

Frank Coffey BE CEng MIEI
CONSULTING ENGINEER

An Bord Pleanala,
64, Marlborough Street,
Dublin 1.
D01 V902

1st April 2021

**Ref: Section 5 Appeal (Exempted Planning) on Behalf of Diarmuid Breen
Against the Decision of Kerry Co. Co. to refuse to Declare
Development of Agricultural Storage Shed of a less than 300m² in area, Exempted Planning
Site at Ardmore, Sneem, Co. Kerry
Kerry County Council File Ref. No. EX 885**

Dear Sir/Madam,

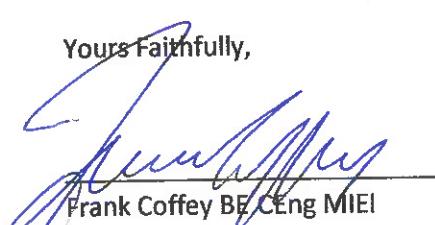
I act for Diarmuid Breen in the above case and I wish to appeal the decision of Kerry County Council to refuse a Declaration of Exemption under Section 5 of the Planning and Development Act 2001-2021.

I enclose the following:

1. Copy of Decision
2. Fee cheque for €220.00
3. Appeal Report
4. Site Location Maps – 1:10560 & 1:2500
5. Site Layout Map
6. Plans & Elevations
7. Safety Audit
8. Traffic Impact Assessment
9. Kerry County Council Road Engineers (Operations) 2015 Report
10. Relevant Section of Planning and Development Regulations 2001-2025
11. Table 6.1 DN-GEO-03031 – TII Publications – Rural Road Link



Yours Faithfully,



Frank Coffey BE CEng MIEI

Daly's Lane, Killorglin, Co. Kerry

Tel +353 66 9790625

Mobile +353 86 2947474

Email info@frankcoffeyengineers.ie

VAT No. IE 34669081

Company Registration No. 421777

COMHAIRLE CONTAE CHIARRAÍ
KERRY COUNTY COUNCIL

Guthán | Tel 066 7183582 Facs | Fax 066 7120328 Rphost | Email plan@kerrycoco.ie Súiomh | Web www.kerrycoco.ie

Application No: EX885

Decision Date: 8th March 2021 Registration Date: 12th February 2021

Applicant: Diarmuid Breen, Bohocogram, Sneem, Co Kerry

Agent: Frank Coffey, Dalys Lane, Killorglin, Co Kerry

Development Location: Ardmore, Sneem, Co Kerry

Development Description: The construction of a farm storage shed

DECLARATION ISSUED UNDER AND IN ACCORDANCE WITH SECTION 5 OF THE PLANNING AND DEVELOPMENT ACTS, 2000 – 2020

In pursuance of its functions under the Planning & Development Acts 2000 to 2020, Kerry County Council, being the Planning Authority for the County Health District of the County of Kerry, has by order dated 8th March 2021 authorised the issue of a declaration under the provisions of Section 5 of the Planning & Development Acts, 2000 -2020 in accordance with plans and particulars submitted on 12th February 2021.

I hereby certify that, the Planning Authority considers that the works, the subject of the referral under the said Section 5 namely the construction of a farm storage shed at Ardmore, Sneem, Co Kerry does not constitute exempted development under the Planning & Development Acts 2000-2020 having regard to the considerations inserted hereunder:

Schedule 1

- a. The proposed development of an agricultural storage shed would constitute works that would come within the scope of Section 2(1) of the Planning and Development Act 2000 - 2021,
- b. The said works constitute development that comes within the scope of Section 3(1) of the Planning and Development Act 2000 – 2021,
- c. The proposed agricultural storage shed would come within the scope of exemption provided at Class 9 of Part 3 of Schedule 2 of the Planning and Development Regulations 2001 - 2021, would comply with the conditions and restrictions attached to Class 9 but would not comply with Restriction on Exemption at Article 9 of the said Regulations as follows:
 - I. Sub-article 9(1)(a)(iii) – The proposed development would endanger public safety by reason of traffic hazard and obstruction of road users.

The proposed development would constitute development which is not exempted development.

An Appeal against the decision of the Planning Authority under Section 5 of the Planning & Development Act 2000 may be made to An Bord Pleanala within four weeks beginning on the date of the issuing of the declaration by the Planning Authority. An Appeal should be addressed to: An Bord Pleanala, 64 Marlborough Street, Dublin and should be accompanied by the appropriate fee.

Signed on behalf of Kerry County Council

Date: 8th March 2021

€ 220
 6th April

Appeal Report

Section 5 Appeal Against Decision of Kerry County Council

1.0 Section 5 Referral

Diarmuid Breen of Bohogram, Sneem, Co. Kerry sought a declaration from Kerry County Council, the Planning Authority (PA) that the construction of a farm storage shed not exceeding 300m² in floor area, at Ardmore, Sneem, constitutes exempted development, under Class 9 of Part 3 of Schedule 2 of the Planning and Development Regulations 2001-2021. The PA deemed that the proposed development was not exempted development and he is now appealing the decision.

2.0 Decision of Kerry County Council

Kerry County Council, while acknowledging that the referral constituted development within the scope of Section 2 (1), Section 3 (1) and Part 3 of the Schedule 2 of the Planning and Development Regulations 2001-2021, deemed the development did not constitute exempted development as it did not comply Sub-article 9 (1) (a) (iii), of the Planning Development Regulations 2001-2021 – a restriction on exemptions. The sole reason for refusal was listed as follows:

"The proposed development would endanger public safety by reason of traffic hazard and obstruction of road users".

3.0 Site History

The subject site has been, the subject of a number of refusals (of retention permission) by the PA and the Board in recent years.

A shed was constructed circa 2013 with the initial intention being to construct a shed with the size below the 300m² exempted threshold. For reasons that are not relevant to this appeal, the shed size drifted upward to 448m² during the construction process. Clearly at this size, the shed required a retention permission.

The records will show that retention permission was not forthcoming and the developers, have been ordered by the courts to remove the shed under the PA enforcement process with the PA file reference being U317/07.

The courts have granted a stay on the demolition but it is accepted by the developer that the existing shed will have to be taken down in the near future.

4.0 Requirement for the Shed

Diarmuid Breen, the appellant in this case is a native of Bohogram, Sneem, Co. Kerry. Bohogram is the neighbouring townland to Ardmore, where the appeal site, in this case, is located.

His elderly parents James & Mary resided in the family home and were engaged in hill farming and forestry. Their lands were divided among a number of distinct folio's spread over the townlands of Bohogram, Glanlough Upper and Ardmore. A minor road connects Bohogram to the N70, Ring of Kerry route – and some of the family lands touch this minor (non-national) road identified as L-11612-0.

Over the past 10 years or so, James and Mary Breen, have divested themselves of all of the lands by leaving it in lots to their children. James Breen is now deceased.

As far back as 2012, Diarmuid Breen, who is the appellant in this case, was given ownership of Folio KY68088F (identified on the Site Location Map accompanying this report), which is a farm in Ardmore, with access onto the N70 only. At that stage, he worked in Australia but was committed to returning home to set up in business, as an agricultural/forestry contractor. In 2013, he began the making preparations for his relocation home by investing in the construction of an agricultural shed – intended for the storage of agricultural/forestry contracting machinery. Unfortunately the size of the shed ended up at 448m² and as such required retention permission. However, the planning process did not deliver the outcome he had hoped for, and it is a matter of public record - with all information on the planning file - that the PA and the Board were not disposed towards granting him a retention permission and relied predominantly on Section 7.2.12 of the County Development Plan as the leading reason to refuse to grant retention. Section 7.2.1.2 requires a local road to be used for access ahead of the N70, where such is available.

It is accepted now that the unpermitted shed must be taken down. The appellant is still committed to making a future for himself and his family in the local area and is committed to the plan to involve himself in part-time farming and agricultural/forestry contracting. So he has decided to wind the clock back and seek to build a storage shed below the 300m² threshold and seek the planning exemption do so, hence the recent request to the PA for a declaration of exemption.

5.0 Reason for Refusal By (PA) to declare shed Exempted Development Under Section 5.

The stated reason for refusal of the exemption is the restriction which Sub-article (9i) (iii) "endanger public safety by reason of traffic hazard or obstruction of road users".

However, the PA are not entitled to use this as a reason for not declaring the development exempted Under Section 5.

Sub article 6 (1) of the Planning and Development Regulations 2001-2021 state the following "Subject to article 9, development of a class specified in Column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in Column 2 of the said Part 1 opposite the mention of that Class in the said Column 1.

However, the part of the Regulations applying to the subject referral, i.e., the storage shed is **Part 3 of Schedule 2, Class 9.**

Sub article 9 (1) (a) (iii) - the article used by the PA to refuse the exemption does not apply to Part 3 of Schedule.

Consequently, the sole reasons for refusal by the PA appears to be invalid.

The relevant sections of the Planning & Development Regulations 2001 -2021 accompany this report with the relevant lines highlighted

6.0 Traffic Issues Discussed

Notwithstanding that the point is made above in relation to Sub-sections 6 & 9 of the Planning & Development Regulations 2001-2021, in relation to the relevance of traffic impact in this appeal, it is important to this appeal that the traffic issues are discussed and that the reason for refusal given by the PA, i.e. that the "*proposed development would be endanger public safety by reasons of traffic hazard and obstruction of road users*" is held up to technical examination. There are two issues to be examined - traffic hazard and obstruction.

These are road design issues and can be evaluated in a technical way and to assist to Board, the Safety Audit and a Traffic Impact Assessment, previously commissioned as part of the recent planning process, conducted on the subject site, are included in this appeal.

The TIA and the Safety Audit were prepared by MHL & Associates, Consulting Engineers, who are among the foremost road scheme designers/auditors in the country. In fact, as a measure of their standing, one of their more recent appointments was to act as independent Safety Auditors to the Macroom Bypass – an appointment made by the TII. The technical expertise of MHL is

therefore beyond question and any expert conclusions drawn in the TIA and Safety Audit are un-contestable.

(i) Safety Impact of Proposed shed on the N70

The Safety Audit picked up on minor issues and the recommendations were anything but onerous as follows; (i) to maintain a minimum of 160m sight distance by keeping clear all obstructions - to (at least) which in this case only amounts keeping the foliage trimmed (ii) Provision of drainage channel along entrance and (iii) a stop line (road markings) at exit.

The Safety Audit did not point to any areas of danger or hazard to road users

(ii) Capacity of N70 at subject site

The issue of capacity – which amounts to obstruction and impacts on public safety has been previously used by the PA and the Board to refuse retention in the past. The traffic Impact Assessment is quite clear on this - the traffic generated by the proposed development has a negligible impact on the N70. It stands to reason that if there is a negligible impact then there is negligible endangerment of public safety and there is negligible obstruction of road users.

It is relevant that neither the PA, nor the Board obtained expert opinions on traffic, in the past. The PA did not seek the advice of their own road engineers in the course of this exemption process. They could have easily done so and are professionally obliged (if not legally) to obtain expert opinion, where the subject matter lies outside their own competency.

Any road engineer will be unambiguous on the impact on the impact a storage shed 300m²/400m² in size will have in the N70 at the proposed location – it will be negligible.

The facts are as follows:

- a. The road at the subject site is a long straight stretch with over 400m sight distance to the south and 300m to the north.
- b. The road has been realigned to modern up to date standard of a 7.5 carriageway with 0.5/1.0m hard shoulders.

- c. The speed limit is below the national level at 80 kph – not because the road is dangerous but there are bends at both ends of this straight section – and the N70 has a depressed speed limit for many sections throughout.
- d. The carrying capacity of a 7.5m carriageway is technically 8,600 AADT at level of service (LOS) D and with an average speed of 80kph. The actual AADT 2246. The 6no., or so, daily traffic movements generated by the proposed development will clearly not impact on capacity or slow existing traffic – when capacity is compared to existing traffic.

7.0 Summary of Appeal Case

- (i) Sub-article 9 (1) (a) (iii) – used to deny a declaration of exemption in this case, appears not to apply. Sub-article 6 – Exempted Development of the Planning and Development Regulations 2001-2021 does not list Part 3 of Schedule 2 as being subject to article 9 (Restrictions on Exemption).
- (ii) Notwithstanding the above the PA is incorrect on its assertion that the proposed storage shed, will impact public safety by reason of traffic hazard and obstruction of road users. The Safety Audit prepared by MHL Consulting Engineers has assessed the entrance/exit, i.e., junction, which would be created by the development and could only pick out minor issues, on which they issued recommendations i.e., a water channel across the entrance, a stop line at the exit side and to maintain sightlines to 160m.
- (iv) The sightlines at the development site are in excess of 220m, in both directions.
- (v) The current entrance/exit, i.e., junction, to all intents and purposes satisfies the highest standard required by the TII design manual (Design Manual for Roads and Bridges). In fact, the PA Road Engineers (Operations) themselves have already deemed the exit/entrance to be in accordance with the DMRB as part of a historic (2015) retention application (15/85). This short-emailed report is included in this appeal
- (vi) The impact on the capacity of the N70 is negligible – and this is clearly demonstrated by MHL in the accompanying Traffic Impact Assessment.

8.0 Conclusion

There is no doubt that there has been a long fraught planning history on the subject site - but that was a retention issue for a much larger shed. That process has now concluded and a court order has been made (with a stay) to remove the existing shed. This will be complied with at the appointed time.

The planning history must not be allowed influence the application for an exemption under Class 9 (Exempted Development - Rural), Schedule 2 Part 3 of the Planning and Development Regulation 2001-2023

The current application for a declaration of exemption for a shed size of not greater 300m² must be wholly separated from the historical planning process. The PA may have unconsciously allowed the planning history to influence the exemption process.

In the opinion and subsequent decision of the Planner the only issue preventing the PA from issuing a Declaration of Exemption is the traffic issue - but the PA must take a reasonable approach to this – where exemptions are sought. They failed to ask their own Roads and Transportation Section to examine the issue and issue a report for guidance - and no doubt such a report would again confirm that the criteria laid down in the DMRB would be fulfilled – after all the entrance exists and could be examined first hand. This was a grave error in procedure and as a consequence the PA were influenced by the previous planning history – rather than further technical appraisal. The Board are now asked to apply a technical approach - because it is entirely a technical issue - to the decision-making process and to take heed of the TIA and Safety Statement prepared by independent and expert road consultants - MHL & Associates Ltd – as well as the 2015 confirmation by the (PA) (Operations) Road Engineer. It is clear that allowing a 300m² storage shed will have a negligible impact on safety and capacity and with the generous sightlines and straight alignment of the N70 at this location – the traffic impact of the proposed development on the N70 is not a reason for refusal.

Furthermore, to opine that an occasional entrance onto the N70 at this particular location “would endanger public safety by reason of traffic hazard” is unreasonable in the extreme and if the diligence sought in this case were to be adopted as the level to which bar should be lifted for planning permission generally, then no further permission could issue - even for the smallest developments - along the N70 or elsewhere.

Put simply, the case for allowing a Declaration of Exemption, rests solely on the traffic issues and it is hoped that the points made in forgoing paragraphs together

with the accompanying documentation demonstrate that the PA did not carry out a proper technical evaluation and have been unreasonable in their approach.

The appellant Diarmuid Breen, is entitled to have his case dealt with reasonably - and that includes consideration of the technical reports and submissions. A review of the traffic issues in a reasonable technically based manner will allow the decision of Kerry County Council to be overturned.

There is also the argument that Sub-article 9(1) (a) (iii) does not apply in this case.

The appellant asks the Board to apply a reasonable and technical approach to his case and to overturn the decision of Kerry Co. Co., i.e. the Planning Authority.

Signed:

A handwritten signature in blue ink, appearing to read "Frank Coffey".

Frank Coffey BECEng MIEI

Dated: 1st April 2021

Planning Permission for Retention of an
Agricultural Shed, Ardmore, Sneem, Co. Kerry



Stage 1/2 Road Safety Audit

November 2019



MHL & Associates Ltd.
Consulting Engineers



Document Control Sheet

Client	Frank Coffey Planning Consultant
Project Title	Agricultural Shed, Ardmore, Sneem, Co. Kerry
Document Title	Road Safety Audit – Stage 1/2
Document No.	19101RS DOC01
Job No.	19101RS

Revision	Status	Author	Reviewed By	Approved By	Date
R01	Internal Draft	J. Daly	B. Loughrey		27/11/2019
R02	Client Draft	J. Daly	B. Loughrey	B. Loughrey	04/12/2019
R03	Client Issue	J. Daly	B. Loughrey	B. Loughrey	09/12/2019

MHL Consulting Engineers
Carraig Mór House,
10 High Street,
Douglas Rd,
Cork

Tel: 021 - 4840214
Fax: 021 - 4840215

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Drawings & Documents Submitted for Information

APPENDIX C

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RSA Feedback Form

1. INTRODUCTION

MHL & Associates Ltd. have been engaged by Diarmuid Breen c/o Frank Coffey Planning Consultants to prepare a Road Safety Audit to be submitted accompanying a new planning permission application to Kerry County Council for retention of completed works. The completed works consist of an agricultural shed structure (total floor area = 448.20m²), proposed for equipment storage, and the widening of the existing entrance onto the N70.

The site in question is located within the townland of Ardmore, west of Sneem on the N70 National Secondary Road. Refer to Figure 1 below for Site Location Map. Figure 2 and Figure 3 below show aerial photography of the site extents and the site layout respectively.

The access to the constructed works is within the 80Km/hr speed limit. According to 2019 TII Traffic Count Data, an Annual Average Daily Traffic (AADT) of 2246 vehicles was recorded on this section of road.

This audit considers the existing access location of the completed works onto the existing road network.

The Audit Team consists of Brian Loughrey of MHL Consulting Engineers (team leader), James Daly (team member), and Shane Moriarty (observer) of MHL Consulting Engineers. Approval of the Road Safety Audit Team has been issued by TII. Refer to Appendix D for details

The team made a site visit during daylight hours on Wednesday 27th November 2019. The weather was dry at the time of the visit.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1/2 road safety audit.

No previous Road Safety Audit reports were provided in relation to the local road network.

No specific Road Collision data was provided to the audit team. The auditors reviewed the RSA Road Collision Statistics, in the vicinity of the applicant site. One fatal, and one minor traffic collisions were reported in the surrounding vicinity in the period 2005 – 2016.

One fatal collision occurred in 2016, 4.5km to the north-east of the site. The circumstances were a single vehicle only (a motorcycle) resulting in one fatality. Refer to Figure 1 in Appendix C for details.

One minor collision occurred in 2009, 4.0km to the south-west of the site. The reported data was a collision involving a car resulting in two minor casualties. Refer to Figure 2 in Appendix C for details.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024 (formerly NRA HD 19/15), "Road Safety Audit". The works have not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report. Appendix A contains some photographs of the site.

An Audit Team Statement is included at the end of the Report. Appendix E contains the Design Team Safety Audit Feedback Form.

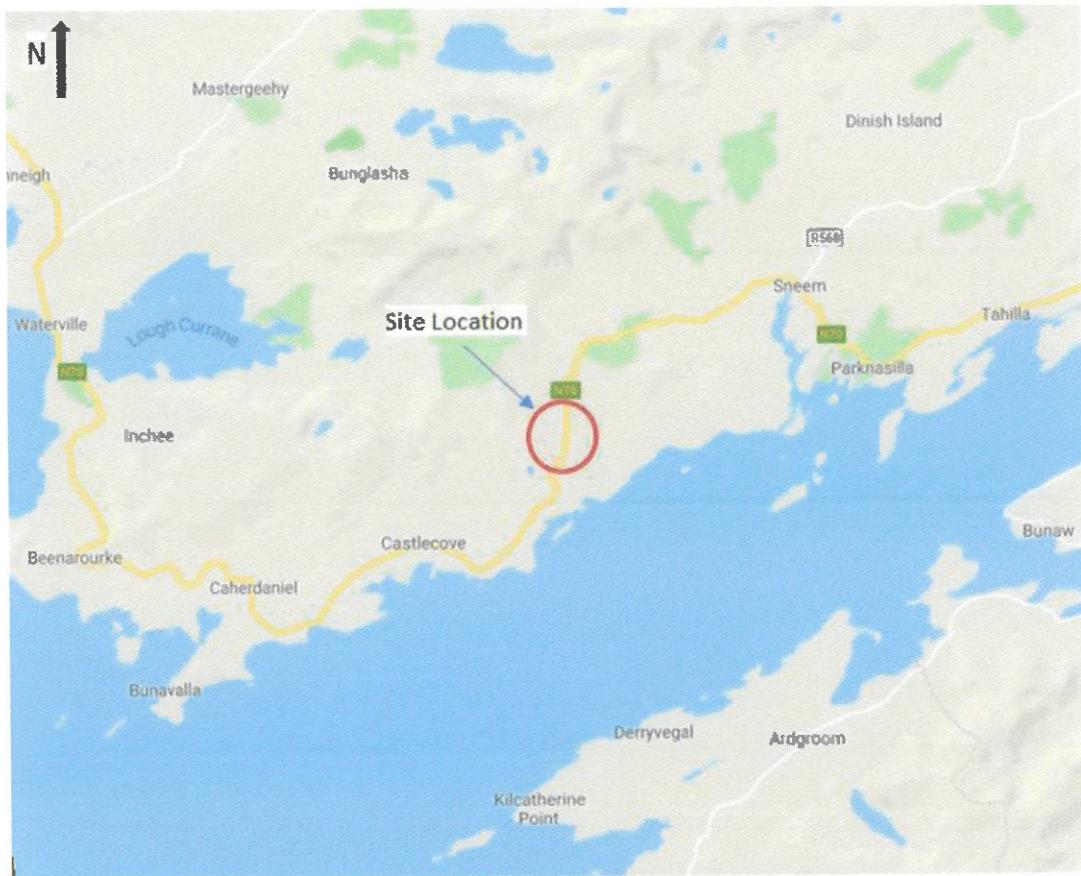


Figure 1 – Site Location Map



Figure 2 – Site Extents

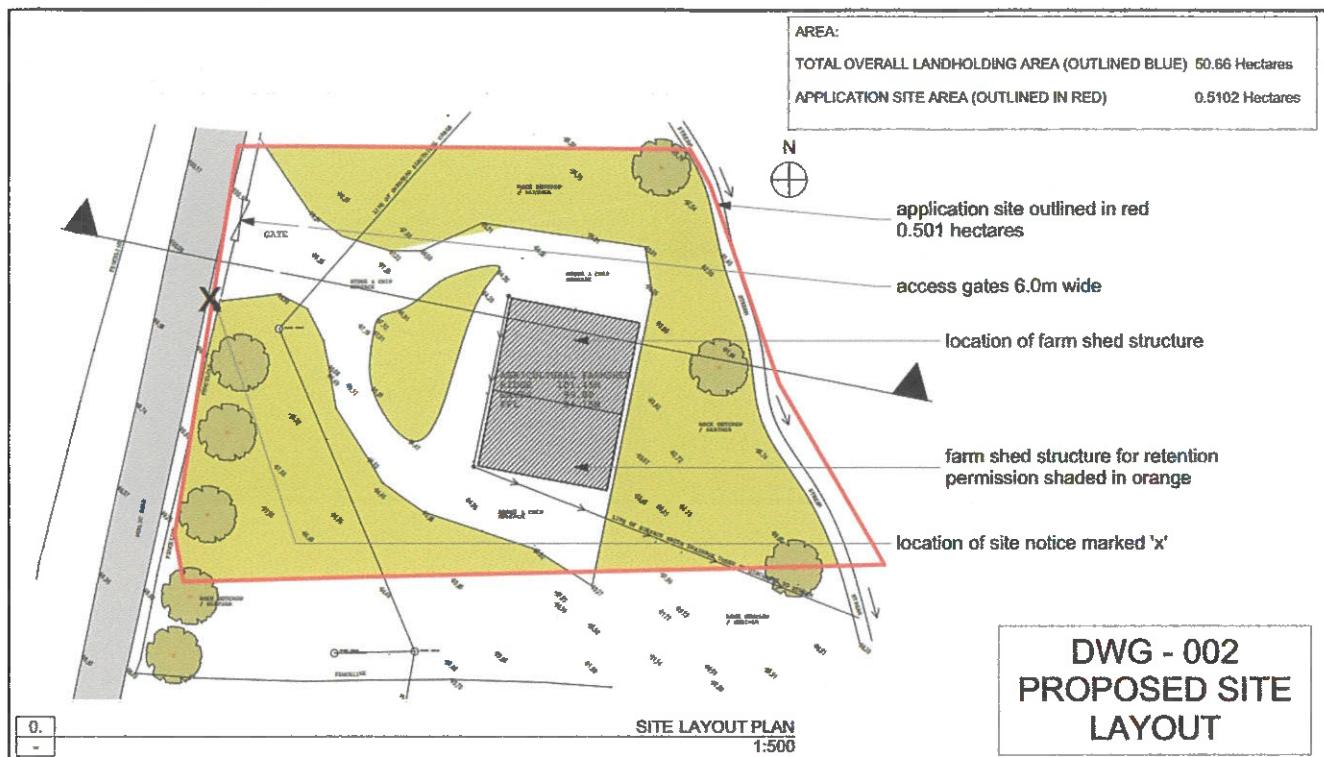


Figure 3 –Site Layout Plan showing access with the N70

2. AUDIT ISSUES

2.1. Problem: Inadequate Sightlines at existing junction

The Junction from the Development is within the posted speed limit of 80Km/hr. The Design Manual for Road and Bridges requires sightlines of 160m in both directions at a 3.0m setback. Refer to photo 1 & 2 in Appendix A, showing the existing sightlines at 3.0m setback. Inadequate Sightlines at a junction may lead to collisions between vehicles using the N70 and vehicles exiting the development or decelerating to enter the development access.

Recommendation 1

The proposed junction should have the adequate visibility envelope, in compliance with the design standards as outlined in the Design Manual for Road and Bridges (DMRB) for the road design speed. This envelope should be kept clear of all obstructions such as walls, fences etc and vegetation over 600mm in height.

2.2. Problem: Lack of Road Drainage Proposals

Road surface water drainage proposals are not shown on the drawings provided to the audit team. Currently the surface water on the N70 falls towards the gravel access with some visible water ponding present at the time of the site visit. Lack of adequate roadside surface drainage could lead to surface water ponding on the road carriageway. This could result in collisions between vehicles or between vehicles and cyclists/pedestrians due to aquaplaning on water ponds following heavy rainfall. Also, ice on the road during cold weather conditions presents a severe road safety hazard to consider. In addition, surface water ingress/ponding could lead to long term damage to the N70 road formation. Refer to photo 3 in Appendix A.

Recommendation 2

Provide road surface water drainage along the site frontage at the proposed entrance onto the N70.

2.3. Problem: Lack of Road Markings

No road markings details have been provided at the entrance onto the N70. Inadequate road markings could lead to collisions involving vehicles exiting the storage facility due to vehicles not adequately stopping and checking for oncoming traffic prior to turning onto the N70.

Recommendation 3

Provide adequate stop road markings at the proposed junction with the N70.

3. AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report, together with associated safety improvement suggestions, which we recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr Brian Loughrey BE CEng MIEI

Signed : Brian Loughrey

Date : 04/12/2019

Mr James Daly, BEng MIEI

Signed : James Daly

Date : 04/12/2019

Appendix A – Site Photographs



Photo 1: Existing Sightlines to the South at entrance



Photo 2: Existing Sightlines to the North at entrance



Photo 3: Existing Water ponding at entrance



Photo 4: Existing view of Site entrance from North showing posted speed limit

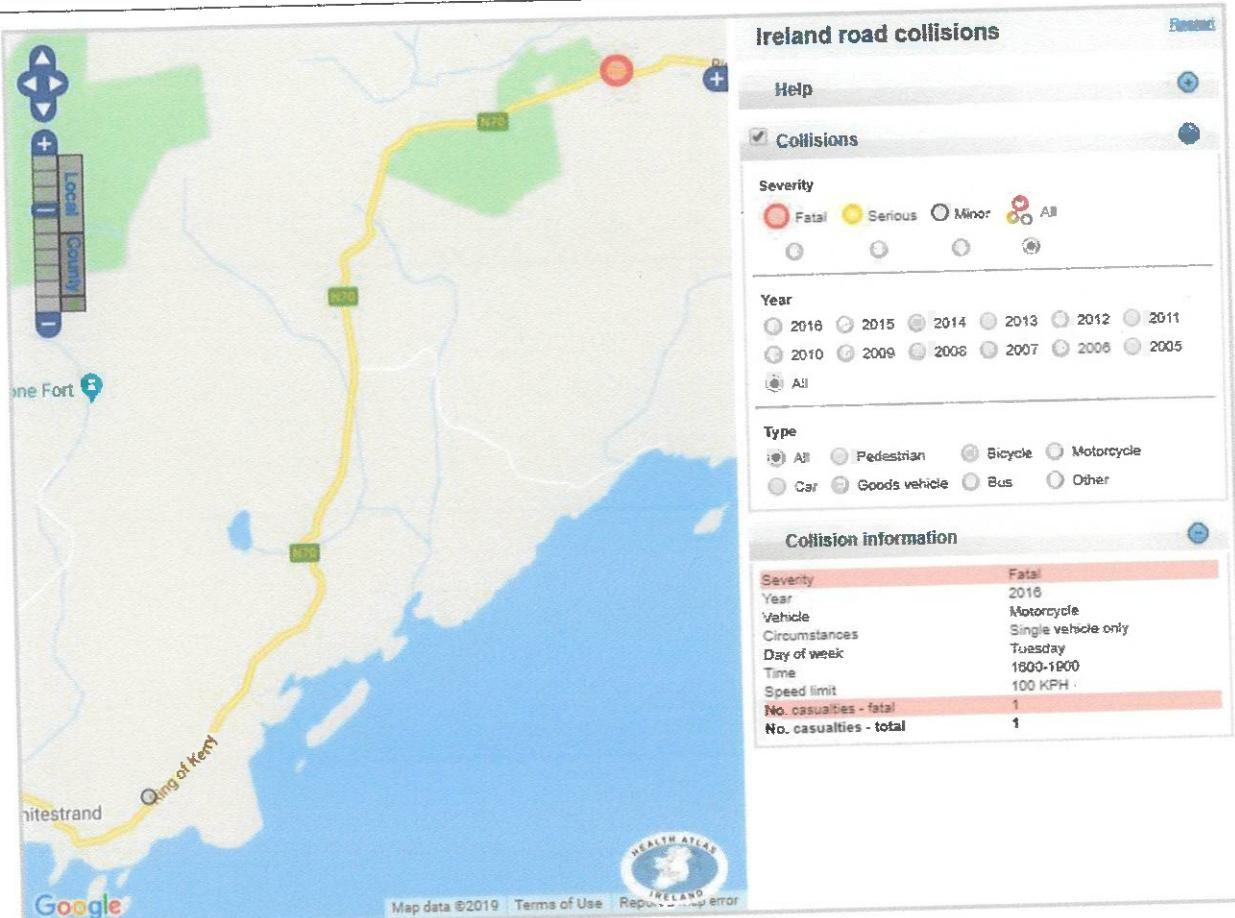
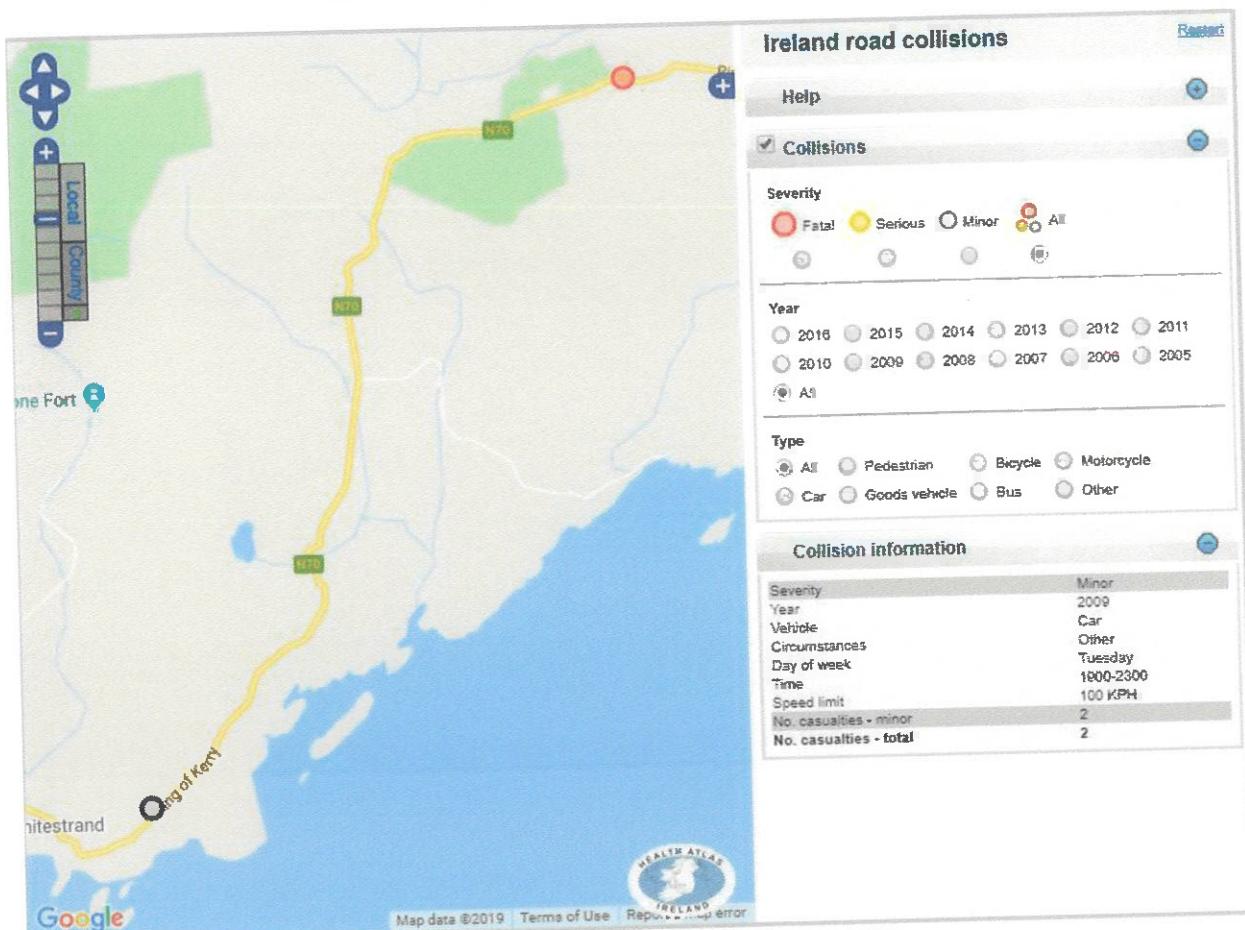
Appendix B – Drawings Submitted for Information

DRAWINGS AND DOCUMENTS SUBMITTED FOR INFORMATION

By Frank Coffey Planning Consultant

Drawing No.	Drawing Title	Scale	Revision
DWG-002	Proposed Site Layout	1:500	A

Appendix C – RSA Collision Statistics

**Fig 1 RSA Collision Statistics for Site Location****Fig 2 RSA Collision Statistics for Site Location**

Appendix D – TII Audit Team Approval

RSAAS - Road Safety Audit Approvals System - Audit Approval**3597667/6562/Stage 1 & 2**

1 message

TII Systems Notification <noreply@tii.systems>

28 November 2019 at 10:18

To: frank.coffey@frankcoffeyengineers.ie

Cc: roadsafetyaudits@nra.ie, Fiona.Bohane@corkrdo.ie, Alastair.DeBeer@tii.ie, Bryan.kennedy@tii.ie,

Bloughrey@mhl.ie, jdaly@mhl.ie

*Frank Coffey**Daly's Lane**Killorglin**Co. Kerry*

Date: 28/11/2019

Our Ref: 3597667/6562/Stage 1 & 2

re: N70 Ardmore Planning Application

APPROVAL OF ROAD SAFETY AUDIT TEAM, Stage 1 & 2

Dear Frank Coffey,

The following members of the proposed road safety audit team are approved to carry out the Stage 1 & 2 road safety audit of N70 Ardmore Planning Application .

1. Brian Loughrey - MHL & Associates Ltd. - Leader
2. James Daly - MHL & Associates Ltd. - Member

A copy of all audit reports, design team response and exception reports must be uploaded through RSAAS. Successful upload of these reports and completion of the audit approval process is necessary for any further audit approval on this scheme.

Yours sincerely,

Lucy Curtis

Regional Road Safety Engineer
roadsafetyaudits@tii.ie

Appendix E – RSA Feedback Form

Road Safety Audit Feedback Form

Scheme: Agricultural Shed, Ardmore, Sneem, Co. Kerry

Date Audit Completed: 27/11/2019

	To be completed by the Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		

Signed: _____ Designer Date _____

Signed: Brian Loughrey Audit Team Leader Date 09/12/2019

Signed: _____ Employer Date _____



Diarmuid Breen c/o Frank Coffey Planning Consultant

Planning Permission for Retention of an Agricultural Shed,
Ardmore, Sneem, Co Kerry



Summary Traffic Assessment

March 2020



MHL & Associates Ltd.
Consulting Engineers



Document Control Sheet

Client	Diarmuid Breen c/o Frank Coffey Planning Consultant
Project Title	Agricultural Shed, Ardmore, Sneem, Co. Kerry
Document Title	Summary Traffic Assessment
Document No.	19101RS DOC02
Job No.	19101RS

Revision	Status	Author	Reviewed By	Approved By	Date
01	Internal Draft	S. Moriarty	J. Daly	K. Manley	04/03/2020
02	Draft Issue	S. Moriarty	J. Daly	K. Manley	05/03/2020
03	Client Issue	S. Moriarty	J. Daly	K. Manley	05/03/2020

M.H.L. & Associates Ltd.
Consulting Engineers
 Carraig Mór House,
 10 High Street,
 Douglas Road,
 Cork.
 Tel 021-4840214 Fax: 021-4840215
 E-Mail: info@mhl.ie

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1. NON – TECHNICAL SUMMARY

MHL & Associates Ltd. have been engaged by Diarmuid Breen c/o Frank Coffey Planning Consultants to prepare a Summary Traffic Assessment to be submitted in response to refusal of Retention Planning by Kerry County Council for works completed in Ardmore, Sneem, County Kerry. The completed works consist of an agricultural shed structure (total floor area = 448.20m²) proposed for equipment storage.

This assessment utilises Annual Average Daily Traffic (AADT) obtained from 2019/2020 TII Traffic Count Data to assess the existing traffic conditions on the N70, for the morning and evening peak traffic (11:00-12:00 and 16:40-17:40). For the purposes of this traffic analysis, the volume of traffic generated by the completed works is quantified at four movements a day (two in the AM Peak, two in the PM Peak) and assigned to the entrance junction for analysis. A “Junction 9” software analysis was carried out on the junction to assess its performance for Base Year 2020.

The traffic modelling results show that the addition of traffic from the development has a negligible impact on the capacity of the existing road network. The increase in traffic at the assessed junction will result in a maximum increase of just 0.7% traffic volumes for the Base Year (2020) scenarios. This increase is well below the 5% requirement for a junction to be assessed for traffic impact in the NRA Traffic & Transportation Guidelines. No future increase in development traffic is predicted at the works as no future additions are sought after by the client.

This report has been prepared in accordance with the NRA's 2014 publication "Traffic and Transport Assessment Guidelines" and the "Guidelines for Traffic Impact Assessments" as published by the Institution of Highways & Transportation U.K. in 1994. The purpose of this Summary Traffic Assessment is to assess the traffic impact of the development on the existing road network and propose any necessary mitigation measures to best accommodate the expected traffic volumes generated by the development.

2. EXISTING CONDITIONS

Figures 2.1 & 2.2 below presents the development site with reference to the assessed entrance junction being subjected to traffic modelling.



Figure 2.1: Site Location Map

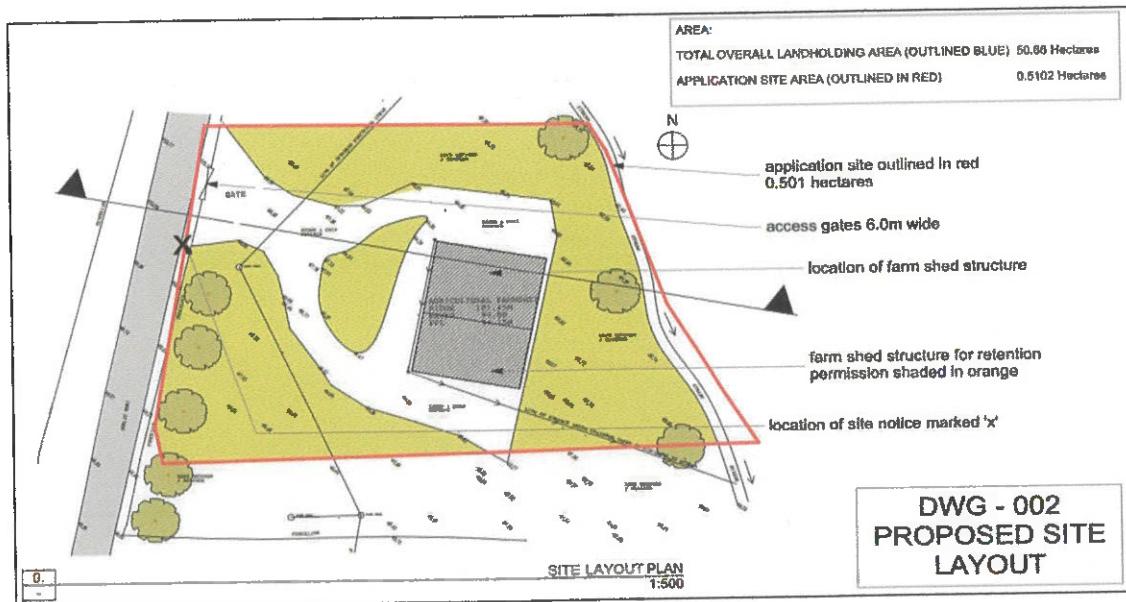


Figure 2.2: Site Layout Plan showing entrance junction with N70

2.1 LOCAL ROAD NETWORK

The junction under investigation is the 'T' Junction between the development entrance and the N70. In addition to seasonal traffic touring the Ring of Kerry, this junction is the primary connector route for traffic eastbound towards Sneem and for traffic westbound towards Whitestrand.

2.2 RECORDED TRAFFIC FLOWS

Annual Average Daily Traffic (AADT) obtained from 2019/2020 TII Traffic Count Data was assessed to determine the local traffic profile and peak traffic period and is outlined in figures 2.3, 2.4, & 2.5 below. The traffic profiles indicate that the AM traffic peak occurs between 11:00 and 12:00 and PM peak between 16:40 and 17:40 from Monday to Friday.

Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templenoe, Co. Kerry

Channel: All directions ▾ Precision: Normal ▾ Exclude data: None ▾

Date	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
	12Hr	16Hr	18Hr	24Hr	12Hr	16Hr	18Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow
Mar 2019	1546	1749	1796	1813	1526	1722	1768	1791	10:55	136	16:56	158	10:55	144	16:56	152
Apr 2019	1905	2178	2232	2250	1902	2171	2224	2250	11:00	174	16:49	207	11:00	160	16:49	204
May 2019	2092	2409	2496	2085	2397	2463	2499	2499	10:59	193	17:02	215	10:59	193	16:27	216
Jun 2019	2326	2669	2741	2769	2329	2664	2739	2778	11:00	216	16:13	250	10:58	220	15:41	253
Jul 2019	2657	3106	3149	3183	2693	3104	3192	3236	10:50	250	16:48	290	10:58	258	16:23	288
Aug 2019	2744	3151	3232	3264	2716	3115	3195	3239	11:00	278	16:40	297	11:00	279	15:45	294
Sep 2019	2134	2418	2470	2492	2125	2395	2446	2477	10:51	197	15:36	233	10:51	199	16:01	236
Oct 2019	1751	1950	1995	2014	1740	1937	1983	2010	10:41	158	15:53	179	11:00	165	15:52	182
Nov 2019	1414	1585	1625	1643	1427	1589	1630	1656	08:37	135	16:56	143	11:00	134	15:13	144
Dec 2019	1358	1516	1558	1582	1324	1475	1516	1546	11:00	123	15:21	146	11:00	127	15:21	144
Jan 2020	1328	1481	1516	1533	1264	1425	1459	1480	11:00	116	15:14	140	10:59	120	15:14	138
Feb 2020	1314	1458	1501	1512	1231	1373	1406	1422	10:43	114	16:52	136	11:00	115	15:58	121
Mar 2020	1250	1373	1398	1414	1251	1378	1401	1420	08:30	145	17:16	153	11:00	136	17:17	153

Figure 2.3: AM/PM Traffic Volumes All Directions showing Peak Hour

Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templenoe, Co. Kerry

Channel: Westbound ▾ Precision: Normal ▾ Exclude data: None ▾

Date	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
	12Hr	16Hr	18Hr	24Hr	12Hr	16Hr	18Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow
Mar 2019	781	890	922	930	767	871	901	912	11:00	71	16:57	84	10:57	77	13:25	81
Apr 2019	956	1097	1131	1141	953	1065	1119	1134	11:00	94	16:57	105	11:00	96	12:05	102
May 2019	1056	1225	1277	1050	1212	1253	1272	1272	10:59	106	17:02	110	10:59	107	12:00	108
Jun 2019	1166	1348	1391	1404	1158	1332	1375	1394	11:00	120	12:03	119	11:00	121	12:05	122
Jul 2019	1341	1554	1602	1620	1331	1535	1587	1608	10:50	143	12:34	139	10:50	145	12:40	141
Aug 2019	1369	1577	1626	1644	1350	1547	1597	1618	10:50	150	12:00	147	11:00	150	12:01	147
Sep 2019	1077	1237	1270	1279	1051	1200	1232	1246	10:51	109	12:16	109	10:52	107	12:17	112
Oct 2019	870	917	1026	863	976	1006	1020	1020	10:31	81	16:44	94	11:00	84	14:22	93
Nov 2019	718	820	846	855	717	814	841	854	10:58	61	17:02	81	11:00	68	15:48	76
Dec 2019	682	777	803	816	660	750	775	791	11:00	58	15:40	80	11:00	60	15:21	77
Jan 2020	650	740	763	771	625	706	728	738	11:00	54	16:55	76	11:00	56	15:38	72
Feb 2020	651	741	764	769	608	690	712	720	10:59	55	16:49	74	10:59	56	16:01	65
Mar 2020	856	657	657	661	640	662	664	670	11:00	67	13:08	66	11:00	72	12:40	65

Figure 2.4: AM/PM Traffic Volumes Westbound showing Peak Hour

Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templenoe, Co. Kerry

Channel: Eastbound ▾ Precision: Normal ▾ Exclude data: None ▾

Date	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
	12Hr	16Hr	18Hr	24Hr	12Hr	16Hr	18Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow
Mar 2019	765	860	873	883	759	851	866	879	08:23	74	15:23	75	10:47	68	15:23	76
Apr 2019	949	1082	1101	1109	948	1085	1104	1116	11:00	80	16:50	104	11:00	84	16:49	105
May 2019	1036	1183	1208	1219	1035	1185	1211	1227	10:59	87	15:10	110	10:43	87	16:34	113
Jun 2019	1160	1321	1351	1366	1171	1332	1364	1384	10:38	96	15:58	135	10:58	100	16:00	137
Jul 2019	1316	1512	1545	1562	1362	1569	1604	1628	09:30	105	16:48	155	10:59	114	16:14	157
Aug 2019	1374	1574	1604	1622	1366	1568	1599	1621	10:59	130	16:19	160	10:57	131	16:18	157
Sep 2019	1057	1181	1200	1212	1074	1195	1214	1231	10:49	88	15:32	125	10:50	93	16:01	133
Oct 2019	881	963	978	987	877	960	977	990	11:00	78	15:14	93	11:00	81	15:52	94
Nov 2019	696	765	779	788	709	775	789	801	08:34	76	15:13	68	09:15	67	14:56	71
Dec 2019	676	739	755	766	664	725	740	755	10:56	65	12:02	69	11:00	67	12:02	72
Jan 2020	678	741	753	762	659	718	731	742	08:25	64	14:51	69	10:59	64	14:48	66
Feb 2020	663	727	737	743	623	684	694	702	08:25	67	16:55	62	10:41	60	14:48	59
Mar 2020	834	857	857	863	782	816	819	826	08:24	102	13:14	78	08:24	78	13:14	82

Figure 2.5: AM/PM Traffic Volumes Eastbound showing Peak Hour

The following graphics present the morning and evening traffic peak turning movements at the junction being assessed.

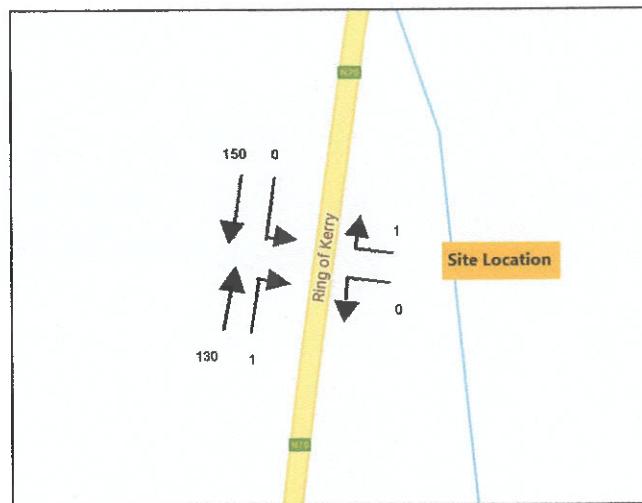


Figure 2.6: AM Peak Junction Turning Movements 2020

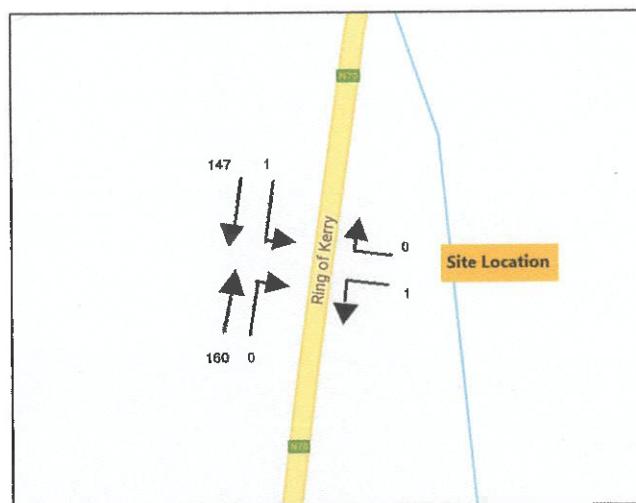


Figure 2.7: PM Peak Junction Turning Movements 2020

The AADT reported for the year 2019 is recorded at 2183 vehicles for the N70 between Sneem & Kenmare.

	Cars/LGV	HGV	Combined
Count %	98%	2%	100%
2019 to 2040	1.135	1.481	1.142

TII Project Appraisal Guidelines for National Roads Unit 5.3
Travel Demand Projections (PE-PAG-02017-02)

Figure 2.8: Future Growth Rates of County Kerry for Base Year (2020) +20

Figure 2.8 above shows a combined growth rate which can be applied to the recorded 2019 AADT to project an AADT for 2040. Applying the above growth rate gives a projected 2040 AADT of 2492 vehicles.

3. TRAFFIC GENERATION

The peak hour traffic flows on the local road network according to TII Traffic Count Data were noted to be 11:00-12:00 and 16:40-17:40, therefore, these hours were chosen to be assessed in this study.

For the purposes of this analysis, the volume of traffic generated by the completed works is quantified at four movements a day (two in the AM Peak, two in the PM Peak) and assigned to the entrance junction for analysis. These counts were assigned to the busiest background traffic peak hour on the local road network. Figures 2.6 & 2.7 depict the turning movements modelled in the junction analysis.

4. TRAFFIC MODELLING RESULTS

The Junction 9 traffic modelling software package was used to assess the existing priority 'T' junction for the following scenarios.

- 2020 – Base year (AM & PM) with Development Traffic

4.1 JUNCTION 9 ANALYSIS

The following diagram is of the junction as included in the analysis with flow streams shown for each of the turning movements described in Table 4.1. below. Arm B in Figure 4.1 below represents the development entrance with Arms A & C representing the N70.

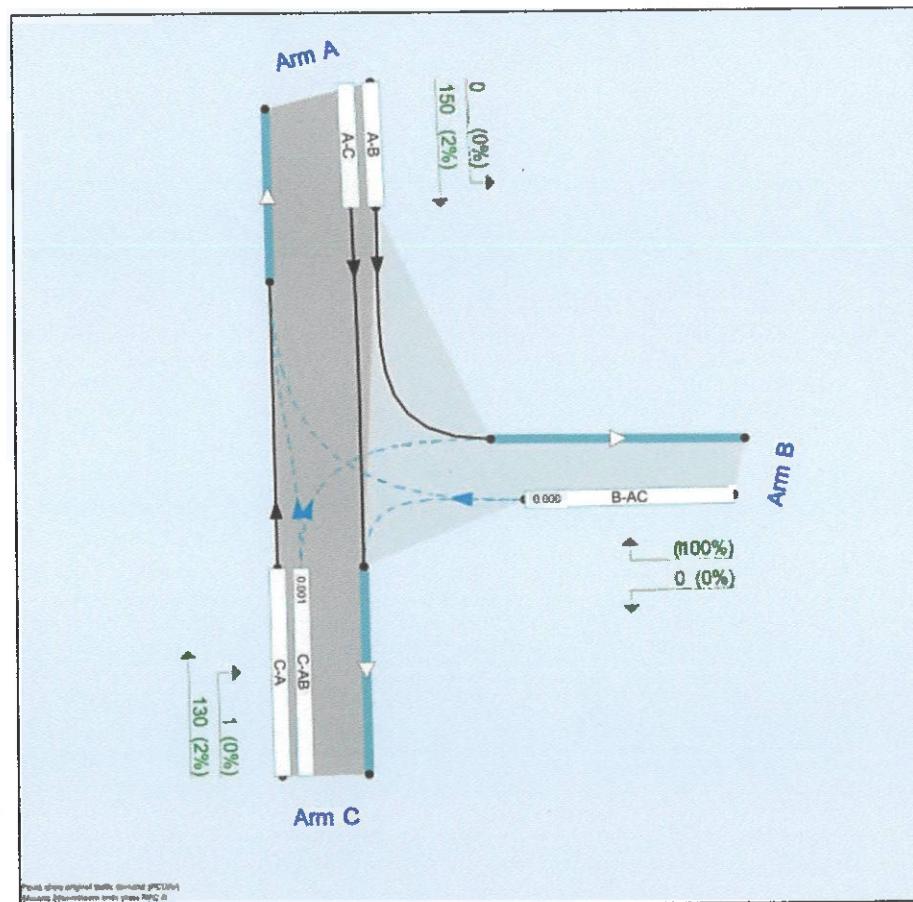


Fig 4.1: Assessed junction in Junction 9 analysis

	AM								PM							
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity
2020																
Stream B-AC	D1	0.0	-1	0.00	0.00	0.02	A	900 % II	D2	0.0	-1	0.00	0.00	0.00	A	900 % II
Stream C-AB		0.0	0.5	5.16	0.00					0.0	-1	0.00	0.00			

Table 4.1: Traffic Modelling Results of Junction AM/PM 2020 (Base) with Development

Table 4.1 presents the results of the traffic model analysis for the peak hours 11:00-12:00 & 16:40-17.40 for the Base Year (2020) for the assessed junction modelled with the development in place.

The RFC value as shown in Table 4.1 provides the basis for judging the acceptability of junction design and the capacity of existing junctions. Generally, an RFC of 0.85 or less is considered acceptable during the peak period. An RFC of this value indicates that at peak times the junction is at 85% of its operational capacity and therefore has a practical reserve capacity at a junction required to cater for periods of unusually high traffic flow, such as bank holiday weekends, etc. The degree of saturation of a junction is a measure of the capacity of the junction. A junction with an RFC of 0.85 would be considered to be operating at a degree of saturation of 100%.

Table 4.1 indicates that the assessed junction will have no capacity issues with an RFC of 0.00 in 2020 with the added development traffic.

4.2 ROAD IMPACT CONCLUSIONS

The results of the junction analysis indicate that the inclusion of the development traffic will have a negligible impact on the capacity of the existing road network.

The TII Publication Geometric Design of Junctions (June 2017) was referenced to determine whether any design features should be incorporated into the entrance junction. Per section 4.2.1.1 of Geometric Design of Junctions: *"For junctions with a lightly trafficked minor road the provision of a simple priority junction is the most appropriate junction type where the projected traffic flows (2-way Annual Average Daily Traffic – AADT) are less than those presented in Table 4.1 for both the major road and the minor road."*

Table 4.1 Flow Ranges – Ghost Island junctions

Major road AADT	Minor road AADT	
	< 5,000	> 600
< 5,000	> 600	< 5,000
5,000 - 10,000	> 450	< 3,000
> 10,000	> 300	< 1,500

Figure 4.2: Table 4.1 from TII Publication Geometric Design of Junctions DN-GEO-03060

Figure 4.2 above displays the major road and minor road AADT values required for the inclusion of a Ghost Island within the junction design and in this case are used to check whether any design features should be considered at the assessed junction (e.g. left turning lane, etc.). In this case, the major road (N70) AADT of 2183 vehicles and minor road AADT of 4 vehicles indicates that the simple junction design as is proposed is most appropriate. Per section 2.2, the projected 2040 major road (N70) AADT of 2492 vehicles further strengthens this conclusion.

The overall impact of the development on the assessed junction is to increase the traffic flows minimally. The increase in traffic amounts to a maximum increase of just 0.7% for the Base Year (2020) scenarios.

This increase is well below the 5% requirement for a junction to be assessed for traffic impact in the NRA Traffic & Transportation Guidelines.

5. ROAD SAFETY

A Stage 1/2 Road Safety Audit (RSA) was carried out at the proposed entrance and was submitted with the planning application for the assessed junction.

The proposed entrance is located within the 80kph speed zone. The Design Manual for Road and Bridges requires sightlines of 160m in both directions at a 3.0m setback. This should be provided at the proposed entrance.

Adequate road surface water drainage and stop road markings should be provided for at the development entrance.

6. REFERENCES

- National Roads Authority (May 2014) Traffic and Transport Assessment Guidelines NRA, Dublin
- Institution of Highways & Transportation (1994) Guidelines for Traffic Impact Assessment IHT, London
- National Roads Authority (2000) Road Geometry Handbook NRA, Dublin
- National Roads Authority (revised 2003) Design Manual for Roads and Bridges NRA, Dublin
- National Roads Authority (November 2004) Draft Traffic and Transport Assessment Guidelines NRA, Dublin
- Transport Infrastructure Ireland (June 2017) Geometric Design of Junctions
- Transport Infrastructure Ireland Traffic Count Data
- Transport Infrastructure Ireland (May 2019) Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections

APPENDICES

APPENDIX A – TRAFFIC MODEL OUTPUTS

**TRAFFIC MODEL OUTPUTS
JUNCTION 9**

Junctions 9														
PICADY 9 - Priority Intersection Module														
Version: 9.5.1.7462 © Copyright TRL Limited, 2019														
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk														
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution														

Filename: Ardmore Shed TM.j9

Path: N:\Road Safety\19101RS Ardmore Frank Coffey\Traffic Assessment Report\Traffic Model

Report generation date: 04/03/2020 14:37:33

»2020, AM

»2020, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity
2020																
Stream B-AC	D1	0.0	~1	0.00	0.00	0.02	A	900 %	D2	0.0	~1	0.00	0.00	0.00	A	900 %
Stream C-AB		0.0	0.5	5.16	0.00			II		0.0	~1	0.00	0.00			II

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

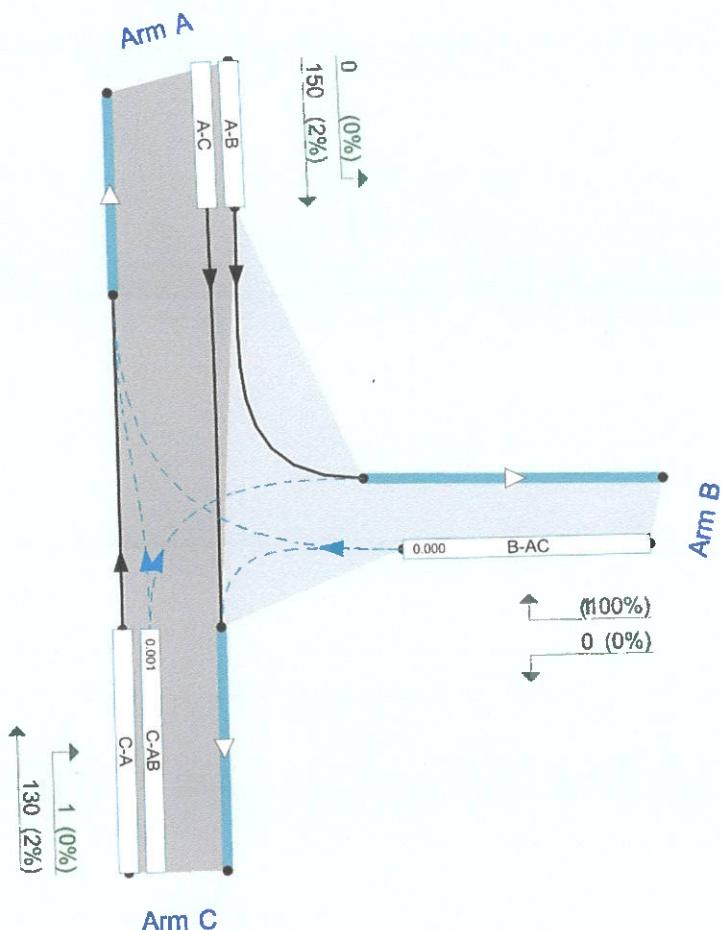
File summary

File Description

Title	
Location	
Site number	
Date	25/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\NOMahony
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (%)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	11:00	12:30	15
D2	2020	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	Main St.		Major
B	Church Hill		Minor
C	Kilmoney Road Lower		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			160.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	160	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	736	0.134	0.339	0.213	0.484
B-C	870	0.133	0.337	-	-
C-B	667	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020	AM	ONE HOUR	11:00	12:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	150	100.000
B		✓	1	100.000
C		✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	0	150
B	1	0	0
C	130	1	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	2
B	100	0	0
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	5.16	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	746	0.000	0	0.0	0.000	A
C-AB	0.88	701	0.001	0.87	0.0	5.158	A
C-A	98			98			
A-B	0			0			
A-C	113			113			

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	736	0.000	0	0.0	0.000	A
C-AB	1	708	0.002	1	0.0	5.110	A
C-A	117			117			
A-B	0			0			
A-C	135			135			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	722	0.000	0	0.0	0.000	A
C-AB	1	717	0.002	1	0.0	5.045	A
C-A	143			143			
A-B	0			0			
A-C	165			165			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	722	0.000	0	0.0	0.000	A
C-AB	1	717	0.002	1	0.0	5.046	A
C-A	143			143			
A-B	0			0			
A-C	165			165			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	736	0.000	0	0.0	0.000	A
C-AB	1	708	0.002	1	0.0	5.113	A
C-A	117			117			
A-B	0			0			
A-C	135			135			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	746	0.000	0	0.0	0.000	A
C-AB	0.88	701	0.001	0.88	0.0	5.161	A
C-A	98			98			
A-B	0			0			
A-C	113			113			

Queue Variation Results for each time segment
11:00 - 11:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

11:15 - 11:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

11:30 - 11:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

11:45 - 12:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

12:00 - 12:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

12:15 - 12:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	148	100.000
B		✓	1	100.000
C		✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
A	A	0	1	147
B	B	0	0	1
C	C	160	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
A	A	0	100	2
B	B	0	0	0
C	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	744	0.000	0	0.0	0.000	A
C-AB	0	638	0.000	0	0.0	0.000	A
C-A	120			120			
A-B	0.75			0.75			
A-C	111			111			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	734	0.000	0	0.0	0.000	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	0.90			0.90			
A-C	132			132			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	719	0.000	0	0.0	0.000	A
C-AB	0	625	0.000	0	0.0	0.000	A
C-A	176			176			
A-B	1			1			
A-C	162			162			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	719	0.000	0	0.0	0.000	A
C-AB	0	625	0.000	0	0.0	0.000	A
C-A	176			176			
A-B	1			1			
A-C	162			162			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	734	0.000	0	0.0	0.000	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	0.90			0.90			
A-C	132			132			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	744	0.000	0	0.0	0.000	A
C-AB	0	638	0.000	0	0.0	0.000	A
C-A	120			120			
A-B	0.75			0.75			
A-C	111			111			

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

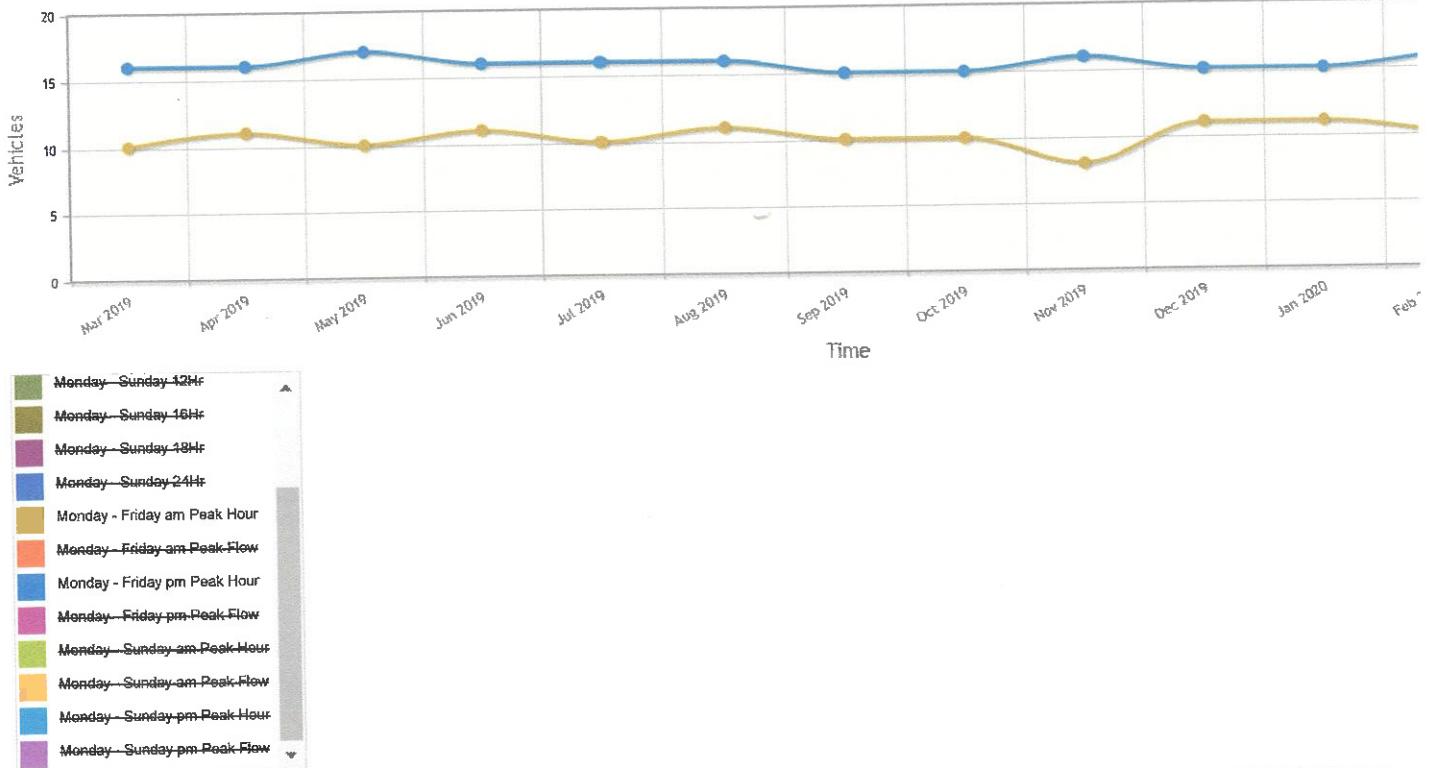
Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

APPENDIX B – TII TRAFFIC COUNT DATA

**TII TRAFFIC COUNT DATA
ANNUAL AVERAGE DAILY TRAFFIC (AADT)**

Monthly Summary Report NRA 000000001701 March 2019 to March 2020

Monthly Summary



Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templenoe, Co. Kerry

Channel: All directions Precision: Normal Exclude data: None

Date	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
	12Hr	16Hr	18Hr	24Hr	12Hr	16Hr	18Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow
Mar 2019	1546	1749	1796	1813	1526	1722	1768	1791	10:55	136	16:56	158	10:55	144	16:56	152
Apr 2019	1905	2178	2232	2250	1902	2171	2224	2250	11:00	174	16:49	207	11:00	180	16:49	204
May 2019	2092	2409	2473	2496	2085	2397	2463	2499	10:59	193	17:02	215	10:59	193	16:27	216
Jun 2019	2326	2669	2741	2769	2329	2664	2739	2778	11:00	216	16:13	250	10:58	220	15:41	253
Jul 2019	2657	3065	3149	3183	2693	3104	3192	3236	10:50	250	16:48	290	10:58	258	16:23	288
Aug 2019	2744	3151	3232	3266	2716	3295	2446	2477	11:00	278	16:40	297	11:00	279	15:45	294
Sep 2019	2134	2418	2470	2492	2125	2395	2446	2477	10:51	197	15:36	233	10:51	199	16:01	236
Oct 2019	1751	1958	1995	2014	1740	1937	1983	2010	10:41	158	15:53	179	11:00	165	15:52	182
Nov 2019	1414	1585	1625	1643	1427	1589	1630	1656	08:37	135	16:56	143	11:00	134	15:13	144
Dec 2019	1358	1516	1558	1582	1324	1475	1516	1546	11:00	123	15:21	146	11:00	127	15:21	144
Jan 2020	1328	1481	1516	1533	1284	1425	1459	1480	11:00	116	15:14	140	10:59	120	15:14	138
Feb 2020	1314	1468	1501	1512	1231	1373	1406	1422	10:43	114	16:52	136	11:00	115	15:58	121
Mar 2020	1250	1373	1398	1414	1251	1378	1401	1420	08:30	145	17:16	153	11:00	136	17:17	153

Event key: Accident Road Works Special Road Closed Holiday Offline
Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:					
Start	End	Type	Lanes	Included	Description
2019-03-17 00:00	2019-03-17 23:59	Holiday	-	Yes	Holiday
2019-04-22 00:00	2019-04-22 23:59	Holiday	-	Yes	Holiday
2019-05-06 00:00	2019-05-06 23:59	Holiday	-	Yes	Holiday
2019-06-03 00:00	2019-06-03 23:59	Holiday	-	Yes	Holiday
2019-06-24 00:00	2019-08-06 23:54	Special	-	Yes	BACK OFFICE FAULT - Data for some sites may be missing between 24th June and 6th August 2019
2019-08-05 00:00	2019-08-05 23:59	Holiday	-	Yes	Holiday
2019-10-28 00:00	2019-10-28 23:59	Holiday	-	Yes	Holiday
2019-12-25 00:00	2019-12-25 23:59	Holiday	-	Yes	Holiday
2019-12-26 00:00	2019-12-26 23:59	Holiday	-	Yes	Holiday
2020-01-01 00:00	2020-01-01 23:59	Holiday	-	Yes	Holiday
2020-03-17 00:00	2020-03-17 23:59	Holiday	-	Yes	Holiday

Data prepared by TII March 3, 2020 10:11:10.

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Version 18.09.10.150731



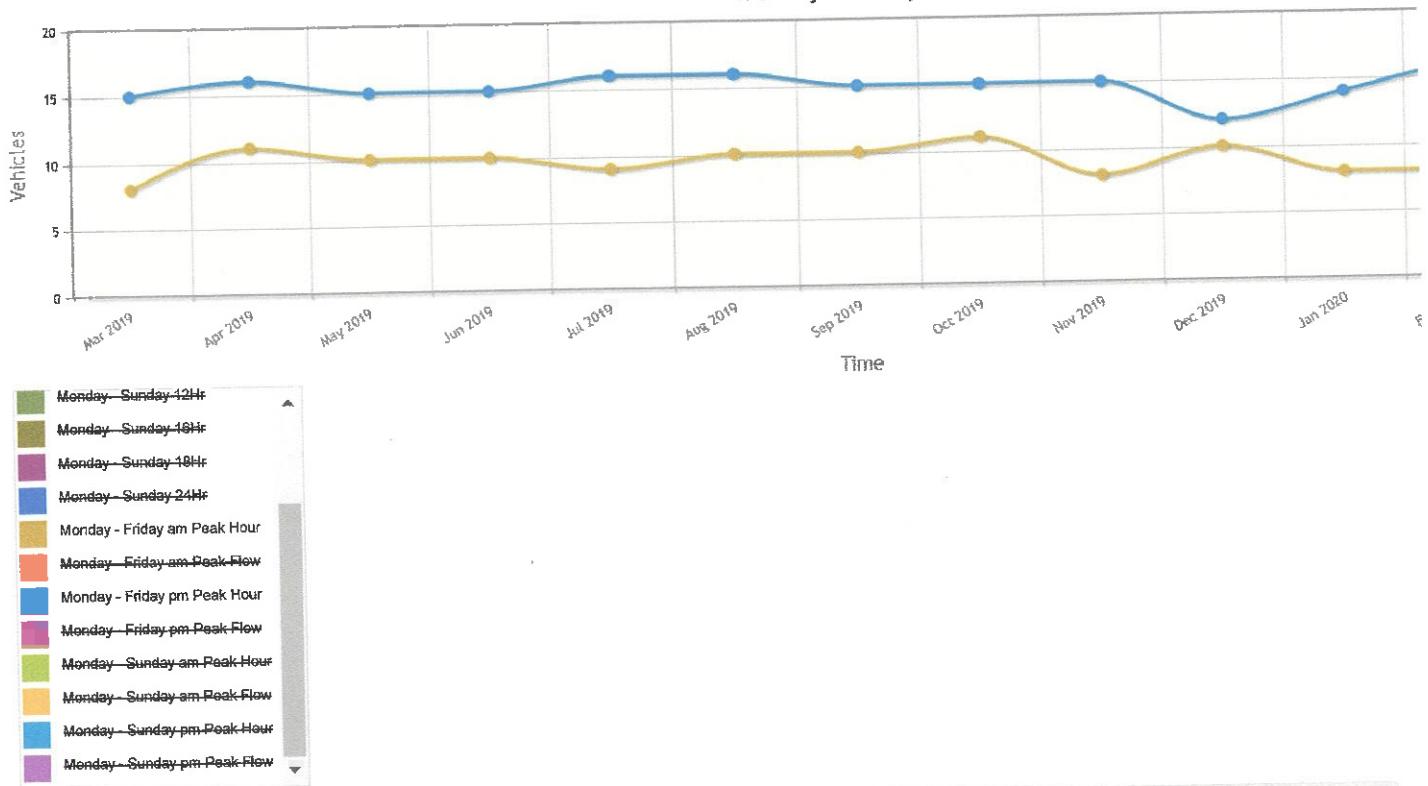
TII Traffic Data Site

Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

datainfo@tii.ie
P: +353 1 6602511
F: +353 1 6680009

Monthly Summary Report NRA 000000001701 March 2019 to March 2020

Monthly Summary



Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templehoe, Co. Kerry

Channel: Eastbound Precision: Normal Exclude data: None

Date	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
	12Hr	16Hr	18Hr	24Hr	12Hr	16Hr	18Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow
Mar 2019	765	860	873	883	759	851	866	879	08:23	74	15:23	75	10:47	68	15:23	76
Apr 2019	949	1082	1101	1109	948	1085	1104	1116	11:00	80	16:50	104	11:00	84	16:49	105
May 2019	1036	1183	1208	1219	1035	1185	1211	1227	10:59	87	15:10	110	10:43	87	16:34	113
Jun 2019	1160	1321	1351	1366	1171	1332	1364	1384	10:38	96	15:58	135	10:58	100	16:00	137
Jul 2019	1316	1512	1545	1562	1362	1569	1604	1628	09:50	108	16:48	155	10:59	114	16:14	157
Aug 2019	1376	1574	1604	1622	1366	1568	1599	1621	10:59	130	16:19	160	10:57	131	16:18	157
Sep 2019	1057	1181	1200	1212	1074	1195	1214	1231	10:49	88	15:32	125	10:50	93	16:01	133
Oct 2019	881	963	978	987	877	960	977	990	11:00	78	15:14	93	11:00	81	15:52	94
Nov 2019	696	765	779	788	709	775	789	801	08:34	76	15:13	68	09:15	67	14:56	71
Dec 2019	676	739	755	766	664	725	740	755	10:56	65	12:02	69	11:00	67	12:02	72
Jan 2020	678	741	753	762	659	718	731	742	08:25	64	14:51	69	10:59	64	14:48	68
Feb 2020	663	727	737	743	623	684	694	702	08:25	67	16:56	62	10:41	60	14:48	59
Mar 2020	660	718	725	735	658	717	725	736	08:21	88	17:18	79	10:38	70	13:14	82

Event key: ■ Accident ■ Road Works ■ Special ■ Road Closed ■ Holiday ■ Offline
■ Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:					
Start	End	Type	Lanes	Included	Description
2019-03-17 00:00	2019-03-17 23:59	Holiday	-	Yes	Holiday
2019-04-22 00:00	2019-04-22 23:59	Holiday	-	Yes	Holiday
2019-05-06 00:00	2019-05-06 23:59	Holiday	-	Yes	Holiday
2019-06-03 00:00	2019-06-03 23:59	Holiday	-	Yes	Holiday
2019-06-24 00:00	2019-08-06 23:59	Special	-	Yes	BACK OFFICE FAULT - Data for some sites may be missing between 24th June and 6th August 2019
2019-08-05 00:00	2019-08-05 23:59	Holiday	-	Yes	Holiday
2019-10-28 00:00	2019-10-28 23:59	Holiday	-	Yes	Holiday
2019-12-25 00:00	2019-12-25 23:59	Holiday	-	Yes	Holiday
2019-12-26 00:00	2019-12-26 23:59	Holiday	-	Yes	Holiday
2020-01-01 00:00	2020-01-01 23:59	Holiday	-	Yes	Holiday
2020-03-17 00:00	2020-03-17 23:59	Holiday	-	Yes	Holiday

Data prepared by TII March 3, 2020 10:23:09.

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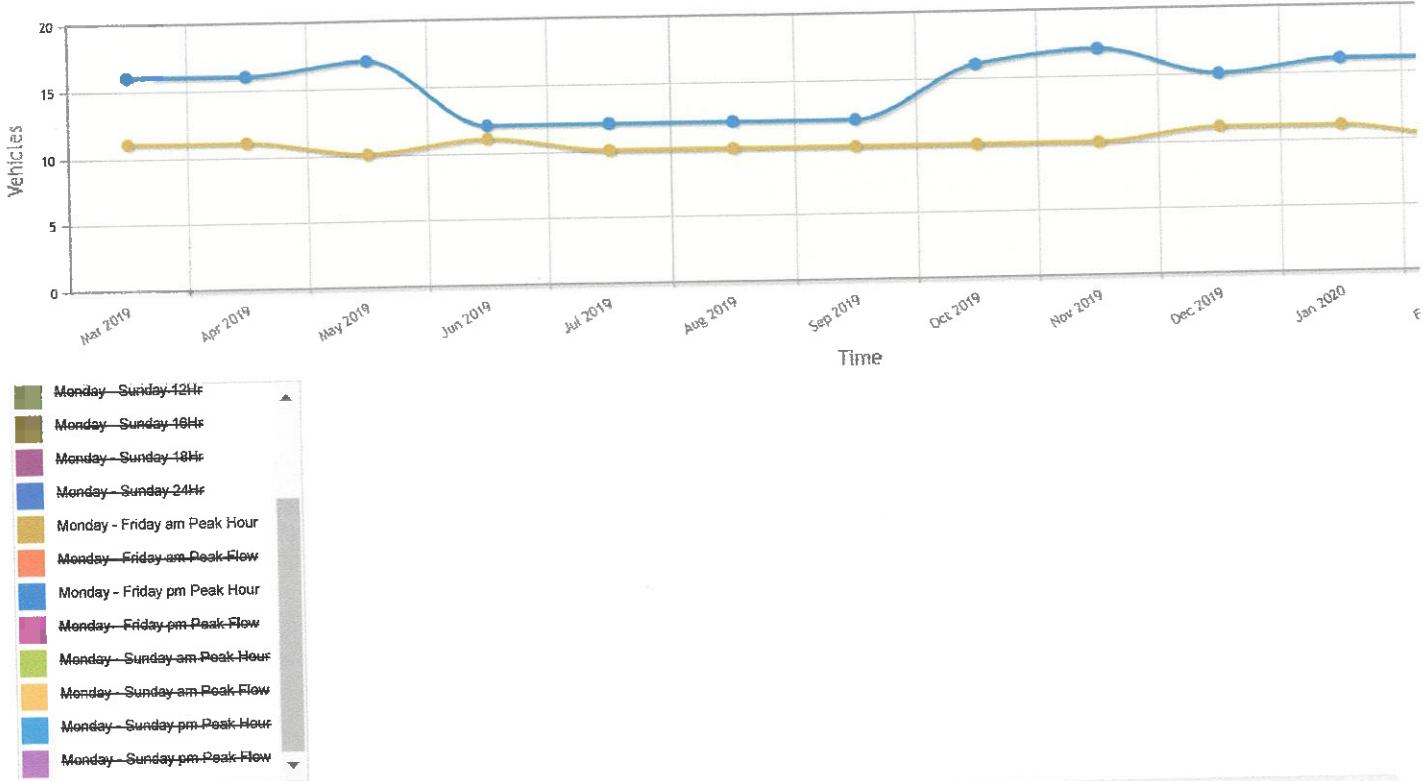
TII Traffic Data Site

Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

[datainfo@tii.ie](mailto:info@tii.ie)
P: +353 1 6602511
F: +353 1 6680009

Monthly Summary Report NRA 000000001701 March 2019 to March 2020

Monthly Summary



Site Name: TMU N70 010.0 E Site ID: 000000001701 Grid: 084460069616 Description: N70 Between Sneem and Kenmare, Templooe, Co. Kerry

Channel: Westbound Precision: Normal Exclude data: None

Date	Monday - Friday			Monday - Sunday			Monday - Friday			Monday - Sunday						
	12Hr	16Hr	24Hr	12Hr	16Hr	24Hr	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow	am Peak Hour	am Peak Flow	pm Peak Hour	pm Peak Flow		
Mar 2019	781	890	922	930	767	871	901	912	11:00	71	16:57	84	10:57	77	13:25	81
Apr 2019	956	1097	1131	1141	953	1085	1119	1134	11:00	94	16:57	105	11:00	96	12:05	102
May 2019	1056	1225	1265	1277	1050	1212	1253	1272	10:59	106	17:02	110	10:59	107	12:00	108
Jun 2019	1166	1348	1391	1404	1158	1332	1375	1394	11:00	120	12:03	119	11:00	121	12:05	122
Jul 2019	1341	1554	1604	1620	1331	1535	1587	1608	10:50	143	12:34	139	10:50	145	12:40	141
Aug 2019	1369	1577	1628	1644	1350	1547	1597	1618	10:50	150	12:00	147	11:00	150	12:01	147
Sep 2019	1077	1237	1270	1279	1051	1200	1232	1246	10:51	109	12:16	109	10:52	107	12:17	112
Oct 2019	870	987	1017	1026	863	976	1008	1020	10:31	81	16:44	94	11:00	84	14:22	93
Nov 2019	718	820	846	855	717	814	841	854	10:58	61	17:02	81	11:00	68	15:48	76
Dec 2019	682	777	803	816	660	750	775	791	11:00	58	15:40	80	11:00	60	15:21	77
Jan 2020	650	740	763	771	625	706	728	738	11:00	54	16:55	76	11:00	56	15:38	72
Feb 2020	651	741	764	769	608	690	712	720	10:59	55	16:49	74	10:59	56	16:01	65
Mar 2020	605	669	687	693	604	671	685	694	11:00	67	15:29	85	11:00	72	16:46	85

Event key: ■ Accident ■ Road Works ■ Special ■ Road Closed ■ Holiday ■ Offline
 Weekends and defined holidays

Notes on data:
 Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:						
Start	End	Type	Lanes	Included	Description	
2019-03-17 00:00	2019-03-17 23:59	Holiday	-	Yes	Holiday	
2019-04-22 00:00	2019-04-22 23:59	Holiday	-	Yes	Holiday	
2019-05-06 00:00	2019-05-06 23:59	Holiday	-	Yes	Holiday	
2019-06-03 00:00	2019-06-03 23:59	Holiday	-	Yes	Holiday	
2019-06-24 00:00	2019-08-06 23:54	Special	-	Yes	BACK OFFICE FAULT - Data for some sites may be missing between 24th June and 6th August 2019	
2019-08-05 00:00	2019-09-05 23:59	Holiday	-	Yes	Holiday	
2019-10-28 00:00	2019-10-28 23:59	Holiday	-	Yes	Holiday	
2019-12-25 00:00	2019-12-25 23:59	Holiday	-	Yes	Holiday	
2019-12-26 00:00	2019-12-26 23:59	Holiday	-	Yes	Holiday	
2020-01-01 00:00	2020-01-01 23:59	Holiday	-	Yes	Holiday	
2020-03-17 00:00	2020-03-17 23:59	Holiday	-	Yes	Holiday	

Data prepared by TII March 3, 2020 10:25:29.

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TII Traffic Data Site

Transport Infrastructure Ireland
 Parkgate Business Centre
 Parkgate Street
 Dublin 8
 D08 DK10

[datainfo@tii.ie](mailto:info@tii.ie)
 P: +353 1 6602511
 F: +353 1 6680009

Dawn Diggins

From: Martin Fitzgerald
Sent: 22 September 2015 15:03
To: Dawn Diggins; Kay O'Carroll
Subject: FW: Planning Ref. 15/85 Retention of Agricultural Building

From: Padraig Teahan
Sent: 22 September 2015 15:02
To: Mike Lynch
Cc: Martin Fitzgerald; Vincent Horgan
Subject: Planning Ref. 15/85 Retention of Agricultural Building

Martin,

Please find below the observations of the Operations Department in relation to the above development.

- Based on the information received the sight lines provided at the entrance from the N70 National Secondary Route are in accordance with the NRA Design Manual for Roads and Bridges and the Operations Department has no objection to the development.

Regards,

Pádraic Teahan,
A/S.E.E., Operations, Health and Safety
Kerry County Council



23/09/2015

PART 3

Article 6

Exempted Development — Rural

Column 1 Description of Development	Column 2 Conditions and Limitations
<p><i>Limited use for camping</i></p> <p>CLASS 1 Temporary use of any land for the placing of any tent, campervan or caravan or for the mooring of any boat, barge or other vessel used for the purpose of camping.</p>	<ol style="list-style-type: none"> 1. Not more than one tent, campervan or caravan shall be placed within 100 metres of another tent, campervan or caravan at any time. 2. No tent, campervan, caravan or vessel shall remain on the land for a period greater than 10 days. 3. No tent, campervan, caravan or vessel shall be used for the storage, display, advertisement or sale of goods or for the purposes of any business. 4. No tent, campervan or caravan shall be placed on land within 50 metres of any public road unless the land is enclosed by a wall, bank or hedge, or any combination thereof, having an average height of not less than 1.5 metres.
<p>CLASS 2 Temporary use of land by a scouting organisation for a camp.</p>	<p>The land shall not be used for such purposes for any period or periods exceeding 30 days in any year.</p>
<p><i>Minor works and structures</i></p> <p>CLASS 3 Works relating to the construction or maintenance of any gully, drain, pond, trough, pit or culvert, the widening or deepening of watercourses, the removal of obstructions from watercourses and the making or repairing of embankments in connection with any of the foregoing works.</p>	

<p>CLASS 4</p> <p>The construction or erection of any wall or fence, other than a fence of sheet metal, or a wall or fence within or bounding the curtilage of a house.</p>	<p>1. The height of the wall or fence, other than a fence referred to in paragraph 2, shall not exceed 2 metres.</p> <p>2. The height of any fence for the purposes of deer farming or conservation shall not exceed 3 metres.</p>
<p><i>Minerals and petroleum prospecting</i></p> <p>CLASS 5</p> <p>(a) The carrying out of works on any land for the purpose of minerals prospecting and the erection or placing on land of any structures required for that purpose, where the prospecting is carried out pursuant to and in accordance with the terms and conditions of a licence, lease or permission granted by the Minister for the Marine and Natural Resources under the Minerals Development Acts, 1940 to 1999.</p> <p>(b) The carrying out of works on any land for the purpose of searching for petroleum and the erection or placing on land of any structures required for that purpose, where the searching is carried out pursuant to and in accordance with the terms and conditions of an exploration licence, a petroleum prospecting licence or a reserved area licence granted by the Minister for the Marine and Natural Resources under the Petroleum and Other Minerals Development Act, 1960 (No. 7 of 1960).</p>	
<p><i>Agricultural Structures</i></p> <p>CLASS 6</p> <p>Works consisting of the provision of a roofed structure for the housing of cattle, sheep, goats, donkeys, horses, deer or rabbits, having a gross floor space not exceeding 200 square metres (whether or not by extension of an existing structure), and any ancillary provision for effluent storage.</p>	<p>1. No such structure shall be used for any purpose other than the purpose of agriculture.</p> <p>2. The gross floor space of such structure together with any other such structures situated within the same farmyard complex or within 100</p>

	<p>metres of that complex shall not exceed 300 square metres gross floor space in aggregate.</p> <p>3. Effluent storage facilities adequate to serve the structure having regard to its size, use and location shall be constructed in line with Department of Agriculture, Food and Rural Development and Department of the Environment and Local Government requirements and shall have regard to the need to avoid water pollution.</p> <p>4. No such structure shall be situated, and no effluent from such structure shall be stored, within 10 metres of any public road.</p> <p>5. No such structure within 100 metres of any public road shall exceed 8 metres in height.</p> <p>6. No such structure shall be situated, and no effluent from such structure shall be stored, within 100 metres of any house (other than the house of the person providing the structure) or other residential building or school, hospital, church or building used for public assembly, save with the consent in writing of the owner and, as may be appropriate, the occupier or person in charge thereof.</p> <p>7. No unpainted metal sheeting shall be used for roofing or on the external finish of the structure.</p>
CLASS 7 Works consisting of the provision of a roofed structure for the housing of pigs, mink or poultry, having a gross floor space not exceeding 75 square metres (whether or not by extension of an existing structure), and any ancillary provision for effluent storage.	<p>1. No such structure shall be used for any purpose other than the purpose of agriculture.</p> <p>2. The gross floor space of such structure together with any other such structures situated within the same farmyard complex or within 100 metres of that complex shall not</p>

	<p>exceed 100 square metres gross floor space in aggregate.</p> <p>3. Effluent storage facilities adequate to serve the structure having regard to its size, use and location shall be constructed in line with Department of Agriculture, Food and Rural Development and Department of the Environment and Local Government requirements and shall have regard to the need to avoid water pollution.</p> <p>4. No such structure shall be situated, and no effluent from such structure shall be stored, within 10 metres of any public road.</p> <p>5. No such structure within 100 metres of any public road shall exceed 8 metres in height.</p> <p>6. No such structure shall be situated, and no effluent from such structure shall be stored, within 100 metres of any house (other than the house of the person providing the structure) or other residential building or school, hospital, church or building used for public assembly, save with the consent in writing of the owner and, as may be appropriate, the occupier or person in charge thereof.</p> <p>7. No unpainted metal sheeting shall be used for roofing or on the external finish of the structure.</p> <p>8. Boundary fencing on any mink holding must be escape-proof for mink.</p>
CLASS 8 Works consisting of the provision of roofless cubicles, open loose yards, self-feed silo or silage areas, feeding aprons, assembly yards, milking parlours or structures for the making or storage of silage or any other structures of a similar character	<p>1. No such structure shall be used for any purpose other than the purpose of agriculture.</p> <p>2. The gross floor space of such structures together with any other such</p>

<p>or description, having an aggregate gross floor space not exceeding 200 square metres, and any ancillary provision for effluent storage.</p>	<p>structures situated within the same farmyard complex or within 100 metres of that complex shall not exceed 300 square metres gross floor space in aggregate.</p> <p>3. Effluent storage facilities adequate to serve the structure having regard to its size, use and location shall be constructed in line with Department of Agriculture, Food and Rural Development and the Department of the Environment and Local Government requirements and shall have regard to the need to avoid water pollution.</p> <p>4. No such structure shall be situated, and no effluent from such structure shall be stored, within 10 metres of any public road.</p> <p>5. No such structure within 100 metres of any public road shall exceed 8 metres in height.</p> <p>6. No such structure shall be situated, and no effluent from such structure shall be stored, within 100 metres of any house (other than the house of the person providing the structure) or other residential building or school, hospital, church or building used for public assembly, save with the consent in writing of the owner and, as may be appropriate, the occupier or person in charge thereof.</p> <p>7. No unpainted metal sheeting shall be used for roofing or on the external finish of the structure.</p>
<p>CLASS 9 Works consisting of the provision of any store, barn, shed, glass-house or other structure, not being of a type specified in class 6, 7 or 8 of this Part of this Schedule, and having a gross floor space not exceeding 300 square metres.</p>	<p>1. No such structure shall be used for any purpose other than the purpose of agriculture or forestry, but excluding the housing of animals or the storing of effluent.</p>

	<p>2. The gross floor space of such structures together with any other such structures situated within the same farmyard complex or complex of such structures or within 100 metres of that complex shall not exceed 900 square metres gross floor space in aggregate.</p> <p>3. No such structure shall be situated within 10 metres of any public road.</p> <p>4. No such structure within 100 metres of any public road shall exceed 8 metres in height.</p> <p>5. No such structure shall be situated within 100 metres of any house (other than the house of the person providing the structure) or other residential building or school, hospital, church or building used for public assembly, save with the consent in writing of the owner and, as may be appropriate, the occupier or person in charge thereof.</p> <p>6. No unpainted metal sheeting shall be used for roofing or on the external finish of the structure.</p>
CLASS 10 The erection of an unroofed fenced area for the exercising or training of horses or ponies, together with a drainage bed or soft surface material to provide an all-weather surface.	<p>1. No such structure shall be used for any purpose other than the exercising or training of horses or ponies.</p> <p>2. No such area shall be used for the staging of public events.</p> <p>3. No such structure shall be situated within 10 metres of any public road, and no entrance to such area shall be directly off any public road.</p> <p>4. The height of any such structure shall not exceed 2 metres.</p>
<i>Land Reclamation</i> CLASS 11 Development consisting of the carrying out,	

Exempted Development.

(1) Subject to article 9, development of a class specified in column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1.

(2) (a) Subject to article 9, development consisting of the use of a structure or other land for the exhibition of advertisements of a class specified in column 1 of Part 2 of Schedule 2 shall be exempted development for the purposes of the Act, provided that—

- (i) such development complies with the conditions and limitations specified in column 2 of the said Part 2 opposite the mention of that class in the said column 1, and
- (ii) the structure or other land shall not be used for the exhibition of any advertisement other than an advertisement of a class which is specified in column 1 of the said Part 2 and which complies

with the conditions and limitations specified in column 2 of the said Part 2 opposite the mention of that class in the said column 1.

- (b) Subject to article 9, development consisting of the erection of any advertisement structure for the exhibition of an advertisement of any one of the classes specified in column 1 of Part 2 of Schedule 2 shall be exempted development for the purposes of the Act, provided that—
- (i) the area of such advertisement structure which is used for the exhibition of an advertisement does not exceed the area, if any, specified in column 2 of the said Part 2 opposite the mention of that class in the said column 1,
 - (ii) the advertisement structure is not used for the exhibition of advertisements other than advertisements of the class to which the exemption relates,
 - (iii) further to section 57 of the Act, the advertisement structure is not erected on a protected structure or a proposed protected structure save an advertisement structure referred to in Classes 5, 9 or 15 of column 1 of Part 2 of Schedule 2,

(iv) further to section 82 of the Act, the advertisement structure is not located on the exterior of a structure where the structure concerned is located within an architectural conservation area or an area specified as an architectural conservation area in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft development plan, so as to materially affect the character of the area, save an advertisement structure referred to in Classes 5, 9 or 15 of column 1 of Part 2 of Schedule 2, and

(v) where the advertisement structure is within a Gaeltacht area, any advertisement exhibited is—

- (I) in Irish, or
- (II) in Irish and other languages, with prominence given to the Irish text, and identical content in all versions of the text.

(3) Subject to article 9, in areas other than a city, a town or an area specified in section 19(1)(b) of the Act or the excluded areas as defined in [section 9 of the Local Government \(Reorganisation\) Act, 1985](#) (No. 7 of 1985), development of a class specified

in column 1 of Part 3 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 3 opposite the mention of that class in the said column 1.

- (4) (a) Subject to paragraph (b), the carrying out of such works as are necessary to secure compliance with the Building Regulations, 1997 ([S.I. No. 497 of 1997](#)) shall, in the case of development consisting of the construction of a dwelling or dwellings in respect of which permission under Part IV of the Act of 1963 was granted before 1 June 1992, be exempted development.
- (b) Paragraph (a) shall not apply in the case of development consisting of the construction of a building designed for use as 2 or more separate dwellings.

Development under other enactments. 7.

- (1) Works consisting of or incidental to the carrying out of development referred to in [section 84 \(4\) \(a\) of the Environmental Protection Agency Act, 1992](#) (No. 7 of 1992) for the purpose of giving effect to a condition attached to a licence or revised licence granted by the Environmental Protection Agency under Part IV of the said Act shall be exempted development.
- (2) Works consisting of or incidental to the carrying out of development referred to in [section 54 \(4\) \(a\) of the Waste Management Act, 1996](#) (No. 10

- of 1996) for the purpose of giving effect to a condition attached to a licence or revised licence granted by the Environmental Protection Agency under Part V of the said Act shall be exempted development.
- Works specified in a drainage scheme 8.
- Works specified in a drainage scheme confirmed by the Minister for Finance under Part II of the [Arterial Drainage Act, 1945](#) (No. 3 of 1945) or the [Arterial Drainage \(Amendment\) Act, 1995](#) (No. 14 of 1995), carried out by, on behalf of, or in partnership with, the Commissioners, with such additions, omissions, variations and deviations or other works incidental thereto, as may be found necessary by the Commissioners or their agent or partner in the course of the works, shall be exempted development.
- Restrictions on exemption.**
9. (1) Development to which article 6 relates shall not be exempted development for the purposes of the Act—
- (a) if the carrying out of such development would—
- (i) contravene a condition attached to a permission under the Act or be inconsistent with any use specified in a permission under the Act.
- (ii) consist of or comprise the formation, laying out or material widening of a means of access to a public road the surfaced carriageway of which exceeds 4 metres in width,

- (iii) endanger public safety by reason of traffic hazard or obstruction of road users,
- (iv) except in the case of a porch to which class 7 specified in column 1 of Part 1 of Schedule 2 applies and which complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1, comprise the construction, erection, extension or renewal of a building on any street so as to bring forward the building, or any part of the building, beyond the front wall of the building on either side thereof or beyond a line determined as the building line in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,
- (v) consist of or comprise the carrying out under a public road of works other than a connection to a wired broadcast relay service, sewer, water main, gas main or electricity supply line or cable, or any works to which class 25, 26 or 31 (a) specified in column 1

of Part 1 of Schedule 2 applies,

- (vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,
- (vii) consist of or comprise the excavation, alteration or demolition (other than peat extraction) of places, caves, sites, features or other objects of archaeological, geological, historical, scientific or ecological interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan, save any excavation, pursuant to and in accordance with a licence granted under section 26 of the National

Monuments Act, 1930
(No. 2 of 1930),

- (viii) consist of or comprise the extension, alteration, repair or renewal of an unauthorised structure or a structure the use of which is an unauthorised use,
- (ix) consist of the demolition or such alteration of a building or other structure as would preclude or restrict the continuance of an existing use of a building or other structure where it is an objective of the planning authority to ensure that the building or other structure would remain available for such use and such objective has been specified in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,
- (x) consist of the fencing or enclosure of any land habitually open to or used by the public during the 10 years preceding such fencing or enclosure for recreational purposes or as a means of access to any seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility,

(xi) obstruct any public right of way,

(xii) further to the provisions of section 82 of the Act, consist of or comprise the carrying out of works to the exterior of a structure, where the structure concerned is located within an architectural conservation area or an area specified as an architectural conservation area in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan and the development would materially affect the character of the area,

(b) in an area to which a special amenity area order relates, if such development would be development:—

- (i) of class 1, 3, 11, 16, 21, 22, 27, 28, 29, 31, (other than paragraph (a) thereof), 33 (c) (including the laying out and use of land for golf or pitch and putt or sports involving the use of motor vehicles, aircraft or firearms), 39, 44 or 50(a) specified in column 1 of Part 1 of Schedule 2, or
- (ii) consisting of the use of a structure or other land for the exhibition of advertisements of class

1, 4, 6, 11, 16 or 17
specified in column 1 of
Part 2 of the said
Schedule or the erection
of an advertisement
structure for the
exhibition of any
advertisement of any of
the said classes, or

(iii) of class 3, 5, 6, 7, 8, 9, 10,
11, 12 or 13 specified in
column 1 of Part 3 of the
said Schedule, or

(iv) of any class of Parts 1, 2
or 3 of Schedule 2 not
referred to in
subparagraphs (i), (ii) and
(iii) where it is stated in
the order made under
section 202 of the Act
that such development
shall be prevented or
limited,

(c) if it is development to which
Part 10 applies, unless the
development is required by
or under any statutory
provision (other than the Act
or these Regulations) to
comply with procedures for
the purpose of giving effect
to the Council Directive,

(d) if it consists of the provision
of, or modifications to, an
establishment, and could
have significant
repercussions on major
accident hazards.

(2) Sub-article (1)(a)(vi) shall not
apply where the development
consists of the construction by
any electricity undertaking of an
overhead line or cable not
exceeding 100 metres in length
for the purpose of conducting
electricity from a distribution or

transmission line to any premises.

Table 6.1: Recommended Rural Road Layouts

Type of Road 1.	Capacity ² (AADT) for Level of Service D	Edge Treatment	Access Treatment	Junction Treatment at Minor Road	Junction Treatment at Major Road
Type 3 Single (6.0m) Carriageway (National Secondary Roads Only)	5,000	0.5m hard strip. Cycle Facilities Footways	Minimise number of accesses to avoid standing vehicles and concentrate turning movements.	Simple Priority Junctions ⁵	Priority junctions, with ghost islands where necessary ⁵ or roundabouts.
Type 2 Single (7.0m) Carriageway	8,600	0.5m hard strips. Cycle Facilities Footways	Minimise number of accesses to avoid standing vehicles and concentrate turning movements.	Priority junctions, with ghost islands where necessary ⁵ .	Priority junctions, with ghost islands ⁵ roundabouts ³ , compact grade separation where necessary.
Type 1 Single ⁴ (7.3m) Carriageway	11,600	2.5m hard shoulders	Minimise number of accesses to avoid standing vehicles and concentrate turning movements.	Priority junctions, with ghost islands where necessary ⁵ .	Ghost islands ⁵ or roundabouts or, compact grade separation where necessary
Type 3 Dual ^{3,4} (7.0m + 3.5m) Divided 2+1 lanes Primarily for retro fit projects	14,000	0.5m hard strips. Cycle Facilities Footways where required.	Minimise the number of accesses to avoid standing vehicles and concentrate turning movements.	Restricted number of left in/left out or ghost island priority junctions. ^{5,7}	Priority junctions ^{5,7} , u-turn facility with right turn ⁵ , at-grade roundabouts, compact grade separation
Type 2 Dual ^{3,4} Divided 2+2 Lanes (2x7.0m) Carriageways.	20,000	0.5m hard strips Cycle Facilities Footways	No gaps in the central reserve. Left in / Left out	No gaps in the central reserve. Left in / Left out	At-grade roundabouts and compact grade separation
Type 1 Dual ⁴ Divided 2+2 Lanes ⁶ (2x7.0m) Carriageways	42,000	2.5m hard shoulders	No gaps in the central reserve. Left in / Left out	No gaps in the central reserve. Left in / Left out	At-grade roundabouts and full-or compact grade separation.
Motorway Divided 2+2 Lane ⁶ (2X7.0m)	52,000	2.5m hard shoulders	Motorway Regulations	No gaps in the central reserve.	Motorway standards Full-grade separation.
Wide Motorway Divided 2+2 Lane (2X7.5m)	55,500	3m hard shoulders	Motorway Regulations	No gaps in the central reserve	Motorway standards Full-grade separation.

Notes:

- For details of the standard road cross-sections, see DN-GEO-03036 and the relevant TII Publications Standard Construction Details.
- Capacity figures are indicative for general guidance. The appropriate cross section shall be selected with reference to the TII Project Appraisal Guidelines.
- The Type 3 Dual Carriageway cross-section shall only be considered where an existing road is to be upgraded on-line. The Type 2 Dual Carriageway cross-section shall be utilised for offline alignments.
- This road type may be used as an Express Road with the following conditions - access and junction control.
- This junction type is not permitted on Express Roads.
- Should the traffic assessment indicate that more than 2 lanes are required in each direction for a Standard Motorway or Type 1 Dual Carriageway, the additional lanes shall be a minimum width of 3.5m subject to curve widening.
- Right turns off the Major Road only permitted at priority junctions located at single lane sections of Type 3 Dual Carriageways, right turns onto the Major Road are not permitted (see DN-GEO-03060).

