

N9 / N10 KILCULLEN TO WATERFORD SCHEME: WATERFORD TO POWERSTOWN SECTION

Public Consultation on Route Options between Dunbell and Kilree - October 2003

Purpose of this Public Consultation

Design development has taken place on the scheme, since the publication of the Route Selection Report (March 2002) and the issue of Alignment Stage 1 plans to all affected landowners (February 2003). This work has highlighted new information in the area crossed by the scheme between Dunbell and Kilree, Co Kilkenny. Options have been developed and assessed, and a possible alternative alignment selected. The purpose of this exhibition and consultation is to inform the general public on this work, and to seek observations or submissions that may assist in the finalisation of the scheme in this area.

Key Issues

Human Origin Material Assets - an Area of Landfill was identified under the road corridor to the east of the river Nore, following publication of the preferred route corridor in October 2001. Recent site investigation data has confirmed the presence of domestic refuse. This landfill has shown no signs of being unstable and is considered to be of minimal pollution risk in its current state. Recent legislation results in significant requirements on development that affects such landfills, which could result in a cost of up to 15 Million Euro to the scheme, if the current design was pursued.

Natural Origin Material Assets - a Planned Quarry Extension by Roadstone Provinces Ltd (RPL) was affected by the preferred route corridor (October 2001), although this impact was reduced by a move to the edge of this area. Both, RPL and the Department of Communications, Marine and Natural Resources (DCMNR) claim that the scheme is sterilising a valuable national asset (dolomite), which should be kept available for exploitation. A risk exists that compensation claims for loss of revenue in the event of the scheme proceeding as currently planned could materialise and be successful. Although it is not felt that such claims are justified.

Non-Agricultural Material Assets - Residential Properties have always been constraints to the road alignment, and continue to be so. In the Maddoxtown / Kilree area there are a number of properties and groups of properties, whose proximities have been considered as part of the design development.

Alternatives Considered

Initial Options - Many initial options were reviewed and considered for inclusion in this assessment, and judged not to be sustainable. These initial options were therefore not brought forward to assessment and consultation. An option was considered to the north of the preferred route corridor, which had difficulty due to the existing active quarries, archaeology and residential properties. South of the preferred route corridor, a number of alignments were reviewed considering the key issues (above). It is not possible to develop a good engineering alignment that has sustainable levels of impact on these constraints, in the vicinity of the recommended route corridor.

Option B - This option aims to avoid the key constraints (above) with the tightest engineering alignment within the standards, and minimise additional impacts on other constraints.

Option C - This option is similar to option B, although a better engineering alignment is employed.

Assessment Findings

The following table outlines the main issues highlighted in the assessment.

Option	Baseline Alignment	Modification Option B	Modification Option C
Aspect			
People	4 properties significantly affected – None taken	Better	Better
Material Assets (Human Origin)	Severe impact on disused landfill site	Significantly Better	Significantly Better
Material Assets (Natural Origin)	Sterilises a significant volume of developable natural resources	Significantly Better	Significantly Better
Flora, Fauna and Fisheries	1 severe and 2 moderate impacts on existing sites	Worse	Neutral
Archaeology, Architecture and Cultural Heritage	6 Major, 1 Moderate and 4 minor impacts on known sites	Neutral	Neutral
Agricultural Land Use	Impacts on a mixture of farming enterprises	Worse	Worse
Landscape and Visual	2 severe, 3 significant adverse visual impacts. Locally moderate adverse landscape impact	Better	Better
Geology & Hydrogeology	Some soft ground, crosses the landfill and worked out quarry	Better	Better
Hydrology & Drainage	No significant hydrology and drainage issues	Neutral	Neutral
Engineering	A combination of horizontal curves is undesirable, and a quarry lagoon & landfill are crossed	Slightly Worse	Better

Conclusion

Options B & C are improvements over the baseline alignment, however, Option C is preferred largely due to the effect of Option B on Flora, Fauna and Fisheries sites, proximity to properties and engineering alignment. It appears that the opportunity may exist to further reduce impacts at the next stage of design.

What Happens Next

The views from this consultation will be taken into consideration when preparing the preliminary design of the scheme. An Environmental Impact Statement (EIS) will be prepared. Following publication of the Compulsory Purchase Orders (CPO) and EIS, and Oral Hearing may follow. An Bord Pleanála may approve the scheme with or without modifications. It is currently planned to publish the CPO and EIS in Spring 2004.

Please forward all comments to;

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