

***Comhairle Chontae Chill Chainnigh***  
***Kilkenny County Council***



In accordance with Section 179 of the  
Planning and Development Acts, 2000 as amended

**South East Greenway Link to Glenmore Village**



*For consideration by the Elected Members  
of Kilkenny County Council  
at monthly meeting to be held  
on the 20<sup>th</sup> of November 2023*

*November 2023*

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## INTRODUCTION

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This report has been prepared for submission to the Elected Members of Kilkenny County Council and contains information regarding the proposed development. It also includes issues raised following the erection of the public notice of the proposed development with the display for public inspection of the plans and particulars and other matters as required in accordance with Section 179 of the Planning & Development Acts, 2000 as amended.

## BACKGROUND

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The repurposing of the disused New Ross-Waterford Railway line into a world class amenity, namely the South East Greenway, hereafter SEG, will significantly enhance the tourism offering of Kilkenny and the South East region. This 24km Greenway linking New Ross and Waterford has the potential to create massive economic growth for the area. However, the fact that the Greenway does not go directly through any of the settlements along the 22km of the Greenway within Kilkenny poses a distinct challenge. Thus, if we are to realise the economic benefits arising out of this major capital investment into the area we need to develop attractive and safe connectivity links from the Greenway to the nearby villages of Glenmore and Slieverue initially, with a wider objective to extend the greenway northwest to Woodstock, Inisitioge and to the north to the Barrow Way, St. Mullin's. It is an objective of Kilkenny County Council as per the Kilkenny City & County Development Plan 2021-2027 (Objective 12P) to provide connections to SEG to settlements along its route.

In 2021, in collaboration with Kilkenny LEADER Partnership and Trail Kilkenny, technical consultants were engaged to undertake a Feasibility Study and Route Selection & Design Options Report for pedestrian / cyclist links from the SEG to the villages of Glenmore and Slieverue. The studies concluded that both links were feasible and the route selection and design options report was completed for each location.

With respect to Glenmore village, 5 route options were considered between the SEG and the N25 Road and 3 route options were assessed from the N25 Road to the Glenmore village. The route put forward under this planning process is the preferred route as recommended in the route options report ( a full copy of the report is available in Appendix 7.)

## DESCRIPTION OF PROPOSED DEVELOPMENT

This scheme will provide for a purpose-built safe, comfortable cycling and walking environment which will connect the SEG with Glenmore village.

The proposal put forward provides for the following: -

- Accommodation works consisting of security fencing, agricultural gates, stock proof fencing to facilitate landowners;
- The clearance of vegetation on the link corridor, retaining boundary hedgerows and boundary vegetation where possible;
- Repair and upgrade of existing drainage;
- Excavation and installation of retaining structures on L - 7513 up to N - 25 underpass;
- Laying of a 3-metre-wide bituminous surface on a crushed stone base to form a proposed pedestrian and cycle corridor;
- Alteration to footpaths at the two underpasses, namely N25 at L - 7513 & N25 /L - 7501;
- Alterations/setbacks to vehicle restraint systems along L - 7513/ L - 7539/ L - 7501;
- Installation of barriers for the safety of Greenway users;
- Installation of road signage, markings, lighting, pedestrian/cyclist crossings and ramps along existing road and path infrastructure through shared surface.

Additional proposals and modifications put forward, having considered submissions received during the consultation process, include:

- The construction of a series of passing bays along the Cappagh Road from Jamestown Cross to the village. The location of passing bays will be such to maximise forward visibility along this section road and it is estimated that between 5 and 8 bays will be installed;
- Modifications to N25 Overpass on the LS7513 reducing the carriageway width from 5.7m to 4.2 and increasing the footpath width from 1.5m to 3.0m. The works will also include the introduction of Yield-Right-of-Way traffic management regime;
- Modifications to N25 Overpass on the LS7501 reducing the carriageway width from 4.1m to 3.1 and increasing the footpath width from 1.5m to 2.5m. The works will also include the introduction of Yield-Right-of-Way traffic management regime. It is also noted that a height

restriction of 3.1m is in place on this underpass which dictates the size of vehicles that can travel under same;

- Installation of short section of recycled plastic boardwalk or similar to span watercourse
- Provision for landscaping and street furniture.

## PRE-PLANNING

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As part of the route selection & design options study the Consultancy Team contacted affected landowners along the various emerging route options in early 2022 and an open evening was held in Glenmore Parish Hall on the 10<sup>th</sup> March 2022 to allow the public view the options and make comment on same.

2 presentations during the feasibility and route selection process were presented to the Piltown Municipal District Members as the project progressed.

More recently, as part of the planning application process, the Council's Project Office & Parks Section was advised of the planning requirements through a formal pre-planning submission prior to lodging the Part 8 Planning application – Planning Ref No. 01-23.

## NOTICE OF DEVELOPMENT

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The affected landowners, along the preferred route option were contacted in advance of the Part 8 Planning Notice being advertised and the commencement of the statutory consultation period.

The Part 8 application for the proposed development was advertised by Notice in the Kilkenny People newspaper, published on Wednesday 2<sup>nd</sup> August 2023. Notices were also erected at various locations along the proposed link corridor on that date. The notice was also included in the Glenmore Parish notes, weekending the 6<sup>th</sup> of August. For copy of Notice and on-site notice images refer to Appendix 1.

Details of the proposed scheme were also advertised via the Kilkenny County Council Public Consultation Portal <http://consult.kilkenny.ie/> and via Kilkenny County Council website.

Plans and particulars for the proposed Scheme were made available for inspection from Wednesday the 2<sup>nd</sup> of August, 2023 to Tuesday the 5<sup>th</sup> of September 2023 inclusive and at the following offices:

- Planning Department, Kilkenny County Council, County Hall, John St., Kilkenny City from 9am to 1pm & 2pm to 4pm Monday to Friday (excluding weekends and Bank Holidays).
- Ferrybank Library, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny from 10am to 1.30pm and 2.30pm to 5pm Tuesday, Thursday and Fridays, Wednesday, 10am to 1.30pm and 2.30pm to 7pm Saturday 9.30am to 1.30pm.
- Kilkenny County Council, Ferrybank Area Office, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny from 9am to 1pm & 2pm to 5pm Monday to Friday (Except Public Holidays).

Prior to the submission deadline, a public information evening was held in the Glenmore Parish Hall on Wednesday 13<sup>th</sup> September between 2.00 & 5.00pm. This event was advertised in the Kilkenny People newspaper and the Glenmore Parish notes in Glenmore. The event was attended by council officials to explain the proposed project and to answer any questions on same. Feedback forms were made available and three forms were subsequently submitted, refer to Appendix 6.

Prior to the above, landowners along the preferred route were contacted and face to face meetings were held on the 6<sup>th</sup> and 7<sup>th</sup> of September 2023.

Submissions and observations were invited with respect to the proposed development up to Tuesday the 19<sup>th</sup> September 2023. Submissions could be made via;

- online at <https://consult.kilkenny.ie/en> or
- via email to [GreenwayLinkGlenmore@kilkennycoco.ie](mailto:GreenwayLinkGlenmore@kilkennycoco.ie)
- in writing to the Planning Department, County Hall, John Street, Kilkenny

The documents were placed on public display as follows:-

- Part VIII Explanatory Booklet;
- Appendix 1 Notice of Proposed Development;
- Appendix 1A Advertisement Notice;
- Appendix 2 Route Selection and Design Options Report;
- Appendix 3 Scheme Drawings;
- Appendix 4 Appropriate Assessment Screening Report;
- Appendix 5 Road Safety Audit Stage 1.

## REFFERALS

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The following Statutory and Non-Statutory Bodies were invited to make submissions on the scheme: -

- National Parks and Wildlife Section (NPWS);
- Transport Infrastructure Ireland (TII);
- Department of Transport;
- Department of Housing, Local Government and Heritage;
- Roads Design Office, Kilkenny County Council;
- Uisce Eireann;
- Parks Office, Kilkenny County Council;
- Environment Office, Kilkenny County Council.

## SUBMISSIONS RECEIVED

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The names of those who made submissions are listed in the following table:-

	List of Submissions
1	John Malone
2	John Kirwan
3	Edward & Eilish Doolan x 2
4	Bretta O' Callaghan
5	Des & Rose Ennett
6	Jacqueline Walsh
7	Nicholas Kelly x 2
8	Thomas Walsh
9	Maria Treacy
10	Gerard Doherty
11	Road Design Kilkenny County Council
12	Transport Infrastructure Ireland – Landuse Planning Unit
13	Uisce Eireann

Submissions and responses to same are provided in Appendix 5. Copies of the original submissions received are provided in Appendix 6. The particular issues raised in the submissions are outlined and considered in the Senior Planner's Report, in Appendix 4.

On foot of reviewing the submissions received, a Workshop was held with the Piltown MD Members on the 1<sup>st</sup> November, 2023. Modifications to address concerns raised within the submissions received to the original proposal were discussed. It was subsequently agreed that the proposal should go before Council for consideration subject to the inclusion of the modifications discussed.

## DESIGN CRITERIA

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The design of the proposed SEG link corridor to Glenmore village has taken into consideration the requirements of the following Regulations and Policy documents: -

- Planning & Development Act 2000, as amended;
- Planning & Development Regulations, 2001, as amended;
- The Kilkenny City & County Development Plan 2021-2027;
- Kilkenny County Council Climate Change Adaptation Strategy 2019 – 2024;
- Kilkenny County Council Pollinator Action Plan 2020;
- All Ireland Pollinator Plan and related guidance documents (Councils: Actions to Help Pollinators) National Biodiversity Data Centre (NBDC); (Adopted by Kilkenny County Council)
- Aftercare and landscape maintenance requirements;
- National Climate Action Plan 2023 – CAP 2023;
- National Biodiversity Action Plan 2017-2021;

- The Biodiversity Climate Change Sectoral Adaptation Plan 2019;
- Building for Everyone: A Universal Design Approach Book 1 External environment and approach National Disability Authority;
- TII Rural Road Link Design DN-GEO-03031 June 2017;
- TII Rural Cycleway Design (Offline & Greenway) DNG-GEO-03047 August 2022;
- TII technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019.

## IMPLICATIONS FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

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The Planning Authority has determined that the proposed development is consistent with the proper planning and sustainable development of the area of the proposed development (See Senior Planner's Report in Appendix 4) and the proposed development is consistent with the provisions of the Kilkenny City & County Development Plan 2021-2027.


## KILKENNY COUNTY COUNCIL'S INTENTION WITH REGARD TO THE PROPOSED DEVELOPMENT

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Proposed Development: Part VIII Proposal.

The development of a pedestrian and cycle link connecting the South East Greenway to the village of Glenmore, County Kilkenny.

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans and particulars made available for public inspection and taking into account the recommendations made by the Planning Department and other commitments given in this report.

Signed:   
\_\_\_\_\_

**Sean McKeown**  
Director of Service

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans made available for public inspection and modification proposed thereto within this report, taking into account the recommendations made by the Planning Department and other Service Departments.

Signed:   
\_\_\_\_\_

**Lar Power**  
Chief Executive

# **Appendix 1**

## **COPY OF PUBLIC NOTICE**



**Comhairle Chontae Chill Chainnigh  
Kilkenny County Council**



**Notice of proposed development by a Local Authority  
Section 179 of the Planning and Development Act 2000 - as amended  
Part 8 of the Planning and Development Regulations 2001 - as amended**

**South East Greenway Link to Glenmore Village, Co. Kilkenny**

In accordance with the provisions of Part XI of the Planning & Development Act 2000, as amended, and Part 8, Article 81, of Planning and Development Regulations 2001, as amended Kilkenny County Council as lead authority hereby gives notice of proposals pertaining to the following development:

The project involves the development of a pedestrian and cycle corridor 3.0m in width (length approximately 1.86km). The proposed linkage connects the Car park at Ballyverneen by way of the L – 7513-14 through the existing N25 underpass to the junction of L – 7513. Continuing through the second existing N25 underpass to the Junction with L -7510. Construction of a new corridor located in private lands inside hedge line along L – 7510 into the Village of Glenmore. Corridor re-joins existing public road L – 7510 with introduced traffic calming measures.

The route comprises 1,860 metres in length through existing road and footpath network. Third party lands to be acquired at the junctions of L – 7539 & L – 7501 and at the junction of L – 7501 & L – 7510 into Glenmore Village requiring third party land acquisitions.

The proposal put forward provides for the following:

- Accommodation works consisting of security fencing, agricultural gates, stock proof fencing to facilitate landowners.
- The clearance of vegetation on the link corridor, retaining boundary hedgerows and boundary vegetation where possible.
- Repair and upgrade of existing drainage.
- Excavation and installation of retaining structures on L – 7513 up to N – 25 underpass.
- Laying of a 3-metre-wide bituminous surface on a crushed stone base to form a proposed pedestrian and cycle corridor.
- Alteration to footpaths in the two underpasses of N25 at L – 7513 & L – 7501.
- Alterations/setbacks to vehicle restraint systems along L – 7513/ L – 7539/ L – 7501.
- Installation of barriers for the safety of Greenway users.
- Installation of road signage, markings, lighting, pedestrian/cyclist crossings and ramps along existing road and path infrastructure through shared surface.

Plans and particulars of the proposed development will be available for inspection from **Wednesday the 02<sup>nd</sup> of August, 2023 to Tuesday the 5<sup>th</sup> of September 2023 inclusive**, on the consult website: <https://consult.kilkenny.ie/en> and at the following offices:

Location	Opening Hours
Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny	From 9am to 1pm & 2pm to 5pm Monday to Friday (Except Public Holidays)
Ferrybank Library, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny	Tuesday, Thursday and Fridays From 10am to 1.30pm, 2.30pm to 5pm Wednesday 10am to 1.30pm, 2.30pm to 7pm Saturday 9.30am to 1.30pm
Kilkenny County Council, Ferrybank Area Office, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny	From 9am to 1pm & 2pm to 5pm Monday to Friday (Except Public Holidays)

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, may be made

- online at <https://consult.kilkenny.ie/en> or
- via email to [GreenwayLinkGlenmore@kilkennycoco.ie](mailto:GreenwayLinkGlenmore@kilkennycoco.ie)
- in writing to the Planning Department, County Hall, John Street, Kilkenny

The latest date for receipt of submissions on the above scheme is **Tuesday the 19<sup>th</sup> of September, 2023.**

Submissions should be clearly marked '**South East Greenway link to Glenmore village**'.

In accordance with the requirements of Article 120(1)(a) of the Planning and Development Regulations 2001 (as amended) the Planning authority has made a preliminary examination of the nature, size and location of the proposed development. The authority has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an Environmental Impact Assessment (EIA) is not required. As per Article 120(3) of the Planning and Development Regulations 2001 (as amended), where any person considers that the development proposed to be carried out would be likely to have significant effects on the environment, he or she may, at any time before the expiration of 4 weeks beginning on the date of the publication of this notice apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have a significant effect on the environment.

**Denis Malone,**

**A/ Director of Services,**

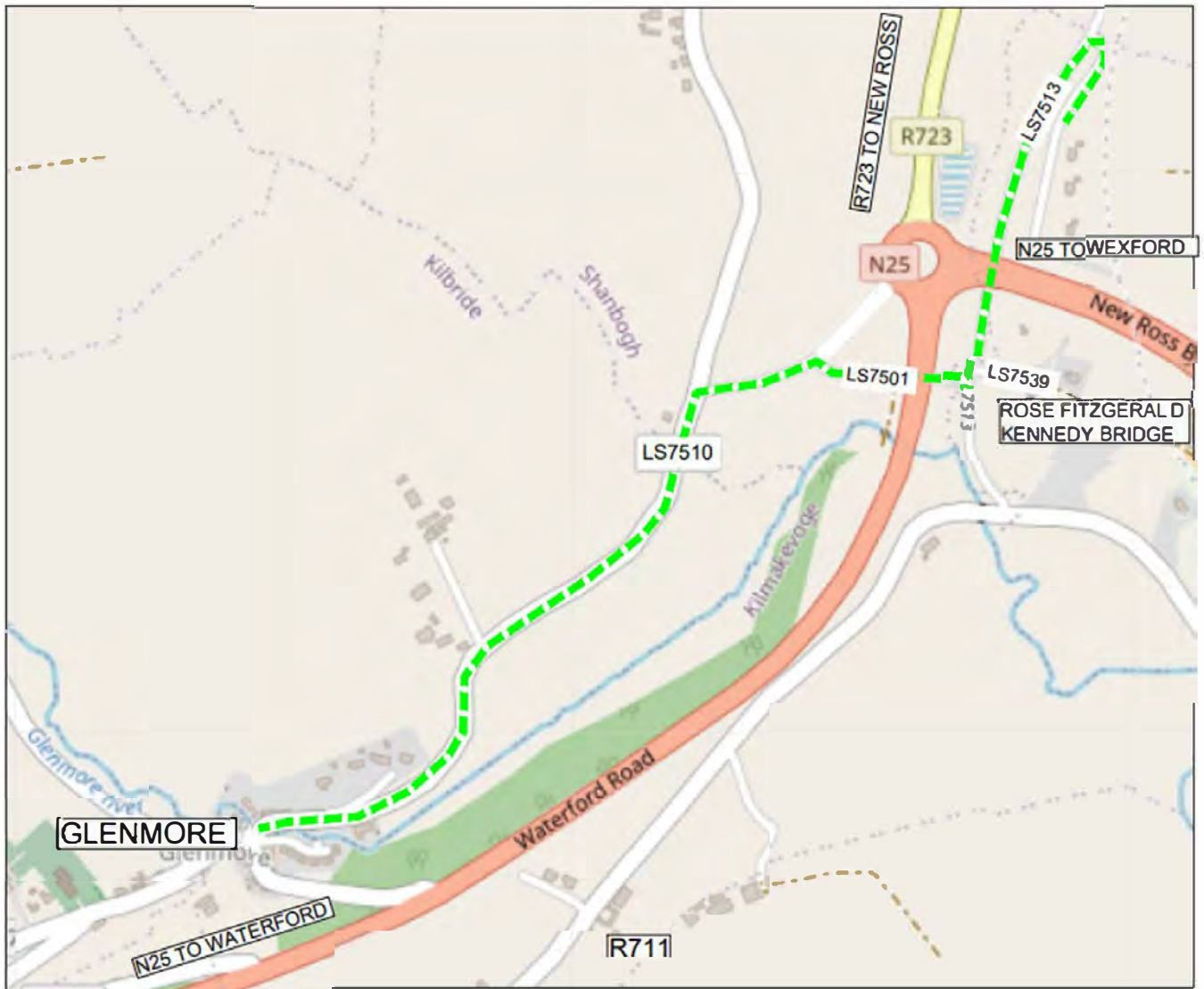
**Kilkenny County Council,**

**County Buildings,**

**John Street,**

**Kilkenny**

**IMAGES OF PUBLIC NOTICE**



Location map



Ballyverneen Carpark  
Entrance



Access road L7513 /L7539



L7513-14 /L7501



L7501-60 junction adjacent  
to N25 Roundabout



L7501-60/L7510-29  
Cappagh Road



L7510 Glenmore Village



Glenmore Community Centre

**Appendix 2**

**Part 8 Display Drawings**

# **SOUTH EAST GREENWAY LINKAGE DESIGN - GLENMORE**

## **PUBLIC DISPLAY DRAWINGS**

(Part VIII Process)



**Comhairle Chontae Chill Chainnigh**  
**Kilkenny County Council**



7 Ormonde Road,  
Kilkenny, R95 N4FE.  
Tel: +353(0)567795800  
E-mail: [info@roadplan.ie](mailto:info@roadplan.ie)



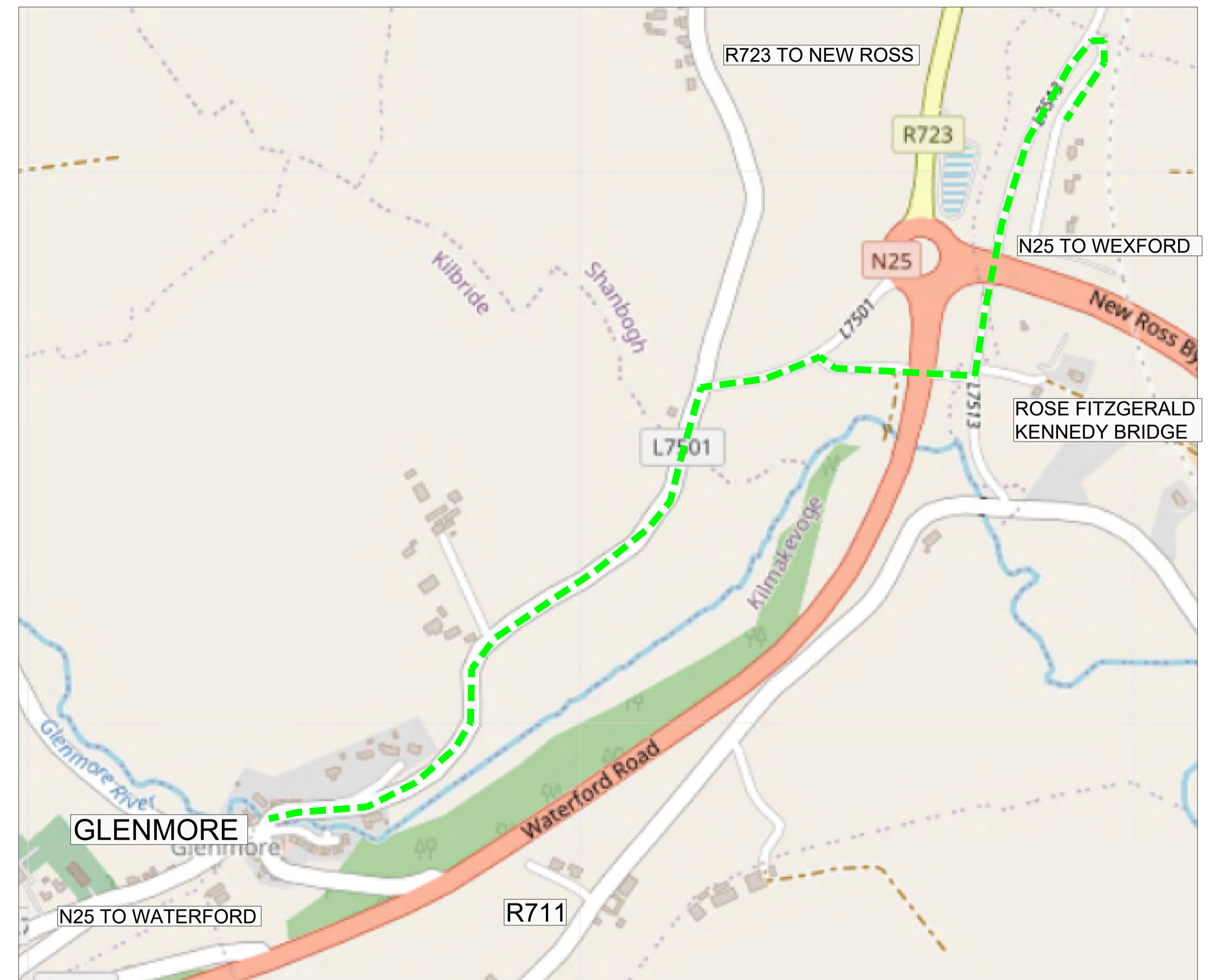
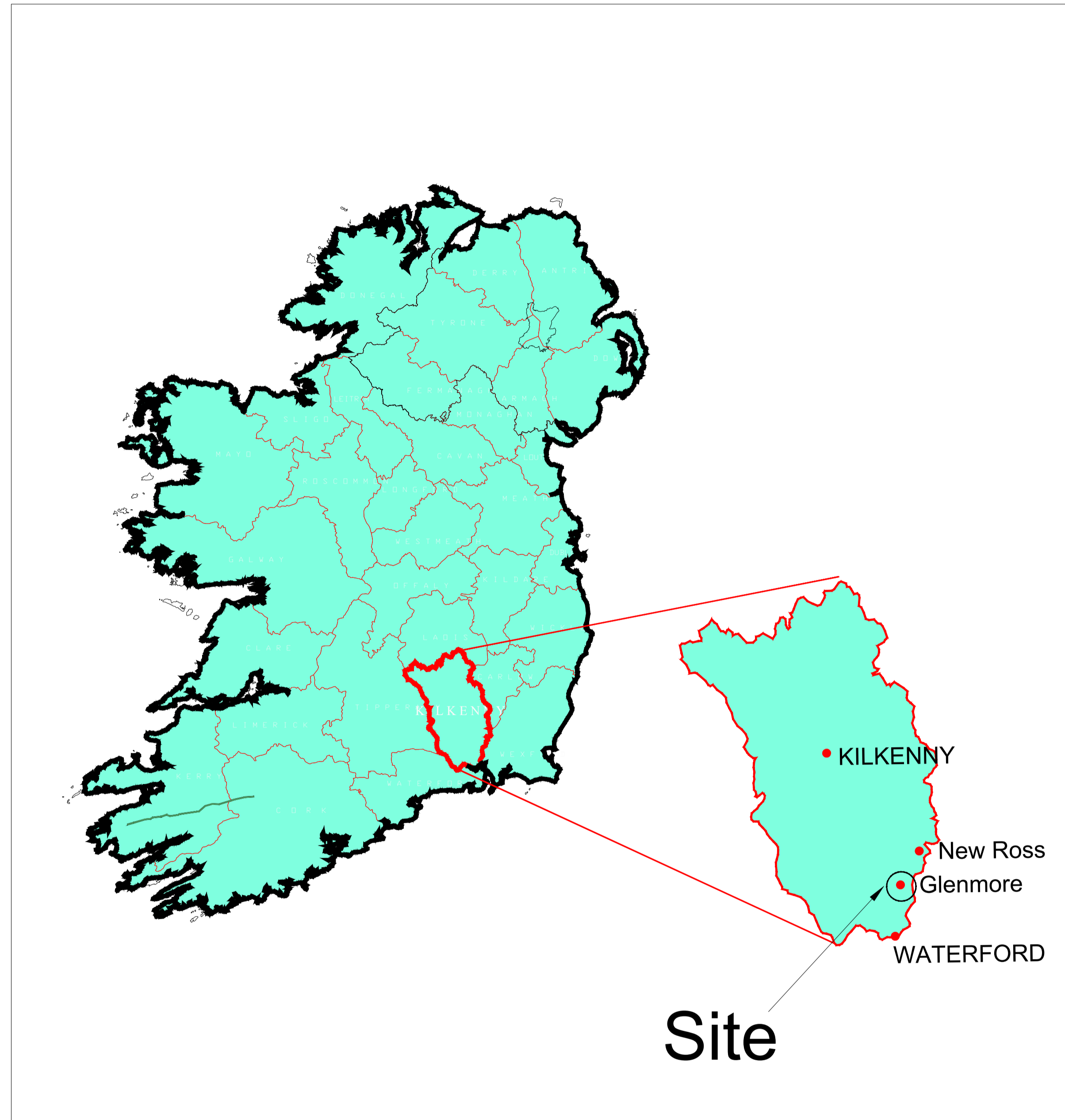
# SOUTH EAST GREENWAY LINKAGE DESIGN - GLENMORE

## PUBLIC DISPLAY DRAWINGS

### (Part VIII Process)

DRAWING TITLE	DRAWING SERIES	DRAWING NUMBERS	REVISION NUMBER
COVER SHEET	DRAWING COVERSHEET	21006-01-0001	1
SITE LOCATION	LOCATION	21006-01-0005	1
OVERALL LAYOUT - GLENMORE	PROPOSED LAYOUT	21006-01-0007	3
OVERALL LAYOUT - GLENMORE SHEET 1 of 3 (GLENMORE VILLAGE / GRAIGUENAKILL)	PROPOSED LAYOUT	21006-01-0014	3
OVERALL LAYOUT - GLENMORE SHEET 2 of 3 (GRAIGUENAKILL / BALLYVERNEEN)	PROPOSED LAYOUT	21006-01-0015	3
OVERALL LAYOUT - GLENMORE SHEET 3 of 3 (BALLYVERNEEN / SOUTH EAST GREENWAY)	PROPOSED LAYOUT	21006-01-0016	3
TYPICAL CROSS SECTIONS	TYPICAL CROSS SECTIONS	21006-01-0018	2

Project Title:				SOUTH EAST GREENWAY LINKAGES			
Drawing Title:				INDEX OF CONTENTS			
Drawn by:	TON	Sheet Size:	A1	Scale:	NTS	Date:	April '23
Drawing Number:		21006-01		Revision:		-	
No.	Revision	Date	By	Chk'd	App'd		
Designed:	FH	Checked:	AC	Approved:	AC		



Greenway Linkage

## SITE LOCATION



Tionscadal Éireann  
Project Ireland  
2040



**ROADPLAN**  
CONSULTING

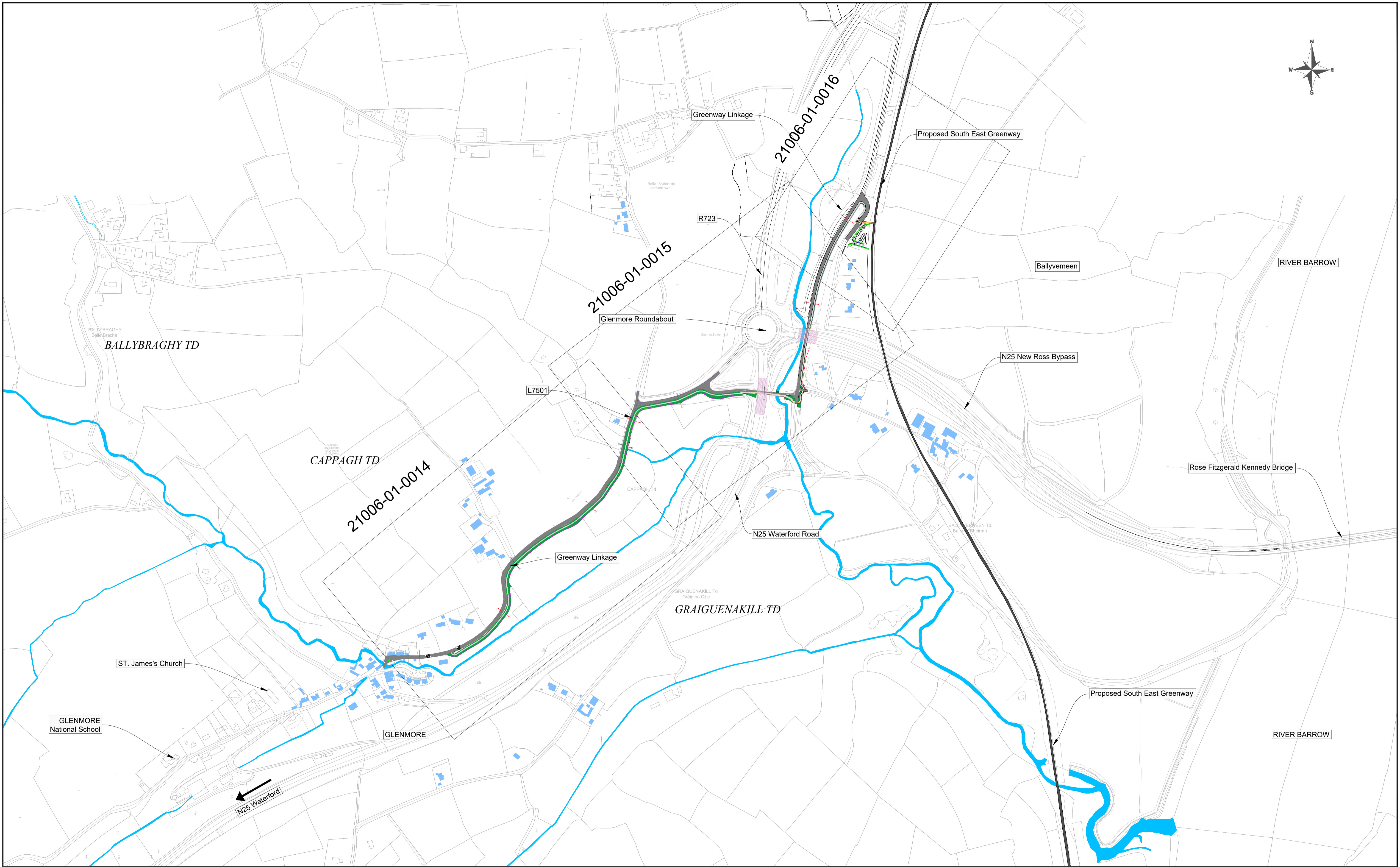
7 Ormonde Road,  
Kilkenny, R95 N4FE.  
Tel: +353(0)567795800  
E-mail: info@roadplan.ie

NOTES

No.	Revision	Date	By	Chk'd	App'd
Designed:	FH				
Checked:	AC				
Approved:	AC				

Project Title: <b>SOUTH EAST GREENWAY LINKAGE DESIGN</b>			
Drawing Title: <b>SITE LOCATION - GLENMMORE</b>			
Drawn by:	TON	Sheet Size: A1	Scale: NTS
Date:	April '23		
Drawing Number:	21006-01-0005		Revision: -






**Comhairle Chontae Chill Chainnigh**  
 Kilkenny County Council


**trail Kilkenny**


**ROADPLAN CONSULTING**

7 Ormonde Road,  
 Kilkenny, R95 N4FE.  
 Tel: +353(0)567795800  
 E-mail: info@roadplan.ie

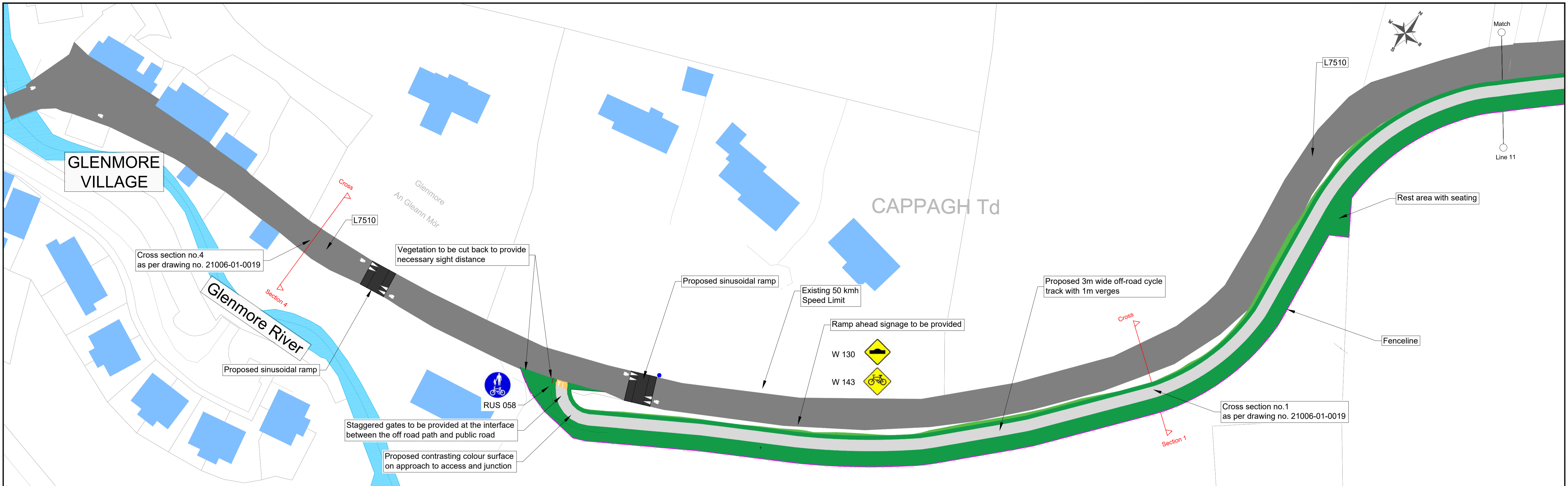
**NOTES**

No.	Revision	Date	By	Chk'd	App'd
Designed:	FH				
Checked:	AC				
Approved:	AC				

Project Title: **SOUTH EAST GREENWAY LINKAGE DESIGN**  
 Drawing Title: **OVERALL LAYOUT - GLENMORE**

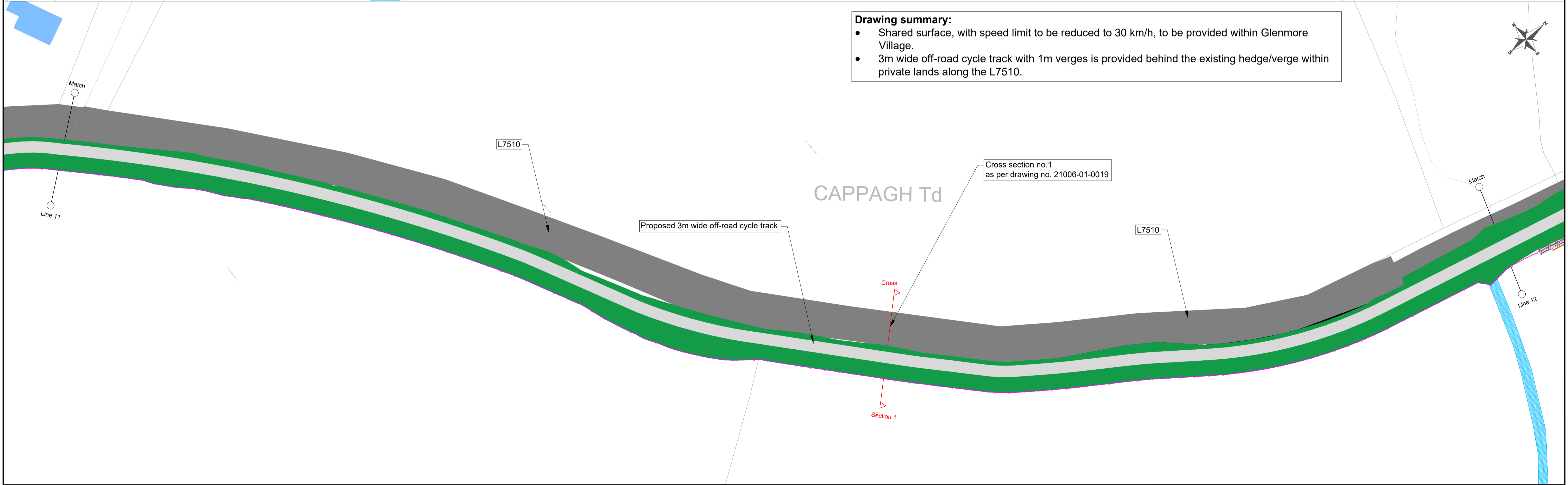
Drawn by: TON    Sheet Size: A1    Scale: 1:4000    Date: April '23

Drawing Number: 21006-01-0007    Revision: -



**Drawing summary:**

- Shared surface, with speed limit to be reduced to 30 km/h, to be provided within Glenmore Village.
- 3m wide off-road cycle track with 1m verges is provided behind the existing hedge/verge within private lands along the L7510.



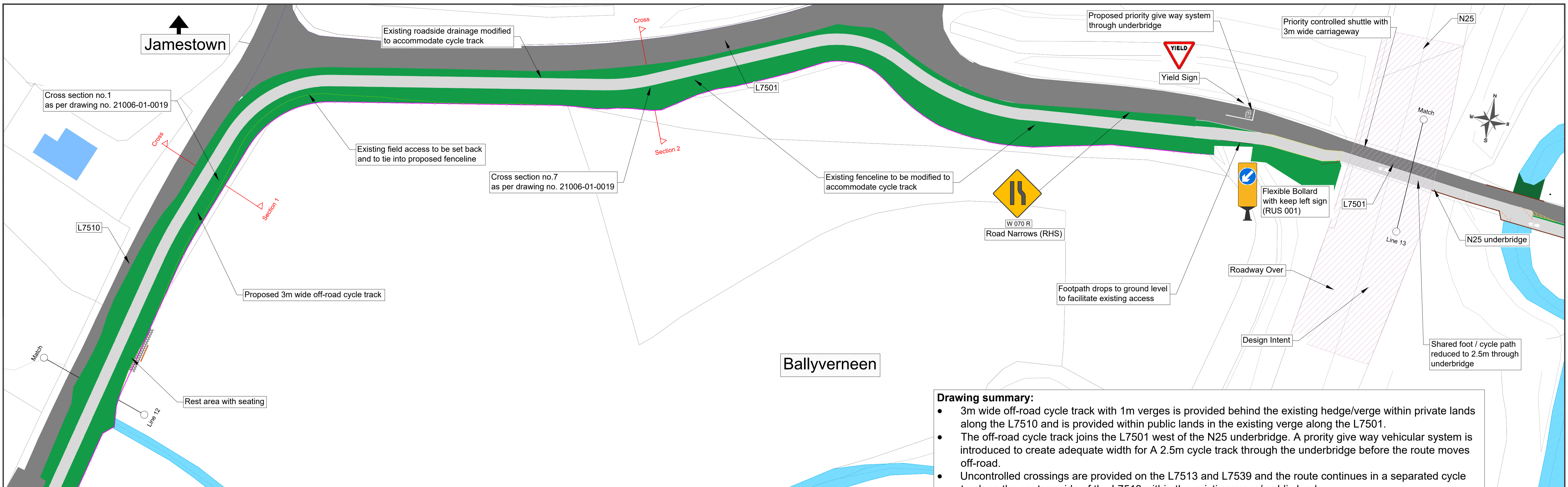
7 Ormonde Road, Kilkenny, R95 N4FE. Tel: +353(0)567795800 E-mail: info@roadplan.ie

**LEGEND**

	Pedestrian or Pedestrian / Cyclist Surface		Grass / Landscaping / Hedgerow		Sinusoidal Ramp
	Shared Cyclist / Vehicle Pavement		Existing Buildings		Public Lighting
	Pavement - Carriageway / Private Access		Rest Area		
	Proposed South East Greenway				

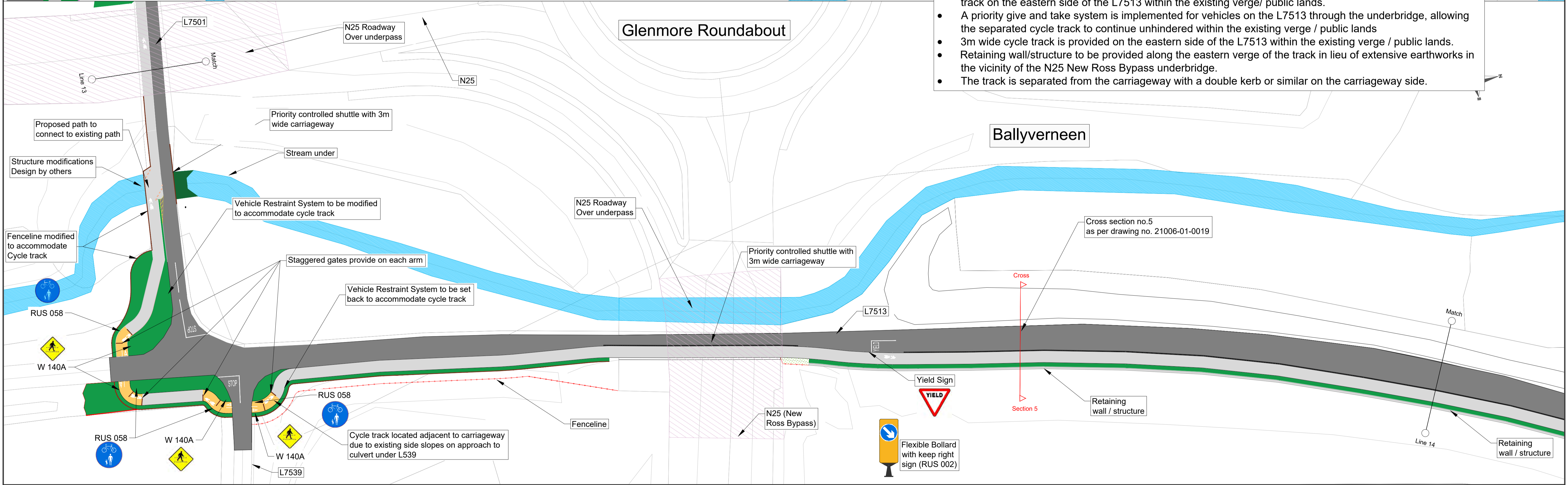
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Designed:	FH	Checked:	AC	Approved:	AC

Project Title: <b>SOUTH EAST GREENWAY LINKAGE DESIGN</b>					
Drawing Title: <b>PROPOSED LAYOUT - GLENMORE - SHEET 1 OF 3 (GLENMORE VILLAGE / GRAIGUENAKILL)</b>					
Drawn by:	TON	Sheet Size:	A1	Scale:	1:500
Date:	April '23	Drawing Number:	21006-01-0014	Revision:	-



**Drawing summary:**

- 3m wide off-road cycle track with 1m verges is provided behind the existing hedge/verge within private lands along the L7510 and is provided within public lands in the existing verge along the L7501.
- The off-road cycle track joins the L7501 west of the N25 underbridge. A priority give way vehicular system is introduced to create adequate width for a 2.5m cycle track through the underbridge before the route moves off-road.
- Uncontrolled crossings are provided on the L7513 and L7539 and the route continues in a separated cycle track on the eastern side of the L7513 within the existing verge/ public lands.
- A priority give and take system is implemented for vehicles on the L7513 through the underbridge, allowing the separated cycle track to continue unhindered within the existing verge / public lands
- 3m wide cycle track is provided on the eastern side of the L7513 within the existing verge / public lands.
- Retaining wall/structure to be provided along the eastern verge of the track in lieu of extensive earthworks in the vicinity of the N25 New Ross Bypass underbridge.
- The track is separated from the carriageway with a double kerb or similar on the carriageway side.





Comhairle Chontae Chill Chainnigh  
Kilkenny County Council



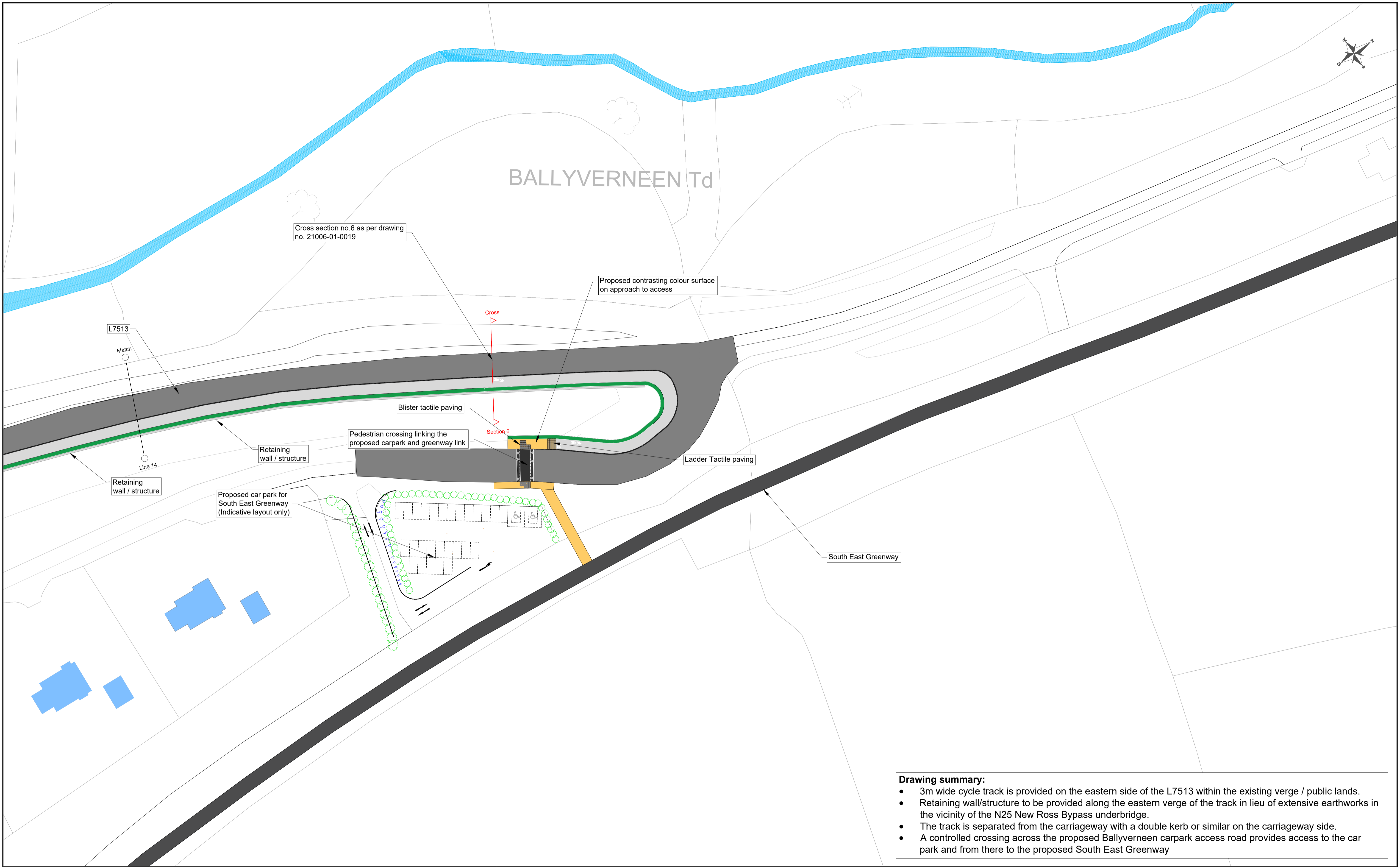


7 Ormonde Road,  
Kilkenny, R95 N4FE.  
Tel: +353(0)567795800  
E-mail: info@roadplan.ie

LEGEND	
	Pedestrian or Pedestrian / Cyclist Surface
	Shared Cyclist / Vehicle Pavement
	Pavement - Carriageway / Private Access
	Proposed South East Greenway
	Grass / Landscaping / Hedgerow
	Existing Buildings
	Rest Area
	Sinusoidal Ramp
	Public Lighting

No.	Revision	Date	By	Chk'd	App'd
Designed:	FH	Checked:	AC	Approved:	AC

Project Title: <b>SOUTH EAST GREENWAY LINKAGE DESIGN</b>			
Drawing Title: <b>PROPOSED LAYOUT - GLENMORE - Sheet 2 of 3 (GRAIGUENAKILL / BALLYVENEEN)</b>			
Drawn by:	TON	Sheet Size:	A1
Scale:	1:500	Date:	April '23
Drawing Number:	21006-01-0015		Revision:



**Drawing summary:**

- 3m wide cycle track is provided on the eastern side of the L7513 within the existing verge / public lands.
- Retaining wall/structure to be provided along the eastern verge of the track in lieu of extensive earthworks in the vicinity of the N25 New Ross Bypass underbridge.
- The track is separated from the carriageway with a double kerb or similar on the carriageway side.
- A controlled crossing across the proposed Ballyverneen carpark access road provides access to the car park and from there to the proposed South East Greenway

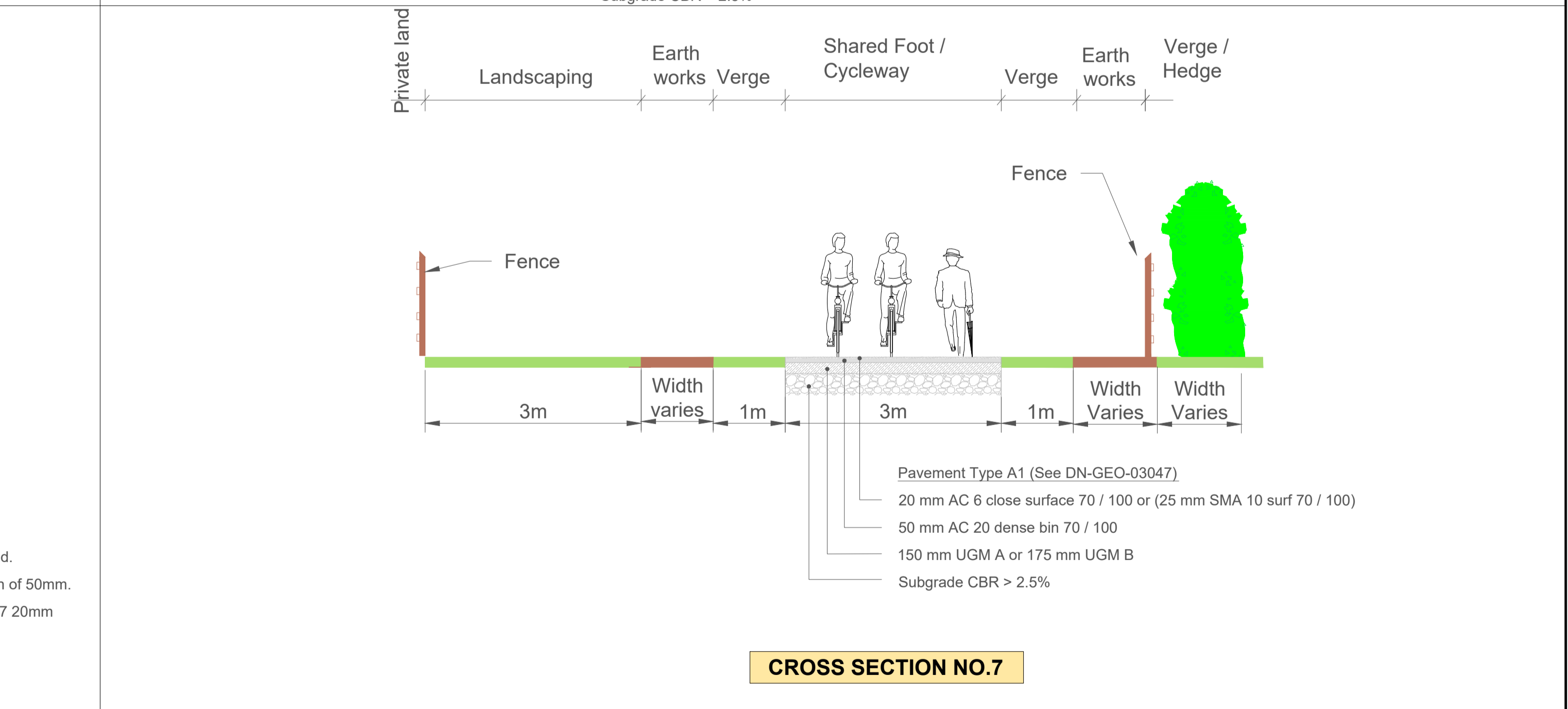
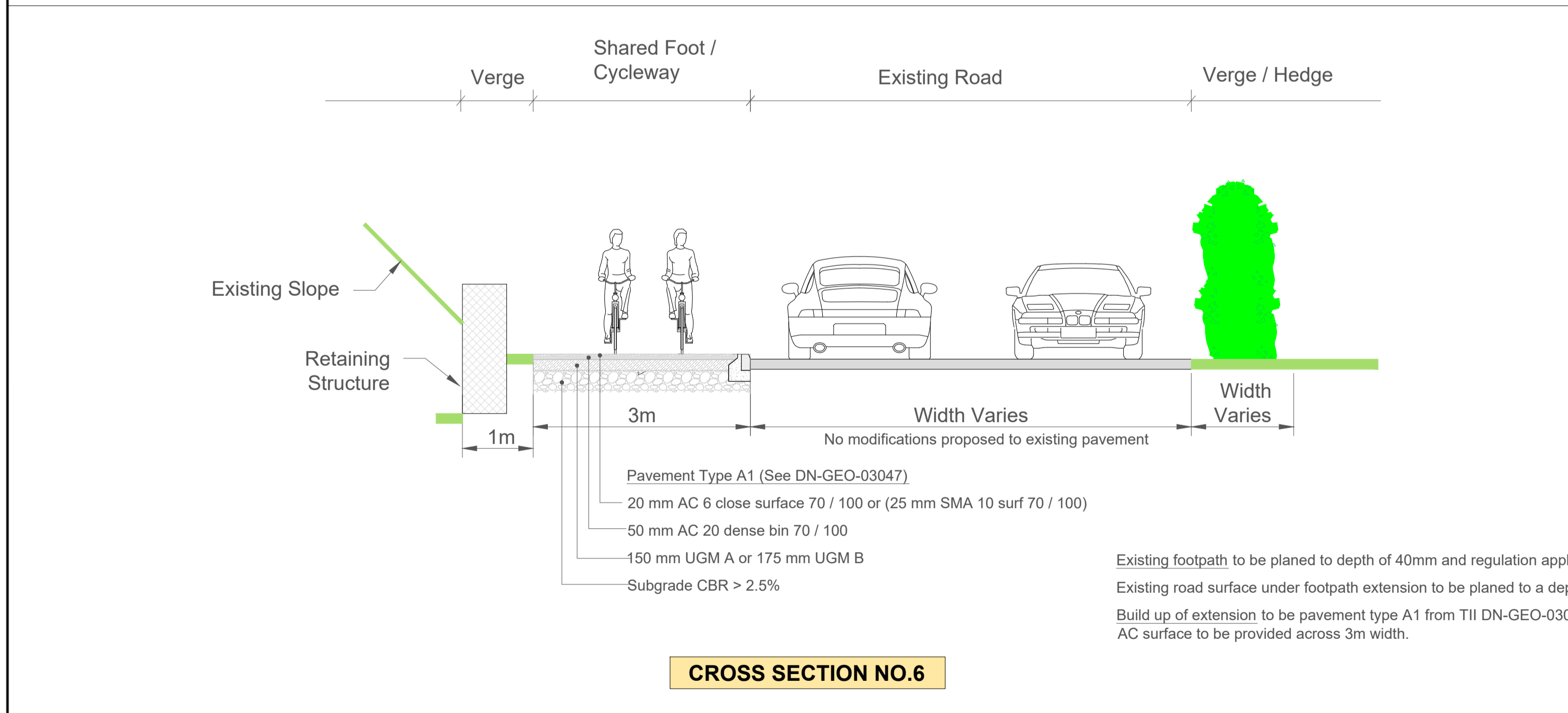
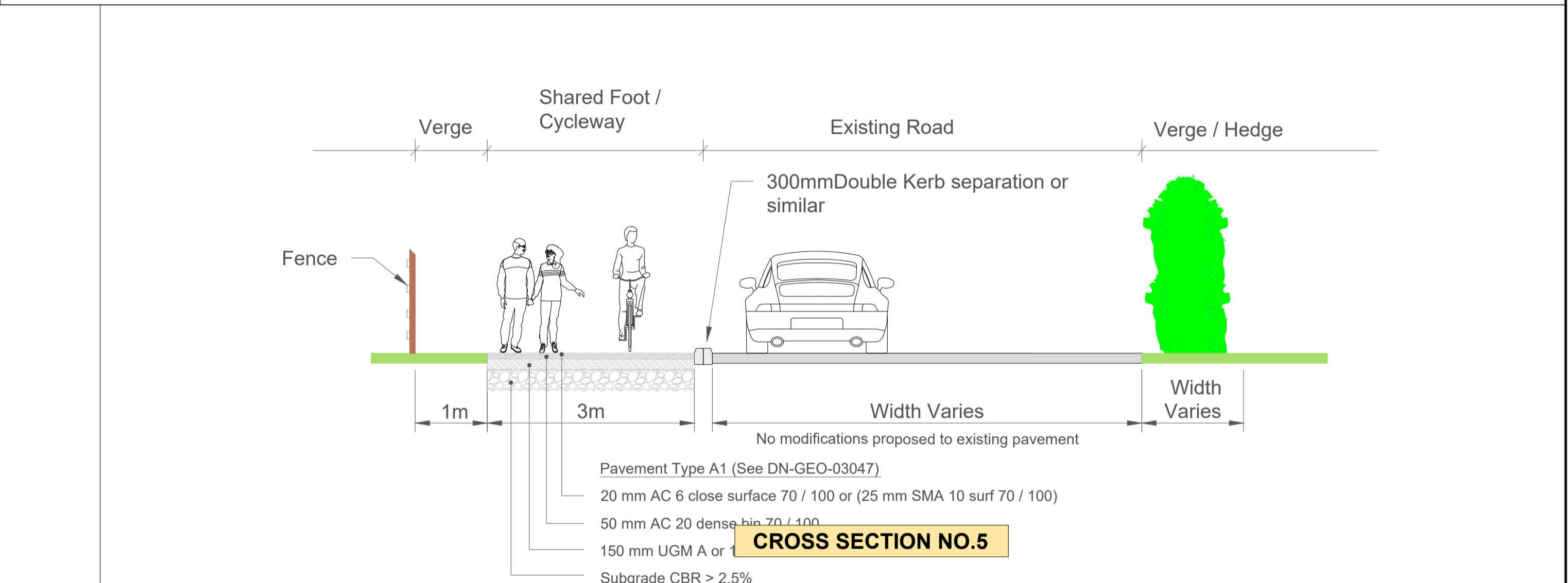
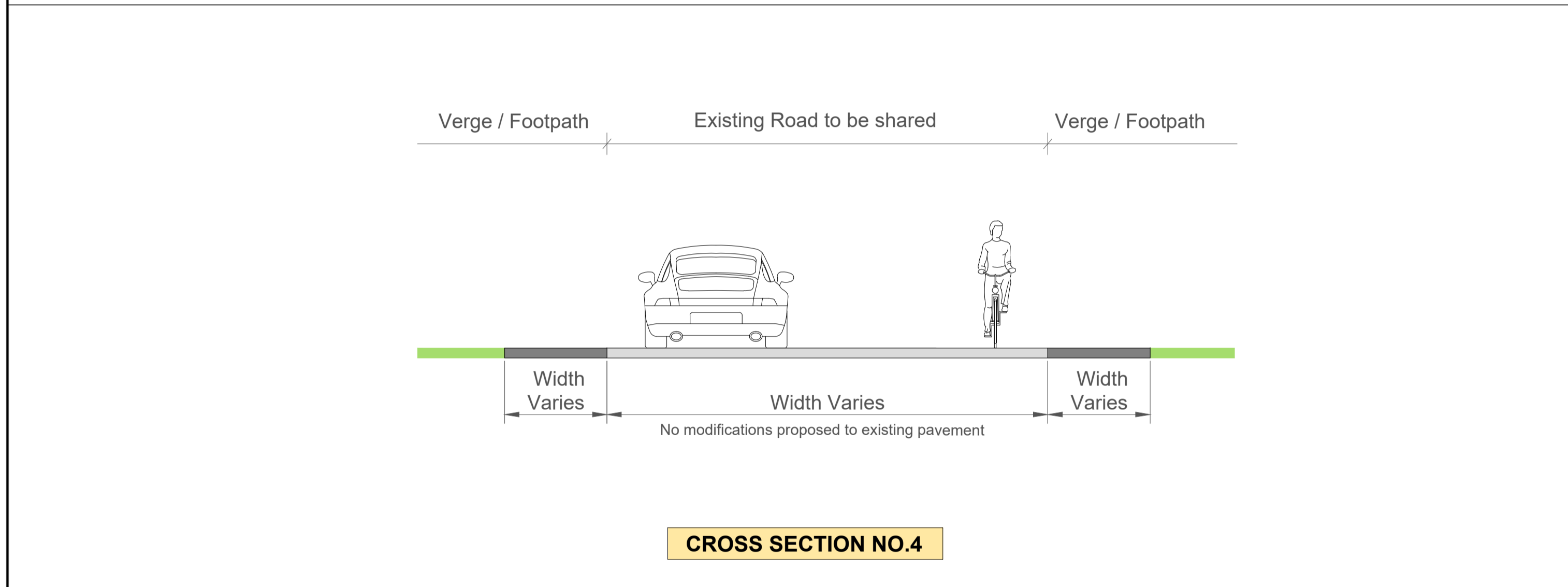
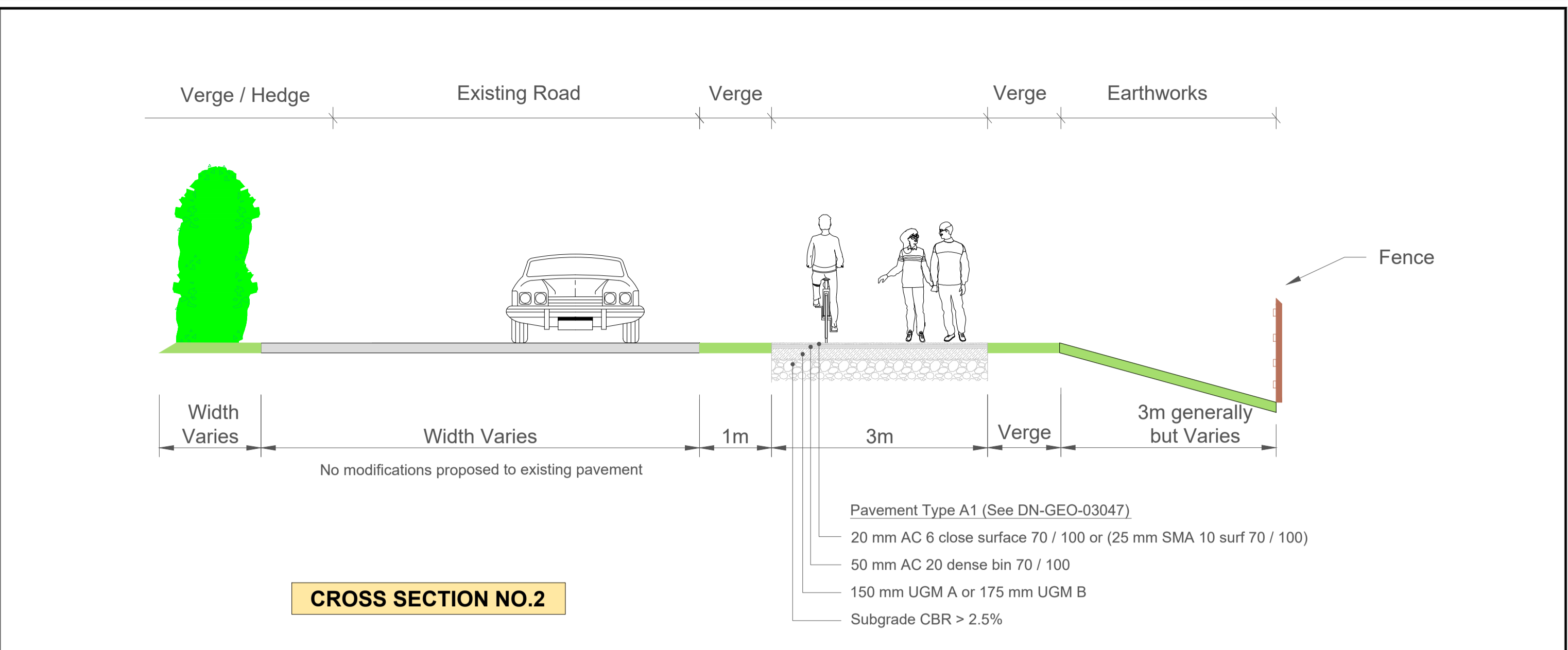
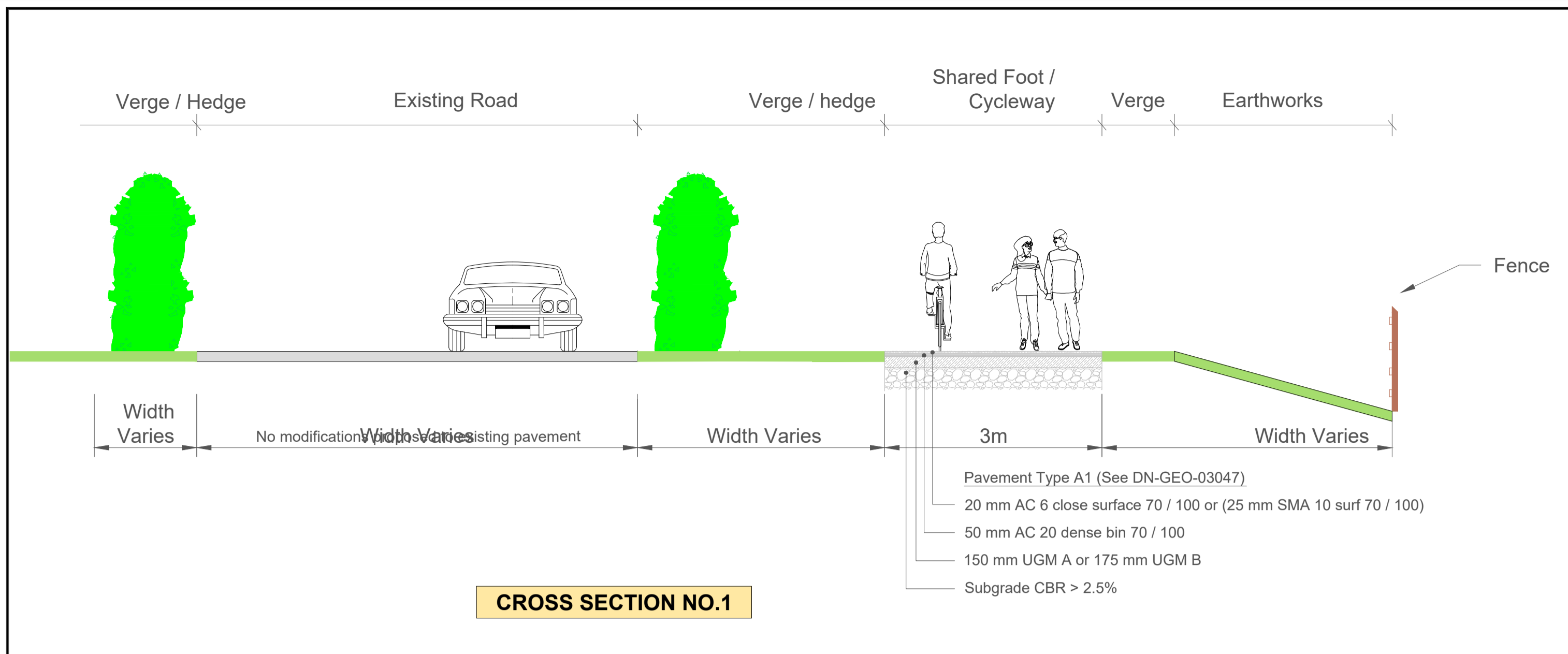
**LEGEND**

Pedestrian or Pedestrian / Cyclist Surface	Grass / Landscaping / Hedgerow	Sinusoidal Ramp
Shared Cyclist / Vehicle Pavement	Existing Buildings	Public Lighting
Pavement - Carriageway / Private Access	Rest Area	
Proposed South East Greenway		

No.	Revision	Date	By	Chk'd	App'd

Designed: FH	Checked: AC	Approved: AC
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Project Title: <b>SOUTH EAST GREENWAY LINKAGE DESIGN</b>			
Drawing Title: <b>PROPOSED LAYOUT - GLENMORE - Sheet 3 of 3 (BALLYVERNEEN / SOUTH EAST GREENWAY)</b>			
Drawn by: TON	Sheet Size: A1	Scale: 1:500	Date: April '23
Drawing Number: 21006-01-0016		Revision: -	



**Notes:**

No.	Revision	Date	By	Chk'd	App'd
Designed:	AC	Checked:	AC	Approved:	DD

Project Title: **SE GREENWAY LINKAGE DESIGN**

Drawing Title: **Glenmore Cross Sections**

Drawn by: TON Sheet Size: A1 Scale: NTS Date: April '23

Drawing Number: 21006-01-0019 Revision: -

# Appendix 3

## Modified Part 8 Drawings

**Note 1**  
 It is proposed to introduce a series of passing bays, from the Cappagh Rd / Jamestown Junction LS7510 / LS7501 to Glenmore village. The inclusion of same will be provided for in the detail design for the Greenway Connectivity Link.  
 In general, this design will provide for an adequate width for vehicles to pass each other, up to a maximum of 6.5m full carriageway width.  
 The passing bays will incorporate entry and exit transitions along with a dwell area. The passing bays will be provided at regular intervals, providing forward visibility in the range of 90lin.m to 145lin.m.  
 The number of passing bays is expected to be in the region of 5no. to 8no.  
 The provision of the above will likely require localised sections of hedgerow removal, pruning of overhanging tree branches and associated drainage works.

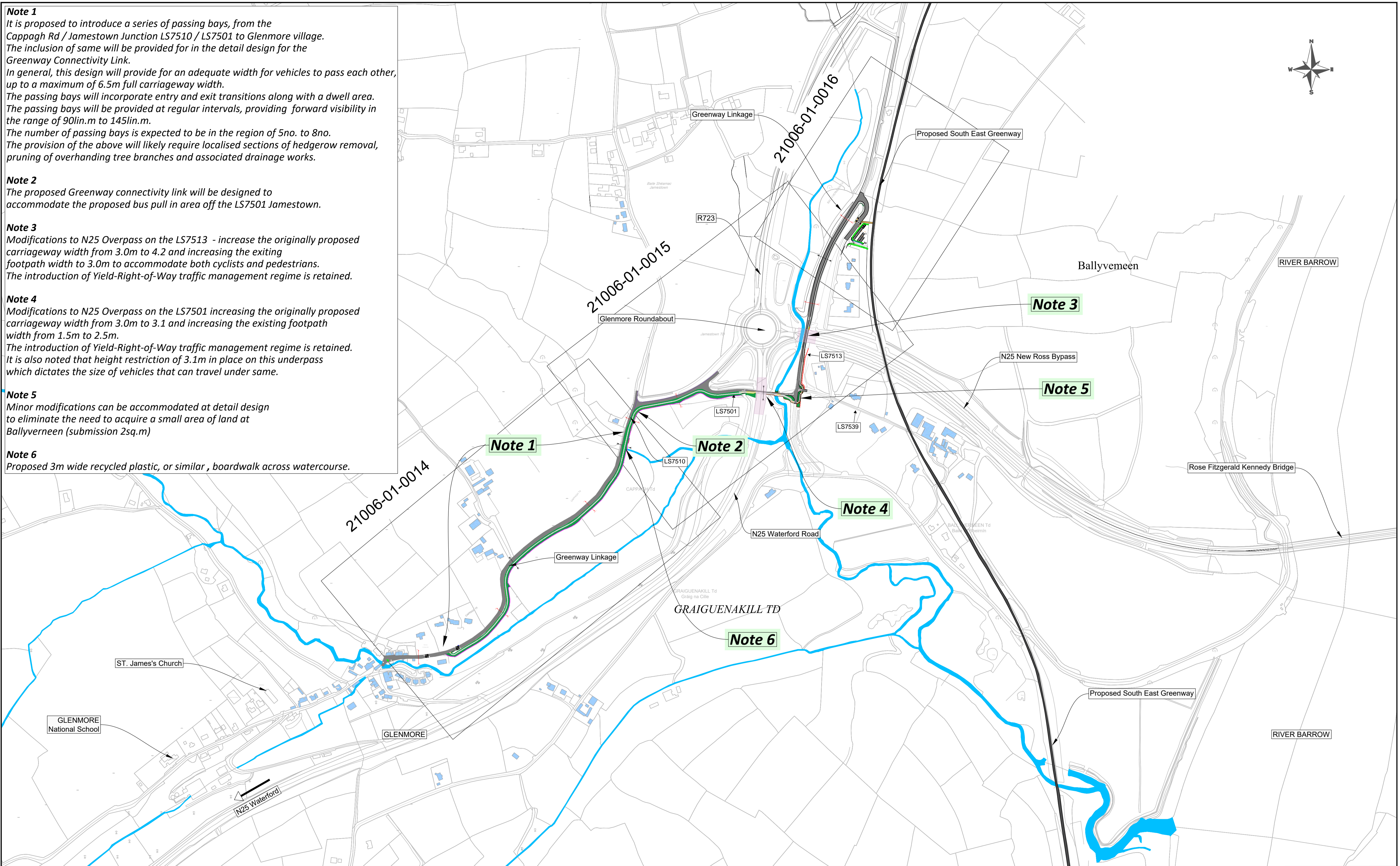
**Note 2**  
 The proposed Greenway connectivity link will be designed to accommodate the proposed bus pull in area off the LS7501 Jamestown.

**Note 3**  
 Modifications to N25 Overpass on the LS7513 - increase the originally proposed carriageway width from 3.0m to 4.2 and increasing the exiting footpath width to 3.0m to accommodate both cyclists and pedestrians. The introduction of Yield-Right-of-Way traffic management regime is retained.

**Note 4**  
 Modifications to N25 Overpass on the LS7501 increasing the originally proposed carriageway width from 3.0m to 3.1 and increasing the existing footpath width from 1.5m to 2.5m. The introduction of Yield-Right-of-Way traffic management regime is retained. It is also noted that height restriction of 3.1m in place on this underpass which dictates the size of vehicles that can travel under same.

**Note 5**  
 Minor modifications can be accommodated at detail design to eliminate the need to acquire a small area of land at Ballyverneen (submission 2sq.m)

**Note 6**  
 Proposed 3m wide recycled plastic, or similar, boardwalk across watercourse.



NOTES

No.	Revision	Date	By	Chk'd	App'd
B	Local road numbers added	08/11/23	AC	AC	AC
A	Notes Added	08/11/23	TON	AC	AC

Designed:	FH	Checked:	AC	Approved:	AC
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Project Title: SOUTH EAST GREENWAY LINKAGE DESIGN					
Drawing Title: OVERALL LAYOUT - GLENMORE					
Drawn by:	TON	Sheet Size:	A1	Scale:	1:4000
Date:	Nov '23	Drawing Number:	21006-01-0007	Revision:	REV B

**Appendix 4**  
**Senior Planner's Report**



**Chontae Chill Chainnigh  
Kilkenny County Council  
Planning Report**



**Planning & Development Act 2000, as amended  
Planning & Development Regulations 2001, as amended**

**Part 8 Ref: 01/23**

**Development:** The project comprises the development of a pedestrian and cycle corridor linking the South East Greenway with the Village of Glenmore Village. The route is approximately 1.86km in length and is 3.0 meters wide.

The proposed linkage connects the car park at Ballyverneen by way of the L-7513 through existing N25 underpass to the junction of L-7513. The route continues through the second existing N25 underpass to the junction with L-7510. The new corridor to be constructed is located on private lands inside the hedge line along L-7510 into the Village of Glenmore. The corridor then re-joins the existing public road L-7510 with introduced traffic calming measures.

Third party lands to be acquired at the junctions of L-7539 and L-7501 and at the junction of L-7501 and L-7510 into Glenmore Village requiring third party land acquisitions.

The proposal put forward provides for the following:

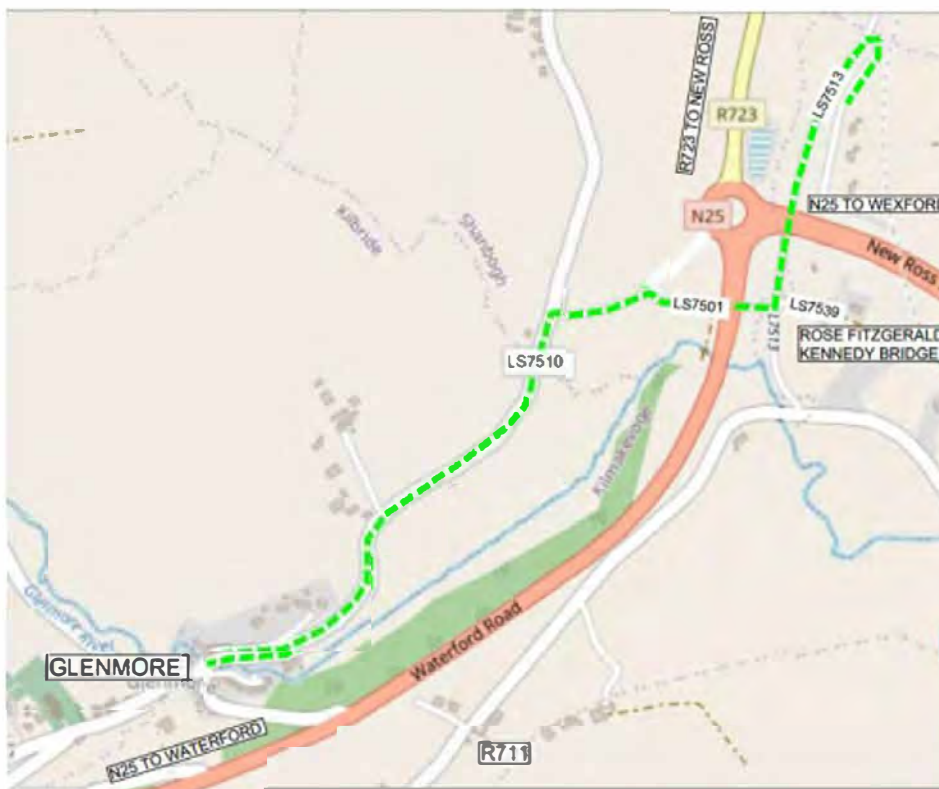
- Accommodation works consisting of security fencing, agricultural gates, and stock proof fencing to facilitate landowners.
- The clearance of vegetation on the link corridor, retaining boundary hedgerows, and boundary vegetation where possible.
- Repair and upgrade of existing drainage.
- Excavation and installation of retaining structures on L-7513 up to N-25 underpass.
- Laying of a 3-metre-wide bituminous surface on a crushed stone base to form a proposed pedestrian cycle corridor.
- Alteration to footpaths in the two underpasses of N25 at L-7513 and L-7501.
- Alterations / setbacks to vehicle restraint systems along L-7513, L-7539, and L-7501.
- Installation of barriers for the safety of Greenway users.
- Installation of road signage, markings, lighting, pedestrian/cyclist crossings and ramps along existing road and path infrastructure through shared surface.

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**Site Location and Description**

The site is located north of the village of Glenmore and runs parallel to the local road network (L-7510-29, L-7510-60 and L-7513-14) for 1.86km linking up with the South East Greenway at Ballyverneen Car Park. The subject lands are east of the L-7510-29, and L-7513-14 and lie south of the L-7510-60. The lands are primarily greenfield and in agricultural use. The topography of the site is steep for large parts particularly along with L-7510-29 where the land falls heavily in a south east direction from the public road towards the N25.

Proposed link is outlined with dashed green line in map extract below.



## Kilkenny City and County Development Plan 2021 - 2027

### 5.3 – Tourism, Creative Industries and Services

It is council policy to “*support cycle and walking tourism initiatives, in tandem with the development of Greenway’s and Blueway’s in the County*”.

It is an objective to “*continue to develop sustainable high-quality tourism, leisure and complementary activities for the City and County with the key stakeholders enhancing the position of Kilkenny as a Hero site within Ireland’s Ancient East branding*”.

#### 5.3.1 – Kilkenny County

Outside the City, the tourism sector continues to be a crucial element of community and economic development. Recent developments, which shall be encouraged and supported include:

*“Kilkenny Greenway as part of the South East Greenway in South of the County.”*

#### 5.3.5 – Outlook

The council will continue to develop the tourism offering in Kilkenny focusing on developing a visitor plan for the South East Greenway incorporating the Kilkenny Greenway.

#### 5.3.6 – Tourism Objectives

- 5F: Development of the Kilkenny Greenway as part of the South East Greenway in South Kilkenny.
- 5G: Development of the Waterford to Rosslare Greenway

### 8.3 – Trails, Cycleways, Walkways and Linear Parks

The Council will support, promote and facilitate a comprehensive network of greenways, linking parks and public open spaces to the Regional and National Greenway Networks.

### 8.4 – Greenways and Blueways's

It is noted that the South East Greenway primarily passes through County Kilkenny. The Council will investigate the potential of and opportunities for the funding of walking and cycling greenways and trails in the county, and for the development of linkages between existing trails and others in adjoining counties.

The Council will cooperate with other state agencies in the development of blueways along existing watercourses as considered appropriate with existing greenways and blueways.

The Council will support the progression of long-distance linear greenways and greenway town networks, and the further development and improvements of cycling and walking trails and paths in County Kilkenny, and the provision of appropriate services along these trails, and for the development of linkages between these trails and adjoining counties.

### Greenways and Blueways Objectives

- 8J: To complete the construction of the Kilkenny Greenway, connecting New Ross to Waterford.
- 8K: To promote and develop the Waterford to Rosslare Greenway in association with Waterford and Wexford County Councils.

#### 9.2.5.1 - Hedgerows

Hedgerows contribute significantly to biodiversity and landscape character. They have an important farming function, they are wildlife habitats, and corridors, between habitats. It is a requirement “to protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites.”

### 12.5 – Cycling and Walking

Greenways are an important element of cycling infrastructure. Greenways and Blueways also have significant recreational use and benefit.

#### 12.5.1 – Cycling Objectives

- 12P: To provide connections to the Kilkenny Greenway to settlements along its route as the need arises and resources permit.

### **Third Party Submissions**

Ten third party submissions were received from the general public, while comments were also received from Transport Infrastructure Ireland (TII), Uisce Eireann the Councils Road Design Office.

Road Design had no objection to the proposed development and outlined a number of provisions that should be adhered to as part of the overall design. Transport Infrastructure Ireland had no objection and outlined some recommendations to be included in the design and at construction stage. Uisce Eireann had no objection to the proposed development and outlined their requirements in relation to the design.

A list of some of the issues raised in the public submissions are outlined below:

- The Cappagh Road needs to be widened before any Greenway link is considered. It is a dangerous stretch of road for local residents. Traffic is likely to increase on this road in the future.
- Impact on flora and fauna is a concern. There is a badger set in the area and provision of fencing will disturb movement patterns.
- Impact of construction on salmon in stream.
- Lack of parking, facilities and amenities in Glenmore Village.
- The development will impact private landowners and have negative economic implications / loss of income. Against government policy to keep local families farming.
- Retaining hedgerows means more land is required from landowners.
- Fairy bush should not be removed
- Impact passers / users will have on livestock in adjoining fields.
- Safety of public from livestock in adjoining fields
- Impact on road safety / traffic due to narrowing of road carriageway in both underpasses.
- Development cuts off access to farm land. Impact cattle crossings will have on public
- Flooding is a concern from stream, as fields often flood.
- The village sewerage system will need to be upgraded in the future to avoid further pollution of the stream. The greenway link may inhibit the upgrading of this facility.
- Impractical to develop on these lands due to steep slope

Responses to submissions were prepared by Parks, in conjunction with the Planning Department. These are appended with the Chief Executives Report in Appendix 5.

#### **Referrals:**

The following statutory and non-statutory bodies were invited to make submissions to the scheme:

- *Environment*: Report not received to date.
- *Roads*: No objection, and sets out a number of considerations to be addressed in relation to the development. Details outlined in appendix 5
- *Transport Infrastructure Ireland (TII)*: No objection, sets out a number of recommendations to be considered.
- *Department of Transport*: No response
- *Uisce Eireann* – No objection, subject compliance with requirements.
- *Department of Housing, Local Government and Heritage*: No response.
- *Parks* – Report not received to date.

#### **Heritage:**

*Protected Structure* – None on site.

*Architectural Conservation Area* – The site is not in an Architectural Conservation Area.

*Recorded Monuments* – None in the immediate vicinity.

*Zone of Archaeological Potential* - The site is not in a Zone of Archaeological Potential

*Protected views* - The site is not located within any protected view

#### **Future National Roads in South Kilkenny**

Waterford to Cahir N24 Scheme - The site is **not** within the buffer area for this scheme.

Waterford to Glenmore N25 Scheme - The site **is** partly within the buffer area for this scheme

#### **Screening for Appropriate Assessment**

A report for the purposes of Appropriate Assessment Screening was prepared in respect of the construction and operation of linkage access routes from the South East Greenway to Glenmore and Slieverue in Co. Kilkenny to determine whether it is likely individually or in combination with other plans and projects to have a significant effect on any European sites, in light of best scientific knowledge.

The report concluded that there are no predicted effects on any European sites given there are no predicted emissions to air, water, or the environment during the construction or operational phases that would result in significant effects.

### **Environmental Impact Assessment (EIA)**

A preliminary examination of the nature, size and location of the proposed development has been carried out which determines that there is no real likelihood of significant effects on the environment arising from the proposed development. It is therefore concluded that an Environmental Impact Assessment Report (EIAR) is not required.

### **Proposed Development**

The proposed link connects the South East Greenway to the village of Glenmore providing access for pedestrians and cyclists. The route is approximately 1.86km and consists of assorted improvements along the route using road side verges, the underbridge at the N25 and onto the village in the 50km/hr zone.

- Accommodation works consisting of security fencing, agricultural gates, and stock proof fencing to facilitate landowners.
- The clearance of vegetation on the link corridor, retaining boundary hedgerows, and boundary vegetation where possible.
- Repair and upgrade of existing drainage.
- Excavation and installation of retaining structures on L-7513 up to N-25 underpass.
- Laying of a 3-metre-wide bituminous surface on a crushed stone base to form a proposed pedestrian cycle corridor.
- Alteration to footpaths in the two underpasses of N25 at L-7513 and L-7501.
- Alterations / setbacks to vehicle restraint systems along L-7513, L-7539, and L-7501.
- Installation of barriers for the safety of Greenway users.
- Installation of road signage, markings, lighting, pedestrian/cyclist crossings and ramps along existing road and path infrastructure through shared surface.

Additional proposals and modifications put forward, having considered submissions received during the consultation process, include:

- The construction of a series of passing bays along the Cappagh Road from Jamestown Cross to the village. The location of passing bays will be such to maximise forward visibility along this section road and it is estimated that between 5no. and 8no. bays will be installed;
- Modifications to N25 Overpass on the LS7513 reducing the carriageway width from 5.7m to 4.2 and increasing the footpath width from 1.5m to 3.0m. The works will also include the introduction of Yield-Right-of-Way traffic management regime;
- Modifications to N25 Overpass on the LS7501 reducing the carriageway width from 4.1m to 3.1 and increasing the footpath width from 1.5m to 2.5m. The works will also include the introduction of Yield-Right-of-Way traffic management regime. It is also noted that a height restriction of 3.1m is in place on this underpass which dictates the size of vehicles that can travel under same;
- Installation of short section of recycled plastic boardwalk or similar to span watercourse
- Provision for landscaping and street furniture

### **Assessment:**

The proposal is generally supported through various policies and objectives outlined in the Kilkenny City and County Development Plan which are outlined above. It is therefore considered to be acceptable in principle. Having regard to the proposed development and submissions received the relevant issues are assessed under the subheadings below:

### Road Safety:

It is considered that the provision of pedestrian / cycling infrastructure behind the existing hedgerow along the L-7510-29 will improve conditions for road users separating vehicular traffic from pedestrians and cyclists in so far as possible. Removal of hedgerows to widen the road network is not supported by policy in the development plan which is to protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites.

It is further noted that there were no recorded accidents along this stretch of road from 1990-2020. A traffic survey undertaken showed that the vast majority of road users drive slower than the 80km/hr speed limit on this stretch and none of the metrics provided would warrant further consideration in terms of a road widening scheme.

Notwithstanding the above it proposed to introduce a series of passing bays along the L-7510 to improve road safety conditions which will allow vehicles to pass safely. Inclusion of same will be provided for in the detail design for the Greenway link. Provision will likely require localised sections of hedgerow removal.

The number of passing bays required should be limited insofar as possible where the removal of significant sections of hedgerow are required to facilitate passing bays or provide sightlines from passing bays. Hedgerows contribute significantly to biodiversity and landscape character and have an important function for wildlife habitats, and corridors between habitats as well as being important for providing natural drainage and prevention of flooding.

Removal of hedgerows along the L-7510-29 may have an impact on drainage from the road which is in an elevated position from the stream below and the catchment for the River Barrow and River Nore SAC. The Planning Authority are satisfied that amendments to design to will be screened for AA and addressed as required by legislation.

### Provision of Parking / Amenities:

It is considered that there is sufficient parking available for bikes and cars at Ballyverneen and in the village of Glenmore at present to cater for users. Provision of this link is aimed at stimulating the local economy and provision of economic opportunities in the village of Glenmore.

### Amendments to Underpasses:

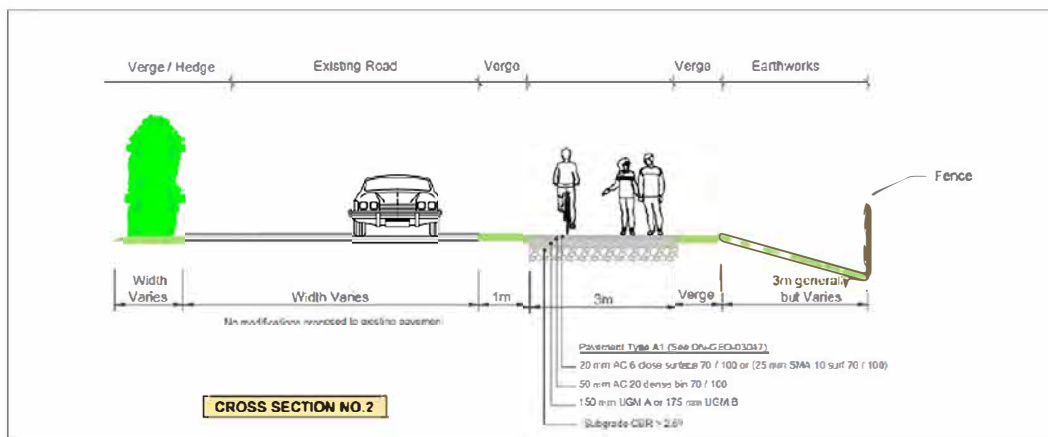
Modifications to underpasses are key to the success and safety of the greenway connectivity link. It is proposed to introduce a yield traffic control layout which will reduce vehicle speeds, particularly the part of the L-7513 under the New Ross Bypass. Given, that this is the dedicated route for agricultural vehicles it is now proposed to increase the road width from 3m to 4.2m and operate under a yield right of way traffic management regime.

In respect of the underpass on L-7501, it is noted that a height restriction of 3.1m is in place restricting the size of vehicles using same. It is proposed to widen the existing footpath from 1.5m to 2.5m and reduce the carriageway from 4.1m to 3.1m. Given the height restriction it is envisaged the road will be ample to accommodate the majority of vehicles using this underpass. There is also an alternative route via the L-7513 and R-723 available nearby. Works to the underpass will require further co-ordination and approval from TII to demonstrate compliance with all relevant TII standards. This will be undertaken as part of the detail design process.

### Excessive land take:

While the 10 meters indicated on some sectional drawings may appear excessive to facilitate a 3m wide carriageway it is noted that a wider buffer is required along parts to allow ground to be built up to ensure the slope is not severe so as to cause a hazard. The detail of this will be considered further as part of the detail

design process and will be minimised where possible. Overall widths will vary along the route to ensure a safe 3-meter-wide carriageway can be incorporated.



### Impact on flora and fauna

A report for the purposes of Appropriate Assessment Screening was prepared in respect of the construction and operation to determine whether it is likely individually or in combination with other plans and projects to have a significant effect on any European sites, in light of best scientific knowledge. The report concluded that there are no predicted effects on any European sites given there are no predicted emissions to air, water, or the environment during the construction or operational phases that would result in significant effects.

It is further noted that the project minimises removal of hedgerow by providing the link behind the existing hedgerow thus protecting current passing routes and ecological corridors.

### Flood Risk / Drainage

The site is not within a flood risk zone as identified by CFRAM flood risk maps. A low probability area is identified circa 1km south east of the subject lands.

### Segregation of public from livestock

Stock proof fencing is proposed which will separate members of the public from livestock.

### **Conclusion and Recommendation**

The Planning Authority considers that the design and layout of the proposed development are acceptable at this location and accords with the proper planning and sustainable development of the area. The development has been screened for appropriate assessment, which found that no significant environmental impact is likely on any Natura 2000 site.

It is thus recommended that the Part 8 application for the project comprising development of a pedestrian and cycle corridor linking the South East Greenway with the Village of Glenmore (approximately 1.86km in length and 3.0 meters wide) and the proposed modifications following public consultations be approved by the council.

The recommendations as per the reports of the Roads Design Office, Transport Infrastructure Ireland, and Uisce Eireann should be followed.

At detailed design stage the modifications will require that the additional works be screened for appropriate assessment and that the hedgerow removal be minimized and agreed with the planning authority prior to commencement of development.



*Date: 13/11/2023*

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**Edwin O Meara,  
Assistant Planner.**



13/11/2023

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**Denis Malone,  
Senior Planner.**



## **Appendix 5**

### **Submissions & Response to same**

Submission Details	Response
<p><b>John Malone</b></p> <p>It is of my opinion that what ye are proposing to link the Greenway from Ballyverneen to Glenmore Village is the very same as putting the cart before the horse. The Cappagh Road is in serious need of widening before any Greenway link is considered, the Cappagh Road will be the main access route to the creamery for trucks and agricultural machinery, if the road remains as it is only a matter of time before someone is seriously injured or god forbid killed.</p>	<p>The traffic survey and accident data does not support a case to widen the for the LS7510 Cappagh road.</p> <p>The Average Annual Daily Traffic (AADT) on the LS7510, Cappagh Road, Glenmore, was recorded at 528 vehicles with 10% heavy commercial vehicles. An AADT volume in this range would be considered in the mid-range category for a local secondary road. There are no accidents, of any type, recorded on the Maproad PMS data-base from 1990-2020 for this section of the Cappagh Road and, apart from one windscreen damaged by an overhanging branch, there was no other reported accidents to Area Office post 2020. Speed survey's undertaken on the section of the Cappagh Rd, governed by an 80kph speed limit, found that the 85<sup>th</sup> percentile speed was 60kph, some 20km's less than the posted speed limit.</p> <p>None of the above metrics would warrant further consideration in terms of a road widening scheme. Refer to Appendix 9 for additional details.</p> <p>The width of the Cappagh Road ranges from c3.8m to c.4.1m with verge widths either side ranging from c.0.4 to c.2.0m. The roadside boundaries on either side, in the main, consists of well-established native hedgerows with mature trees, some of latter have branches overhanging into the carriageway.</p> <p>Having considered this submission, and other submissions expressing a similar concern, the following is proposed:</p> <p>The greenway link will be constructed inside the hedgerow boundary as proposed in the Part 8 consultation drawings. This is to ensure a safe and attractive off-road connectivity link between the Greenway and Glenmore Village, along with limiting the requirement to remove the full hedgerow along the eastern roadside boundary.</p> <p>To address the concerns raised locally, and notwithstanding the findings of the various traffic &amp; speed surveys and the accident history recorded on this road, it is proposed to introduce a series of passing bays, from the Cappagh Rd / Jamestown Junction LS7510 / LS7501 to the village. The inclusion</p>

	<p>of same will be provided for in the detail design for Greenway Link. In general, this design will provide for an adequate width for vehicles to pass each other, up to a maximum of 6.5m full carriageway width. The passing bays will incorporate entry and exit transitions along with a dwell area. The passing bays will be provided at regular intervals, providing forward visibility in the range of 90m to 145lin.m. The provision of the above will likely require localised sections of hedgerow removal, pruning of overhanging tree branches and drainage.</p>
<p><b>John Kirwan</b></p> <p>The impact on the flora and fauna in the area is a concern. There is a badger set in the area and the badgers pass over Cappagh road. With fencing in place this will disturb their movement patterns. Deer graze and rest in this field. A rare dragonfly has been seen in the area. There is a fairy bush along the proposed pathway. The plans at the bridge from Jamestown to Cappagh don't give enough detail about its construction, this stream has salmon and digging near it may disturb them. the planning permission doesn't include detailed plans on how this will be built. 10meters into a field is a large area to be removed from wildlife.</p> <p>The end of the proposed cycle lane in Glenmore village doesn't include parking/rest area. Space in the village is limited for residents to park. There are insufficient amenities in the village, e.g. public toilets, public parking or public transport. These amenities are essential in order for these plans to proceed.</p>	<p>The proposals contained within this planning application were the subject of an Appropriate Assessment Screening undertaken by Moore Group – Environmental Services, who following their assessment, concluded the following:</p> <p><b>OVERALL CONCLUSIONS</b></p> <p>There are no predicted effects on any European sites given: There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects to the conservation objectives of the Nore-Barrow SAC. It has been objectively concluded by Moore Group Environmental Services that:</p> <ol style="list-style-type: none"> <li>1. The Proposed Development is not directly connected with, or necessary to the conservation management of the European sites considered in this assessment.</li> <li>2. The Proposed Development is unlikely to either directly or indirectly significantly affect the Qualifying interests or Conservation Objectives of the European sites considered in this assessment.</li> <li>3. The Proposed Development, alone or in combination with other projects, is not likely to have significant effects on the European sites considered in this assessment in view of their conservation objectives.</li> <li>4. It is possible to conclude that significant effects can be excluded at the screening stage. It can be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.</li> </ol> <p><i>An appropriate assessment is not, therefore, required.</i></p> <p>Bike parking will be provided for under the scheme.</p> <p>Carparking is available at the SEG Ballyverneen carpark currently. The capacity of this carpark will increase to circa. 29 parking spaces on completion of</p>

	<p>the SEG works. Within Glenmore village visitors will be directed to the parking area at the Community Parish Hall area.</p> <p>Welfare facilities will be provided at the SEG trailhead carparks as part of the overall scheme, in addition to the services provided along the Greenway by private enterprises. Furthermore, it is anticipated that over time, visitor numbers to the greenway will act as a stimulus for existing and/or new businesses to provide further welfare facilities along the route.</p> <p>A new bus pull in area is proposed on the LS7501, at Jamestown, beside the proposed Greenway connectivity link.</p>
<p><b>Eddie &amp; Eilish Doolan</b></p> <p>We are landowners on the left-hand side of the L7539 where it joins the L7513. We were surprised upon inspecting the information on display at the open afternoon in the community centre to see that our land is to be impacted by this development. We were given no prior notice of this proposed land take, and believe that we are the only landowners on the route that were not contacted in this regard. We have already lost lands by way of CPO to the construction of the New Ross bypass and are against any further loss of lands.</p> <p>It is our view that the proposed crossing (should it go ahead) be re located directly across the road onto lands owned by TII where there would be no impact on private land.</p> <p>Furthermore, we would question the viability of the overall scheme as we believe that it will not deliver a return on investment, and would question what feasibility data (if any) is being used to support the proposed public expenditure. We also feel that the narrowing of the road carriageway in both underpasses is not a feasible option as it will further restrict traffic movements. This is particularly so in the smaller N25 underpass which is already compromised by the lack of width in the carriageway which only allows one vehicle at a time to pass through. Any further narrowing of that carriageway and the introduction of higher numbers of pedestrians must surely not be safe within the confines of the existing underpass.</p>	<p>The area of land required to facilitate the works, as proposed under the Part 8, as referred to by the landowners is circa. 2sq.m. We propose to undertake a minor modification to the proposed design, at detail design stage, which will eliminate the need to acquire this small area of land.</p> <p>The South East Greenway (SEG) was approved funding following a competitive process for national and regional greenways in 2019, the criteria for which included an assessment of the economic impact of the development. It is noted that 22km of 24km of the South East Greenway are within County Kilkenny. However, with the exception of Rosbercon &amp; Raheen in the New Ross environs and Ferrybank at Waterford end, there are no urban settlements along the Greenway. Thus, in order to capitalise on the economic benefit of having a high quality amenity within the south east of the county, the delivery of the connectivity links to the villages of Glenmore and Slieverue are considered key. It is anticipated that the provision of same will safe guard existing commercial outlets and more importantly open up new opportunities for local communities.</p> <p>The proposed modifications to the underpasses is considered key to the success and safety of the greenway connectivity link. If the status quo is to remain, cyclists will be required to dismount and walk through the underpass via a 1.5m footpath. What is proposed will accommodate both vehicular and non-vehicular traffic. The introduction of a yield traffic control layout will have the added benefit of reducing vehicle speeds, particularly of the LS7513 under the New Ross Bypass.</p>

	<p>However, having consideration to the fact the underpass on the LS7513 is the dedicated route for agricultural vehicles, it is proposed to increase the road width from 3m, as detailed in Part 8 docs, to 4.2m and that traffic will still operate under a yield right of way traffic management regime.</p> <p>With respect to the N25 Underpass, road no. LS7501, it is noted that a height restriction of 3.1m is in place, this restricts the size of vehicles that can utilise same. It is proposed to widen the existing footpath from 1.5m to 2.5m and reduce the carriageway from 4.1m to 3.1m. Given the height restriction on this section of road it is envisaged that the reduced width will be ample to accommodate that majority of vehicles currently using this underpass. Furthermore, it is also noted, the alternative route via the LS7513 and R723 Forestalstown is available nearby.</p> <p>Finally, it is noted works proposed to the underpass cross-section will require further co-ordination and approval from TII to demonstrate compliance to all relevant TII standards. This body of work will be undertaken as part of the detail design process.</p>
<p><b>Bretta O' Callaghan</b> <i>Environment</i></p> <p>The plans are not specific about the impact the proposed cycle lane could have on the local wildlife. It is unclear what construction will be undertaken and what kind of structure will be placed near stream/bridge. What impact will this have on the flow of the stream and fish. Although the idea to keep the existing ditch to preserve the hedgerows for wildlife this results in more farm land being removed. The cross sections show this will be a minimum of 8 meters wide. On either side of the track will be fencing, there are foxes and badgers in the area that frequently cross the road in Cappagh for food and breeding. Deer have been sighted in the fields near the stream and they often rest in the area. Along the proposed track is a Scaech growing in the field unconnected to either ditch, this Scaech is a Fairy Bush and should not be removed. This field is used for horses to graze. Unfortunately, common sense is not so common so I fear passers-by would try feeding my horses "treats" that shouldn't be given to them and result in becoming unwell. And littering is a concern too.</p> <p><i>Recreation &amp; Community facilities Title: Local amenities</i></p> <p>The proposed plan doesn't include a parking/rest area at the end of the track. When cyclists arrive in Glenmore</p>	<p><i>Environment</i></p> <p>The proposals contained within this planning application were the subject of an Appropriate Assessment Screening undertaken by Moore Group – Environmental Services, who following their assessment, concluded the following:</p> <p><b>OVERALL CONCLUSIONS</b></p> <p>There are no predicted effects on any European sites given: There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects to the conservation objectives of the Nore-Barrow SAC. It has been objectively concluded by Moore Group Environmental Services that:</p> <ol style="list-style-type: none"> <li>1. The Proposed Development is not directly connected with, or necessary to the conservation management of the European sites considered in this assessment.</li> <li>2. The Proposed Development is unlikely to either directly or indirectly significantly affect the Qualifying interests or Conservation Objectives of the European sites considered in this assessment.</li> <li>3. The Proposed Development, alone or in combination with other projects, is not likely to have significant effects on the European sites considered in this assessment in view of their conservation objectives.</li> </ol>

<p>village where do they park their bikes. If a pedestrian wishes to start in the village where do they park their cars? Space in the village for local resident to park is already limited. There are no public toilets, no public transport and no shop in the village at present.</p>	<p>4. It is possible to conclude that significant effects can be excluded at the screening stage. It can be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.</p> <p>An appropriate assessment is not, therefore, required.</p> <p>Signage can be included at regular intervals advising the public not to feed livestock.</p> <p>Provision can be accommodated to allow wildlife to trasverse the boundary fencing along the connectivity link.</p> <p>The Council will manage and maintain the proposed amenity, which will include regular litter picks in conjunction with the maintenance of the greenway.</p> <p><i>Recreation &amp; Community facilities Title: Local amenities</i></p> <p>Bike parking will be provided for under the scheme.</p> <p>Carparking is available at the SEG Ballyverneen carpark currently. The capacity of this carpark will increase to circa. 29 parking spaces on completion of the SEG works. Within Glenmore village visitors will be directed to the parking area at the Community Parish Hall area</p> <p>. Welfare facilities will be provided at the SEG trailhead carparks as part of the overall scheme, in addition to the services provided along the Greenway by private enterprises.</p> <p>A new bus pull in area is proposed on the LS7501, Jamestown, beside the proposed Greenway connectivity link.</p>
<p><b>Des Ennett</b> The proposed link from the village of Glenmore to the Waterford/New Ross Greenway will run alongside the Cappagh road. It is proposed to be a “3-metre hard-topped cycle track with 1-metre verges behind the hedge/verge within private lands along the L7510”. This proposed track will completely cut-off the easy and safe access to my land, as the only entrance to this field is from the L7510. This field is used for livestock and heavy machinery, both of which require safe access from the road. The presence of this cycleway would</p>	<p>It is not accepted that the provision of a greenway connectivity link will increase the safety risks associated with entering and exiting adjoining farmlands. A proposed layout for each existing field access will be developed at detail design stage and will include details pertaining to the interfaces with the connectivity link and public road. The said proposals would form part of an accommodation works schedule with respect to any future land acquisition process.</p>

make access far more dangerous and difficult for all concerned. There is a steep gradient in this field which means that facilitating the 3-metre-wide cycle track will require a very large footprint, in order to have a safe, level, and stable path.

The potential loss of this large amount of land under this proposed route will have negative economic implications for me, as this is one of my largest fields. This field is used for livestock, including two bulls during the breeding season, which poses a danger to walkers, cyclists, and livestock alike. This field sweeps down to a stream that often floods, and becomes fast-flowing and deep, which would be very dangerous should somebody wander slightly off of the route. I am in favour of improving the village, but this route will come at a high cost to both myself and the county council.

I would like to propose an alternative solution that entails the widening of the existing road (L7510), as there is a very wide unused verge alongside the road in Cappagh. In this proposal, very little work and resources would be required to make this a safe, scenic pathway and achieve access to the village. This would cause minimal destruction to the environment and wildlife, be far more cost-effective, safer, and allow the pathway to run, alongside and under one of the few roadways that is over-arched by tall, old, beautiful native trees. The roots of these trees would almost certainly be impacted by the groundworks that would be necessary for the construction of the originally proposed pathway. My alternative proposal in conjunction with traffic calming measures would be a far less impactful solution.

I would hope that this submission will make the county council reconsider the proposed route, and take into consideration the impact this will have on all those who live and work along it. After a visit from the county council engineers, it now transpires that a 10-metre wide strip of land through my field will be required to facilitate the proposed greenway link. This loss of land will affect my nitrates allowance and make access even more problematic than first thought. As a result, I strongly object to this greenway link going through my land on safety, environmental, and loss of income grounds. It is difficult enough to encourage someone to take over a farm as it is, but this loss of land will only serve to compound that issue. It is my understanding that government policy is aiming to keep local families farming, and therefore local communities alive,

Implications for existing and future farm operations, as a consequence of the delivery of the proposed connectivity link, will be dealt with in a fair and reasonable manner under the land acquisition process. The Council's preference is always to acquire lands by agreement.

The proposed connectivity link field side boundary would be to a design specification to limit any risks associated with users and farm operation. This would be typical throughout the country on other Greenway projects that transverse farmland.

The Average Annual Daily Traffic (AADT) on the LS7510, Cappagh Road, Glenmore, was recorded at 528 vehicles with 10% heavy commercial vehicles. An AADT volume in this range would be considered in the mid-range category for a local secondary road. There are no accidents, of any type, recorded on the Maproad PMS data-base from 1990-2020 for this section of the Cappagh Road, and apart from one windscreen damaged by an overhanging branch, there was no other reported accidents to Area Office post 2020. Speed surveys undertaken on the section of the Cappagh Road, governed by an 80kph Speed Limit, found that the 85<sup>th</sup> percentile speed was 60kph, some 20kms less than the posted speed limit.

None of the above metrics would warrant further consideration in terms of a road widening scheme. Refer to Appendix 9 for additional details.

The width of the Cappagh Road ranges from c3.8m to c.4.1m with verge widths either side ranging from c.0.4 to c.2.0m. The roadside boundaries on either side, in the main, consists of well-established native hedgerows with mature trees, some of latter have branches overhanging into the carriageway.

Having considered this submission, and other submissions expressing a similar concern, the following is proposed:

The greenway link will be constructed inside the hedgerow boundary as proposed in the Part 8 consultation drawings. This is to ensure a safe and attractive off-road connectivity link between the Greenway and Glenmore Village, along with limiting the requirement to remove the full hedgerow along the eastern roadside boundary.

<p>however, the greenway link under its current proposal will only serve to have the opposite effect.</p>	<p>To address the concerns raised locally, notwithstanding the findings of the various traffic &amp; speed surveys and the accident history recorded on this road, it is proposed to introduce a series of passing bays, from the Cappagh Rd / Jamestown Junction LS7510 / LS7501 to the village. The inclusion of same will be provided for in the detail design for the Greenway Link. In general, this design will provide for an adequate width for vehicles to pass each other, up to a maximum of 6.5m full carriageway width. The passing bays will incorporate entry and exit transitions along with a dwell area. The passing bays will be provided at regular intervals, providing forward visibility in the range of 90m to 145m. The provision of the above will likely require localised sections of hedgerow removal, pruning of overhanging tree branches and drainage. However, the widening of the Cappagh Road along with the provision of connectivity link would require the removal of the full eastern roadside boundary hedgerow including some very fine mature trees. This in turn, would negatively impact on the landscape and its receiving environment and the character of the area.</p> <p>The actual land-take requirement cannot be determined until the detail design stage, but landowners can be assured that only land considered essential to deliver the project will be sought.</p>
<p><b>Jacqueline Walsh</b>  My biggest concern with this project is the amount of revenue which this project will cost while the Cappagh road remains the same width. The Cappagh Road is the main artery into the Village and is a very dangerous stretch of road for local residents. On my daily commute to the village at school times, I, and several other parents, weekly meet the National School bus. On this dangerous winding road, we must reverse back to allow the bus to get through, (please find picture attached). I feel monies would be better spent widening the Cappagh road with a pathway for cyclists.</p>	<p>The Average Annual Daily Traffic (AADT) on the LS7510, Cappagh Road, Glenmore, was recorded at 528 vehicles with 10% heavy commercial vehicles. An AADT volume in this range would be considered in the mid-range category for a local secondary road. There are no accidents, of any type, recorded on the Maproad PMS data-base from 1990-2020 for this section of the Cappagh Road, and apart from one windscreen damaged by an overhanging branch, there was no other reported accidents to Area Office post 2020. Speed surveys undertaken on the section of the Cappagh Rd, governed by an 80kph Speed Limit, found that the 85<sup>th</sup> percentile speed was 60kph, some 20kms less the posted speed limit.</p> <p>None of the above metrics would warrant further consideration in terms of a road widening scheme. Refer to Appendix 9 for additional details.</p> <p>The width of the Cappagh Road ranges from c3.8m to c.4.1m with verge widths either side ranging from c.0.4 to c.2.0m. The roadside boundaries on either</p>



	<p>side, in the main, consists of well-established native hedgerows with mature trees, some of latter have branches overhanging into the carriageway.</p> <p>Having considered this submission, and other submissions expressing a similar concern, the following is proposed:</p> <p>The greenway link will be constructed inside the hedgerow boundary as proposed in the Part 8 consultation drawings. This is to ensure a safe and attractive off-road connectivity link between the Greenway and Glenmore Village along with limiting the requirement to remove the full hedgerow along the eastern roadside boundary.</p> <p>To address the concerns raised locally, notwithstanding the findings of the various traffic &amp; speed surveys and the accident history recorded on this road, it is proposed to introduce a series of passing bays, from the Cappagh Rd / Jamestown Junction LS7510 / LS7501 to the village. The inclusion of same will be provided for in the detail design for Greenway Link. In general, this design will provide for an adequate width for vehicles to pass each other, up to a maximum of 6.5m full carriageway width. The passing bays will incorporate entry and exit transitions along with a dwell area. The passing bays will be provided at regular intervals, providing forward visibility in the range of 90m to 145lin.m. The provision of the above will likely require localised sections of hedgerow removal, pruning of overhanging tree branches and drainage.</p>
<p><b>Nicholas Kelly</b> Having studied the proposed plans to link the Waterford to New Ross Greenway to Glenmore Village presented by Kilkenny County Council, I am very concerned and disappointed that the current plans for the project will be a waste of taxpayers money as they do not include the upgrading of the Cappagh Road (L7510) entrance to the Village of Glenmore.</p> <p>At the outset I would like to say that I welcome the plans to have a connection from the Village of Glenmore to the Waterford to New Ross Greenway. In time it will be a great asset to the Village and the Local Community.</p> <p>The current proposed design of the Greenway link is to run 3 meters inside the strongly tree laden ditch with an exit on to the Cappagh road adjacent to the Village</p>	<p>The Average Annual Daily Traffic (AADT) on the LS7510, Cappagh Road, Glenmore, was recorded at 528 vehicles with 10% heavy commercial vehicles. An AADT volume in this range would be considered in the mid-range category for a local secondary road. There are no accidents, of any type, recorded on the Maproad PMS data-base from 1990-2020 for this section of the Cappagh Road, and apart from one windscreen damaged by an overhanging branch, there was no other reported accidents to Area Office post 2020. Speed surveys undertaken on the section of the Cappagh Rd, governed by an 80kph Speed Limit, found that the 85<sup>th</sup> percentile speed was 60kph, some 20kms less than the posted speed limit.</p>

Sewerage facility (Large Septic tank that handles all the village sewerage, with out flow directly into the village stream) approximately 100m from the village. (Road very narrow at this point)

I believe that insufficient consideration has been given to the following points:

1.The Cappagh Road is one of the main access routes into the village and is of very poor standard, and has three or four dangerous bends. This road is used by the School Bus and delivery trucks accessing the village and the Tirlan Co Op Branch. On many parts of this road is not possible for two vehicles to pass. The very narrow and carriageway is further restricted by several seriously overgrown trees. It would be a scandalous waste of tax payers money to develop this Greenway path without improving the road structure first. The road would need to be widened with dangerous bends and trees removed prior to the placement of the Greenway path.

2. Transport Infrastructure Ireland (TII) has recently completed the corridor selection for the upgrading of the N25 Glenmore to Slieverue Roundabout. The selected corridor has proposals to widen to a dual carriageway part of the existing road as it passes Glenmore Village. This will presumably lead to the closure of 2 of the existing entrance roads from the N25 to the village thus putting a lot more traffic on the Cappagh Road which has direct access to the N25 roundabout. Has TII been consulted in a meaningful way regarding this matter and asked to comment if the two link roads be closed when the upgrade of the N25 takes place.

3.The exit on to the Cappagh Road at the village sewerage system approximately 100m from the village will be hazardous as the road will not be able to accommodate safely the pedestrians and cyclists and the regular traffic at this point. The village sewerage system will need to be upgraded in the near future to avoid further pollution of the local fresh water stream and comply with EU laws. Irish Water will need to be consulted to avoid any waste of money in constructing the greenway path in a place that would inhibit their up grading of the facility.

I trust that these important points will be taken into consideration going forward.

None of the above metrics would warrant further consideration in terms of a road widening scheme. Refer to Appendix 9 for additional details.

The width of the Cappagh Road ranges from c3.8m to c.4.1m with verge widths either side ranging from c.0.4 to c.2.0m. The roadside boundaries on either side, in the main, consists of well-established native hedgerows with mature trees, some of latter have branches overhanging into the carriageway.

Having considered this submission, and other submissions expressing a similar concern, the following is proposed:

The greenway link will be constructed inside the hedgerow boundary as proposed in the Part 8 consultation drawings. This is to ensure a safe and attractive connectivity link between the Greenway and Glenmore Village along with limiting the requirement to remove the full hedgerow along the eastern roadside boundary.

To address the concerns raised locally, notwithstanding the findings of the various traffic & speed surveys and the accident history recorded on this road, it is proposed to introduce a series of passing bays, from the Cappagh Rd / Jamestown Junction LS7510 / LS7501 to the village. The inclusion of same will be provided for in the detail design for Greenway Link. In general, this design will provide for an adequate width for vehicles to pass each other, up to a maximum of 6.5m full carriageway width. The passing bays will incorporate entry and exit transitions along with a dwell area. The passing bays will be provided at regular intervals, providing forward visibility in the range of 90m to 145lin.m. The provision of the above will likely require localised sections of hedgerow removal, pruning of overhanging tree branches and drainage.

A full copy of the Part 8 proposals were issued to the TII as one of the statutory bodies. We received a submission on the proposed scheme from TII, dated 19<sup>th</sup> Sept 2023, point 3 of their submission relates to the N25 Glenmore to Waterford Scheme.As recommended we have been in contact with the Road Design Office and the following should be noted:

Phase 2 of the N25 Glenmore to Waterford Scheme, is concluded (i.e. Option Selection identifying the

	<p>preferred route corridor.) However, unfortunately the scheme did not receive TII consent or funding to proceed to Phase 3 (Design &amp; Environmental Evaluation) and is suspended indefinitely since 2022. The Council will continue to make the case to TII to progress the N25 Glenmore to Waterford Scheme.</p> <p>The impacts on the side road junctions into Glenmore village off Glenmore Hill, would have been assessed as part of the design and environmental considerations during Phase 3 of the N25 Glenmore to Waterford Scheme. But as the scheme is suspended it is not possible to determine if the said junctions are to be closed. In any event improvements are now proposed along the Cappagh Road as part this proposal.</p> <p>Uisce Eireann have responsibility for this wastewater treatment plant and have raised no concerns regarding the location of the proposed connectivity Link, save for Uisce Eireann’s standard details and code of practices to protect existing services.</p>
<p><b>Thomas Walsh</b> I write in connection with the proposed pedestrian link from the greenway to Glenmore Village. Since my entry into farming, I have had first-hand experience of the impact of continuous road improvement works, which have improved the driving experience and more recently provided a great amenity with the opening of the greenway. However, all of these 'improvements' have seriously impacted my ability to farm a small fragmented enterprise.</p> <p>Regarding the greenway, what is the insurance position if a cyclist collided with the gates when they are open to allow cattle movement across the greenway?</p> <p>The railway crossing caused its own issues until the line closure in the early 1980s. The impact of road improvement works on my farm began in 1989 approx. when the new Waterford to New Ross road split the farm. This was followed by the Rose Fitzgerald Kennedy bridge with new link roads to the most recent greenway development. On each occasion I have lost land but more importantly every development has made my work as a farmer more difficult. Now it appears I will be impacted again by the pedestrian link with a walkway and bus stop planned on my lands.</p> <p>Has anyone actually viewed and accessed the practicality of these developments on an extremely</p>	<p>The greenway connectivity link will be managed and maintained by Kilkenny County Council and this amenity will be included under its insurance policy.</p> <p>The lands identified for the proposed bus stop are within the Council’s ownership.</p> <p>A number of other options were considered during the feasibility study and route options assessment and the option put forward in this Part 8 proposal is the preferred option.</p>

<p>sloping site and its impact on my access to this land for future use. Is this the only route available? Having seen the impact of sloping entrances into my lands on the greenway and the situation now following its development, I am concerned that animals may be injured when they are moved and working this land may be impossible.</p> <p>I would respectfully suggest that alternative options be explored. I am happy to discuss further.</p>	
<p><b>Maria Treacy</b></p> <p>I am extremely disappointed that no one seen fit to contact me to discuss this proposal before the public meeting was held recently in Glenmore Parish Hall.</p> <p>I feel the current proposal needs to be reevaluated to ensure the safety of all road users where the greenway exits next to our house in Glenmore village.</p> <p>We look forward to discussing this with you,</p>	<p>A reduced speed limit, of 30kph within the urban area in advance of connectivity link / public road junction is proposed. Speed table ramps are also proposed in advance of the connectivity link / public road interface. A chicane detail along the connectivity link will be provided to ensure cyclists reduce speed prior to entering out onto the public road. Advance signage advising of a shared road surface are also included under this proposal.</p> <p>Finally, it should also be noted that the proposed layout was subject to a Road Safety Audit Stage 1 and the recommendations arising out of same were accepted by the Design Team. In addition, should the project progress, the scheme will be subject to future Road Safety Audits during the detail design and post construction stage.</p>
<p><b>Gerard Doherty</b></p> <p>Welcomes proposal but has concerned about impact of reducing road width at underpasses</p>	<p>The proposed modifications to the underpasses is considered key to the success and safety of the greenway connectivity link. If the status quo is to remain, cyclist will be required to dismount and walk through the underpass via a 1.5m footpath. What is proposed will accommodate both vehicular and non-vehicular traffic. The introduction of yield traffic control layout will have the added benefit of reducing vehicle speeds, particularly of the LS7513 under the New Ross Bypass.</p> <p>However, having consideration to the fact that the underpass on the LS7513 is the dedicated route for agricultural vehicles it is proposed to increase the road width from 3m, as detailed in Part 8 documents, to 4.2m and that traffic will still operate under a yield right of way traffic management regime.</p> <p>With respect to the N25 Underpass, road no. LS7501, it is noted that a height restriction of 3.1m is in place, this restricts the size of vehicles that can utilise same. It is proposed to widen the existing footpath from 1.5m to 2.5m and reduce the carriageway from 4.1m</p>

	<p>to 3.1m. Given the height restriction on this section of road it is envisaged that the reduced width will be ample to accommodate that majority of vehicles currently using this underpass. Furthermore, it is also noted, the alternative route via the LS7513 and R723 Forestalstown is available nearby.</p> <p>Finally, it is noted works proposed to the underpass cross-section will require further co-ordination and approval from TII to demonstrate compliance to all relevant TII standards. This body of work will be undertaken as part of the detail design process.</p>
<p><b>Road Design Office – Kilkenny County Council</b></p> <p>I have inspected the application for the proposed development and the following is noted.</p> <p>1. It shall be noted that Kilkenny County Council in conjunction with TII are in the early stages of considerations for the provision of a new bus-stop to replace the existing substandard bus-stop on the N25 at Glenmore Hill. The location to be chosen for the proposed bus stop will be targeted on Council owned land in the vicinity of the N25 Glenmore Roundabout. This development may have implications for the ultimate layout here but as both designs progress it is considered that they will complement each other. The proposed bus stop when designed will require separate planning approval. The applicant shall liaise with the Road Design Section of Kilkenny County Council as the detailed design proceeds to ensure that works do not compromise delivery of the improved bus-stop.</p> <p>2. The maintenance of a hedge separating vehicular and the shared surface in the area adjacent to the LS7510 is noted. It is noted that this hedge is no longer present from the point at which the LS7510 and the LS7501 intersect nearer the existing N25 roundabout. Edge roadmaking's are noted to be present from this interface which shall assist with road definition.</p> <p>3. It is noted that there is reference on the drawings to modifications of VRS and culverts being required. There will be a requirement to undertake significant changes to the existing VRS in the vicinity of the existing underpasses to facilitate the proposed development. All modifications shall be subject to the appropriate design standards and subject to all necessary consents. Departures from standard shall be sought and approved where required.</p>	<p>1. The Project Office &amp; Parks section will liaise with the Road Design Office to agree the location of the proposed bus stop and greenway connectivity link.</p> <p>2. Agreed.</p> <p>3. Agreed.</p> <p>Considerations.</p> <p>1 . Agreed.</p> <p>2. RSA signed and included in Part 8 Report.</p> <p>3. Agreed.</p> <p>4. A detail design stage the proposed crossing location will be designed as uncontrolled crossing.</p> <p>5. Agreed.</p> <p>6. Agreed.</p> <p>7. Agreed.</p> <p>8. It is agreed that the direction of the yield control will be assessed at detail design stage for the LS7501 N25 Overpass. However, it is noted that the queueing capacity is limited on the eastern approach to same.</p> <p>9. Agreed, the proposal will also be subject to future Road Safety Audits.</p> <p>10. Agreed.</p> <p>11. Agreed.</p> <p>12. Agreed.</p>

<p>I have no objection to the proposed development subject to the following considerations:</p> <p>1. Speed table ramps are noted to be proposed on the local road Ref: LS7510 near Glenmore Village. It is not immediately apparent if new public lighting is proposed. Where not already provided it is recommended that public lighting is provided at both ramps in addition to at the juncture of the L7510 and the off road proposed shared surface link to ensure adequately illuminated.</p> <p>Where provided the public lighting provided shall have energy efficient LED technology and capable to be adapted for use with a central management system (CMS –with 7pin NEMA sockets) or equivalent. The LEDs installed shall be set at a minimum of 3000 Kelvin. All proposed lighting columns shall be set a minimum of 750mm from the roadside edge. Further guidance is available in the draft Kilkenny County Council Public Lighting Manual and Product Specification 2021.</p> <p>2. The Road Safety Audit (RSA) Stage 1 is noted to be incomplete. The fully signed feedback form has been signed off by the project team and client accepting the problems identified by the audit team. The inclusion of the feedback form will close out the audit. The applicant shall ensure the RSA is closed out signed off prior to the formal consideration of the elected members of this Part 8.</p> <p>3. The applicant shall ensure that the design of the termination layout of the cycling/pedestrian facility as it joins the public road accords to the requirements of the National Cycling Manual (NCM) and any appropriate TII, DMRB &amp; DMURS standards as required.</p> <p>4. The applicant shall design the crossing point near the entrance to the proposed Ballyverneen Greenway carpark to be either a controlled or uncontrolled crossing point. As proposed it appears to be a combination of the two. It is noted that this cul de sac roadway provides access to dwellings plus agricultural lands.</p> <p>The applicant shall revise the design to provide an uncontrolled crossing point at this location given its position away from an urban area and the absence of public lighting infrastructure.</p> <p>5. The applicant shall liaise with the Road Design Section of Kilkenny County Council as the detailed design proceeds to ensure that works do not</p>	<p>13. Agreed.</p> <p>14. Agreed.</p> <p>15. Agreed.</p> <p>16. Agreed, however, it is not proposed to close the public road network apart from programmed short temporary closures to facilitate the works.</p>
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compromise delivery of an improved bus-stop location to service Glenmore Village.

6. It is noted that there is reference on the drawings to modifications of VRS and culverts being required. All modifications shall be subject to the appropriate design standards and subject to all necessary consents. Departures from standard shall be sought and approved where required.

7. The applicant shall ensure a certificate of compliance is completed in accordance with NGS Circular 2 of 2022.

8. During the detailed design phase, the applicant shall review the yield layout proposed where narrowing of the existing local roads are proposed at the east-west underpass and amend as necessary. The normal convention is that the direction to yield should be that side on which the narrowing of the road arises. (It is noted that the yield arrangement at the north/south underpass is to the normally accepted orientation.)

9. The applicant shall assess the requirements for the illumination of the internal area of each underpass structure where a yield arrangement is proposed. This to ensure the safety of all users of the underpass area.

10. All new kerbing provided shall be a battered kerb in accordance with TII standards. This to ensure the safety of all road users in areas where the default speed limit of 80km/hr applies.

11. All road markings and signage provided shall follow the Department of Transport, Traffic Signs Manual, 2019. Any faded roadmarkings shall be renewed as necessary where required to facilitate the proposed development.

12. The applicant shall ensure that during the construction phase adequate parking is provided for all personnel working on the site as parking on the public roadway shall not be permitted.

13. Prior to the commencement of development, the applicant is required to submit to the Municipal District Engineer for written agreement a Construction Management Plan to include details regarding a Works Schedule for the phasing of the

development, construction working hours, storage of construction materials, construction traffic and traffic

<p>management, access, supervision details etc. Construction on Sundays and Bank Holidays is not permitted, without prior written consent from the Planning Authority.</p> <p>14. Prior to the commencement of any works, the applicant shall submit to the Municipal District of Engineer for formal written agreement, a Roads Maintenance Programme for the construction phase of the development including street sweeping/cleaning in order to prevent muck/debris, excavated materials and construction materials interfering with the safe operation of the public road. No materials either excavated or for construction purposes, shall be stored on the public road.</p> <p>15. The applicant shall arrange for a Stage 2 Road Safety Audit of the final design to be completed prior to tendering for construction. The design shall be amended and revised on foot of any recommendations contained in the audit and the process fully documented including the formal completion of the feedback forms to close out the audit.</p> <p>16. Prior to the opening of the development a Road Safety Audit Stage 3 shall be undertaken. The recommendations of same shall be submitted for the consideration of the Road Design Office and the cost to implement any such agreed recommendations shall be borne by the applicant. The applicant shall also include completion of the feedback form to close out the audit.</p>	
<p><b>Transport Infrastructure Ireland</b></p> <p>Transport Infrastructure Ireland (TII) acknowledges referral of the above proposed development by Kilkenny County Council.</p> <p>The Planning Authority will be aware that Chapter 7 <i>'Enhanced Regional Accessibility'</i> of the <i>National Development Plan 2021 - 2030</i>, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users and National Strategic Outcome 2 of the National Planning Framework, at page 140, includes the objective; <i>"Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements"</i>.</p> <p>The requirement to safeguard the carrying capacity, operational efficiency, safety, and significant national investment being made in national roads in accordance with official Government policy is similarly reflected in the provisions of the Section 28 Ministerial Guidelines Spatial Planning and National Roads Guidelines for</p>	<p>Recommendations 1 and 2 are accepted and same will be adhered to as the scheme progresses.</p> <p>Recommendation 3 has been adhered to.</p>



Planning Authorities (DoECLG, 2012), the EU TEN-T Regulation No 1315/2013 and the National Investment Framework for Transport in Ireland (NIFTI). As part of the national road network, the N25 is a highly important national road also identified as part of the TEN-T Comprehensive Network.

TII's observations seek to address the safety, capacity and strategic function of the light rail and national road networks in accordance with TII's statutory functions. Official policy in respect of the national road network is set out in outlined in the Section 28 *Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012).

The proposed greenway route includes sections along local roads that pass under the N25 at two locations indicated on *Proposed Layout – Glenmore – Sheet 2 of 3*, Drawing no. 21006-01-0015, REV -, January '23:

- the L-7513 passes under the N25 under the eastern arm of the N25 Glenmore Roundabout,
- and the L-7501 passes under the N25 under the southern arm of the N25 Glenmore roundabout.

These bridges on the N25 are TII structures. Any crossing of the national road network, including by under or over pass or alterations to same will require prior consultation with TII and compliance with all relevant TII standards as detailed within the TII publications website [www.tiipublications.ie](http://www.tiipublications.ie).

The planning authority is reminded of the requirements of the TII Standard: 'Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001). This Standard specifies the procedures to be followed, in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.

The Technical Acceptance Requirements for the assessment, alteration, modification, strengthening and repair of all road structures must be prepared in accordance with the Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001).

In addition, TII has responsibility for the co-ordinated maintenance and renewal of sections of the strategic national road network, on behalf of local road

authorities, through a combination of (Public Private Partnerships) PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. The N25 in the vicinity of the proposal is subject to a PPP Scheme and co-ordination with the PPP Concession Company will be required.

TII notes that the preferred option corridor for the N25 Waterford to Glenmore scheme extends to the N25 Glenmore Roundabout and encompasses the area along which the proposed greenway passes under the N25 (via the L-7501) to Glenmore village.

TII recommends the following to be addressed:

1. The proposed development area includes works proposed to be carried out in close proximity to the national road network, which includes structures and associated services such as drainage. TII advises that prior to the commencement of development those works must be subject to co-ordination with and the prior approval of TII and demonstrate compliance with all relevant TII standards as detailed within the TII publications website [www.tiipublications.ie](http://www.tiipublications.ie).

2. The national road network in this location is managed by a combination of Public Private Partnership (PPP) Concession and the local road authority. The N25 under which the proposed greenway is to travel is subject to a PPP Scheme, therefore the applicant/developer should consult with the PPP Company to ascertain any and all impacts that the proposed scheme may have in relation to the operation and maintenance of the PPP Project Road to ensure that the strategic function of the national road network is maintained.

3. The proposed development is located in a study area for a future national road scheme. The Authority recommends that the planning authority consult with the local Road Design Office (RDO) in considering this application.

TII is available to assist the Council and will facilitate review of mitigation proposals prior to commencement of development.

Please acknowledge receipt of this submission in accordance with the provisions of the Planning and Development Regulations, 2001 as amended.

**Uisce Eireann**

Please accept this submission in respect of the above-referenced planning application for proposed development along Glenmore Village.

The requirements set-out in the Uisce Eireann submission will be adhered to.

Uisce Éireann (UÉ) has reviewed the plans and particulars submitted with the application and have the following observations;

Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development.

Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator.

Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.

Any design proposal to divert an Uisce Éireann asset must be completed in accordance with UÉ Standard Details and Codes of Practice which are available on the Uisce Éireann website. Where an Uisce Éireann asset is altered or diverted a Diversion Agreement is required. Details on this process can be found at <https://www.water.ie/connections/developer-services/diversions/>.

The Drinking Water Regulations (SI 99 of 2023), Regulation 21(3), require water suppliers, local authorities, and public bodies to set up drinking water fountains (or equivalent) in public spaces to promote the use of tap water, where technically feasible. UÉ will facilitate connections for such purposes subject to standard terms and conditions. The design team should make provision for this regulation and identify potential locations for drinking water fountain(s) to the public network on the preferred route.

Uisce Éireann respectfully requests any grant of permission be conditioned as follows:

1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.

*Uisce Éireann's Standard Details and Codes of Practice:*

i. All development shall be carried out in compliance with Uisce Éireann's *Standard Details and Codes of Practice*. Further information on Uisce Éireann's Standard Details and Codes of Practice can be found via our website or via [link](#).

ii. Uisce Éireann does not permit any build over of its assets and separation distances as per Uisce Éireann's *Standard Details and Codes of Practice* must be achieved. Further information on Diversion / Build-Over enquiries and Uisce Éireann separation distances can be found via our website or via [link](#).

iii. The applicant must contact Uisce Éireann for any proposals to build over or divert existing water or wastewater services and submit details to Uisce Éireann for assessment of feasibility and have in place a written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works beginning onsite.

Reason: To provide adequate water and wastewater facilities.

Queries relating to the terms and observations above should be directed to [planning@water.ie](mailto:planning@water.ie)

## **Appendix 6**

### **Copy of Original Submissions received**

**John Malone**

**It is of my opinion that what ye are proposing to link the Greenway from Ballyvermeen to Glenmore Village is the very same as putting the cart before the horse. The Cappagh Road is in serious need of widening before any Greenway link is considered, the Cappagh Road will be the main access route to the creamery for trucks and agricultural machinery, if the road remains as it is only a matter of time before someone is seriously injured or God forbid killed.**

**Kind regards**

**John Malone**



**Email 20/09/2023**

**Author:**  
John Kirwan

## Observations

### Part 8 Application Form

The impact on the flora and fauna in the area is a concern. There is a badger set in the area and the badgers pass over Cappagh road. With fencing in place this will disturb their movement patterns. Deer graze and rest in this field. A rare dragonfly has been seen in the area. There is a fairy bush along the proposed pathway. The plans at the bridge from Jamestown to Cappagh don't give enough detail about its construction, this stream has salmon and digging near it may disturb them. the planning permission doesn't include detailed plans on how this will be built. 10meters into a field is a large area to be removed from wildlife. The end of the proposed cycle lane in Glenmore village doesn't include parking/rest area. Space in the village is limited for residents to park. There are insufficient amenities in the village, eg public toilets, public parking or public transport. These amenities are essential in order for these plans to proceed.

**Author:**

Edward & Eilish Doolan

Observations

**Part 8 Application Form**

Title:

**South East Greenway link to Glenmore village**

We are landowners on the left hand side of the L7539 where it joins the L7513. We were surprised upon inspecting the information on display at the open afternoon in the community center to see that our land is to be impacted by this development. We were given no prior notice of this proposed land take, and believe that we are the only landowners on the route that were not contacted in this regard. We have already lost lands by way of CPO to the construction of the New Ross bypass and are against any further loss of lands.

It is our view that the proposed crossing (should it go ahead) be re located directly across the road onto lands owned by TII where there would be no impact on private land. Furthermore we would question the viability of the overall scheme as we believe that it will not deliver a return on investment, and would question what feasibility data (if any) is being used to support the proposed public expenditure. We also feel that the narrowing of the road carriageway in both underpasses is not a feasible option as it will further restrict traffic movements. This is particularly so in the smaller N25 underpass which is already compromised by the lack of width in the carriageway which only allows one vehicle at a time to pass through. Any further narrowing of that carriageway and the introduction of higher numbers of pedestrians must surely not be safe within the confines of the existing underpass.

Kind Regards Eddie & Eilish Doolan



**Author:**  
Bretta O'Callaghan

## **Observations**

### **Part 8 Application Form**

Title:

#### **Environment**

The plans are not specific about the impact the proposed cycle lane could have on the local wildlife. It is unclear what construction will be undertaken and what kind of structure will be placed near stream/bridge. What impact will this have on the flow of the stream and fish.

Although the idea to keep the existing ditch to preserve the hedgerows for wildlife this results in more farm land being removed. The cross sections show this will be a minimum of 8 meters wide. On either side of the track will be fencing, there are foxes and badgers in the area that frequently cross the road in Cappagh for food and breeding. Deer have been sighted in the fields near the stream and they often rest in the area. Along the proposed track is a Scaech growing in the field unconnected to either ditch, this Scaech is a Fairy Bush and should not be removed.

This field is used for horses to graze. Unfortunately, common sense is not so common so I fear passers-by would try feeding my horses "treats" that shouldn't be given to them and result in becoming unwell. And littering is a concern too.

#### **Recreation & Community facilities**

Title:

#### **Local amenities**

The proposed plan doesn't include a parking/rest area at the end of the track. When cyclists arrive in Glenmore village where do they park their bikes. If a pedestrian wishes to start in the village where do they park their cars? Space in the village for local residents to park is already limited. There are no public toilets, no public transport and no shop in the village at present.

**Author:**

Des Ennett

**Observations**

**Part 8 Application Form**

**Title:**

**Glenmore Village Link to Waterford/New Ross Greenway**

The proposed link from the village of Glenmore to the Waterford/New Ross Greenway will run alongside the Cappagh road. It is proposed to be a "3-metre hard-topped cycle track with 1-metre verges behind the hedge/verge within private lands along the L7510".

This proposed track will completely cut-off the easy and safe access to my land, as the only entrance to this field is from the L7510. This field is used for livestock and heavy machinery, both of which require safe access from the road. The presence of this cycleway would make access far more dangerous and difficult for all concerned. There is a steep gradient in this field which means that facilitating the 3-metre-wide cycle track will require a very large footprint, in order to have a safe, level, and stable path. The potential loss of this large amount of land under this proposed route will have negative economic implications for me, as this is one of my largest fields. This field is used for livestock, including two bulls during the breeding season, which poses a danger to walkers, cyclists, and livestock alike. This field sweeps down to a stream that often floods, and becomes fast-flowing and deep, which would be very dangerous should somebody wander slightly off of the route. I am in favour of improving the village, but this route will come at a high cost to both myself and the county council.

I would like to propose an alternative solution that entails the widening of the existing road (L7510), as there is a very wide unused verge alongside the road in Cappagh. In this proposal, very little work and resources would be required to make this a safe, scenic pathway and achieve access to the village. This would cause minimal destruction to the environment and wildlife, be far more cost-effective, safer, and allow the pathway to run, alongside and under one of the few roadways that is over-arched by tall, old, beautiful native trees. The roots of these trees would almost certainly be impacted by the groundworks that would be necessary for the construction of the originally proposed pathway. My alternative proposal in conjunction with traffic calming measures would be a far less impactful solution.

[REDACTED]

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**From:** Jacqueline Walsh [REDACTED]  
**Sent:** Tuesday 19 September 2023 20:55  
**To:** Greenway Link Glenmore  
**Subject:** South East Greenway Link to Glenmore Village  
**Attachments:** Cappagh Road.jpg

South East Greenway Link to Glenmore Village.

My biggest concern with this project is the amount of revenue which this project will cost while the Cappagh road remains the same width. The Cappagh Road is the main artery into the Village and is a very dangerous stretch of road for local residents. On my daily commute to the village at school times, I, and several other parents, weekly meet the National School bus. On this dangerous winding road we must reverse back to allow the bus to get through, (please find picture attached). I feel monies would be better spent widening the Cappagh road with a pathway for cyclists.

**From:** [REDACTED]  
**Sent:** Sunday 17 September 2023 16:02  
**To:** Greenway Link Glenmore  
**Subject:** Glenmore Village Greenway Link

Sent from [Mail](#)

Submission regarding the proposed link from Glenmore Village to the Waterford New Ross Greenway

To Whom it may concern,

Having studied the proposed plans to link the Waterford to New Ross Greenway to Glenmore Village presented by Kilkenny County Council, I am very concerned and disappointed that the current plans for the project will be a waste of taxpayers money as they do not include the upgrading of the Cappagh Road (L7510) entrance to the Village of Glenmore.

At the outset I would like to say that I welcome the plans to have a connection from the Village of Glenmore to the Waterford to New Ross Greenway. In time it will be a great asset to the Village and the Local Community.

The current proposed design of the Greenway link is to run 3 meters inside the strongly tree laden ditch with an exit on to the Cappagh road adjacent to the Village Sewerage facility ( Large Septic tank that handles all the village sewerage, with out flow directly into the village stream) approximately 100m from the village. (Road very narrow at this point)

I believe that insufficient consideration has been given to the following points:

1.The Cappagh Road is one of the main access routes into the village and is of very poor standard, and has three or four dangerous bends. This road is used by the School Bus and delivery trucks accessing the village and the Tirlan Co Op Branch. On many parts of this road is not possible for two vehicles to pass. The very narrow and carriageway is further restricted by several seriously overgrown trees. It would be a scandalous waste of tax payers money to develop this Greenway path without Improving the road structure first. The road would need to be widened with dangerous bends and trees removed prior to the placement of the Greenway path.

2. Transport Infrastructure Ireland (TII) has recently completed the corridor selection for the upgrading of the N25 Glenmore to Slieverue Roundabout. The selected corridor has proposals to widen to a dual carriageway part of the existing road as it passes Glenmore Village. This will presumably lead to the closure of 2 of the existing entrance roads from the N25 to the village thus putting a lot more traffic on the Cappagh Road which has direct access to the N25 roundabout. Has TII been consulted in a meaningful way regarding this matter and asked to comment if the two link roads be closed when the upgrade of the N25 takes place.

3.The exit on to the Cappagh Road at the village sewerage system approximately 100m from the village will be hazardous as the road will not be able to accommodate safely the pedestrians and cyclists and the regular traffic at this point. The village sewerage system will need to be upgraded in the near future to avoid further pollution of the local fresh water stream and comply with EU laws. Irish Water will need to be consulted to avoid any waste of money in constructing the greenway path in a place that would inhibit their up grading of the facility.

I trust that these important points will be taken into consideration going forward.

Yours faithfully

Nicholas Kelly

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday 4 September 2023 20:59  
**To:** Greenway Link Glenmore  
**Subject:** Greenway to Glenmore Village (pedestrian link)

To whom it May Concern

I write in connection with the proposed pedestrian link from the greenway to Glenmore Village. Since my entry into farming, I have had first hand experience of the impact of continuous road improvement works, which have improved the driving experience and more recently provided a great amenity with the opening of the greenway. However all of these 'improvements' have seriously impacted my ability to farm a small fragmented enterprise. Regarding the greenway, what is the insurance position if a cyclist collided with the gates when they are open to allow cattle movement across the greenway?

The railway crossing caused its own issues until the line closure in the early 1980s. The impact of road improvement works on my farm began in 1989 approx when the new Waterford to New Ross road split the farm. This was followed by the Rose Fitzgerald Kennedy bridge with new link roads to the most recent greenway development. On each occasion I have lost land but more importantly every development has made my work as a farmer more difficult. Now it appears I will be impacted again by the pedestrian link with a walkway and bus stop planned on my lands.

Has anyone actually viewed and accessed the practicality of these developments on an extremely sloping site and its impact on my access to this land for future use. Is this the only route available? Having seen the impact of sloping entrances into my lands on the greenway and the situation now following its development, I am concerned that animals may be injured when they are moved and working this land may be impossible.

I would respectfully suggest that alternative options be explored. I am happy to discuss further.

Kind regards  
Thomas Walsh  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday 18 September 2023 09:36  
**To:** [REDACTED]  
**Subject:** FW: Exit from Greenway into the Village

**From:** Maria Treacy [REDACTED]  
**Sent:** Sunday 17 September 2023 13:12  
**To:** Greenway Link Glenmore <greenwaylinkglenmore@kilkennycoco.ie>  
**Subject:** Exit from Greenway into the Village

To whom it may concern,

I am extremely disappointed that no one seen fit to contact me to discuss this proposal before the public meeting was held recently in Glenmore Parish Hall.

I feel the current proposal needs to be reevaluated to ensure the safety of all road users where the greenway exits next to our house in Glenmore village.

We look forward to discussing this with you,

Maria and William Treacy.

Ms. Una Kealy,  
Administrative Officer  
Planning

14<sup>th</sup> September 2021.

Ref Part 8

**Re: Part 8 Proposal South East Greenway Link to Glenmore Village.**

A Chara,

I refer to your email in relation to the above.

I have inspected the application for the proposed development and the following is noted.

1. It shall be noted that Kilkenny County Council in conjunction with TII are in the early stages of considerations for the provision of a new bus-stop to replace the existing substandard bus-stop on the N25 at Glenmore Hill. The location to be chosen for the proposed bus stop will be targeted on Council owned land in the vicinity of the N25 Glenmore Roundabout. This development may have implications for the ultimate layout here but as both designs progress it is considered that they will complement each other. The proposed bus stop when designed will require separate planning approval. The applicant shall liaise with the Road Design Section of Kilkenny County Council as the detailed design proceeds to ensure that works do not compromise delivery of the improved bus-stop.
2. The maintenance of a hedge separating vehicular and the shared surface in the area adjacent to the LS7510 is noted. It is noted that this hedge is no longer present from the point at which the LS7510 and the LS7501 intersect nearer the existing N25 roundabout. Edge roadmarkings are noted to be present from this interface which shall assist with road definition.
3. It is noted that there is reference on the drawings to modifications of VRS and culverts being required. There will be a requirement to undertake significant changes to the existing VRS in the vicinity of the existing underpasses to facilitate the proposed development. All modifications shall be subject to the appropriate design standards and subject to all necessary consents. Departures from standard shall be sought and approved where required.

I have no objection to the proposed development subject to the following considerations:

1. Speed table ramps are noted to be proposed on the local road Ref: LS7510 near Glenmore Village. It is not immediately apparent if new public lighting is proposed. Where not already provided it is recommended that public lighting is provided at both ramps in addition to at the juncture of the L7510 and the off road proposed shared surface link to ensure adequately illuminated.

Where provided the public lighting provided shall have energy efficient LED technology and capable to be adapted for use with a central management system (CMS –with 7pin NEMA sockets) or equivalent. The LEDs installed shall be set at a minimum of 3000 Kelvin. All proposed lighting columns shall be set a minimum of 750mm from the roadside edge. Further guidance is available in the draft Kilkenny County Council Public Lighting Manual and Product Specification 2021.

2. The Road Safety Audit (RSA) Stage 1 is noted to be incomplete. The fully signed feedback form has been signed off by the project team and client accepting the problems identified by the audit team. The inclusion of the feedback form will close out the audit. The applicant shall ensure the RSA is closed out signed off prior to the formal consideration of the elected members of this Part 8.
3. The applicant shall ensure that the design of the termination layout of the cycling/pedestrian facility as it joins the public road accords to the requirements of the National Cycling Manual (NCM) and any appropriate TII, DMRB & DMURS standards as required.
4. The applicant shall design the crossing point near the entrance to the proposed Ballyverneen Greenway carpark to be either a controlled or uncontrolled crossing point. As proposed it appears to be a combination of the two. It is noted that this cul de sac roadway provides access to dwellings plus agricultural lands.  
The applicant shall revise the design to provide an uncontrolled crossing point at this location given its position away from an urban area and the absence of public lighting infrastructure.
5. The applicant shall liaise with the Road Design Section of Kilkenny County Council as the detailed design proceeds to ensure that works do not compromise delivery of an improved bus-stop location to service Glenmore Village.
6. It is noted that there is reference on the drawings to modifications of VRS and culverts being required. All modifications shall be subject to the appropriate design standards and subject to all necessary consents. Departures from standard shall be sought and approved where required.
7. The applicant shall ensure a certificate of compliance is completed in accordance with NGS Circular 2 of 2022.
8. During the detailed design phase, the applicant shall review the yield layout proposed where narrowing of the existing local roads are proposed at the east-west underpass and amend as necessary. The normal convention is that the direction to yield should be that side on which the narrowing of the road arises. (It is noted that the yield arrangement at the north/south underpass is to the normally accepted orientation.)
9. The applicant shall assess the requirements for the illumination of the internal area of each underpass structure where a yield arrangement is proposed. This to ensure the safety of all users of the underpass area.
10. All new kerbing provided shall be a battered kerb in accordance with TII standards. This to ensure the safety of all road users in areas where the default speed limit of 80km/hr applies.
11. All road markings and signage provided shall follow the Department of Transport, Traffic Signs Manual, 2019. Any faded roadmarkings shall be renewed as necessary where required to facilitate the proposed development.
12. The applicant shall ensure that during the construction phase adequate parking is provided for all personnel working on the site as parking on the public roadway shall not be permitted.
13. Prior to the commencement of development, the applicant is required to submit to the Municipal District Engineer for written agreement a Construction Management Plan to include details regarding a Works Schedule for the phasing of the



development, construction working hours, storage of construction materials, construction traffic and traffic management, access, supervision details etc. Construction on Sundays and Bank Holidays is not permitted, without prior written consent from the Planning Authority.

14. Prior to the commencement of any works, the applicant shall submit to the Municipal District of Engineer for formal written agreement, a Roads Maintenance Programme for the construction phase of the development including street sweeping/cleaning in order to prevent muck/debris, excavated materials and construction materials interfering with the safe operation of the public road. No materials either excavated or for construction purposes, shall be stored on the public road.
15. The applicant shall arrange for a Stage 2 Road Safety Audit of the final design to be completed prior to tendering for construction. The design shall be amended and revised on foot of any recommendations contained in the audit and the process fully documented including the formal completion of the feedback forms to close out the audit.
16. Prior to the opening of the development a Road Safety Audit Stage 3 shall be undertaken. The recommendations of same shall be submitted for the consideration of the Road Design Office and the cost to implement any such agreed recommendations shall be borne by the applicant. The applicant shall also include completion of the feedback form to close out the audit.

Mise le meas,

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Seamus Foley,  
Senior Executive Engineer  
Road Design

Denis Malone, A Director of Services  
Kilkenny County Council  
County Buildings  
John Street  
Kilkenny

By email: [GreenwayLinkGlenmore@kilkennyco.ie](mailto:GreenwayLinkGlenmore@kilkennyco.ie)

Dáta | Date  
19/09/2023

Ár dTag | Our Ref.  
TII23-124026

RE: Part 8 proposal for South East Greenway link to Glenmore village

Dear Mr. Malone,

Transport Infrastructure Ireland (TII) acknowledges referral of the above proposed development by Kilkenny County Council.

The Planning Authority will be aware that Chapter 7 'Enhanced Regional Accessibility' of the *National Development Plan 2021 - 2030*, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users and National Strategic Outcome 2 of the National Planning Framework, at page 140, includes the objective; "Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements".

The requirement to safeguard the carrying capacity, operational efficiency, safety, and significant national investment being made in national roads in accordance with official Government policy is similarly reflected in the provisions of the Section 28 Ministerial Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012), the EU TEN-T Regulation No 1315/2013 and the National Investment Framework for Transport in Ireland (NIFTI). As part of the national road network, the N25 is a highly important national road also identified as part of the TEN-T Comprehensive Network.

TII's observations seek to address the safety, capacity and strategic function of the light rail and national road networks in accordance with TII's statutory functions. Official policy in respect of the national road network is set out in outlined in the Section 28 *Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012).

The proposed greenway route includes sections along local roads that pass under the N25 at two locations indicated on *Proposed Layout – Glenmore – Sheet 2 of 3*, Drawing no. 21006-01-0015, REV -, January '23:

- the L-7513 passes under the N25 under the eastern arm of the N25 Glenmore Roundabout,
- and the L-7501 passes under the N25 under the southern arm of the N25 Glenmore roundabout.

These bridges on the N25 are TII structures. Any crossing of the national road network, including by under or over pass or alterations to same will require prior consultation with TII and compliance with all relevant TII standards as detailed within the TII publications website [www.tiipublications.ie](http://www.tiipublications.ie).

The planning authority is reminded of the requirements of the TII Standard: 'Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001). This Standard specifies the procedures to be followed, in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.

The Technical Acceptance Requirements for the assessment, alteration, modification, strengthening and repair of all road structures must be prepared in accordance with the Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001).

In addition, TII has responsibility for the co-ordinated maintenance and renewal of sections of the strategic national road network, on behalf of local road authorities, through a combination of (Public Private Partnerships) PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. The N25 in the vicinity of the proposal is subject to a PPP Scheme and co-ordination with the PPP Concession Company will be required.

TII notes that the preferred option corridor for the N25 Waterford to Glenmore scheme extends to the N25 Glenmore Roundabout and encompasses the area along which the proposed greenway passes under the N25 (via the L-7501) to Glenmore village.

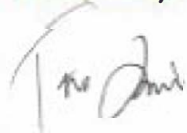
TII recommends the following to be addressed:

1. The proposed development area includes works proposed to be carried out in close proximity to the national road network, which includes structures and associated services such as drainage. TII advises that prior to the commencement of development those works must be subject to co-ordination with and the prior approval of TII and demonstrate compliance with all relevant TII standards as detailed within the TII publications website [www.tiipublications.ie](http://www.tiipublications.ie).
2. The national road network in this location is managed by a combination of Public Private Partnership (PPP) Concession and the local road authority. The N25 under which the proposed greenway is to travel is subject to a PPP Scheme, therefore the applicant/developer should consult with the PPP Company to ascertain any and all impacts that the proposed scheme may have in relation to the operation and maintenance of the PPP Project Road to ensure that the strategic function of the national road network is maintained.
3. The proposed development is located in a study area for a future national road scheme. The Authority recommends that the planning authority consult with the local Road Design Office (RDO) in considering this application.

TII is available to assist the Council and will facilitate review of mitigation proposals prior to commencement of development.

Please acknowledge receipt of this submission in accordance with the provisions of the Planning and Development Regulations, 2001 as amended.

Yours faithfully,



on behalf of  
Land Use Planning Unit

Kilkenny County Council,  
Planning Department,  
County Hall,  
John Street,  
Kilkenny

By Email: [GreenwayLinkGlenmore@kilkennycoco.ie](mailto:GreenwayLinkGlenmore@kilkennycoco.ie)

Date: 19<sup>th</sup> September 2023

Uisce Éireann  
Bosca OP 6000  
Baile Átha Cliath 1  
D01 WA07  
Éire

Uisce Éireann  
PO Box 6000  
Dublin 1  
D01 WA07  
Ireland

T: +353 1 89 25000  
F: +353 1 89 25001  
[www.water.ie](http://www.water.ie)

**RE: Part VIII - Uisce Éireann's observations regarding planning - South East Greenway link to Glenmore village**

Dear Sir, Madam,

Please accept this submission in respect of the above-referenced planning application for proposed development along Glenmore Village.

Uisce Éireann (UÉ) has reviewed the plans and particulars submitted with the application and have the following observations;

Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development.

Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator.

Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.

Any design proposal to divert an Uisce Éireann asset must be completed in accordance with UÉ Standard Details and Codes of Practice which are available on the Uisce Éireann website. Where an Uisce Éireann asset is altered or diverted a Diversion Agreement is required. Details on this process can be found at <https://www.water.ie/connections/developer-services/diversions/>.

The Drinking Water Regulations (SI 99 of 2023), Regulation 21(3), require water suppliers, local authorities, and public bodies to set up drinking water fountains (or equivalent) in public spaces to promote the use of tap water, where technically feasible. UÉ will facilitate connections for such purposes subject to standard terms and

conditions. The design team should make provision for this regulation and identify potential locations for drinking water font(s) to the public network on the preferred route.

Uisce Éireann respectfully requests any grant of permission be conditioned as follows:

1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.

Uisce Éireann's Standard Details and Codes of Practice:

- i. All development shall be carried out in compliance with Uisce Éireann's *Standard Details and Codes of Practice*. Further information on Uisce Éireann's Standard Details and Codes of Practice can be found via our website or via [link](#).
- ii. Uisce Éireann does not permit any build over of its assets and separation distances as per Uisce Éireann's *Standard Details and Codes of Practice* must be achieved. Further information on Diversion / Build-Over enquiries and Uisce Éireann separation distances can be found via our website or via [link](#).
- iii. The applicant must contact Uisce Éireann for any proposals to build over or divert existing water or wastewater services and submit details to Uisce Éireann for assessment of feasibility and have in place a written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works beginning onsite.

Reason: To provide adequate water and wastewater facilities.

Queries relating to the terms and observations above should be directed to [planning@water.ie](mailto:planning@water.ie)

PP. Ali Robinson

---

Yvonne Harris  
Connections and Developer Services



Kilkenny County Council

Comhairle Chontae Chill Chainnigh

South East Greenway Link to Glenmore Village, Co. Kilkenny

Public Consultation Feedback Form

Name: Gerard Deasy  
Address: [REDACTED]  
Phone No: [REDACTED]  
E-mail: [REDACTED]

Please provide any details/comments you think are relevant for the scheme proposal:

I would be in favour of the plan except for the restrictions being placed under on the width of the road under the two bridges in Ballycarran. Agricultural machinery + trucks are getting bigger. 3 metres would be very narrow.

Alternatively; submissions or observations with respect to the proposed development, may be made

- online at <https://consult.kilkenny.ie/en> or
- via email to [GreenwayLinkGlenmore@kilkennycoco.ie](mailto:GreenwayLinkGlenmore@kilkennycoco.ie)
- in writing to the Planning Department, County Hall, John Street, Kilkenny

The latest date for receipt of submissions on the above scheme is Tuesday the 19<sup>th</sup> of September, 2023.

Submissions should be clearly marked 'South East Greenway link to Glenmore village'.



**Kilkenny County Council**  
**Comhairle Chontae Chill Chainnigh**

**South East Greenway Link to Glenmore Village, Co. Kilkenny**

**Public Consultation Feedback Form**

Name: Nicholas Kelly  
Address: [REDACTED]  
Phone No: [REDACTED]  
E-mail: [REDACTED]

Please provide any details/comments you think are relevant for the scheme proposal:

While we welcome the thinking of the greenway to the village, I believe that the current plan is a waste of tax payers money. The cappagh road will need to be widened first as it will be the main road into the village in a few years. When the N.25 is upgraded the septic tank for village development will have to be upgraded in all cases.

Alternatively, submissions or observations with respect to the proposed development, may be made

- online at <http://www.kilkenny.gov.ie> OR
- via email to [GreenwayLinkGlenmore@kilkenny.gov.ie](mailto:GreenwayLinkGlenmore@kilkenny.gov.ie)
- in writing to the Planning Department, County Hall, John Street, Kilkenny

The latest date for receipt of submissions on the above scheme is Tuesday the 19<sup>th</sup> of September, 2023.

Submissions should be clearly marked 'South East Greenway link to Glenmore village'.



# Kilkenny County Council

## Comhairle Chontae Chill Chainnigh

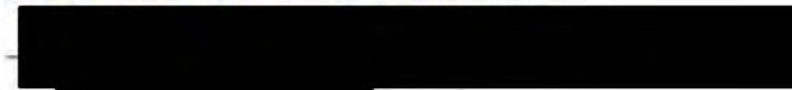
South East Greenway Link to Glenmore Village, Co. Kilkenny

### Public Consultation Feedback Form

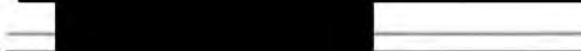
Name:

EDDIE + ELISY DOOLAN

Address:



Phone No:



E-mail:



Please provide any details/comments you think are relevant for the scheme proposal:

IN RELATION TO WHERE THE CYCLE TRACK CROSSES THE L7539, IT SEEMS TO IMPACT ON OUR LAND? I WOULD PROPOSE THAT THE CYCLE TRACK COULD BE MOVED TO THE OPPOSITE SIDE OF THE L7513 AND THEN CROSS THE L7501 FROM THERE. THIS WOULD STILL ONLY BE TWO CROSSINGS BUT WOULD MEAN THAT THERE WOULD NO IMPACT ON OUR LAND AS THE LAND ON THE OPPOSITE SIDE IS PUBLICLY OWNED

Alternatively; submissions or observations with respect to the proposed development, may be made

- online at <https://consult.kilkenny.ie/en> or
- via email to [GreenwayLinkGlenmore@kilkennycoco.ie](mailto:GreenwayLinkGlenmore@kilkennycoco.ie)
- in writing to the Planning Department, County Hall, John Street, Kilkenny

The latest date for receipt of submissions on the above scheme is Tuesday the 19<sup>th</sup> of September, 2023.

Submissions should be clearly marked 'South East Greenway link to Glenmore village'.



# Appendix 7

## Route Selection & Design Options Report

# SOUTH EAST GREENWAY LINKAGE TO GLENMORE

21006-01-108

## ROUTE SELECTION AND DESIGN OPTIONS REPORT

for

**Kilkenny County Council**



May 2023



7 Ormonde Road,  
Kilkenny, R95 N4FE  
[www.roadplan.ie](http://www.roadplan.ie)

Tel: 056 7795800  
Email: [info@roadplan.ie](mailto:info@roadplan.ie)

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## EXECUTIVE SUMMARY

This report is the Route Selection Report for the proposed Southeast Greenway Linkage. The report has been prepared by Roadplan Consulting in partnership with Trail Kilkenny and Kilkenny County Council.

The purpose of the report is to identify appropriate locations for new links from the new Southeast Greenway to the village of Glenmore. The purpose of this link is to provide connectivity for both cyclists and pedestrians from the Greenway to the village on the basis that the introduction of safe and comfortable links would encourage visitors to explore the village and in turn stimulate the economy of the settlement.

This report sets out the project background, the policy guidelines that relate to greenway schemes of this type and the overall aims and objectives of the scheme. The report identifies the constraints, opportunities and areas of interest within the study areas, proposes a number of route options and identifies an emerging preferred route for Glenmore.

The report:

- describes these routes,
- identifies their scoring against the assessment criteria,
- describes the community and stakeholder consultation process carried out and summarises the feedback on the scheme proposals received,
- explains why the preferred route was selected and,
- outlines the next steps in the development of the scheme.

The preferred route has been identified for Glenmore and this runs from the proposed Ballyverneen carpark to the village via the Cappagh Road.



## 1 INTRODUCTION

### 1.1 Project Background

The Kilkenny Leader Partnership (KLP) and Trail Kilkenny (TK) initially identified the opportunity to convert the disused railway line from Waterford to New Ross as a Greenway.

This has paved the way for the development of the South East Greenway project by the local authorities of Kilkenny, Wexford and Waterford, with KLP as a critical stakeholder. The local authorities have agreed to collaborate in developing a greenway from Mount Elliott in New Ross to Ferrybank in Waterford City, and it is now under construction.

The Greenway links New Ross at Rosbercon with Waterford at the proposed North Quays development. However, most of the Greenway passes through the South Kilkenny countryside. In order to maximise the potential commercial, economic and recreational benefits from the new Greenway, clearly defined links between the surrounding villages and the Greenway are required. The purpose of the links is to provide connectivity for both cyclists and pedestrians from the Greenway to the village of Glenmore. It is anticipated that the introduction of a safe and comfortable links would encourage visitors to explore the village and in turn stimulate the local economy of the settlement.



Figure 1.1 - Route of the Southeast Greenway (New Ross to Waterford)

The Project forms part of an overall collaborative vision and strategy for the development of an integrated network of Greenways and Blueways as outdoor recreational amenities, for the Southeast

region. The development of this Project, as part of the overall regional strategy, will attract domestic and international visitors to come, explore and stay in the region. It will connect with existing and planned Greenways and Blueways and will make provision for links to other local cycling and walking trails, tourism attractions/experiences and towns and villages along its route, creating a recreational pathway for use by local communities, attracting both domestic and overseas visitors to the area, providing an economic boost for rural communities, and encouraging and promoting walking and cycling in a safe and controlled environment. Works are well advanced on the construction of the 24km long Greenway.

The aim of this project is to identify route options and then determine the optimum connection routes to link the village of Glenmore with the new Greenway.

## 2 POLICY DOCUMENTS AND GUIDELINES

The following European, National, Regional and Local Policy Documents and Guidelines contain policies and objectives to promote and develop sustainable transport and cycling initiatives as well as recreational and tourism related objectives.

### 2.1 European Policy and Guidelines

'Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth' puts forward three mutually reinforcing priorities for smart, sustainable and inclusive growth. Sustainable transport strategy is set out under the "sustainable growth" priority, through flagship Initiative: "Resource efficient Europe", which supports a shift towards a resource efficient and low carbon economy.

The **TEN-T - Connecting Europe Policy (2014)** focuses on connecting Europe through major infrastructure such as rail and roads. It highlights the potential for long distance walking and cycling routes.

**European Cyclists' Federation's EU Cycling Strategy: Recommendations for Delivering Green Growth and an Effective Mobility in 2030** is the result of a systematic review of all EU policies related to cycling. The central objectives of the plan are as follows:

- Cycling should be an equal partner in the mobility system
- Grow cycle use in the EU by 50% at an average in 2019/2020-2030
- Cut rates of cyclists killed and seriously injured by half (in km cycled) in 2019/2020-2030
- Raise EU investment in cycling to €5bn in 2021-27; and €6bn from 2028-34.

### 2.2 National and Regional Policy and Guidelines

#### 2.2.1 *Project Ireland 2040 National Planning Framework and National Development Plan 2018-2027*

Project Ireland 2040 is the Irish Governments overarching policy initiative for the long-term planning of the State. It is informed by the Programme for a Partnership Government 2016, which recognises that economic and social progress go hand-in-hand, and is made up of the "National Planning Framework to 2040" and the "National Development Plan 2018-2027".

#### 2.2.2 *National Planning Framework to 2040*

This is the Government's high-level strategic plan for shaping the future growth and development of the country out to the year 2040. It seeks to achieve ten strategic outcomes including the following:

- *National Strategic Outcome 3: Strengthened Rural Economies and Communities* including an objective to "Invest in Greenways, blue ways and peatways as part of a nationally coordinated strategy"
- *National Strategic Outcome 4: Sustainable Mobility* including an objective to "Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate."
- *National Strategic Outcome 7: Enhanced Amenities and Heritage* including an objective to "Invest in and enable access to recreational facilities, including trails networks, designed and delivered with a strong emphasis on conservation"
- *National Strategic Outcome 8: Transition to a Low-Carbon and Climate-Resilient Society* including developing metropolitan cycling and walking networks and Greenways.

The importance of Greenway developments to support rural job creation is highlighted noting that "the development of Greenways, blue ways and peatways offer a unique alternative means for tourists and



visitors to access and enjoy rural Ireland. The development of a strategic national network of these trails is a priority and will support the development of rural communities and job creation in the rural economy”

### 2.2.3 National Development Plan 2021 – 2030

The National Development Plan 2021–2030 is the most recent in the series of Government Capital plans and identifies the strategic priorities for public capital investment for all sectors to meet the strategic outcomes of the National Planning Framework.

Investment in activity-based tourism, including Greenways, is identified as a priority over the period of the National Development Plan. Investment in sustainable travel measures, including comprehensive Cycling and Walking Networks for metropolitan areas, and expanded Greenways is also identified as a priority in delivering a transition to a Low-Carbon society.

### 2.2.4 Dept. for Transport, Tourism and Sport’s: “Strategy for the Future Development of National and Regional Greenways – July 2018”

The Report was published in July 2018, following an extensive national consultations process undertaken in 2017. The Strategy outlines the Irish Government’s objective to assist in the strategic development of Greenways to an appropriate standard in order to deliver a quality experience for Greenway users. It recognises the benefits that can arise from the further development of Greenways in Ireland, as a tourism product with significant potential to attract overseas visitors, for local communities in terms of economic benefits, and for all users as an amenity for physical activity and a contributor to health and wellbeing.

The objective of the Strategy is “to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all Greenways users”. It also aims to “increase the number and geographical spread of Greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity”.

To achieve these objectives, the Strategy requires project promoters to work with Local Communities, Local Landowners, Local Authorities and other relevant State Bodies and organisations to deliver:

- A Strategic Greenway network of national and regional routes, with a number of high-capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure;
- Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity;
- Greenways that provide a substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do;
- Greenways that provide opportunities for the development of local businesses and economies;
- Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.

The Strategy identifies a ‘best practice’ approach to the development (i.e. throughout the public consultation and land access processes) and the design of greenways, which the project team has considered and will adopt, where relevant and as far as is practicable.

The strategy emphasises the requirement for early-stage consultation with affected landowners.

The strategy identifies design principles and standards that should be considered throughout the design process and introduces additional design guidance in the form of the *Greenways and Cycle Routes Ancillary Infrastructure Guidelines* which will be applied on this project where applicable and feasible.

Post construction, the strategy proposes an accreditation system, similar to the Sport Ireland trails register, which requires a minimum standard to be met for a Greenway to be accredited.

It highlights the benefits (based on experience to date in the Rep of Ireland) that can arise from the further development of Greenways as:

- a tourism product with significant potential to attract overseas visitors
- for local communities in terms of economic benefits
- as an amenity for physical activity and a contributor to health and wellbeing.

#### **2.2.5 Smarter Travel - A Sustainable Transport Future**

A New *Transport Policy for Ireland 2009-2020*. Relevant objectives are:

- Action 15 of the plan by striving to create a strong cycling culture;
- Action 17 through exploring opportunities to make a former railway line available for walking and cycling trails.

#### **2.2.6 National Cycle Policy Framework 2009**

Ireland's first National Cycle Policy Framework was launched in April 2009. It outlines 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, by 2020, 10% of all journeys will be by bike. The project supports the overall aims and objectives of the plan and in particular (but not limited to):

**Objective 3:** Provide designated rural cycle networks especially for visitors and recreational cycling.

#### **2.2.7 Regional Planning Guidelines for the South-East Region (2010-2022)**

The Guidelines acknowledge that current cycling infrastructure in the region is currently limited but outlines an aim to encourage greater shift to cycling/ walking by the promotions of the strategies outlined in the Smarter Travel Policy and the National Cycling Policy Framework as referenced above.

The project will support specific cycling and walking Policy in Section 5:

**PPO 5.8** 'To promote and facilitate the sustainable development of cycling and walking facilities in the region, including development of 'Sli na Sláinte' and 'Greenways' in urban and rural areas.' To promote the development of cycling by the construction and improvement of cycle links within the region.

#### **2.2.8 Regional Spatial & Economic Strategy for the Southern Region**

The Regional Spatial & Economic Strategy (RSES) for the Southern Region will implement the policies and goals of the NPF and NDP. A summary of the regional planning objectives (RPO's) that are relevant to the Glenmore Link project are listed below:

**RPO 46 – Digital and Physical Infrastructure in Rural Areas:** It is an objective to expedite the completion of infrastructure servicing diverse settlements to support innovation, enterprise start-ups and competitiveness. This includes high quality broadband and mobile communication services to all rural location, water and wastewater facilities for the growth of settlements, sustainable energy supply, enhanced transport including rural public transportation services and greenway waking and pedestrian corridors between settlements.

**RPO 53 – Tourism:**

b. Promote activity tourism subject to appropriate site selection and environmental assessment processes:

d. Sustainability develop walking and cycling trails opening greater accessibility to the marine and countryside environment by sustainable modes and promote the sustainable designation and delivery of Greenway and Blueway Corridors.

e. Facilitate appropriate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, prioritising sustainable projects that achieve maximum impact and connectivity at national and regional levels.

**RPO 174 – Walking and Cycling:** The following walking and cycling objectives are supported and will guide investment subject to the required appraisal:

- Delivery of cycle routes, Greenway and Blueway corridor projects (subject to appropriate site selection and environmental assessment processes) having regard to the Strategy for the Future Development of National and Regional Greenways July 2018;
- Delivery of high-quality safe cycle route network across the Region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks;
- Development of a safe cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children elderly etc.
- Safe walking and cycling routes especially in the approach to schools;
- Greenways in the Region shall be linked up to a network to improve connectivity within the Region for walking routes and commuter cyclist in addition to recreational amenity functions;
- Creating an safer environment for pedestrians and cyclists off the arterial roads shall be supported by large scale 30 km/h limits (except for main arterial roads) and adequate junction re-design;
- A cycle network that is coherent, continuous and safe, particularly when going through busy junctions;
- Alternative “quiet” routes must be established and signposted for cycling and walking to improve the uptake of active travel;
- Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments / new development areas , transport infrastructure and public transport services;
- Enhance pedestrian facilities in all urban areas in the region;
- Support sustainable pedestrian and cyclist greenway initiatives and the potential for interconnections between greenways subject to robust site selection processes and environmental assessment processes;
- Support accessibility to walking routes for people with disabilities.
- A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones; and;
- Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequent avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna.

**RPO 201 – National Trails, walking Routes, Greenway and Blueway Corridors:** It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the region between our Regions settlements and the potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on the rigorous site / route selection studies and Local authorities of environmental assessment, including all necessary reports to assess the potential impact on

development does not contribute to loss of biodiversity. Local authorities and other public agencies shall seek to promote and support access to rural areas including upland areas, forestry, coastal areas in conjunction with other public bodies, representative agencies and community groups and shall identify and protect existing paths, walkways and rights of way.

### **2.2.9 People, Place and Policy – Growing Tourism to 2025 (March 2015)**

This Government Tourism Policy Statement sets out the Government's primary objective in maximising the services export revenue of the sector. The policy highlights the importance of high-quality facilities for activity-based tourism in the marketing of Ireland as a holiday destination. It notes the government's support for development and improvement of facilities for visitor activities including Greenways.

### **2.2.10 Fáilte Ireland Strategy for Development of Irish Cycle Tourism 2007**

Fáilte Ireland (FI) produced its Strategy for the Development of Irish Cycle Tourism in 2007. It observed that cycle tourism had declined in Ireland since 2000. The FI strategy also referenced research which found, among other things, that:

- Cycling on Irish roads is not perceived to be safe – cyclists face dangerous bends, fast cars, intimidating HGVs, more traffic and higher speeds;
- There are very few, if any, traffic-free routes to cater for touring cyclists wanting to leave the cities to discover the countryside or for families who wish to participate in cycling.

The purpose of the FI strategy was to determine how best to renew the popularity of cycling in Ireland, how to encourage visitors to come to cycle in Ireland, and how to ensure that cycle tourism can generate visitor spend in rural areas. It proposed an approximately 3,000km long cycle network running from Donegal along the west, south and southeast coasts and continuing along the east coast as far as the Northern Ireland border.

The Strategy identified the following needs for cycle tourists:

- Safe places to cycle and consideration from other road users;
- Attractive routes with good scenery;
- Well-connected and signposted routes and destinations avoiding long detours;
- Opportunities to visit local attractions and specific places of interest;
- Food, accommodation and refreshments available at intervals, which reflect comfortable distances for stopping off / overnight stops.

### **2.2.11 Fáilte Ireland Cycling and Activities Research, 2013**

In May 2013 Fáilte Ireland commissioned cycling research in order to, among other things, inform the route selection process of the route. Just over 15,000 people surveyed in Germany, France, Great Britain and Ireland. Respondents to this market research identified a beautiful landscape and scenery, and traffic-free cycling and safety of the cycle route as the most important attributes of a tourism cycle route.

This research indicates that directness of route is not a critical factor in the provision of a satisfactory leisure cycle route; picturesque landscapes and traffic free routes with good connections to towns and villages are rated highly.

### **2.2.12 Climate Action Plan (2021)**

The Climate Action Plan 2021 provides a detailed plan for taking decisive action to achieve 51% reduction in overall greenhouse gas emissions by 2030 and setting us on a path to reach net zero emissions by no later than 2050, as committed to the Programme for Government and set out in the

Climate Act 2021. Specific actions identified in the plan which relate to the proposed Glenmore link are noted below:

**Action 225:** Continue the improvement and expansion of the active travel and greenway network.

**Action 227:** Construct an additional 1,000km of cycling and walking infrastructure.

**Action 228:** Encourage an increased level of modal shift towards active travel (walking and cycling) and away from private car use.

### **2.2.13 People, Place and Policy – Growing Tourism to 2025**

The Government's Tourism Policy Statement People, Place and Policy – Growing Tourism to 2025 was published in March 2015. This policy statement is centred on Ireland achieving its full potential as a destination for overseas tourism. It confirms that the Government's aim was that by 2025, Ireland would have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable, helps promote a positive image of Ireland overseas, and is a sector that people wish to work in. The proposed Glenmore Link and its potential to enhance tourism in the local area is in line with the aims of this document.

### **2.2.14 Action Plan for Rural Development**

The Action Plan for Rural Development contains more than 270 actions to support the economic and social development of rural Ireland. This plan provides a visible, cohesive and coordinated approach across the whole of Government to rural development. Objectives and Actions relevant to the proposed Glenmore Link include:

**Pillar 3 Key Objective:** Develop and promote Activity Tourism in rural areas through the development of blueways, greenways and other recreational opportunities.

**Action No. 169:** Enhance Infrastructure on and along the inland navigation system to support increased recreational and economic activity in rural Ireland.

**Action No. 170:** Through the Rural Recreational Scheme, provide funding for new recreation infrastructure and the maintenance of existing structures resulting in the creation and retention of jobs in rural areas,

**Action No. 172:** Ensure co-ordination of major outdoor recreation projects with all main State landowners to maximise potential for sustainable tourism in rural areas through the Inter-Agency Group on Outdoor Recreation.

**Action No. 196:** Encourage the conservation and reuse of historic properties and lettings to tourists in rural communities.

### **2.2.15 Rural Development Policy (2021-2025)**

This document outlines the Government's plan to development the economies of rural places in Ireland. Policy measures relevant to the proposed Glenmore Link are listed below:

**Policy Measure 36:** Invest in greenways, blueways, walking trails and other outdoor recreation infrastructure to support in outdoor recreational tourism.

**Policy Measure 64:** Invest in infrastructure, including water and wastewater infrastructure, to support the development of rural towns and villages.

**Policy Measure 102:** Invest in high quality walking and cycling infrastructure specifically targeted at towns and villages across the country.

### 2.2.16 National Physical Activity Plan for Ireland

The aim of the National Physical Activity Plan is to increase physical activity levels across the whole population. It aims to create a society which facilitates people whether at home at work or at play to lead an active way of life. Objectives relevant to the Glenmore Link are listed below:

**Objective 36:** Prioritise the planning and development of walking and cycling and general recreational / physical activity infrastructure.

**Objective 37:** Explore opportunities to maximise physical activity and recreation amenities in the natural environment.

### 2.2.17 Alignment with Government Policy / Planning Context

Based on the above review, it is evident that the development of a Link between Glenmore and the South East Greenway would be well aligned with National and Regional policy objectives.

## 2.3 Local Policy Documents

### 2.3.1 Kilkenny City and County Development Plan 2021 – 2027

The current adopted development plan is the *Kilkenny City and County Development Plan 2021-2027*. The key issues addressed in this Plan are as follows:

- *Contributing towards achieving climate change targets in particular by means of encouraging and facilitating a modal shift towards more sustainable travel modes and patterns and an increase in renewable energy production, including wind, solar and bio energy, both at a macro and micro scale.*
- *Delivering compact growth in the form envisaged under the NPF and RSES for Kilkenny City, the Waterford MASP area and the towns and villages of the county.*
- *Facilitate the delivery of increased housing supply from both public and private sources.*
- *Facilitating the recovery of businesses across the county from the impacts of Covid-19 and helping businesses respond to the challenges presented by Brexit.*
- *The continued delivery of the Abbey Quarter Masterplan area.*
- *Facilitating the recovery from the impacts of Covid-19 on the tourism sector in the county and further development.*
- *Encouraging and supporting sustainable rural development by facilitating sustainable rural settlement patterns that will revitalise and sustain smaller towns and villages whilst continuing to facilitate the housing need of farming families and rural dwellers.*
- *Delivery of key infrastructure for the City and County to facilitate development.*

Relevant key points / objectives within the plan are as follows:

#### **Climate Change**

##### **Strategic Aim:**

To provide a policy framework with objectives and actions in this City and County Development Plan to facilitate the transition to a low carbon and climate resilient County with an emphasis on reduction in energy demand and greenhouse gas emissions, through a combination of effective mitigation and adaptation responses to climate change

**2A** - To support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development form, layout and design to secure climate resilience and reduce carbon emissions.

**2F** - To adopt nature-based approaches and green infrastructural solutions as viable mitigation and adaptation measures to reduce greenhouse gas emissions where feasible. The Council will promote and support physical activity, active recreation and an active lifestyle.

#### **Economic Development**

**5C** - To continue to develop sustainable high quality tourism, leisure and complementary activities for the City & County with the key stakeholders enhancing the position of Kilkenny as a Hero site within Ireland's Ancient East branding.

**5E** - Invest in public realm to create more multi-functional vibrant and inviting public spaces in urban areas and villages, which will greatly enhance the overall quality of place and act as a catalyst to stimulate private sector development. The public realm will be informed by the Kilkenny Access for All Strategy 2018-2021. The Council will ensure that the maintenance, cleanliness and animation of public spaces is managed in order to encourage visitors to dwell more in these spaces.

**5F** - Development of the Kilkenny Greenway as part of the Southeast Greenway in South Kilkenny.

**5H** - Continue the development of projects for submission under the Outdoor Recreation Infrastructure Scheme (ORIS) and other funding schemes (e.g. LEADER Programme).

**5L** - To promote a diverse and sustainable local economy through the designation of sufficient lands for employment related uses, including facilities, to promote SME growth through the local area plans for the District towns.

**5Q** - To improve the accessibility of each of the County's town centres and promote all sustainable modes of transport.

**5W** - To facilitate the regeneration and reuse of derelict buildings in appropriate locations for town centre uses and support the retention and maintenance of heritage premises and shopfronts

#### **Open Space and Recreation**

**8F** - To continue the development of new trails and walkways such as the Castlecomer, Knockdrinna Wood and Ballyhale Looped Walks and the upgrade of others such as the Freshford, Gathabawn and Kilmacoliver Looped Walks and the Nore Valley Walk.

#### **Greenways and Blueways Objectives**

**8J** To complete the construction of the Kilkenny Greenway, connecting New Ross to Waterford.

**8K** To promote and develop the Waterford to Rosslare Greenway in association with Waterford City and County Council and Wexford County Council.

**8Kb** To undertake a metropolitan-wide Open Space, Recreation and Greenbelt Strategy to include the identification of a location for a regional scale park within the Waterford Metropolitan Area as well as the development of neighbourhood parks and open spaces.

#### **Movement and Mobility**

**Strategic Aim:** To co-ordinate transport and land use planning, reducing the demand for travel and the reliance on the private car in favour of public transport, cycling and walking by providing for a greater mix of suitable uses and by promoting and facilitating the transition to electrification of our transport modes moving away carbon intensive modes to new technologies such as electric vehicles.

**12A** - To plan for and progressively implement a sustainable, integrated and low carbon transport system by enhancing the existing transport infrastructure in terms of road, bus, rail, cycling and pedestrian facilities and interfacing different modes as the opportunity arises.

**12B** - To plan for a transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' together with promotion of

compact urban forms close to public transport corridors to encourage more sustainable patterns of movement in all settlements.

#### **Modal Share Objectives**

**12E** - To deliver on sustainable mobility with an accompanying investment in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices.

**12F** - Implement strategies to meet the mode share targets during the lifetime of the plan and develop, in conjunction with the NTA, an effective monitoring regime for the implementation and where required, adjustment of the Council's sustainable transport strategy in order to ensure the achievement of the modal share targets referred to under Objective 12G.

**12G** - To achieve a modal shift from the private car to walking or cycling in accordance with the targets in Table 12.1 for County Kilkenny.

<b>Table 12.1 Modal Share targets for County Kilkenny</b>				
<b>Mode Share</b>	<b>Walk</b>	<b>Cycle</b>	<b>Public Transport</b>	<b>Car</b>
<b>2016</b>	11%	1.2%	8%	65%
<b>2040 Target</b>	20%	15%	20%	45%

#### **Cycling Objectives**

**12H** To compile a Cycling Strategy for the County

**12I** To develop a network of cycling and pedestrian routes within Kilkenny city to provide connectivity and provide an alternative to car-based transport.

**12J** To develop a cycle route between the Eastern Environs and the Breaghagh Valley.

**12K** To investigate the provision of a cycle route along the River Nore Linear Park connecting north of the City with the east and south of the City.

**12L** To improve cycling infrastructure throughout the city in accordance with the recommendations of the Kilkenny Local Area Transport Plan as resources permit.

**12M** To reduce the Council's carbon footprint through the implementation of the Council's own cycle scheme, which will encourage staff members to discharge their official duties in a more sustainable way.

**12N** To carry out an appraisal of each of the District Towns to determine measures to facilitate cycling and walking and improve connectivity within the town particularly from an age friendly perspective.

**12O** To invest in cycling and other smarter travel projects in support of the compact '10-minute city' concept.

**12P** To provide connections to the Kilkenny Greenway to settlements along its route as the need arises and resources permit.

#### ***2.3.2 Ferrybank-Belview Local Area Plan 2017***

The latest Ferrybank-Belview Local Area Plan (LAP) came into effect on the 15th of January 2018. Study area of the plan includes parts of the Greenway and its surround.

**5G** - To ensure the creation of access points to the Greenway at its intersection with the N29 in any development proposal at this location.

**8C** - To complete the Greenway and investigate and encourage the creation of access points in any significant future development proposal adjoining the Greenway.



It is an objective of the Council to complete the Greenway from Waterford to New Ross and to facilitate its connection and development to connect to the Waterford-Dungarvan greenway

### **2.3.3 Alignment with Local Government Policy / Planning Context**

Based on the above review, it is evident that the development of a Link between Glenmore and the South East Greenway would be well aligned with Local policy objectives.

## **2.4 Environmental Policies and Guidelines**

The following sections describe a non-exhaustive list of European and national, environmental policy documents and guidelines which were considered when assessing the routes passing through or close to EU designated sites.

### **2.4.1 EU Directives**

The Birds Directive (2009/147/EC) and the Habitats Directive (more formally known as Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora) are European Union legislation for the protection of biodiversity and natural habitats. These directives are implemented throughout Europe by way of the Natura 2000 programme, which covers 30,000 protected sites throughout Europe.

EU Regulation on Invasive Alien Species (1143/2014) deals with the issues of, among other things, bringing into the Union, keeping, breeding, transporting and placing on the market, species included on the list of invasive alien species of Union concern (the “Union list”).

### **2.4.2 National**

The most important national legislation underpinning biodiversity and nature conservation in Ireland is the Wildlife Act, 1976 and the Wildlife (Amendment) Act, 2000. Currently all bird species, 22 other animal species or groups of species and 86 species of flora are afforded protected status at a national level. It is an offence to kill or injure a protected species, or to disturb their habitat, nest or other breeding/resting place.

The European Union (Natural Habitats) Regulations, SI 94/1997, which have been amended twice with SI 233/1998 & SI 378/2005, transpose the EU directives for the protection of Natura 2000 sites (SACs and SPAs) into Irish national Law.

The 1997 Regulations and their amendments were subsequently revised, enlarged and improved by the Wildlife (Amendment) Act, 2000 and the Birds and Natural Habitats Regulations, 2011.

European Communities Environmental Objectives (Surface Waters) Regulations 2009 (S.I.272 of 2009) and (Amendment) Regulations 2012 and 2015, clarify the role of public authorities in the protection of surface waters also concern the protection of designated habitats.

## **2.5 Implemented Policy on the Greenway**

The following existing documentation are relevant to the planning of the Glenmore Greenway link:

- Design Documents for the Southeast Greenway;
- Southeast Greenway Part VIII Documents;
- Part VIII Documents for Glenmore Car Park.

## **2.6 Design Standards**

Relevant standards and design guidelines appropriate to the proposed design include:

- the NRA Design Manual for Roads and Bridges,
- the DTTaS Design Manual for Urban Roads and Street,
- the DoT Traffic Signs Manual, 2010
- A Guide to Planning & Developing Recreational Trails in Ireland, from National Trails Ireland, DTTAS
- NTA National Cycle Manual,
- Greenway Design and Brand Guidelines DTGACSM
- Rural Cycleway Design (DN-GEO-03047)
- ROI Dept of Transport, Tourism and Sport Greenways and Cycle Routes Ancillary Infrastructure Guidelines (2018).

### 3 PROJECT DESCRIPTION

#### 3.1 Scheme Overview

A link to the new Greenway is to be provided to Glenmore village.

##### 3.1.1 Glenmore Village

The village of Glenmore is located 8kms south of New Ross and 18 kms north of Waterford City.

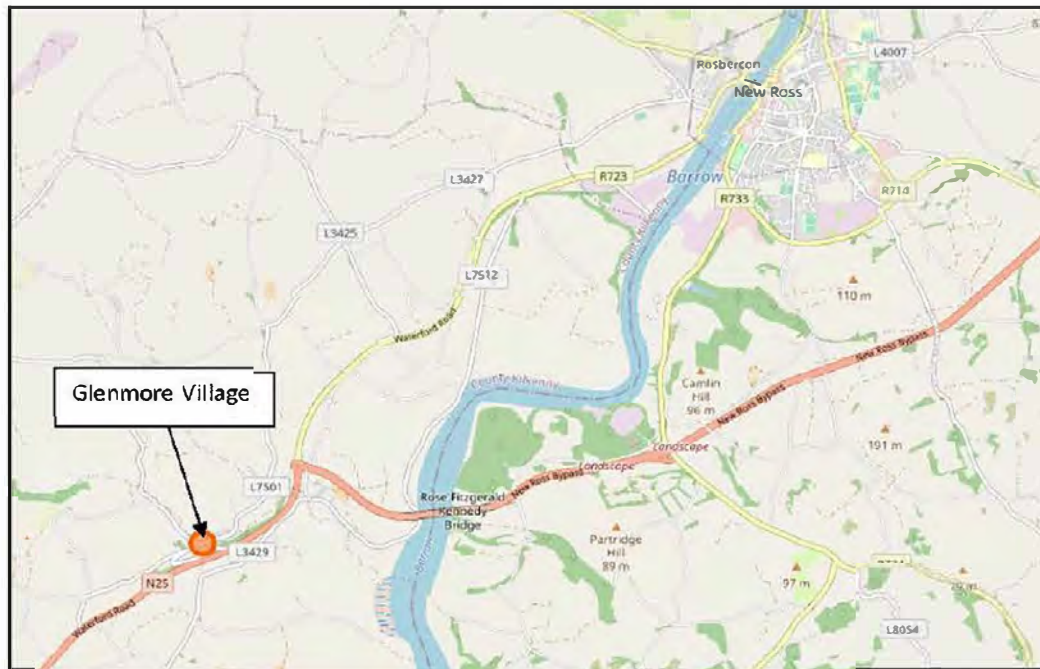


Figure 3.1 Location of Glenmore Village

Approximately 1.8 km northeast of the village, adjacent to the N25 New Ross By-pass at Ballyvermeen, it is proposed to provide a purpose-built carpark to service the Greenway. Approval has been gained under Part 8 to construct the car park.



Figure 3.2 Aerial Location Map of Proposed Car Park at Ballyverneen



Figure 3.3 Layout of Proposed Car Park at Ballyverneen

It is proposed to create a safe pedestrian and cyclist connection link from the proposed Greenway car park to the village of Glenmore, terminating at the village centre.

### 3.2 Aims and Objectives

The project partners have identified the following strategic aims aligned to European, National and Local Policies (as outlined in Section 2.0), which set out the core benefits which the development of the greenway route seeks to achieve.

The aims and objectives are mainly Social, Economic and Environmental and are as follows:

- Connect the village of Glenmore to the Greenway and its planned tourism initiatives and infrastructure.
- Create a safe and pleasant amenity along which the local population can commute, socialise, and use as a recreational and leisure facility, and which promotes active lifestyles, physical exercise and participation in outdoor activities.
- Provide connection to existing and planned educational, recreational and leisure facilities such as schools, parks and open spaces, playgrounds, walks and trails, sports clubs and facilities.
- Provide a connection to the South East Greenway route that is safe, comfortable and attractive to all user groups (both cycling and walking) and provides a reliable and safe level of service.
- Provide high-quality infrastructure which will attract increased visitors to the area and drive the demand for associated cycling/walking related facilities e.g., cafes, bike hire etc.
- Offer an attractive and cost-effective sustainable alternative to private motor vehicle transport by providing connections between residential areas and areas of employment, commercial centres and recreational facilities.
- Increase the economic contribution of tourism to the local economy and provide a catalyst and opportunities for economic growth by providing linkages to the villages to facilitate the growth of cycle tourism and the provision of basic facilities such as food, toilets, overnight accommodation, retail outlets, bicycle repair, and convenience shops.
- Facilitate access to existing visitor attractions and activities along the route by provision of a lateral links suitable for walking/cycling.
- Achieve an increase in modal shift to more sustainable methods of travel (on foot or by bike) between the communities and destinations linked by the project and enable improved access by active travel means to public transport connections.
- Promote health and wellbeing in the communities connected by the project.
- Enhance road safety for existing vulnerable and non-motorised road users.
- Enhance the cycling tourism offering within the region.
- Contribute to reducing carbon emissions in the area through achieving a rise in modal shift.
- Value and enhance the natural environment by creating a 'green' linear corridor to the benefit of wildlife through sensitive landscaping.

It is further intended that these aims and objectives would be met in the most cost-effective way that, where possible, mitigates the impact on private lands and maximises use of available public lands, provided always that the route meets the needs of all user groups and meets the aims and objectives outlined above.

The report *Faillte Ireland Marketing Research 2013* provides key findings of relevance to the shaping of aims and objectives for the scheme.

In that research, when domestic and international visitors were asked what makes a good cycling destination, the cycling-specific attributes were not priorities for people. Rather scenery and landscape, attractive towns and villages etc., were more important.

The research revealed that:

- Visitors will choose a destination based on the overall experience of what they will see and do and cycling is an enjoyable means of experiencing those activities. It is important therefore that any planned route allows visitors to have that rounded holiday experience by incorporating interesting places to visit.

- This was followed by requirements for traffic free and safe cycling routes, perhaps reflecting the large proportion of the market that travels with children. As close to half the users for cycling in Ireland travel with children, the importance of delivering trails which meet the needs of this market segment cannot be overstated.
- Beautiful scenery is easily the most important destination attribute with respect to cycling. That said, the scenery needs to be varied, as too much of the same thing will become boring.
- Weather also ranks highly in preference however it's not the be all and end all.
- Cycling routes incorporating attractive cities and towns, followed by access to historical/ cultural attractions, and destinations that are easy to get to complete the list of attributes required to make a good cycling destination.

The implications in relation to the aims and objectives of the route selection and design process are:

- Attractive, and preferably scenic, routes are the main priority amongst both the domestic and overseas markets
- A significant portion of users travel in groups of family or friends with children. This has a significant bearing on the infrastructure required, as safe and traffic free cycling is key to this market. There is a strong preference for safe and traffic free routes to meet the needs of the high proportion of cyclists who travel with children
- Points of shelter are needed to overcome Ireland's weather barrier
- Flat routes are preferred – they won't necessarily be boring to dedicated cyclists.

In summary, the routes should be Family-friendly for walking and cycling and be:

- Attractive – scenic and interesting
- Safe – away from heavy traffic but close to community
- Direct – short in length but induce diversion from greenway
- Comfortable – surfaced and not steep

### 3.3 Physical Character of the Greenway Connection Facility

A greenway is a traffic-free route designed exclusively for the use of pedestrians and cyclists. The character of the connection to the South East Greenway will align with the greenway as much as possible and is generally low-key in terms of its impact on the overall landscape of an area and its environmental effects. Greenways tend to be offline, which means they are located entirely off road and traffic free. For the Glenmore connection, some sections may be online within an existing road corridor located within the verge or footway areas.

This greenway connection will generally be constructed as a 3m wide shared-use path, with a bituminous surface to provide a high-quality finish for cyclists. The greenway connection route will seek to follow, in so far as possible, field boundaries and land-holding boundaries, or existing laneways, rivers or other corridors to avoid disturbance to farming activity. The geometry of the facility is flexible and the route will be designed to minimise farm severance or agricultural impacts, apart from the loss of the small area of land forming the scheme footprint.

In constrained areas the path width may be reduced in width through sections where physical limitations such as buildings, boundaries and carriageway kerblines exist. Where possible, appropriate screening in the form of shrubs, plants and/or trees will be planted as part of the greenway connection corridor to create wildlife habitats and to improve the visual quality of the infrastructure.

Figure 3.4 shows the typical cross section proposed for offline sections of the greenway connection and Figure 3.5 shows the typical cross section in online sections.

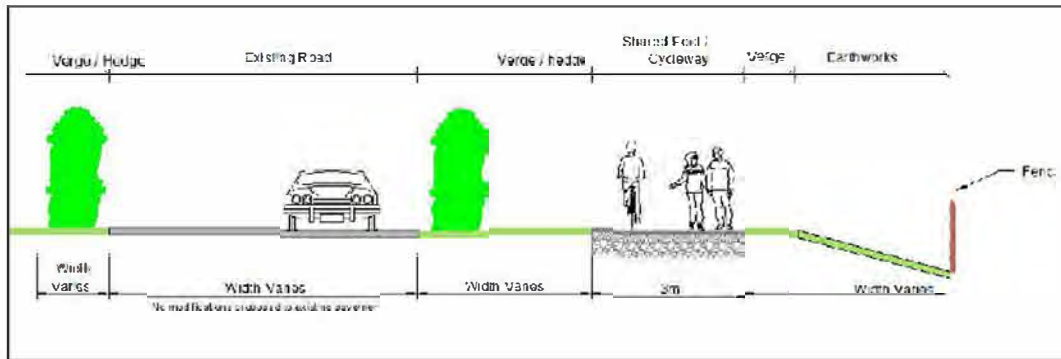


Figure 3.4 Typical cross section - offline

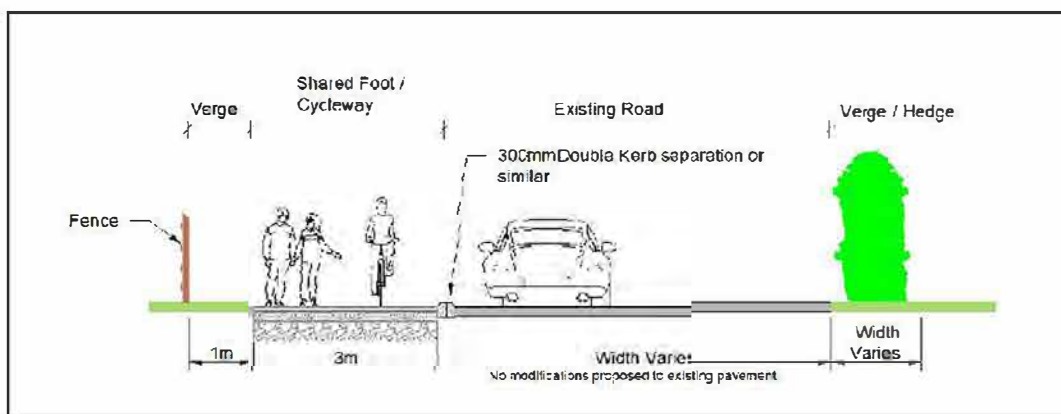


Figure 3.5 Typical cross section - online

A fence will be erected along the greenway connection if required by the adjacent landowner from whom land has been acquired or if deemed necessary for the safe and efficient operation. The fence type would typically be a timber post and rail fence.

Lighting will be provided in urban areas, but not, in general, in rural sections, except where deemed necessary for the safe and efficient operation, subject to environmental and other restrictions, with any proposed specification being cognisant of, and sympathetic to, the rural landscape setting.

Gradients will be kept as flat as possible subject to existing topographical constraints and will not exceed 5% where feasible. Short sections of up to 10% gradients may be considered in exceptional circumstances. Similarly, the horizontal alignment will be designed for gentle radii and gradual changes in direction, with a minimum radius of 4m.

## 4 CONSTRAINTS AND OPPORTUNITIES

### 4.1 Introduction

The preferred route of the completed greenway may be influenced, positively or negatively, by:

- topography physical constraints;
- environmental constraints, mainly ecology and cultural heritage;
- location of trip generators which offer potential for usage;
- connectivity to settlements and amenities;
- areas of interest, attractions, scenery and amenities that may attract tourists.

### 4.2 Topography and Watercourses

#### 4.2.1 Glenmore

The topography across the area is typically steeply sloped, with significant hills and escarpments. Levels rise from the estuary – from less than 10m OD at the Glenmore River – to 140m OD at Aylwardstown in the southwest of the area.

The land on the northwest side of the N25 at Glenmore village and the New Ross bypass is very steep, falling from level 40m OD to level 10m OD over a distance of 80m: a gradient of almost 40%.

These features are shown on Figure 4.1.

Rivers and streams are significant features that need to be crossed. Bridges add cost to a project but conversely, they can provide views of or connections to such water features and can be very beneficial to the overall experience of the user.

The Glenmore River is the significant watercourse in the area. It is tidal and is known to have a significant flow during periods of heavy rainfall with overspill onto adjacent lands below the 10m contour. The location of the river is shown on Figure 4.1.





Figure 4.1 Topography of Glenmore (10m contours)

There are lands within the area that benefit from flood protection. These are shown in Figure 4.2. The Benefitted Lands are areas reclaimed by Land Commission Embankments. The Land Commission took charge of a number of embankments as part of its work. These embankments were created by landowners to reclaim land from rivers or the sea, typically in the 19th century.

The principal consequences of these combined constraints are:

- The only feasible connection point to the greenway is on the northeast side of Glenmore; it is not feasible to link to the greenway at a point east of the village or southeast because, in traversing the hill, the resulting gradients would be too steep.
- Because the wooded area bounding the northwest side of the N25 is so steep, the engineering measures (retaining structure, possible boardwalks etc) would be extensive and the cost of the project would be very high.
- The lands bounding the Glenmore River are subject to flooding. It is not feasible to construct a greenway within the floodplain.
- The cycle links could not compromise lands within the area that benefit from flood protection.

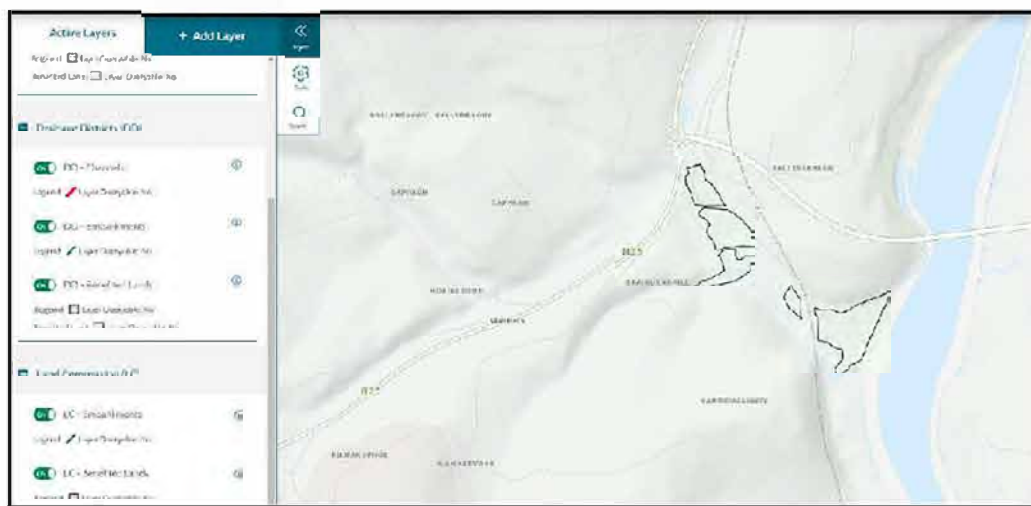


Figure 4.2 Benefitted Lands

### 4.3 Environment and Ecology

#### 4.3.1 Designated & Protected Areas

##### Glenmore

The Special Area of Conservation: River Barrow and River Nore SAC site code 002162 was selected as a SAC based on habitats and species listed on Annex I/II of the E.U. Habitats Directive.

The lower reaches of the SAC are also designated as a proposed Natural Heritage Area: Barrow River Estuary, site code 000698.

These designations overlap in parts (i.e. some lands are both designated SAC and pNHA).



Figure 4.3 Designated & Protected Areas of Glenmore

#### 4.3.2 Built Environment and Local Heritage

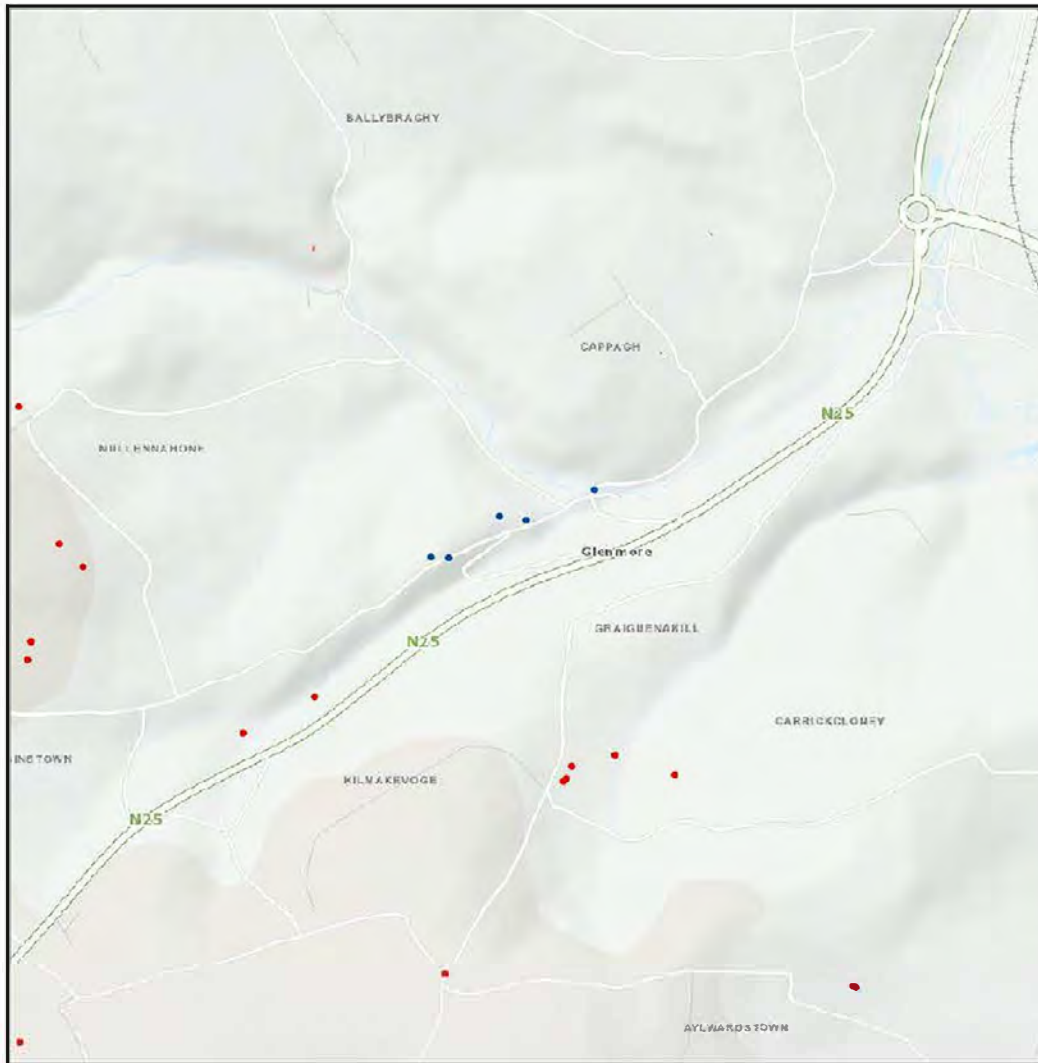
There are historic buildings and scheduled sites and monuments within the study area that may be constraints to routes. The design of the greenway will need to avoid any significant impacts on these sites.

The National Monuments Service (NMS) database was consulted to provide a list of all features within the Study Area. A map of these features is provided at the following link:

- <https://www.archaeology.ie/archaeological-survey-ireland/historic-environment-viewer-application>

The viewer provides a map of National Monument features that are listed in the Record of Monuments and Places (RMP) (as established under Section 12 of the National Monuments Acts 1930 to 2004) and Architectural features included the National Inventory of Architectural Heritage (NIAH).

Figures 4.4 below shows all the features listed on the NMS viewer, along with the key features identified that are considered relevant to the assessment of the routes.



**Figure 4.4 Glenmore Cultural Heritage Sites**

Glenmore Cultural Heritage Sites: sites indicated by blue dots are Architectural heritage and by red dots are Archaeological heritage.

There is one site of Architectural Heritage within Glenmore village but it would not be significantly impacted on by the project; otherwise there are no cultural heritage assets within the area of the project.

#### **4.4 Population, Land Use, Zoning, Amenities and Attractions**

##### **4.5.1 Population**

The latest census data (2016) records the following population counts:

- Glenmore - Electoral Divisions Census 2016: Kilmakevoge 433 persons;

People who live in the area offer the greatest potential for year-round use of the links to the greenway.

##### **4.5.2 Existing Roads**

The N25 and the New Ross bypass are significant severance lines that would be difficult for pedestrians and cyclists to cross.

There is an existing underbridge beneath the N25. This is a common point at which all route options would converge so that the cyclists are carried beneath the N25 without interaction with traffic on that national road.

#### 4.5.3 Zoning

The area of Glenmore village is not zoned for development.

### 4.5 Schools and Education Centres

Schools are an important consideration for achieving modal shift. Providing a Greenway allowing students, parents and staff to safely travel to school will help shift travel patterns towards more sustainable and healthy models.

The selection of routes will consider proximity to schools where students may be likely to travel by bike, perhaps accompanied by parents or guardians.

Figure 4.5 shows the locations of the school across the Study Area.



Figure 4.5 Glenmore Schools

There are attractions, businesses and employment centres, retail enterprises, social and community outlets in both areas.

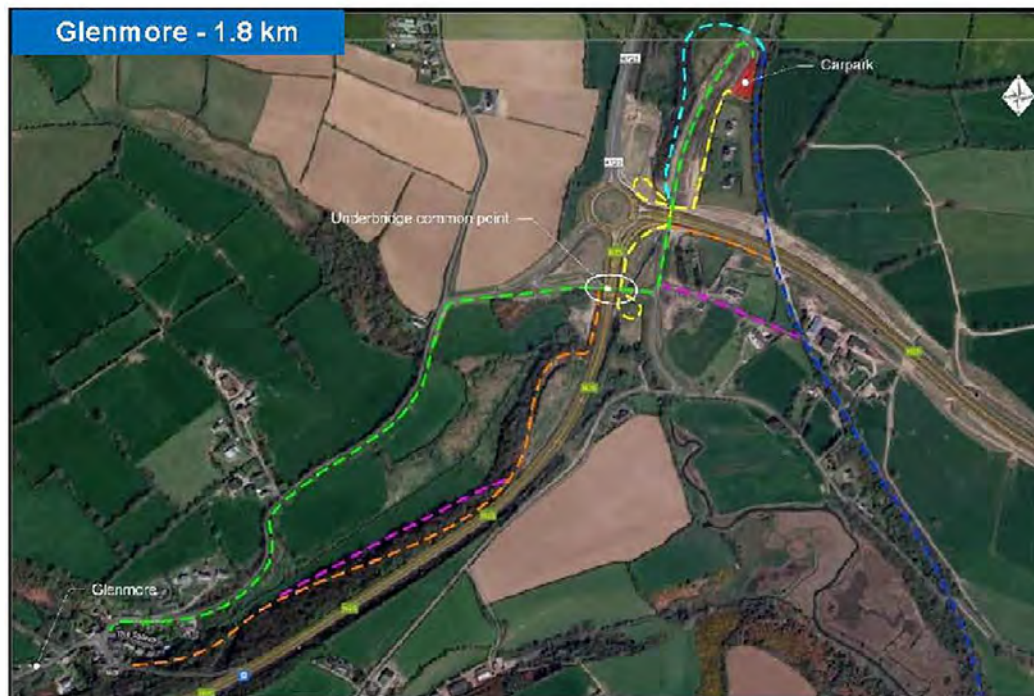
Local businesses should benefit from increased visitor numbers generated by the greenway, and new business opportunities, e.g. bicycle rental and bicycle repairs.

Amenities and attractions within the Study Area will provide opportunities for connections with the proposed Greenway. Routes connecting with local amenities and attractions may benefit from the existing trips generated by these facilities by providing potential for modal shift of some of these trips from motorised vehicles to walking/cycling. The additional trips and journeys generated on completion of the Greenway should also help to increase existing visitor numbers.

## 5 ROUTE OPTIONS

### 5.1 Glenmore

Figure 5.1 below shows the route options for Glenmore.



**Figure 5.1** Glenmore Routes

The routes are predominantly off-line. Where they are shown to be adjacent to a road they are generally within the verge or behind the existing edge line. Acquisition of privately-owned lands would be required for the provision of the route.

All routes converge on the existing underbridge beneath the N25. It would not be feasible for cyclists to cross the N25 elsewhere. Therefore, the route options can be looked at separately for each of the following sections:

- Section 1: Car park to the underbridge
- Section 2: Under bridge to the village.

#### 5.1.1. Section 1: Car park to the underbridge

Figure 5.2 shows the route options for the section between the car park and the underbridge.



Figure 5.2 Glenmore Section 1: Car park to the underbridge

The following photos indicate the nature of the environment in which the Section 1 routes are located.



A summary of the advantages and disadvantages of the various routes is shown in the following table.

<b>GLENMORE NORTHWEST ASSESSMENT</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<b>Yellow Route</b>	
<ol style="list-style-type: none"> <li>1. Traffic free</li> <li>2. Publicly-owned land</li> </ol>	<ol style="list-style-type: none"> <li>1. Very expensive structures</li> <li>2. Impact on TII/PPP</li> <li>3. Circuitous and indirect</li> </ol>
<b>Green Route (L7513)</b>	
<ol style="list-style-type: none"> <li>1. Direct</li> <li>2. Relatively inexpensive</li> <li>3. Public land</li> </ol>	<ol style="list-style-type: none"> <li>1. Off-road, but on-road through underpass</li> </ol>
<b>Cyan Route</b>	
<ol style="list-style-type: none"> <li>1. Attractive</li> </ol>	<ol style="list-style-type: none"> <li>1. Expensive (sloping ground)</li> <li>2. Indirect</li> <li>3. Private land</li> <li>4. Environmental impact</li> </ol>
<b>Orange Route</b>	
<ol style="list-style-type: none"> <li>1. Direct</li> <li>2. Publicly-owned land</li> <li>3. Traffic free</li> </ol>	<ol style="list-style-type: none"> <li>1. Potentially expensive structures</li> <li>2. Impact on TII/PPP</li> <li>3. Not directly linked to greenway car park</li> </ol>
<b>Magenta Route (L7539)</b>	
<ol style="list-style-type: none"> <li>1. Direct</li> <li>2. Publicly-owned land</li> </ol>	<ol style="list-style-type: none"> <li>1. Road safety on narrow lane used by agricultural traffic is a concern</li> <li>2. Not directly linked to greenway car park</li> </ol>



5.1.2. Section 2: Under bridge to the village

Figure 5.3 shows the route options for the section between the car park and the underbridge.



Figure 5.3 Glenmore Section 2: Under bridge to the village

The following photos indicate the nature of the environment in which the Section 2 routes are located.



A summary of the advantages and disadvantages of the various routes is shown in the following table.

<b>GLENMORE SOUTHWEST ASSESSMENT</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<b>Orange Route / Magenta Variant</b>	
<ol style="list-style-type: none"> <li>1. Attractive</li> <li>2. Off-road</li> </ol>	<ol style="list-style-type: none"> <li>1. Very high impact on SAC</li> <li>2. Expensive</li> <li>3. High gradients – difficult cycling</li> <li>4. Personal safety concerns in wooded areas</li> </ol>
<b>Green Route (L7510)</b>	
<ol style="list-style-type: none"> <li>1. Attractive</li> <li>2. Off-road</li> </ol>	<ol style="list-style-type: none"> <li>1. Minor impact on SAC</li> </ol>

## 6 PUBLIC CONSULTATION PROCESS

A Public Consultation Event was held at which the drawings and proposals were displayed. The public consultation session was advertised beforehand. Display of the routes were mounted at the public consultation venue together with assessments of the route options. Feedback forms were made available for attendees to complete.

The dates and venues of the consultations were as follows:

Date	Venue
1 <sup>st</sup> Public Consultation Event, Glenmore 10 <sup>th</sup> March 2022	Glenmore Parish Hall

Members of the Project Team were present at the event to explain the Project proposals, and drawings to the public.

Sign in sheets were provided at the event and the numbers of signed in attendees are given in the table. It is noted that many people chose not to sign in.

Feedback forms that provided the public with an opportunity to formally comment on the proposals were distributed at the consultation event and the public was encouraged to complete and return these forms.

Landowners on whose lands route options were located were contacted in advance of the public consultation by phone and informed of the scheme and of the route options that would impact directly on their landholdings.

The evening was well attended with possibly 30 to 40 persons attending. Many people chose not to sign the sheet.

Five number submissions were received relating to Glenmore: three number in favour of green route and two number with unstated preference)

## 7 ASSESSMENT OF ROUTE OPTIONS

### 7.1. Introduction

The assessment of each route option was carried out with reference to the route specific aims and objectives, and the assessment criteria and scoring matrix described in this section. For each of the criteria, a preamble which describes assessment and scoring process has been provided.

### 7.2. Route Assessment Criteria

Assessment criteria were used to score the route options and select the preferred route option. Each route has been scored against the assessment criteria, having regard to the project aims and objectives and using a scoring matrix.

For each individual assessment criterion considered, routes have been compared against each other based on a five-point scale, ranging from having significant advantages to having significant disadvantages over other route options. For illustrative purposes, this five-point scale is colour coded as presented in Table 7.1, with advantageous routes graded to 'dark green' and disadvantaged routes graded to 'dark red'. Negative impacts were generally scored in the yellow to red range and opportunities and benefit in the yellow to green range.

Colour	Description
	Significant advantages over the other options
	Some advantages over other options
	Neutral compared to other options
	Some disadvantages over other options
	Significant disadvantages compared to other options

Table 7.1 Route Options Colour Coded Ranking Scale

The views of the public on the respective route options as expressed through the consultation process have been recorded and reflected in the route scoring. Routes which receive negative feedback score lower than those which have neutral or positive feedback.

The assessment criteria are divided into three categories:

- Impacts and Opportunities
- Effectiveness
- Public feedback

The overall assessment for each route is based on a comparative qualitative assessment of how each route ranked under each criterion, considering the relative importance of each criterion and a holistic view on the route's overall performance in the assessment.

#### 7.2.1. Impacts and Opportunities

Every project has impacts on the environment and on people. Projects change the status quo and some impacts are negative in nature. Opportunities are generally the positive impacts and tend to be benefits that are expected to accrue from the project. These can sometimes be in addition to the direct aims and objectives of that project.

### 7.2.2. Effectiveness

Not all options for a project are equally effective. Some tend to be better in fulfilling the aims and objectives of the scheme. Effectiveness is a key criterion; it fundamentally assesses the quality of service provided to the users which in turn has a significant bearing on the potential use of the route by the cyclist and walker determines the extent to which the aims and objectives of the project will be realized. For this reason, the various sub-criteria within the overall criterion of effectiveness are considered separately and not rolled up into a single quality of service measure.

### 7.2.3. Public Feedback

This project is a public good; it is a development proposal for the benefit of all but particularly for those who live and work in the area. It is essential that those for whom the project is intended have a say in its nature, extent and physical characteristics.

Under these general headings fourteen specific assessment criteria have been identified as follows;

- Modal shift – the extent to which the project will give effect to a change to sustainable transport
- The environment – impacts on ecology and cultural heritage
- Land requirement – impacts on existing and proposed land uses
- Risk – particular risks to timescale, project costs and to quality-of-service not captured by the other assessment criteria
- Travel distance – the length of the project
- Path gradient – the physical gradients of the route
- Attractiveness – the attractiveness of the route to the user
- Road safety – the road safety characteristics of the route, both actual and perceived.
- Personal safety – the personal safety characteristics of the route, both actual and perceived.
- Trip attraction – the extent to which the project will attract users
- Construction cost – the likely construction cost
- Active travel – the extent to which the route give effect to the occurrence of active travel
- Business and economy – the extent to which the route give effect to the occurrence of increased business activity including tourism
- Public feedback – the feedback received from the public and from landowners on the route.

## 7.3. Route Assessment

The detailed assessments of the route options for Glenmore are provided in the following tables with separate assessments provided for sections one and two of the overall routes.

For each criterion the impact of each route option assessed relative to other routes is scored as indicated in Table 7.1.

<b>Table 7.2 - Glenmore: Section 1 Car Park to Underbridge</b>						
<b>Routes:</b>	A: Cyan	B: Green	C: Yellow	D: Orange	E: Magenta	
<b>Assessment Criteria</b>	<b>Routes</b>					
	A	B	C	D	E	
<b>Impacts and Opportunities</b>						
Business and Economy						All routes have generally similar characteristics.
Modal Shift						All routes have similar characteristics.
Active Travel						All routes have similar characteristics.
Environmental						The Green (B) route is on the line of the existing recently constructed road. All other routes are on lands that have re-established or undisturbed growth except the Cyan route (A) which goes through undisturbed woodland by the stream.
Land Requirements						The Green (B), Yellow (C), Orange (D) and Magenta (E) options require no (or little) land other than existing roads. The Cyan option (A) has a significant land requirement.
Construction Cost						The Cyan route is longest and crosses steeply sloping ground making it expensive. Structures on the Yellow (C: 3 structures) and Orange (D: 2 structures) routes will be quite expensive. The Green (B) and Magenta (E) routes are likely to be cheapest to construct, with the Green being the least cost since it reuses most existing road.
Risk						The Yellow (C) and Orange (D) routes may have significant impact on the TII PPP, a feasibility risk. Likewise for the Cyan (A) route, there is a risk that environmental impact may be judged excessive.
<b>Effectiveness</b>						
Travel Distance						The Cyan (A) route is long and might not be used by cyclists because the road is shorter. The Yellow route (C) is circuitous. The other routes are direct and are broadly similar.
Path Gradients						The Yellow route (C) and the Cyan route (A) are the most undulating. The others are broadly similar.
Attractiveness						All routes are within an engineered area and considered similar except that the Cyan route (A) traverses an attractive area and is judged best.
Road Safety						The Yellow (C) and Orange (D) routes have no road crossings and are considered best. The Green (B), Cyan (A) and Magenta (E) routes cross low-traffic local roads and are judged equal.
Personal Safety						Passive surveillance is poorest on the Cyan (A) route; it is away from houses and roads. Green Route (C) has the best passive surveillance.
Trip Attraction						All routes generally similar but the Orange (D) and Magenta (E) routes do not link to the car park and so might not attract as many trips.
<b>Public Feedback</b>						
Public Feedback						The Green (B) route was marginally preferred. The Magenta (E) was least preferred. There was little comment on the other routes.
<b>Preferred Route</b>		✓				The Green Route (B) has fewer negative impacts than other routes, has less environmental impact and received most positive feedback.

<b>Table 7.3 – Glenmore: Section 2 Underbridge to Village</b>			
<b>Routes:</b>	A: Green		B: Orange
<b>Assessment Criteria</b>	<b>Routes</b>		
	<b>A</b>	<b>B</b>	
<b>Impacts and Opportunities</b>			
Business and Economy	Yellow	Yellow	Both routes similar.
Modal Shift	Green	Yellow	The Orange route (B) is undulating and may be less effective in achieving modal shift.
Active Travel	Yellow	Yellow	Both routes similar.
Environmental	Orange	Red	The Orange route (B) is likely to significantly impact on the SAC, cutting a swathe through the centre of the zoned area. The Green route (A) impacts on the margin of the zoned area close to the village.
Land Requirements	Orange	Red	Both routes require land. The Green route (A) uses the existing verge of the public road for some of its length. The Orange route (B) has much greater land-take.
Construction Cost	Orange	Red	The Orange route (B) has a crossing of the Glenmore River. The Green route (A) crosses a stream. The Orange route (B) requires significant lengths of retaining structures where it runs across the slope of the SAC.
Risk	Orange	Red	The impact of the Orange Route (B) on the SAC would be a significant risk to attaining approval for the scheme.
<b>Effectiveness</b>			
Travel Distance	Yellow	Yellow	Both routes similar.
Path Gradients	Yellow	Red	The Orange route (B) significant changes in gradient. The Green route (A) is much flatter.
Attractiveness	Yellow	Yellow	Both routes similar. The view of the SAC from the Green route (A) and the fact that it gets sunshine is considered to offset the attractiveness of the Orange route (B) through the SAC (the Orange route would be dark for much of the year).
Road Safety	Yellow	Yellow	Both routes similar. They are both off-road until they approach the village.
Personal Safety	Yellow	Red	The Green route (A) is closer to the road and has better passive surveillance. The Orange route (B) through a wooded area may be perceived to be less safe.
Trip Attraction	Green	Orange	Changes in gradient and potential fears for personal safety on the Orange route (B) could make that route less attractive.
<b>Public Feedback</b>			
Public Feedback	Green	Orange	There was a preference for the Green route (A) and there was negative sentiment towards the Orange.
<b>Preferred Route</b>	✓		The Orange Route has significantly more negative impacts than the Green, is assessed to be less effective and was less favoured at public consultation.

#### 7.4. Preferred Routes

As shown in Tables 7.2 and 7.3, in the case of the Glenmore project the green route is the preferred route for both sections.

The layout of the route is shown in Figure 7.1.



Figure 7.1 Green Route

The preferred route characteristics are:

- The route commences at the proposed car park
- it travels onto the local road and occupies the space of the current roadside verge, probably the eastern verge.
- The route crosses the local road to connect with the Glenmore Road – L7501.
- It travels beneath the existing underbridge
- from the underbridge it occupies the existing roadside verge on the south side of the Cappagh Rd as far as the stream.
- it crosses the stream on a proposed culvert
- is then enters the lands on the south side of the Cappagh Rd and is located at the back of the existing roadside hedge.
- within the 50 kilometre an hour zone it exits private lands and passes to the front the existing roadside dwelling from where it continues on road / verge within the village. In this area, the exact placement of the path will be determined during the design stage. Traffic management measures may be required.

The preliminary cost estimate for the green route is €1m (2022 cost). Preliminary cost estimate for the route is based on route length and the number and sizes of structures (e.g. bridges, river crossings).



## **Appendix 8**

### **Appropriate Assessment Screening Report**

# Report for the purposes of Appropriate Assessment Screening

## South East Greenway Links

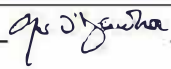
Prepared by: Moore Group – Environmental Services

23 September 2022



On behalf of Trail Kilkenny

<b>Project Proponent</b>	Trail Kilkenny
<b>Project</b>	South East Greenway Links
<b>Title</b>	Report for the purposes of Appropriate Assessment Screening South East Greenway Links

<b>Project Number</b>	22173	<b>Document Ref</b>	22173 SE Greenway Links AAS1 Rev0
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### Appendix A – Finding of No Significant Effects Report

## Abbreviations

AA	Appropriate Assessment
EEC	European Economic Community
EPA	Environmental Protection Agency
EU	European Union
GIS	Geographical Information System
LAP	Local Area Plan
NHA	Natural Heritage Area
NIS	Natura Impact Statement
NPWS	National Parks and Wildlife Service
OSI	Ordnance Survey Ireland
pNHA	proposed Natural Heritage Area
SAC	Special Area of Conservation
SPA	Special Protection Area
SuDS	Sustainable Drainage System
WFD	Water Framework Directive

# 1. Introduction

## 1.1. General Introduction

This report for the purposes of **Appropriate Assessment (AA)** Screening has been prepared to support a Planning Application for the Proposed Development (described in Section 3 below). This report contains information required for the competent authority to undertake screening for **Appropriate Assessment (AA)** in respect of the construction and operation of linkage access routes from the South East Greenway to Glenmore and Slieverue in Co. Kilkenny (hereafter referred to as the Proposed Development) to determine whether it is likely individually or in combination with other plans and projects to have a significant effect on any European sites, in light of best scientific knowledge.

Having regard to the provisions of the Planning and Development Act 2000 – 2021 (the “Planning Acts”) (section 177U), the purpose of a screening exercise under section 177U of the PDA 2000 is to assess, in view of best scientific knowledge, if the proposed development, individually or in combination with another plan or project is likely to have a significant effect on a European site.

If it cannot be *excluded* on the basis of objective information that the proposed development, individually or in combination with other plans or projects, will have a significant effect on a European site then it is necessary to carry out a Stage 2 appropriate assessment under section 177V of the Planning Acts.

When screening the project, there are two possible outcomes:

- the project poses no potential for a likely significant effect and as such requires no further assessment; and
- the project has potential to have likely significant effect (or this is uncertain) unless mitigation measures are applied, and therefore an AA of the project is necessary.

This report has been prepared by Moore Group - Environmental Services to enable Kilkenny County Council to carry out AA screening in relation to the Proposed Development. The report was compiled by Ger O’Donohoe (B.Sc. Applied Aquatic Sciences (GMIT, 1993) & M.Sc. Environmental Sciences (TCD, 1999)) who has 27 years’ experience in environmental impact assessment and has completed numerous Appropriate Assessment Screening Reports and Natura Impact Statements on terrestrial and aquatic habitats for various development types.

## 1.2. Legislative Background - The Habitats and Birds Directives

Article 6(3) and 6(4) of the Habitats Directive is transposed into Irish Law inter alia by the Part XAB of the Planning Acts (in particular section 177U and 177V) which governs the requirement to carry out appropriate assessment screening and appropriate assessment, where required, per Section 1.1 above.

The Habitats Directive (Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora) is the main legislative instrument for the protection and conservation of biodiversity in the European Union (EU). Under the Habitats Directive, Member States are obliged to designate Special Areas of Conservation (SACs) which contain habitats or species considered important for protection and conservation in a EU context.

The Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds), transposed into Irish law by the Bird and Natural Habitats Regulations 2011 as amended, and the Wildlife Act 1976, as amended, is concerned with the long-term protection and management of all wild bird species and their habitats in the EU. Among other things, the Birds Directive requires that Special Protection Areas (SPAs) be established to protect migratory species and species which are rare, vulnerable, in danger of extinction, or otherwise require special attention.

SACs designated under the Habitats Directive and SPAs, designated under the Birds Directive, form a pan-European network of protected sites known as Natura 2000. The Habitats Directive sets out a unified system for the protection and management of SACs and SPAs. These sites are also referred to as European sites.

Articles 6(3) and 6(4) of the Habitats Directive set out the requirement for an assessment of proposed plans and projects likely to have a significant effect on Natura 2000 sites.

Article 6(3) establishes the requirement to screen all plans and projects and to carry out an appropriate assessment if required (Appropriate Assessment (AA)). Article 6(4) establishes requirements in cases of imperative reasons of overriding public interest:

*Article 6(3): "Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subjected to an appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."*

## 2. Methodology

The Commission's methodological guidance (EC, 2002, 2018, 2021 see Section 2.1 below) promotes a four-stage process to complete the AA and outlines the issues and tests at each stage. An important aspect of the process is that the outcome at each successive stage determines whether a further stage in the process is required.

Stages 1 and 2 deal with the main requirements for assessment under Article 6(3). Stage 3 may be part of Article 6(3) or may be a necessary precursor to Stage 4. Stage 4 is the main derogation step of Article 6(4).

**Stage 1 Screening:** This stage examines the likely effects of a project either alone or in combination with other projects upon a Natura 2000 site and considers whether it can be objectively concluded that these effects will not be significant. In order to screen out a project, it must be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.

**Stage 2 Appropriate Assessment:** In this stage, there is a consideration of the impact of the project with a view to ascertain whether there will be any adverse effect on the integrity of the Natura 2000 site either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are predicted impacts, an assessment of the potential mitigation of those impacts is considered.

**Stage 3 Assessment of Alternative Solutions:** This stage examines alternative ways of implementing the project that, where possible, avoid any adverse impacts on the integrity of the Natura 2000 site.

**Stage 4 Assessment where no alternative solutions exist and where adverse impacts remain:** Where imperative reasons of overriding public interest (IROPI) exist, an assessment to consider whether compensatory measures will or will not effectively offset the damage to the sites will be necessary.

To ensure that the Proposed Development complies fully with the requirements of Article 6 of the Habitats Directive and all relevant Irish transposing legislation, Moore Group compiled this report to enable Kilkenny County Council to carry out AA screening in relation to the Proposed Development to determine whether the Proposed Development, individually or in combination with another plan or project will have a significant effect on a Natura 2000 site.

### 2.1. Guidance

This report has been compiled in accordance with guidance contained in the following documents:



- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities. (Department of Environment, Heritage and Local Government, 2010 rev.) (soon to be superseded by EC Guidance in prep.).
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPWS 1/10 & PSSP 2/10.
- Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat's Directive 92/43/EEC (EC, 2018).
- Guidance document on the strict protection of animal species of Community interest under the Habitats Directive (EC, 2021).
- Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC (EC, 2021).
- Office of the Planning Regulator (OPR) Practice Note PN01 Appropriate Assessment Screening for Development Management (OPR, 2021).

## 2.2. Data Sources

Sources of information that were used to collect data on the Natura 2000 network of sites, and the environment within which they are located, are listed below:

- The following mapping and Geographical Information Systems (GIS) data sources, as required:
  - National Parks & Wildlife (NPWS) protected site boundary data;
  - Ordnance Survey of Ireland (OSI) mapping and aerial photography;
  - OSI/Environmental Protection Agency (EPA) rivers and streams, and catchments;
  - Open Street Maps;
  - Digital Elevation Model over Europe (EU-DEM);
  - Google Earth and Bing aerial photography 1995-2022;
- Online data available on Natura 2000 sites as held by the National Parks and Wildlife Service (NPWS) from [www.npws.ie](http://www.npws.ie) including:
  - Natura 2000 - Standard Data Form;
  - Conservation Objectives;
  - Site Synopses;
- National Biodiversity Data Centre records;
  - Online database of rare, threatened and protected species;
  - Publicly accessible biodiversity datasets.
- Status of EU Protected Habitats in Ireland. (National Parks & Wildlife Service, 2019); and
- Relevant Development Plans;
  - Kilkenny County Development Plan 2021-2027

### 3. Description of the Proposed Development

The Proposed Development consists of the construction and operation of connecting links from the South East Greenway to the villages of Slieverue and Glenmore in Co. Kilkenny, to provide access to the villages from the Greenway for pedestrians and cyclists.

Each route is approximately 1.8km, and consists of assorted improvements along these routes, including bridges, underpass, paths and bollards.

The Slieverue Route commences on On-road on Kilmurry lane.

Continues under the underpass to the existing footpath on the north side of the road, widened to shared footpath / cycle path from the Milepost Rd junction to the village.

Along a Path within new park on the northeast side of the Slieverue roundabout.

Foot and cycle bridge across the N29 continuing on Luffany lane to the Greenway on private lands.

The Glenmore Link commences from a proposed car park at Ballyverneen, using the road side verges, the underbridge at the N25 and onto the village in the 50km/hr zone.

The links were surveyed on 7 September 2022 for invasive species and possible links to water courses leading to European sites. None were recorded in either case. While the Glenmore link runs adjacent to a stream which flows to the Glenmore River, the N25 intersection is relatively newly constructed and there are no pathway to the stream or the receiving River Barrow.

Figure 1 shows the Proposed Development location and Figures 2 and show detailed views of the Proposed Development boundaries on recent aerial photography. Figures 3 and 4 shows the layout of the Proposed Links.

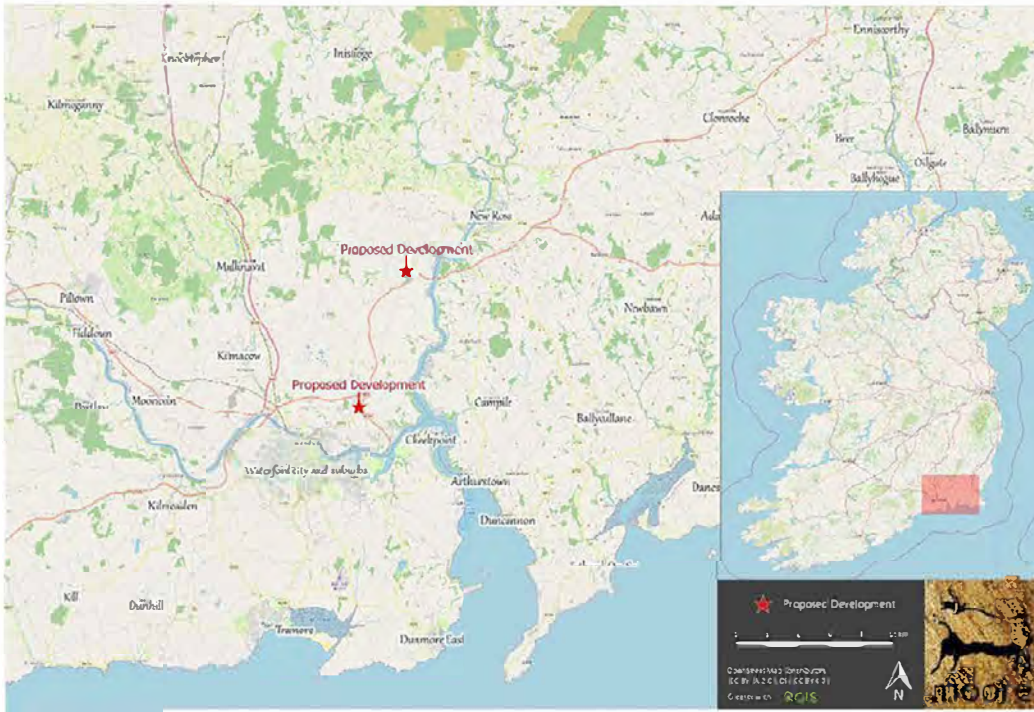


Figure 1. Showing the Proposed Development locations of Slieve and Glenmore, Co. Kilkenny.



Figure 2. Showing the Proposed Development boundary on recent aerial photography, Glenmore section.



Figure 3. Showing the Proposed Development boundary on recent aerial photography, Slieverue section.



Figure 4. Plan of the Proposed Development, Glenmore route.



Figure 5. Plan of the Proposed Development, Slieverue route.

#### Characteristics

- On-road on Kilmurry lane.
- Bollard at the underpass to remove vehicular traffic - but access retained for residents.
- Existing footpath on the north side of the road widened to shared footpath / cycle path from the Milepost Rd junction to the village.
- Path within new park on the northeast side of the Slieverue roundabout.
- Foot and cycle bridge across the N29
- Path on severed sections of the road network
- Luffany lane to the Greenway on private lands; three options.
- €2.5m

## 4. Identification of Natura 2000 Sites

### 4.1. Description of Natura Sites Potentially Significantly Affected

A Zone of Influence (Zoi) of a proposed development is the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. In accordance with the OPR Practice Note, PN01, the Zoi should be established on a case-by-case basis using the Source- Pathway-Receptor framework.

The European Commission's "Assessment of plans and projects in relation to Natura 2000 sites guidance on Article 6(3) and (4) of the Methodological Habitats Directive 92/43/EEC" published 28 September 2021 states at section 3.1.3:

*Identifying the Natura 2000 sites that may be affected should be done by taking into consideration all aspects of the plan or project that could have potential effects on any Natura 2000 sites located within the zone of influence of the plan or project. This should take into account all of the designating features (species, habitat types) that are significantly present on the sites and their conservation objectives. In particular, it should identify:*

- *any Natura 2000 sites geographically overlapping with any of the actions or aspects of the plan or project in any of its phases, or adjacent to them;*
- *any Natura 2000 sites within the likely zone of influence of the plan or project Natura 2000 sites located in the surroundings of the plan or project (or at some distance) that could still be indirectly affected by aspects of the project, including as regards the use of natural resources (e.g. water) and various types of waste, discharge or emissions of substances or energy;*
- *Natura 2000 sites in the surroundings of the plan or project (or at some distance) which host fauna that can move to the project area and then suffer mortality or other impacts (e.g. loss of feeding areas, reduction of home range);*
- *Natura 2000 sites whose connectivity or ecological continuity can be affected by the plan or project.*

*The range of Natura 2000 sites to be assessed, i.e. the zone in which impacts from the plan or project may arise, will depend on the nature of the plan or project and the distance at which effects may occur. For Natura 2000 sites located downstream along rivers or wetlands fed by aquifers, it may be that a plan or project can affect water flows, fish migration and so forth, even at a great distance. Emissions of pollutants may also have effects over a long distance. Some projects or plans that do not directly affect Natura 2000 sites may still have a significant impact on them if they cause a barrier effect or prevent ecological linkages. This may happen, for example, when plans affect features of the landscape that connect Natura 2000 sites or that may obstruct the*



*movements of species or disrupt the continuity of a fluvial or woodland ecosystem. To determine the possible effects of the plan or project on Natura 2000 sites, it is necessary to identify not only the relevant sites but also the habitats and species that are significantly present within them, as well as the site objectives.*

The Zone of Influence may be determined by considering the Proposed Development's potential connectivity with European sites, in terms of:

- Nature, scale, timing and duration of all aspects of the proposed works and possible impacts, including the nature and size of excavations, storage of materials, flat/sloping sites;
- Distance and nature of potential pathways (dilution and dispersion; intervening 'buffer' lands, roads etc.); and
- Location of ecological features and their sensitivity to the possible impacts.

The potential for source pathway receptor connectivity is firstly identified through GIS interrogation and detailed information is then provided on sites with connectivity. European sites that are located within a potential Zone of Influence of the Proposed Development are listed in Table 1 and presented in Figures 6 to 8, below. Spatial boundary data on the Natura 2000 network was extracted from the NPWS website ([www.npws.ie](http://www.npws.ie)) on 23 September 2022. This data was interrogated using GIS analysis to provide mapping, distances, locations and pathways to all sites of conservation concern including pNFAs, NHA and European sites.

*Table 1 European Sites located within the potential Zone of Influence<sup>1</sup> of the Proposed Development.*

Site Code	Site name	Distance (km) <sup>2</sup>
002137	Lower River Suir SAC	1.32
002162	River Barrow And River Nore SAC	0.00

The Glenmore section of the Proposed Development crosses a minor stream close to the N25, then runs alongside the Glenmore River, crossing the River at the village of Glenmore. The Glenmore River forms part of the River Barrow and River Nore SAC (Site Code 002162).

The Slieverue section of the Proposed Development lies over 1km from any European site and does not intersect with any watercourses and there is no connectivity to any European sites.

The Qualifying Interests (QIs) and Special Conservation Interests (SCIs) of the European sites in the Zone of influence of the Proposed Development are provided in Table 2 below.

<sup>1</sup> All European sites potentially connected irrespective of the nature or scale of the Proposed Development.

<sup>2</sup> Distances indicated are the closest geographical distance between the Proposed Development and the European site boundary, as made available by the NPWS.

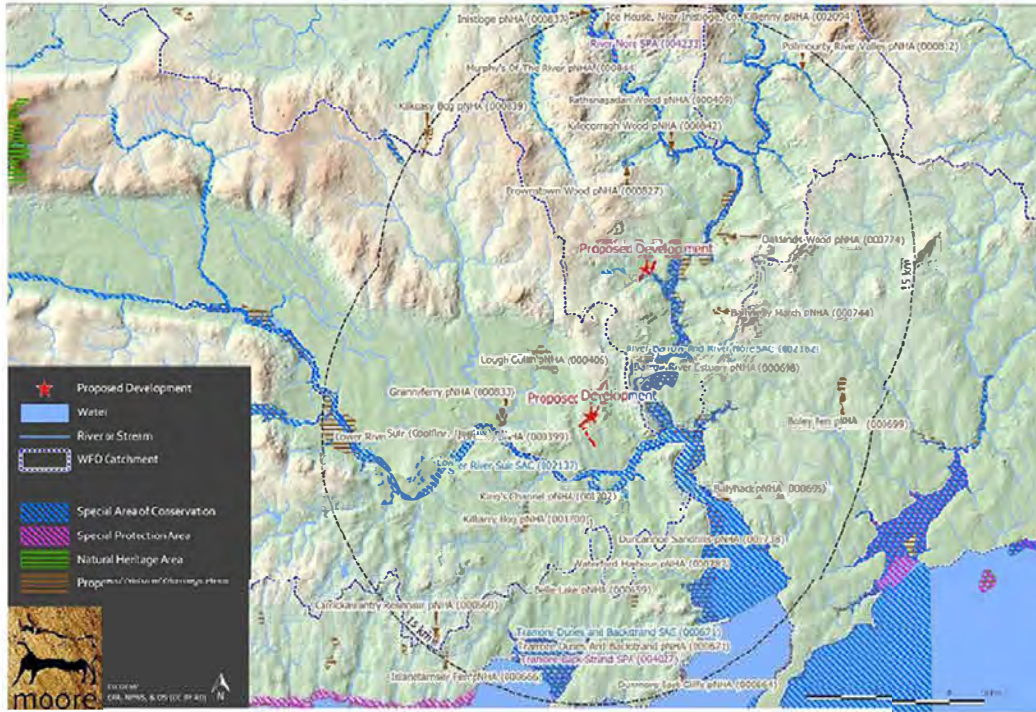


Figure 6. Showing European sites and NHAs/pNHAs within the wider Potential Zone of Influence of the Proposed Development.



Figure 7. Detailed view of European sites in the nearer Potential Zone of Influence of the Glenmore section of the Proposed Development.

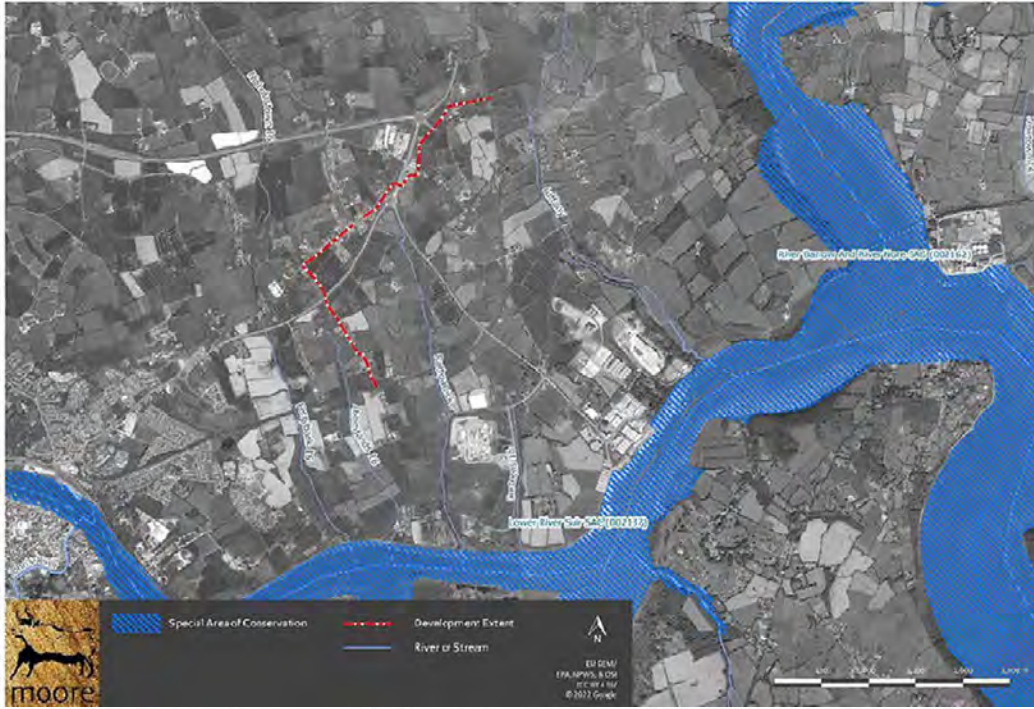


Figure 8. Detailed view of European sites in the nearer Potential Zone of Influence of the Silverue section of the Proposed Development.

Table 2. Identification of relevant European sites using Source-Pathway-Receptor model and compilation of information QIs and conservation objectives. \*Priority Habitats

European site name & Site code	Location Relative to the Proposed Development Site	Connectivity – Source-Pathway-Receptor	Considered further in Screening – Y/N
<p><b>Lower River Suir SAC (002137)</b></p> <p>1029 Freshwater Pearl Mussel <i>Margaritifera margaritifera</i></p> <p>1092 White-clawed Crayfish <i>Austropotamobius pallipes</i></p> <p>1095 Sea Lamprey <i>Petromyzon marinus</i></p> <p>1096 Brook Lamprey <i>Lampetra planeri</i></p> <p>1099 River Lamprey <i>Lampetra fluviatilis</i></p> <p>1103 Twalte Shad <i>Alosa fallax fallax</i></p> <p>1106 Salmon <i>Salmo salar</i></p> <p>1330 Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>)</p> <p>1355 Otter <i>Lutra lutra</i></p> <p>1410 Mediterranean salt meadows (<i>Juncetalia maritimi</i>)</p> <p>3260 Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation</p> <p>6430 Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels</p> <p>91A0 Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles</p> <p>91E0 Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion Incanae, Salicion albae)</p> <p>91J0 <i>Taxus baccata</i> woods of the British Isles</p> <p>NPWS (2017) Conservation Objectives: Lower River Suir SAC 002137. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.</p>	1.32km to the south of the Proposed Development	No There are no pathways or connectivity to the habitats and/or species of this site.	N
<p><b>River Barrow And River Nore SAC (002162)</b></p> <p>1016 Desmoulin's whorl snail <i>Vertigo moulinsiana</i></p> <p>1029 Freshwater pearl mussel <i>Margaritifera margaritifera</i></p> <p>1092 White-clawed crayfish <i>Austropotamobius pallipes</i></p>	0.00km to the west of the Proposed Development	No The proposed development crosses the Glenmore River, a part of the SAC; however the N25 intersection is relatively newly	N

European site name & Site code	Location Relative to the Proposed Development Site	Connectivity – Source-Pathway-Receptor	Considered further in Screening – Y/N
<p>1095 Sea lamprey <i>Petromyzon marinus</i></p> <p>1096 Brook lamprey <i>Lampetra planeri</i></p> <p>1099 River lamprey <i>Lampetra fluviatilis</i></p> <p>1103 Twalte shad <i>Alosa fallax</i></p> <p>1106 Atlantic salmon <i>Salmo salar</i> (only in fresh water)</p> <p>1130 Estuaries</p> <p>1140 Mudflats and sand flats not covered by seawater at low tide</p> <p>1310 <i>Salicornia</i> and other annuals colonizing mud and sand</p> <p>1330 Atlantic salt meadows (<i>Glaucopuccinellietalia maritima</i>)</p> <p>1355 Otter <i>Lutra lutra</i></p> <p>1410 Mediterranean salt meadows (<i>Juncetalia maritimi</i>)</p> <p>1421 Killarney fern <i>Trichomanes speciosum</i></p> <p>1990 Nora freshwater pearl mussel <i>Margaritifera durrovensis</i></p> <p>3260 Water courses of plain to montane levels with the <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> vegetation</p> <p>4030 European dry heaths</p> <p>6430 Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels</p> <p>7220 * Petrifying springs with tufa formation (<i>Cratoneurion</i>)</p> <p>91A0 Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles</p> <p>91E0 * Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>)</p> <p>NPWS (2011) Conservation Objectives: River Barrow and River Nore SAC 002162. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht</p>		constructed and there are no pathways to the stream or the receiving River Barrow.	

## 4.2. Ecological Network Supporting Natura 2000 Sites

A concurrent GIS analysis of the proposed Natural Heritage Areas (pNHA) and designated Natural Heritage Areas (NHA) in terms of their role in supporting the species using Natura 2000 sites was undertaken along with GIS investigation of European sites. It was assumed that these supporting roles mainly related to mobile fauna such as mammals and birds which may use pNHAs and NHAs as ecological corridors or “stepping stones” between Natura 2000 sites.

Article 10 of the Habitats Directive and the Habitats Regulations 2011 place a high degree of importance on such non-Natura 2000 areas as features that connect the Natura 2000 network. Features such as ponds, woodlands and important hedgerows were taken into account in the decision process and during the preparation of this AA Screening report.

The NHAs and pNHAs identified in Figure 4 are located outside the Zone of Influence, with the exception of those which share the boundaries of the associated River Nore and River Barrow SAC is considered under its higher conservation status as a European site.

## 5. Identification of Potential Impacts & Assessment of Significance

The Proposed Development is not directly connected with or necessary to the management of the sites considered in the assessment and therefore potential impacts must be identified and considered.

### 5.1. Assessment of Likely Significant Effects

The proposed development crosses the Glenmore River, a part of the SAC; however only surface water drainage, as at present, will result from the development, and no significant impacts are likely.

The consideration of all potential direct and indirect impacts that may result in significant effects on the conservation objectives of a European site, taking into account the size and scale of the Proposed Development are presented in Table 3.

Table 3 Assessment of Likely Significant Effects.

<b>Identification of all potential direct and indirect impacts that may result in significant effects on the conservation objectives of a European site, taking into account the size and scale of the project.</b>	
<b>Impacts:</b>	<b>Significance of Impacts:</b>
<p><b>Construction phase e.g.</b></p> <p>Vegetation clearance</p> <p>Demolition</p> <p>Surface water runoff from soil excavation/infill/landscaping (including borrow pits)</p> <p>Dust, noise, vibration</p> <p>Lighting disturbance</p> <p>Impact on groundwater/dewatering</p> <p>Storage of excavated/construction materials</p> <p>Access to site</p> <p>Pests</p>	<p>None</p> <p>The proposed links are located on existing artificial surfaces for the most part.</p> <p>The proposed development crosses the Glenmore River, a part of the SAC; however the N25 intersection is relatively newly constructed and there are no pathways to the stream or the receiving River Barrow.</p>
<p><b>Operational phase e.g.</b></p> <p>Direct emission to air and water</p> <p>Surface water runoff containing contaminant or sediment</p> <p>Lighting disturbance</p> <p>Noise/vibration</p> <p>Changes to water/groundwater due to drainage or abstraction</p> <p>Presence of people, vehicles and activities</p> <p>Physical presence of structures (e.g. collision risks)</p> <p>Potential for accidents or incidents</p>	<p>There is no real likelihood of any significant effects on European Sites in the wider catchment area.</p> <p>The facility is located at a distance of removal such that there will be no disturbance to qualifying interest species in any European sites.</p>
<b>Describe any likely changes to the European site:</b>	



<p><b>Examples of the type of changes to give consideration to include:</b></p> <p>Reduction or fragmentation of habitat area</p> <p>Disturbance to QI species</p> <p>Habitat or species fragmentation</p> <p>Reduction or fragmentation in species density</p> <p>Changes in key indicators of conservation status value (water quality etc.)</p> <p>Changes to areas of sensitivity or threats to QI</p> <p>Interference with the key relationships that define the structure or ecological function of the site</p> <p>Climate change</p>	<p>None.</p> <p>The Proposed Development site is located partly within a European site, however, due to its scale and nature, and use of existing river crossings, there is no risk of habitat loss or fragmentation or any effects on QI habitats or species directly or ex-situ.</p>
<p><b>Are 'mitigation' measures necessary to reach a conclusion that likely significant effects can be ruled out at screening?</b></p>	
<p>No</p>	<p>N/A</p>

On the basis of the information supplied, which is considered adequate to undertake a screening determination and having regard to:

- the nature and scale of the proposed development,
- the intervening land uses and distance from European sites,
- the lack of direct connections with regard to the Source-Pathway-Receptor model,

It may be concluded that the proposed development, individually or in-combination with other plans or projects, would not be likely to have a significant effect on the above listed European sites or any other European site, in view of the said sites' conservation objectives.

## 5.2. Assessment of Potential In-Combination Effects

In-combination effects are changes in the environment that result from numerous human-induced, small-scale alterations. In-combination effects can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resource, and second, through the compounding effects as a result of the coming together of two or more effects.

As part of the Screening for an Appropriate Assessment, in addition to the Proposed Development, other relevant plans and projects in the area must also be considered at this stage. This step aims to identify at this early stage any possible significant in-combination effects of the Proposed Development with other such plans and projects on European sites.

A review of the National Planning Application Database was undertaken. The first stage of this review confirmed that there were no data gaps in the area where the Proposed Development is located. The database was then queried for developments granted planning permission within 500m of the Proposed Development within the last three years, these are presented in Table 4 below.

Table 4. Planning applications granted permission in the vicinity of the Proposed Development.

Planning Ref.	Description of development	Comments
19302	to erect a steel storage extension to existing industrial workshop and all ancillary works	No potential for in-combination effects given the scale and location of the project.
19400	for external and internal alterations with associated works to an existing fully serviced dwelling situated	No potential for in-combination effects given the scale and location of the project.
19415	to construct a new single storey pitched roof extension to the side of the existing house, consisting of a garage, boot room, WC, office and garden room, together with new ground floor bay window to the rear and all associated site works	No potential for in-combination effects given the scale and location of the project.
19685	for 2 no. storage sheds to side of existing workshop at	No potential for in-combination effects given the scale and location of the project.
1978	to retain a change of use from sports clubhouse & changing rooms to dwelling house & erect a single storey extension to the dwelling house with sewage treatment system & all ancillary works	No potential for in-combination effects given the scale and location of the project.
19905	for the construction of a single storey garage to the rear of our property, all with associated site development works	No potential for in-combination effects given the scale and location of the project.
20416	to temporarily install a 10.9 x 7.3 meter single storey modular accommodation Masterkabin structure to provide playschool group and afterschool facilities and to connect foul drainage and surface water to combined public mains drainage located within the site boundary with all associated site works to the grounds of	No potential for in-combination effects given the scale and location of the project.
20553	for the following works to the existing school, the conversion of an existing classroom to 2 no. new offices, the construction of a new single storey extension consisting of 1 no. new classroom, 2 no. new resource rooms, 1 no. assisted user wc and a new link corridor together with all ancillary and associated site works	No potential for in-combination effects given the scale and location of the project.
2059	for the erection of an extension and alterations to an existing dwelling house and the erection of a vehicular entrance and driveway to serve same	No potential for in-combination effects given the scale and location of the project.
20624	for constructed granny flat extension to the South gable of dwelling house comprising of kitchen and bedroom and revised constructed front entrance porch and omitted sliding door to the North elevation from granted Planning Permission Ref No: 99/1200, Constructed additional external chimney to the North elevation, installed sliding door to the West elevation in place of previously granted window to my dwelling house	No potential for in-combination effects given the scale and location of the project.

Planning Ref.	Description of development	Comments
20669	of 3 no. one storey pitched roof-house extensions to the west, north, and east side of original one storey-3 bedroom dwelling, which now comprises 5 no. bedrooms, 2 no. toilets and living areas, together with all associated internal and external alterations. Permission is also sought to retain 2 no. one-storey storage outbuildings together with all boundary treatments, landscaping works and all related site works that were carried out	No potential for in-combination effects given the scale and location of the project.
20795	for constructed Granny flat to dwelling house as opposed to Garage with Bedroom and En-suite from previously granted Planning Permission Ref No: 99/70 with foul drainage connected to Public Mains in road with Planning Permission being sought for proposed Sunroom extension to the Granny flat and Install new Velux rooflight and replace sliding door with new window to the Granny flat Kitchen/Dining room by my dwelling house	No potential for in-combination effects given the scale and location of the project.
2111	is being sought to form new vehicular site entrance and construct four bedroom dormer dwelling house and connect foul drainage to wastewater treatment system and percolation beds with all associated site works to my site	No potential for in-combination effects given the scale and location of the project.
21147	to erect a dwelling house, detached garage, sewage treatment system and all ancillary works	No potential for in-combination effects given the scale and location of the project.
21203	for 2 car parking spaces	No potential for in-combination effects given the scale and location of the project.
2122	to construct a single storey family extension to the rear of existing single storey dwelling and all associated works	No potential for in-combination effects given the scale and location of the project.
21722	to construct a new single storey pitched roof, garden and household store with art studio and workshop together with all associated site works	No potential for in-combination effects given the scale and location of the project.
2173	to erect a detached domestic Garage & office on my property	No potential for in-combination effects given the scale and location of the project.
21772	for: Erection of signage to the front elevation of the existing building containing the name of the school. Erection of free-standing signage to the front garden of the school containing the school's name and branding. All associated ancillary site development works	No potential for in-combination effects given the scale and location of the project.
21980	for the erection of a dwelling house, domestic garage, sewage treatment system and all ancillary works at	No potential for in-combination effects given the scale and location of the project.
21991	for change of use of fast food take away use to residential use to form part of the existing dwelling house adjacent and over the fast food take away, alterations and associated works	No potential for in-combination effects given the scale and location of the project.
22107	to erect a dwelling house, detached garage & all ancillary works	No potential for in-combination effects given the scale and location of the project.
22215	for alterations and extension to existing dwelling house comprising of the removal of an existing porch, construction of a single storey extension and all associated site works	No potential for in-combination effects given the scale and location of the project.
2287	to erect a dwelling house, detached garage, sewage treatment system and all ancillary works	No potential for in-combination effects given the scale and location of the project.

The Kilkenny County Development Plan in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same potential Zone of Influence of the Proposed Development site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA,

that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way any, in-combination impacts with Plans or Projects for the proposed development area and surrounding townlands in which the proposed development site is located, would be avoided.

The listed developments have been granted permission in most cases with conditions relating to sustainable development by the consenting authority in compliance with the relevant Local Authority Development Plan and in compliance with the Local Authority requirement with regard to the Habitats Directive. The development cannot have received planning permission without having met the consenting authority requirement in this regard.

There are no predicted in-combination effects given that it is predicted that the Proposed Development will have no effect on any European site.

Any new applications for the Proposed Development area will be assessed on a case by case basis *initially* by Kilkenny County Council which will determine the requirement for AA Screening as per the requirements of Article 6(3) of the Habitats Directive.

## 6. Conclusion

There are no predicted effects on any European sites given:

- There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects.

It has been objectively concluded by Moore Group Environmental Services that:

1. The Proposed Development is not directly connected with, or necessary to the conservation management of the European sites considered in this assessment.
2. The Proposed Development is unlikely to either directly or indirectly significantly affect the Qualifying interests or Conservation Objectives of the European sites considered in this assessment.
3. The Proposed Development, alone or in combination with other projects, is not likely to have significant effects on the European sites considered in this assessment in view of their conservation objectives.
4. It is possible to conclude that significant effects can be excluded at the screening stage.

It can be *excluded*, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.

An appropriate assessment is not, therefore, required.

A finding of no significant effects report is presented in Appendix A in accordance with the EU Commission's methodological guidance (European Commission, 2002).

## 7. References

Department of the Environment, Heritage and Local Government (2010) Guidance on Appropriate Assessment of Plans and Projects in Ireland (as amended February 2010).

European Commission (2000) Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

European Commission (2007) Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC: Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interests, compensatory measures, overall coherence and opinion of the Commission. European Commission, Brussels.

European Commission (2018) Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

European Commission (2021) Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC, Brussels 28.9.21.

European Commission (2021) Guidance document on the strict protection of animal species of Community interest under the Habitats Directive, Brussels 12.10.21.

NPWS (2019) The Status of EU Protected Habitats and Species in Ireland. National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government, Dublin.

NPWS (2022) National Parks and Wildlife Service Metadata available online at <https://www.npws.ie/maps-and-data>

Office-of-the-Planning-Regulator (2021) Appropriate Assessment Screening for Development Management OPR Practice Note PNO1. March 2021

## Appendix A

### FINDING OF NO SIGNIFICANT EFFECTS REPORT

#### Finding no significant effects report matrix

**Name of project or plan**

South East Greenway Links

**Name and location of the Natura 2000 site(s)**

The Glenmore section of the Proposed Development crosses a minor stream close to the N25, then runs alongside the Glenmore River, crossing the River at the village of Glenmore. The Glenmore River forms part of the River Barrow and River Nore SAC (Site Code 002162). The proposed development crosses the Glenmore River, a part of the SAC; however the N25 intersection is relatively newly constructed and there are no pathways to the stream or the receiving River Barrow. The Slieverue section of the Proposed Development lies over 1km from any European site. It does not intersect with any watercourses, and there is no connectivity to any European sites.

**Description of the project or plan**

The Proposed Development consists of the construction and operation of connecting links from the South East Greenway to the villages of Slieverue and Glenmore in Co. Kilkenny, to provide access to the villages from the Greenway for pedestrians and cyclists. Each route is approximately 1.8km, and consists of assorted improvements along these routes, including bridges, underpass, paths and bollards.

**Is the project or plan directly connected with or necessary to the management of the site(s)**

No

**Are there other projects or plans that together with the projects or plan being assessed could affect the site**

A review of the National Planning Application Database was undertaken. The first stage of this review confirmed that there were no data gaps in the area where the Proposed Development is located. The database was then queried for developments granted planning permission within 500m of the Proposed Development within the last three years, these are presented in the Table below.

*Planning applications granted permission in the vicinity of the Proposed Development.*

Planning Ref.	Description of development	Comments
19302	to erect a steel storage extension to existing industrial workshop and all ancillary works	No potential for in-combination effects given the scale and location of the project.
19400	for external and internal alterations with associated works to an existing fully serviced dwelling situated	No potential for in-combination effects given the scale and location of the project.
19415	to construct a new single storey pitched roof extension to the side of the existing house, consisting of a garage, boot room, WC, office and garden room, together with new ground floor bay window to the rear and all associated site works	No potential for in-combination effects given the scale and location of the project.
19685	for 2 no. storage sheds to side of existing workshop at	No potential for in-combination effects given the scale and location of the project.
1978	to retain a change of use from sports clubhouse & changing rooms to dwelling house & erect a single storey extension to the dwelling house with sewage treatment system & all ancillary works	No potential for in-combination effects given the scale and location of the project.

Planning Ref.	Description of development	Comments
19905	for the construction of a single storey garage to the rear of our property, all with associated site development works	No potential for in-combination effects given the scale and location of the project.
20416	to temporary install a 10.9 x 7.3 meter single storey modular accommodation Masterkabin structure to provide playschool group and afterschool facilities and to connect foul drainage and surface water to combined public mains drainage located within the site boundary with all associated site works to the grounds of	No potential for in-combination effects given the scale and location of the project.
20553	for the following works to the existing school, the conversion of an existing classroom to 2 no. new offices, the construction of a new single storey extension consisting of 1 no. new classroom, 2 no. new resource rooms, 1 no. assisted user wc and a new link corridor together with all ancillary and associated site works	No potential for in-combination effects given the scale and location of the project.
2059	for the erection of an extension and alterations to an existing dwelling house and the erection of a vehicular entrance and driveway to serve same	No potential for in-combination effects given the scale and location of the project.
20624	for constructed granny flat extension to the South gable of dwelling house comprising of kitchen and bedroom and revised constructed front entrance porch and omitted sliding door to the North elevation from granted Planning Permission Ref No: 99/1200, Constructed additional external chimney to the North elevation, installed sliding door to the West elevation in place of previously granted window to my dwelling house	No potential for in-combination effects given the scale and location of the project.
20669	of 3 no. one storey pitched roof-house extensions to the west, north, and east side of original one storey-3 bedroom dwelling, which now comprises 5 no. bedrooms, 2 no. toilets and living areas, together with all associated internal and external alterations. Permission is also sought to retain 2 no. one-storey storage outbuildings together with all boundary treatments, landscaping works and all related site works that were carried out	No potential for in-combination effects given the scale and location of the project.
20795	for constructed Granny flat to dwelling house as opposed to Garage with Bedroom and En-suite from previously granted Planning Permission Ref No: 99/70 with foul drainage connected to Public Mains in road with Planning Permission being sought for proposed Sunroom extension to the Granny flat and install new Velux rooflight and replace sliding door with new window to the Granny flat Kitchen/Dining room by my dwelling house	No potential for in-combination effects given the scale and location of the project.
2111	is being sought to form new vehicular site entrance and construct four bedroom dormer dwelling house and connect foul drainage to wastewater treatment system and percolation beds with all associated site works to my site	No potential for in-combination effects given the scale and location of the project.
21147	to erect a dwelling house, detached garage, sewage treatment system and all ancillary works	No potential for in-combination effects given the scale and location of the project.
21203	for 2 car parking spaces	No potential for in-combination effects given the scale and location of the project.
2122	to construct a single storey family extension to the rear of existing single storey dwelling and all associated works	No potential for in-combination effects given the scale and location of the project.
21722	to construct a new single storey pitched roof, garden and household store with art studio and workshop together with all associated site works	No potential for in-combination effects given the scale and location of the project.
2173	to erect a detached domestic Garage & office on my property	No potential for in-combination effects given the scale and location of the project.

Planning Ref.	Description of development	Comments
21772	for: Erection of signage to the front elevation of the existing building containing the name of the school. Erection of free-standing signage to the front garden of the school containing the school's name and branding. All associated ancillary site development works	No potential for in-combination effects given the scale and location of the project.
21980	for the erection of a dwelling house, domestic garage, sewage treatment system and all ancillary works at	No potential for in-combination effects given the scale and location of the project.
21991	for change of use of fast food take away use to residential use to form part of the existing dwelling house adjacent and over the fast food take away, alterations and associated works	No potential for in-combination effects given the scale and location of the project.
22107	to erect a dwelling house, detached garage & all ancillary works	No potential for in-combination effects given the scale and location of the project.
22215	for alterations and extension to existing dwelling house comprising of the removal of an existing porch, construction of a single storey extension and all associated site works	No potential for in-combination effects given the scale and location of the project.
22287	to erect a dwelling house, detached garage, sewage treatment system and all ancillary works	No potential for in-combination effects given the scale and location of the project.

The Kilkenny County Development Plan in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same potential Zone of Influence of the Proposed Development site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA, that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way any, in-combination impacts with Plans or Projects for the proposed development area and surrounding townlands in which the proposed development site is located, would be avoided.

The listed developments have been granted permission in most cases with conditions relating to sustainable development by the consenting authority in compliance with the relevant Local Authority Development Plan and in compliance with the Local Authority requirement for regard to the Habitats Directive. The development cannot have received planning permission without having met the consenting authority requirement in this regard. There are no predicted in-combination effects given that it is predicted that the Proposed Development will have no effect on any European site.

There are no predicted in-combination effects given that the reasons discussed in the 'Comments' column of the Table above and given that the Proposed Development is unlikely to have any adverse effects on any European sites.

Any new applications for the Proposed Development area will be assessed on a case by case basis *initially* by Kilkenny County Council which will determine the requirement for AA Screening as per the requirements of Article 6(3) of the Habitats Directive.

## **THE ASSESSMENT OF SIGNIFICANCE OF EFFECTS**

**Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 site.**

The proposed development crosses the Glenmore River, a part of the SAC; however only surface water drainage, as at present, will result from the development, and no significant impacts are likely.

**Explain why these effects are not considered significant.**

There are no predicted effects on any European sites given:

- There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects



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**List of agencies consulted: provide contact name and telephone or e-mail address**

The requirement for Appropriate Assessment Screening was determined during pre-planning discussion with Kilkenny County Council.

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**Response to consultation**

N/A.

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### *DATA COLLECTED TO CARRY OUT THE ASSESSMENT*

**Who carried out the assessment**

Moore Group Environmental Services.

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**Sources of data**

NPWS database of designated sites at [www.npws.ie](http://www.npws.ie)

National Biodiversity Data Centre database <http://maps.biodiversityireland.ie>

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**Level of assessment completed**

Desktop Assessment. Fieldwork was carried out as part of the EIA process.

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**Where can the full results of the assessment be accessed and viewed**

Kilkenny County Council Planning web portal.

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### *OVERALL CONCLUSIONS*

There are no predicted effects on any European sites given:

- There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects.

It has been objectively concluded by Moore Group Environmental Services that:

1. The Proposed Development is not directly connected with, or necessary to the conservation management of the European sites considered in this assessment.
2. The Proposed Development is unlikely to either directly or indirectly significantly affect the Qualifying interests or Conservation Objectives of the European sites considered in this assessment.
3. The Proposed Development, alone or in combination with other projects, is not likely to have significant effects on the European sites considered in this assessment in view of their conservation objectives.
4. It is possible to conclude that significant effects can be excluded at the screening stage.

It can be *excluded*, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.

An appropriate assessment is not, therefore, required.

## Appendix 9


### Traffic Surveys & Accident Data

## Traffic Count & Speed Survey Data

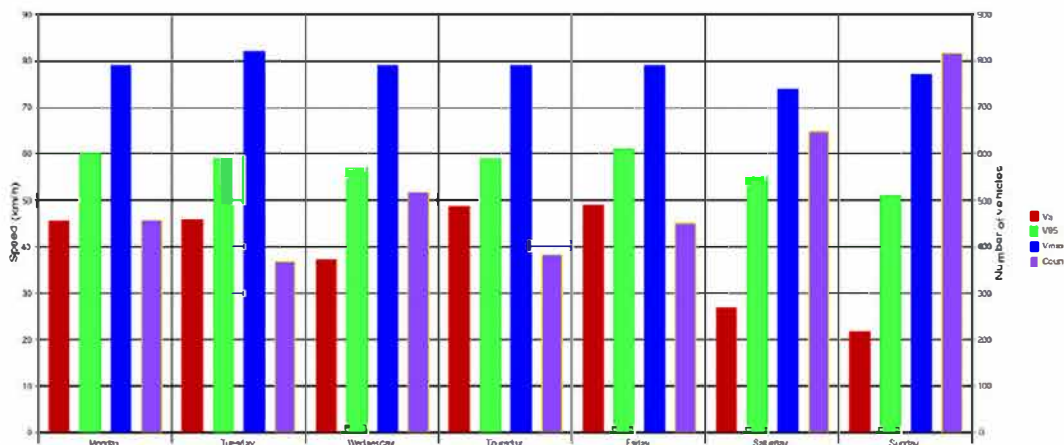
Sierzega Elektronik GmbH  
Thürnbau 55, A-4062 Thening  
Tel.: +43-7221-64114-0, Fax:-14  
Mail: office@sierzega.at  
Web: www.sierzega.at

Wenn in dieser Stelle im Logo mit Anzeigefeld, stehen soll,  
so kopieren Sie eine entsprechende Grafik, gespeichert als Targa im\* Windows Metalls  
mit den Proportionen 1:10 (Erste Länge) in das Programmverzeichnis dieser Software.

To use your own logo with your address here at this place,  
Design a graphic file and save it as Targa im\* (Windows Metafile)  
with the proportions 1:10 (width to length) in the program folder of the software.




### LS7510 Cappagh Rd Glenmore



Statistics

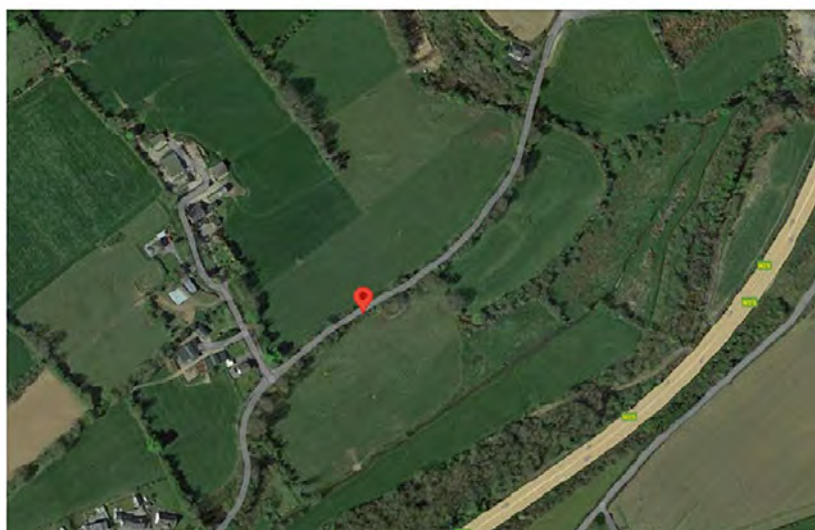
Period: Monday 18 September 2023, 19:26 o'clock to Tuesday 26 September 2023, 01:10 o'clock

	Count +	%	Count -	%	Total	%	V15 +	Va +	V85 +	Vmax +	V15 -	Va -	V85 -	Vmax -		
Speed violations:	71	5.5	692	29.6	763	21	7	39	55	70	8	11	10	66		
Average time interval:	1100	84.9	1385	59.2	2490	68.4	40	50	60	62	9	40	59	79		
Traffic in column:	114	8.13	196	8.4	310	8.5	33	45	57	67	6	27	50	65		
ADT:	503	0.13	67	2.9	79	2.2	31	39	45	54	9	15	19	48		
Truck Share:	11 %		1302	36.7	2340	64.3	3642	100	39	48	60	82	81	30	56	79



Sierzega: 22111	19.09.2023- 26.09.23	Cappagh, Glenmore Co Kilk	LS7510	Installed 80km/hr zone	503	528.15	10.7	60	49	82km/hr	80km/hr restricted	0%	No Issue with exceedances of restricted 80 km/hr
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### Location of traffic counter



## Maproad PMS Accident Data 1990 -2020

