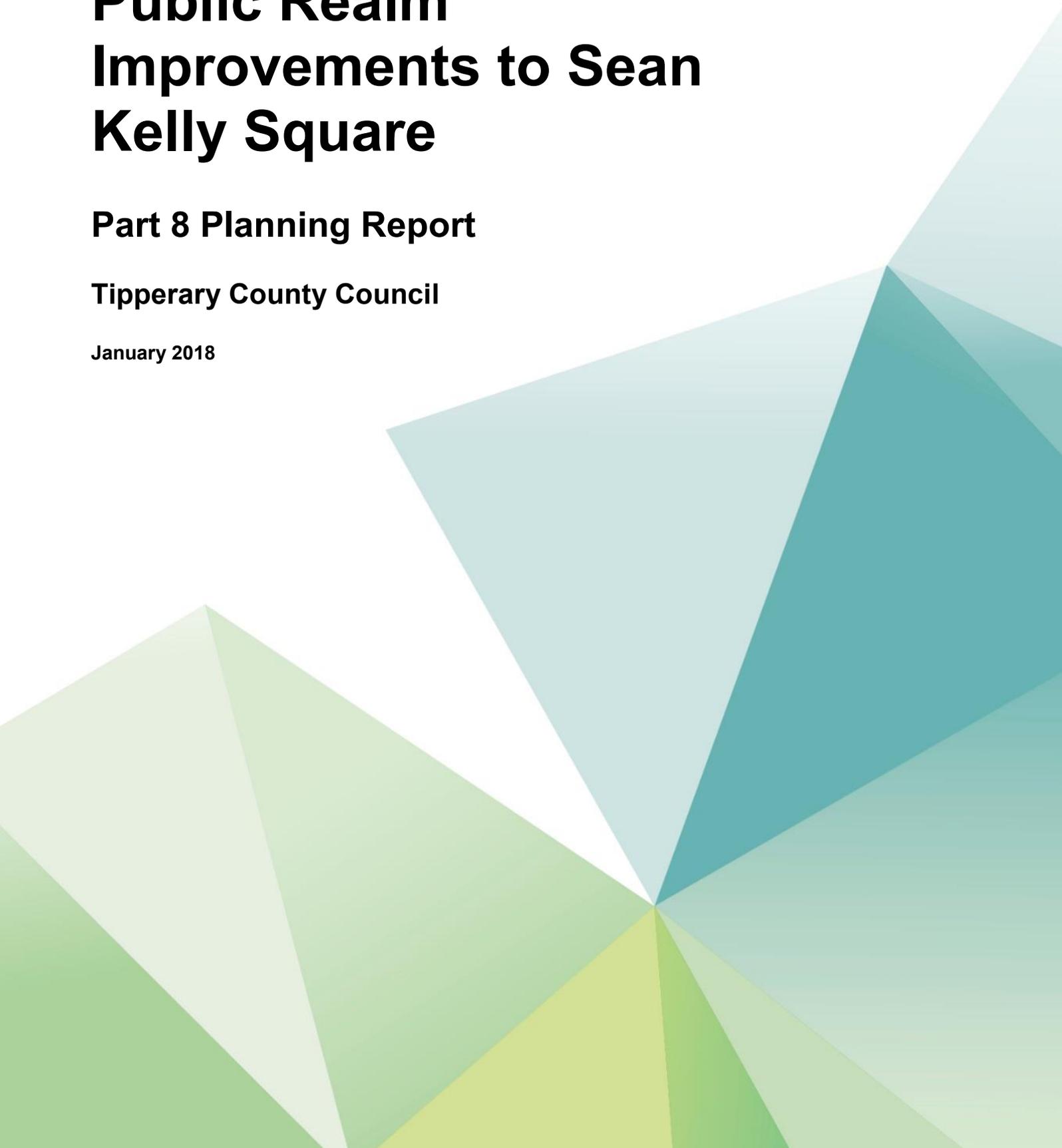


Public Realm Improvements to Sean Kelly Square

Part 8 Planning Report

Tipperary County Council

January 2018



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Part 8 Planning Report



1. Introduction

Why Are the Works Required?

- 1.1. In 2012 Tipperary County Council in conjunction with The Irish Walled Towns Network held a two-day workshop entitled 'Solving our own Problems'.
- 1.2. The purpose of the workshop was to assess the health of the town centre and together with 5 experts/mentors, to come up with sustainable solutions to tackle local issues.
- 1.3. The findings of the workshop identified a number of issues which were grouped under five themes including Retail, Tourism, Traffic and Parking, Heritage and The Public Realm. These issues included:
 - Lack of a cohesive tourism product;
 - Underutilisation of towns assets;
 - Disordered parking practices and disrupted traffic flow through the town;
 - Limited number of public realm areas;
 - Termination of Greenway outside the town centre.

Phased Implementation of Public Realm Improvements

- 1.4. To address the issues raised as part of the 2012 "Addressing our own Problems" Workshop, Tipperary County Council have developed a consultant's brief entitled:

Request for Tender for Preparation of a Public Realm Improvements Strategy for Carrick on Suir
- 1.5. Following a competitive Tender competition, the commission was awarded to Atkins in May 2017 and included two distinct elements as outlined below:
 - i. An overall Public Realm Improvements Strategy for the Primary Retail Area in Carrick on Suir;
 - ii. The provision of detailed design proposals for phase one of The Public Realm Improvements Strategy, which has been identified as the Sean Kelly Square/Westgate area.
- 1.6. This Part 8 Planning document has been designed to describe the works which relate to Phase 1 or the Public Realm Improvement Strategy i.e. the improvements planned for Sean Kelly Square and Westgate.

What will the Works Contribute to Carrick on Suir?

- 1.7. Tipperary County Council's aspiration is to develop Sean Kelly Square and Westgate as a commercial and recreational space for the town, which may accommodate a number of different uses.
- 1.8. The plan is for Sean Kelly Square and Westgate to function as an attractive passive amenity area which will be vibrant, distinctive, strong in identity and rich in character. The design should cater for all age groups.
- 1.9. The improvements will include quality materials and public realm elements i.e. planting, street furniture, lighting and public art with high standards of attractiveness, durability and environmental performance, while also requiring minimal maintenance and opportunities for vandalism.

Key Design Considerations

Maintaining Traffic Flow to Support Trade & Tourism

- 1.10. The area shall be designed so as not to compromise the flow of traffic in the town. The rationalisation of parking and traffic at the square is vital to the success of the area as a civic space.

Putting Vulnerable Road Users First

- 1.11. Pedestrians and Cyclists will be given priority and the rationalisation of the relationship between pedestrians, cyclists and vehicular traffic will be fundamental. The design will cater for the movement of all road users, including the elderly and mobility impaired, in a safe and accessible environment.

Archaeology

- 1.12. Sean Kelly Square/Westgate is located within a Zone of Archaeological Potential and is also within an Architectural Conservation Area.
- 1.13. The improvements will therefore respect the historic buildings and structures in terms of the cultural heritage, appearance and character of the town.

Protection of Vulnerable Road Users in Westgate

- 1.14. The Traffic Management Plan for Carrick on Suir (Buchanan 2002) recommended the pedestrianisation of Sean Kelly Square and Westgate.
- 1.15. The Traffic Management Plan acknowledged that this radical change to the town's street layout would not be feasible until such time as a third river crossing can be provided to the west of the town, which is most likely to form part of the N24 By-Pass.
- 1.16. The safety of all road users who will ultimately use the improvements is of primary importance to Tipperary County Council.
- 1.17. In terms of the ongoing safety for vulnerable road users in Westgate, the following observations have been made:
- Approximately 6,000 vehicles pass through Westgate every day;
 - 5% of these vehicles were classified as HGV's;
 - The link through Westgate is subject to high pedestrian flows;
 - The road geometry is extremely constrained;
 - This results in sub-standard footpath provision and the need for pedestrians to mix with general traffic streams;
 - The constrained street nature has resulted in a number of vehicle strikes on the buildings which flank Westgate;
 - In particular we understand the Kehoe's Butchers has been struck by passing HGV's on more than one occasion.



Figure 1. HGV Negotiating Westgate with Pedestrians

- 1.18. In giving consideration to both population and traffic growth in the Region, the long-term risks associated with the mixing of general traffic and vulnerable road users in Westgate is not sustainable.

Interim Mitigation

- 1.19. In this regard, the public realm improvements proposed for Westgate and Sean Kelly Square should be viewed as an interim solution until such time as through traffic can be alleviated by the provision of a third river crossing to the west of the Town.

2. Planning Context

Planning Policy

- 2.1. National and regional, and local planning policy have been considered to ascertain compliance and these are summarised below.

National Policy

Smarter Travel and National Cycle Policy Framework

- 2.2. In February 2009, the Smarter Travel Policy document for achieving a sustainable transport system for Ireland was published. This document outlines a number of policies to encourage a modal shift away from private car use and promote public transport, walking and cycling.
- 2.3. In April 2009, Ireland's first National Cycle Policy Framework (NCPF) was issued. The vision of the policy is "all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips". The aim of this framework is to encourage a culture of cycling to the extent that by 2020, some 10% of all trips will be completed by bicycle.
- 2.4. The National Spatial Strategy (NSS) 2002 -2020 is a 20 year strategy which provides a framework to direct policies, investments and programmes throughout the state. It has underpinned local authority and state financing of developments in urban regeneration.
- 2.5. The NSS will be superseded by the National Planning Framework (NPF) 'Ireland 2040:Our Plan'. A draft of this document has been published in September 2017 for Public Consultation. The plan aims to address the future development direction of Ireland's cities, towns and rural areas.
- 2.6. It is crucial that the Public Realm Improvement Scheme for Carrick on Suir fully complies with the National Spatial Strategy and with the Draft National Planning Framework as far as reasonable practical. The Public Realm Improvement Scheme for Sean Kelly Square therefore aims to create a sense of space, maintain the existing street identity whilst providing an attractive public realm for all.

County Policy

- 2.7. Tipperary County Council was established in June 2014, following a decision to amalgamate North and South Tipperary county Councils. At present Tipperary has two Development Plans
- South Tipperary County Development Plan 2009
 - North Tipperary County Development Plan 2010
- 2.8. The South Tipperary County Development Plan 2009 governs the town of Carrick on Suir. The Development Plan sets out an overarching vision together with policies, strategies and objectives in the context of a coherent spatial framework that is founded upon the principles of proper planning and sustainable development.
- 2.9. The Development Plan builds upon previous plans taking account of national and regional strategy and policy.
- 2.10. Specific policies and objectives in relation to Public Realm include:
- **Policy RTC7:** Design and Innovation in the Town Centre - It is the policy of the Council to require new town centre developments to respect the character, visual quality and context of its setting, enhance permeability, protect residential amenity and offer the best solution to its successful integration into the town centre. The Council will expect high quality design and finishes in accordance with the Retail Planning Guidelines for Planning Authorities, – Retail Design Manual (DECLG 2012) and any amendment thereof.

- **SO6-2:** It is an objective of the Council to implement the Town Centre Initiative, in partnership with local business and community forums.
- **SO6-6:** It is an objective of the Council to implement proposals to enhance the public realm of town and village centres as opportunities arise over the lifetime of this Plan (as varied) and in line with the TCI. Such measures may include the development of town centre public realm plans, village centre enhancement schemes, design guidelines, site development frameworks etc. as the case may be.

Local Policy

- 2.11. In November 2013 the Carrick on Suir Town Development Plan came into effect having equal status to that of the South Tipperary County Development Plan 2009.
- 2.12. Set out within the development plan are the strategic framework policies and objectives of the council for land use and development within the boundary of the plan.
- 2.13. With specific reference to this scheme, the Carrick on Suir Development Plan seeks to:
- ‘Improve the amenity and public realm value of Sean Kelly Square through the preparation and implementation of an Enhancement Plan which will visually improve the area through the use of a special road surface, raised platform, pedestrian crossing and strategically placed railings etc.’*
- 2.14. The design and implementation of public realm works at Sean Kelly Square is outlined as a Specific Infrastructure Action.
- 2.15. Within the Plan, Sean Kelly Square is also identified as an Architectural Conservation Area. The following policy in relation to Architectural Conservation Area’s is set out:
- **Policy AH 2:** Architectural Conservation Area - It is the policy of the Council to ensure the enhancement and management of the Architectural Conservation Area. Within the Architectural Conservation Area, the Council will have regard to: (a) The impact of proposed development on the character and appearance of the Architectural Conservation Area in terms of compatibility of design, colour and finishes, and massing of built form; (b) The impact of proposed development on the existing amenities, character and heritage of these areas; and, (c) The need to retain important architectural and townscape elements such as shopfronts, sash windows, gutters and down pipes, decorative plasterwork, etc.
- 2.16. Under section 3.2.1 Public Spaces and Linkages, Sean Kelly Square is cited as:
- ‘It is a Specific Action of the Council to improve the amenity and public realm value of Sean Kelly Square through the preparation and implementation of an Enhancement Plan which will visually improve the area through the use of a special road surface, raised platform, pedestrian crossing and strategically placed railings etc.’*
- 2.17. Again Sean Kelly Square is noted in Section 6.1.2 under traffic management and congestion.
- ‘In order to address the traffic management and congestion issues associated with the town in the short term it is proposed that a number of measures be investigated fully.’*
- ‘It will be determined which of these measures will best function to reduce traffic congestion and ease traffic flow. The appropriate measures will be progressed as and when funding becomes available.’*
- 2.18. Within Section 6.15 Specific Infrastructure Actions, the following is noted:
- 15 Design and Implementation of Public Realm Works at Sean Kelly Square.*

3. Consultation

Public Information Evening

- 3.1. A non-statutory public information evening was held in Carrig Hotel on Wednesday 5th of July 2017 from 3:00 pm to 8:00 pm.
- 3.2. Representatives from Tipperary County Council, Eamonn Byrne Landscape Architecture and Atkins attended this event and attendees were invited to make written submissions on the day and these submissions were taken into account in the preparation of this Part 8 planning scheme.
- 3.3. Attendance by the public was lower than anticipated. A total of 6 written submissions were received which in general terms focused on illegal parking and pedestrian safety at Westgate.

Engagement with Traders & Tipperary County Council

- 3.4. Monthly meetings have been held since April 2017 with representatives from the Carrick on Suir traders and various Departments from Tipperary County Council.
- 3.5. Informal engagement has also been undertaken between Tipperary County Council and Traders within the primary retail area with a view to setting out the plan objectives and the design layouts as they have evolved.

Engagement with Statutory Undertakers

- 3.6. Utility companies and service providers have been contacted to establish if they have any plant in the area which might be impacted upon by the works.
- 3.7. The following table summarises the exchange which has taken place between Atkins and the various service providers.

Service Provider	Response	Services
Bord Gais Distribution	Yes	Yes
Bord Gais Transmission	Yes	No
BT	Yes	No
ESB Networks	Yes	Yes
Irish Water	Yes	Yes
Inland Fibre	Yes	No
Virgin Media	Yes	No
EIR	Yes	No

Table 3-1 Statutory Undertaker Consultation Tracking Table

4. Existing Situation

Measuring Demand - Parking & Speed Survey

- 4.1. To inform the design development, a parking and speed survey was completed by MHC Traffic in July 2017.
- 4.2. A summary of the parking and speed survey data has been provided following:
- The average daily traffic flow through Main Street was 6,351 vehicles;
 - The pm peak was the busiest, with 575 vehicles passing through Main Street between 5pm to 6pm;
 - HGV traffic made of 5% of the recorded vehicles;
 - The 85-percentile speed recorded on Main Street was 25.6 kph;
 - The 85-percentile speed recorded through Westgate was 12.3 kph;
 - The Maximum recorded parking occupancy rate within the survey cordon was 60%, this was recorded on Main Street between 11.00am and 11.30am on a Saturday;
 - The areas in close proximity to Main Street i.e.: Barrack Lane, Castle Street & Town Wall – all experienced low parking occupancy throughout the survey period;
 - Approximately 60-70% vehicles remained in their parking space for less than 1 hour, with 10% remaining in place for more than 4 hours.
- 4.3. The survey has indicated that traffic flows through Westgate are high, however the constrained nature of the street environment serves to limit vehicle speeds.
- 4.4. In terms of parking provision, the area which experienced the highest demand was Main Street. However even during its time of peak demand (11.00am and 11.30am on a Saturday), Main Street remained only 60% full.
- 4.5. All other parking areas within a short walk of the Main Street (for example Barrack Lane, Castle Street & Town Wall) experienced low occupancy rates, with numerous free spaces available throughout the survey period.
- 4.6. The parking study would indicate that Carrick on Suir currently has a significant amount of residual parking capacity, even during times of peak demand.

Compliance in Sean Kelly Square

- 4.7. The provision of facilities within Sean Kelly Square has evolved gradually over the years with the main focus being on meeting the demands of vehicular traffic.
- 4.8. Wide expanses within the square have been offered to vehicular traffic, whilst footpaths are generally narrow, substandard and cluttered with furniture.
- 4.9. The extensive application of double yellow lines as an enforcement tool within the square were seen to be largely ignored.
- 4.10. Vehicles were observed to park and load for significant periods of time on the double yellow lines, whilst the formalized perpendicular parking spaces on the square remained underutilized for considerable portions of the day.
- 4.11. During times when the limited perpendicular parking spaces were occupied, access to and from the parking spaces (particularly during peak times) was observed to result in significant delays for through traffic, widespread driver frustration and an unacceptable level of risk in terms of collision occurrence.

4.12. The net result of this behaviour is such that:

- The cramped confines of the square pose an intimidating and uncomfortable environment for both walkers and cyclists;
- Extensive parking and (in particular) loading with HGV's on double yellow lines within the square leads to widespread delays in flushing the high volumes of traffic through the junction and also leads to an unacceptable level of risk for all road users, particularly pedestrians and cyclists;
- This is exacerbated by the provision of a limited number of perpendicular parking spaces which are positioned in such a way that access and egress from the parking spaces serves to impede the progression of traffic on all arms simultaneously and again serves to increase the risk of conflict with vulnerable road users.

4.13. The current layout of Westgate and Sean Kelly Square offers an extremely poor level of service for all road users. It is subject to extensive delays during peak times due to illegal parking and loading activity and also access to and from the poorly positioned perpendicular parking bays.

4.14. The dominance of motorized vehicles within the confined extents of Westgate and Sean Kelly Square make it an uncomfortable and unsafe environment for both pedestrians and cyclists. For these reasons, few vulnerable road users were observed to congregate or gather there.

Review of Collision Data

4.15. A review of the RSA Ireland road collision database was undertaken. This database currently holds records of road collisions that have taken place over the period from 2005 to 2013.

4.16. The collision database indicates that there has been 5 incidents in the vicinity of Sean Kelly Square. Three of which being minor road collisions, one serious and one fatal. The locations at which the incidents occurred have been displayed following.

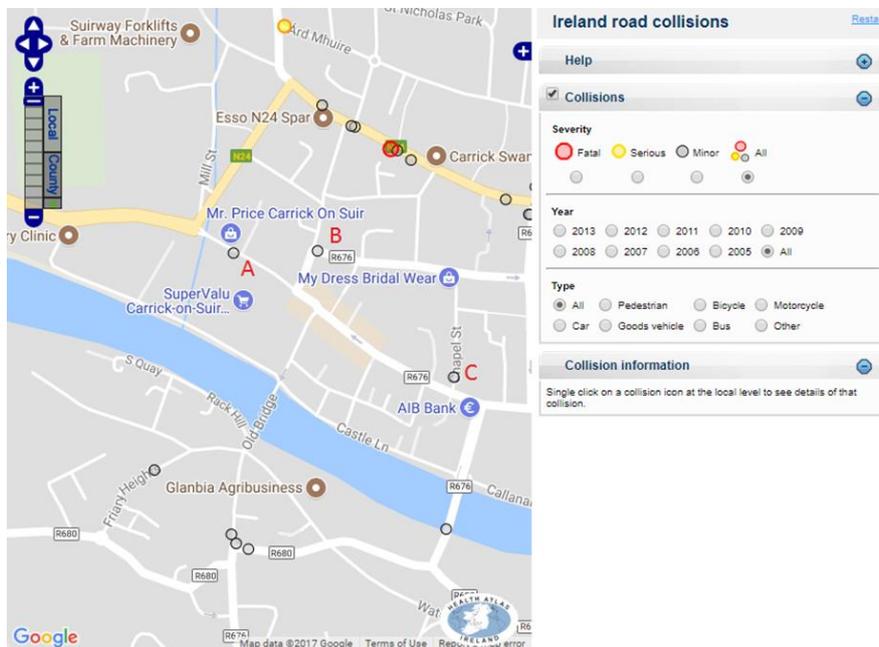


Figure 2. Map of road traffic collisions in Carrick on Suir (2005-2013)

5. Description of the Proposed Scheme

Scheme Aim

- 5.1. The proposed public realm improvement scheme for Sean Kelly Square is designed to create a high quality, multi-functional square. With the ambition of encouraging both day and night time activities around the public open space. Prioritising walking by forming easy street crossings with particular emphasis on the vulnerable road user is a key element of the scheme design.

Scheme Objectives

- 5.2. The objectives of the public realm improvement scheme are as follows:
- To improve the streetscape of Sean Kelly Square and overall public space provision;
 - To incorporate improvements to footpaths, crossing facilities, traffic management and speed reduction measures;
 - To implement recommendations which are sensitive and complementary to, the built heritage of Carrick on Suir.

Scheme Design Principles

- 5.3. The public realm improvement scheme within Carrick on Suir will consist of a series of improvements that must form a coherent and safe network that appropriately caters for all types of road user, in particular pedestrians and vulnerable users.
- 5.4. These improvements will be made whilst taking account of the constraints and opportunities that are evident from an engineering, environmental and land ownership perspective.
- 5.5. Given the urban environment of Carrick on Suir, the proposed designs have been carried out in accordance with the Design Manual for Urban Roads and Streets (DMURS) which is the mandatory road and street design guidance for urban areas with a speed limit of 60km/h or less.
- 5.6. The manual recognises the higher priority of pedestrians and cyclists without unduly compromising vehicle movement. In this context, the scheme also incorporates key the key considerations of pedestrian provision and traffic speed.
- 5.7. In context with the above, the needs of pedestrians and the requirements for vehicular traffic movement was appropriately considered during the development of the street design.

Scheme Description

- 5.8. The public realm improvement scheme for Sean Kelly Square has been designed to create a high quality, multi-functional square, with the ambition of encouraging both day and night time activities around the public open space.

Work Proposals

- 5.9. Prioritising walking by forming easy street crossing with particular emphasis on the vulnerable road user is a key element of the scheme design. The scheme will include the following works:
- Realignment of carriageway;
 - Improvements to kerb build outs creating open public space;
 - Footpath widening;
 - Carriageway resurfacing;
 - Creation of street crossing locations;

- Hard and soft landscaping;
- Lowering and protection of underground services as required.

Street Alignment

- 5.10. The existing carriageway through Sean Kelly Square will be realigned in such a way as to create public space throughout the square.

Slowing Vehicle Speeds

- 5.11. Footpaths will be widened and raised crossings will be created at pedestrian desire lines to slow vehicles and assist pedestrian progression.
- 5.12. The existing traffic flow regime will be maintained, however where vehicle swept paths allow, the carriageway width will be reduced to slow vehicle speeds and assist pedestrian movement.

Removal of Parking Spaces to Reduce Delays and Improve Road Safety

- 5.13. Nine perpendicular parking spaces on Sean Kelly Square and two perpendicular parking spaces at the corner of Bridge Street and West Gate will be removed as part of the proposed works to improve road safety and to reduce delays for vehicle's passing through the square during peak times.

Public Lighting

- 5.14. Changes to public lighting will involve modernisation of existing provision and will be sympathetic to local Heritage Constraints.

Road Drainage

- 5.15. Existing road gullies will be replaced with cycle friendly versions. These gullies will be relocated where required to reduce the risk of significant standing water collecting within the carriageway during or after rainfall events.

Underground Utilities

- 5.16. Underground utilities may require diversion or protection. However, this is likely to be minimal and will not impact significantly upon the scheme aesthetics.

Road Signage

- 5.17. Due to both physical and Heritage constraints, the provision of road signage within the scheme will be limited.

Works Extent

- 5.18. The scheme extents consist of Sean Kelly Square and the streets which approach the square. The approach streets which feed into Sean Kelly Square include Greystone Street, Kickham Street, West Gate and Main Street.

Part 8 Planning Documentation

- 5.19. This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. This report should be read in conjunction with the following complementary documentation contained under separate report heading:
- Part 8 Planning Notice
 - Part 8 Planning Report (this document)
 - Stage 1 Screening Report for Appropriate Assessment (By Tipperary County Council).
 - Planning Drawings
 - Drawing 17015/CO-LP-2-05: Location Plan at Scale 1:500
 - Drawing 17015/CO-LP-2-06: Location Plan at Scale 1:1,000

- Drawing 17015/CO-LP-2-07: Existing Site Layout 1:200
- Drawing 17015/CO-LP-2-03: Site Layout Plan 1:200
- Drawing 17015/CO-LP-2-09: Site Layout Plan 1:500
- Drawing 17015/CO-LP-2-08: Cross Sections 1:50, 1:250

6. Scheme Impacts

6.1. The following categories have been identified as factors which may impact on the environment and thus require further considerations:

- Traffic;
- Parking;
- Pedestrians and Cyclists;
- Landscape;
- Build Culture and Heritage;
- Noise and Air Pollution;
- Appropriate Assessment.

Traffic

6.2. The geometrical improvements and removal of perpendicular parking in Sean Kelly Square is likely to have a positive impact on the way traffic is flushed through the area.

6.3. The localised reductions in carriageway width along the scheme is likely to reduce traffic speeds.

6.4. The inclusion of localised reductions in carriageway width along with the other features of the scheme are designed to create a self-regulating 30kph speed limit zone.

Parking

6.5. The proposed scheme will require the removal of nine perpendicular parking spaces (including 1 disabled space) in Sean Kelly Square and spaces two perpendicular parking spaces at the corner of Bridge Street and West Gate.

6.6. The realignment and narrowing of the carriageway throughout the scheme will however mitigate against the existing issue of illegal and inconsiderate parking and loading.

Vulnerable Road Users

6.7. The proposed scheme will have an overall positive impact for pedestrians and cyclists with significant extents of footpath widening, in particular in Sean Kelly Square. The realignment of the carriageway within the square, will see improvement of pedestrian crossing facilities giving more comfort and prominence to the pedestrians.



Figure 3. Vulnerable Road Users Mixing with General Traffic in Westgate

- 6.8. The consistent reduction in carriageway width throughout the Phase 1 works will further reduce traffic speeds and give pedestrians added reassurance to use the scheme and to cross the road in a safe and secure manner at key crossing points.
- 6.9. The scheme environment will also be more convenient and easier to use for disabled users, children and the elderly.

Landscape

- 6.10. The existing layout of Sean Kelly Square is currently dominated by vehicular traffic and parking. The two-way carriageway at Greystone Street along the east-west direction, combined with the approach from Westgate from the east and Kickham Street leading north, restricts space for pedestrian movement, discourages other uses and increases risk to pedestrians and cyclists negotiating the space.
- 6.11. The current spatial arrangement doesn't offer the opportunity to appreciate the location as a "gateway" into Carrick-on-Suir or the importance of the surrounding townscape and the feature of the Clock Tower (Tholsel).
- 6.12. The proposals will improve the character of the townscape, enhancing the setting of the historic buildings and provide more usable space for people to enjoy and appreciate the surrounding environment.
- 6.13. The proposed layout for the Square will reduce the carriageway width and re-align the vehicular routes to increase available space for pedestrians and accommodate pedestrian movement safely, including formal crossing points.
- 6.14. The use of a consistent palette of appropriate paving materials throughout the Square will create the sense of a unified space and enhance the setting of the medieval townscape of Westgate and the Clock Tower (Tholsel).
- 6.15. The proposed tree planting, marking the historic building frontage alignment on Greystone Street, will soften the space and mitigate the impact of vehicular movement through the Square. New high quality feature seating will further enhance the sense of place.
- 6.16. There is also an opportunity to make reference to the cycling legacy of Sean Kelly, through the incorporation of text within street furniture elements and paving. The enhanced public realm will also accommodate the existing /improved cafe seating and new cycle parking.
- 6.17. In order to reduce street clutter, existing street furniture elements will be relocated and others, such as the existing lighting columns, will be replaced with suitable alternatives or removed all together where possible. All paving materials, planting and street furniture elements will be determined at the detail design stage of the project.

Public Lighting

- 6.18. The changes to public lighting will be minimal. Any proposed lighting will be in keeping with that currently being used in Sean Kelly Square. At present the current lighting is being provided by Victorian style lamp posts and cantilevered drop lighting fitted to the surround building facades.

Drainage

- 6.19. The changes to drainage will be minimal with the exception to the provision of cycle friendly gully grates where required. Connections will be made to be existing drainage network, using existing gully connections where practical and relocating existing road gullies locally at surface level.

Utilities

- 6.20. Further contact will be made with utility providers to determine location of existing services. Those found within the confines of the scheme will be protected to the relevant standards. Any changes to the utilities will not be visible at surface level.

Built Culture and Heritage

- 6.21. The proposed public realm improvement scheme straddles the projected sub-surface line of the medieval town wall and the site associated gate/structure at Westgate; the works are located wholly within the zone of archaeological potential associated with Carrick-on-Suir.
- 6.22. As such the proposed scheme will largely impact on an existing modern road network previously disturbed by existing services. The works will not result in negative impacts on architectural heritage sites/structures.
- 6.23. However, there is moderate potential that sub-surface excavations associated with the scheme will have direct/moderate/negative impacts on any sub-surface archaeological structures, deposits or artefacts that may exist on the footprint of proposed sub-surface pipework.
- 6.24. It is anticipated the scheme will have a positive impact on the streetscape and urban realm of Carrick-on-Suir.

Noise and Air Quality

- 6.25. There are no negative impacts predicted in terms of noise levels and air quality. The expected neutral impact in terms of overall traffic volumes in the town centre would result in a general neutral impact in terms of noise and air quality.

Appropriate Assessment

- 6.26. Tipperary County Council have prepared a Stage 1 Screening Report for Appropriate Assessment. That Screening Report accompanies the documentation submitted for this Part 8 application and the findings and recommendations of the screening are contained therein.

7. Submissions

7.1. Submissions with respect to the proposed development may be made in writing to:

Martin Nolan
District Administrator
Carrick-on-Suir Municipal District Office
23 New Street
Carrick-on-Suir
Co. Tipperary

Submissions should be delivered before 4.30pm on 14th March 2018.

7.2. Submissions should be headed: Carrick on Suir Public Realm Improvement Scheme.

7.3. All comments, including names and addresses of those making submissions in regard to this scheme will form part of the statutorily required report to be presented to the monthly meeting of Tipperary County Council.

7.4. Accordingly these details will be included in the minutes of that meeting and will appear in the public domain.

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