

Our Ref: TRA 04-023-12-1-4
Your Ref: ACP-323799-25

Transportation Section
27th January 2026

An Coimisiún Pleanála,
64 Marlborough Street,
Dublin 1,
Ireland.

**Proposed road improvement scheme at Newtownmoyaghy Stream, Kilcock
Submission re observation from Mr Townley and Mrs Catherine Angel**

Dear Sir / Madam,

We acknowledge receipt of your correspondence of 22nd December 2025 which included eight submissions received by An Coimisiún Pleanála in relation to the above proposed development and an invitation to provide observations in relation to the submissions received.

Regarding the submission from Mr Townley and Mrs Catherine Angel, we make the following observations:

We acknowledge the support for the improvement of the Newtownmoyaghy Road and generally concur with the submission in relation to the statement that "for many years it has been a dangerous thoroughfare for an ever increasing amount of traffic".

"Disappointment"

As noted in Section 4 of the S.177AE Planning Application Report, the main objectives of the proposed scheme are as follows:

- Reduce the risk of errant vehicles and/or users leaving the Newtownmoyaghy Road and entering the adjacent stream.
- Improve road safety for all road users during flood events.
- Bringing the current road carriageway up to current standards by increasing carriageway width, road pavement reconstruction and provision of associated line marking and signage.
- Improve journey reliability by reducing the frequency of local road flooding events and risk of future road closures and diversions.

Section 5 of the S.177AE Planning Application Report provides information on the various options which were considered to achieve the above stated objectives. The options were developed taking into consideration the existing conditions in the Newtownmoyaghy area and beyond and included opportunities for repair, reinforcement, realignment, rerouting/diversions or new infrastructure. The six Design Options considered were:

- Option 1 – Concrete Box Culvert the existing stream to facilitate widening of the road.
- Option 2 – Open Channel and Concrete Box Culvert to facilitate part infilling of the existing stream/part culverting and widening of the road.
- Option 3 – Open Channel Diversion (West side of road) away from the road to facilitate infilling of the existing stream and widening of the road.

- Option 4 – Open Channel Diversion (East side of the Road) to facilitate infilling of the existing stream and widening of the road.
- Option 5 – Acquisition of lands to the East of the existing road to facilitate realignment and widening of the road.
- Option 6 – Proposed New Link Road - to connect to a distributor road constructed recently to the west as part of the Millerstown development.

The Options Assessment was conducted in accordance with the Transport Appraisal Framework (TAF) guidance. The results of the Assessment identified that Option 4, Open Channel Diversion (East side of the Road) to facilitate infilling of the existing stream was the most balanced option taking into account all the TAF criterion, which include Safety Impacts, Climate Change Impact and Environmental Impacts.

The preferred Option 4 eliminates the safety risk of vehicle entry into the stream and the consequential environmental risks, where the stream bank edge is continuing to erode at the road interface. This proposal also reduces the risk to vulnerable road users where the existing road is widened to provide a grass verge with a filter drain system to cater for road drainage.

The proposed channel alignment is designed largely to run just outside of the 1 in 10-year flood event area and the portion of the field west of the new channel is largely within the flood zone. Access over the new channel is proposed at two different locations via box culverts, which will be designed to cater for vehicles, and the landownership along the existing “road frontage” is not expected to change as a result of the proposed scheme.

The existing road alignment and traffic speed survey results will be considered during the detail design, and a Road Safety Audit will be undertaken in line with best practice for Regional and Local Road schemes.

“Observations”

The risks associated with the diversion works have been identified and appropriate mitigations measures proposed in the Natura Impact Statement (NIS) (particularly Section 8.0) and the Planning and Environmental Considerations Report (PECR) to manage the identified risks in order to ensure that the water quality status is maintained. There is considered to be a greater environmental risk associated with the current situation whereby existing road drainage runs untreated directly into the Newtownmoyaghy Stream and the risk of errant vehicles entering the stream increases over time as the ongoing stream erodes the verge and edge of the existing road.

The proposed two stage diverted stream allows for flow depth at lower flow while the upper stage caters for the larger flood flows, with sloped banksides to provide improved side slope stability (a feature lacking in the existing stream characteristics and contributing to bank side slope stability issues). Where necessary additional stabilisation measure will be considered at detailed design stage.

The scheme is intended to deal with an existing road safety issue in the public interest. The lands identified for the scheme are deemed suitable and necessary for the delivery of the scheme and, subject to receipt of planning consent, it is hoped that an agreement can be reached regarding access to, and rights over, the lands required to allow the scheme to proceed.

It will be a construction contract requirement that any reinstatement works of temporary land used as part of the works will be returned to their original condition.

"Flood Risk"

It is acknowledged that this scheme will not fully address existing and predicted flooding during extreme events, which would otherwise entail a much broader scale flood relief scheme. The main purpose of the works is to eliminate the significant safety risks to road users. However, the Stage 3 Flood Risk Assessment (FRA), which accompanied the application, was conducted in accordance with the PSFRM methodology and includes consideration of climate change (see Section 2.3). Based on the hydraulic assessment undertaken it is predicted that the proposed channel and road improvements will reduce flooding on the Newtownmoyaghy Road (see Section 4.3 of the FRA). It is also predicted that the proposed channel will not exacerbate flood risk downstream of the proposed study area. The two stage channel proposed to be constructed within the lands will have the capacity to retain a certain additional quantity of water during flood events, when compared to the existing situation, however we cannot provide guarantees regarding future possible flood extents.

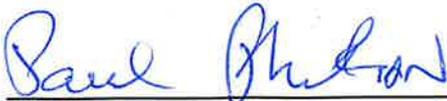
"Objection"

The proposed scheme is deemed necessary to deal with an ongoing road safety issue associated with the erosion of the road edge of the L-6219 public road, which carries approximately 2,400 vehicles a day on average.

The scheme will relocate a circa 550m long portion of the stream into a green field area east of the existing road. This will greatly reduce the risk of vehicles leaving the road and entering the stream, and the resulting safety and environmental consequences. In addition to this the proposed scheme will also replace the existing over-the-edge road drainage, which currently runs directly into the stream untreated, with a filter drain and a petrol interceptor.

MCC acknowledge that the requested planning consent via this Section 177AE Planning Application will not confer any rights to private lands and it is hoped, subject to receipt of planning consent, that an agreement can be reached with the owners of lands required to provide the required infrastructure.

Yours faithfully,

Signed: 

On behalf of Meath County Council