



**TO: AN CATHAOIRLEACH
& EACH MEMBER OF KILKENNY COUNTY COUNCIL**

**RE: PART VIII - WATERFORD TO NEW ROSS GREENWAY
Planning & Development Acts 2000 - 2017
*Planning & Development Regulations 2001 - 2017***

DATE: 6th March, 2018


Dear Councillor,

In accordance with 179 of the Planning & Development Act 2000 as amended and Part VIII of the Planning & Development Regulations 2001, as amended, Kilkenny County Council hereby gives notice of its intention to carry out the following development:

PART VIII - WATERFORD TO NEW ROSS GREENWAY

I attach herewith Report of the Director of Services, with Planner's Report attached. I am satisfied that the proposed development is consistent with proper planning and sustainable development of the area and consistent with the provisions of the County Development Plan 2014 - 2020.

I recommended that the Part 8 application for the Waterford to New Ross Greenway, Co. Kilkenny, be approved by Kilkenny County Council subject to the specified conditions and omission of the off line section at Alywardstown which is subject to a separate Part 8 Planning Application.


Colette Byrne
Chief Executive



KILKENNY COUNTY COUNCIL

REPORT – Dated 5th March, 2018

In Accordance with Section 179 of the
Planning and Development Acts, 2000-2015

Re: Waterford to New Ross Greenway.

*For consideration by the Elected Members
of Kilkenny County Council
at monthly meeting to be held
on 12th of March, 2018*

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Introduction

This report has been prepared for submission to the elected members of Kilkenny County Council and contains information regarding the proposed development, issues raised following the erection of the public notice of the proposed development and 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, 2000-2015.

Description of Proposed Development

The proposal involves the development of a disused railway line from Ferrybank, Kilkenny to New Ross, Co. Wexford to a Greenway incorporating an off road safe cycling and walking facility for the public that meets with the accepted definition of a Greenway..

*“A Greenway is a recreational or pedestrian corridor **exclusively** for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area.” (Department of Transport, Tourism and Sport)*

The proposed Greenway which stretches over a distance of c22km is to be located along the disused railway line between Waterford City (Ferrybank) and the bridge crossing in New Ross town.

Iarnród Eireann (CIE) have been consulted in relation to the proposed development from the outset. At the most recent meeting with senior staff from the engineering and property sections of CIE (held on 17th November, 2017), it was confirmed as follows:

- CIE are agreeable in principle to granting a licence agreement to Kilkenny County Council to develop a Greenway along the entire c22km route of the disused railway line between New Ross and Waterford;
- Under this licence Kilkenny County Council will be responsible for the development, maintenance and public liability of the entire c22km rail corridor as a Greenway (i.e. Kilkenny County Council would not have the option to omit sections of the corridor from the licence agreement - for example if the Greenway were to divert off the rail corridor at any point.)

Access to the Greenway at Ferrybank is by means of an existing access on Abbey Road. From there the route of the disused railway runs east from through a mainly residential part of Ferrybank and then into open agricultural land. The route passes over and under several roadways, including the N29, after which it follows a northerly direction parallel to the N25 for c.3km veering north east towards the River Barrow and the town land of Carrickcloney. The proposed route passes through

the River Barrow and River Nore SAC for c.1km where it bridges the Glenmore River. The route then continues north-west back towards the N25 running parallel with the road until it emerges in Raheen, Rosbercon, New Ross. Existing car parking on the Quay in New Ross will serve to facilitate Greenway users and the future link to the Red Bridge Walking route around New Ross. Similarly in Waterford, a commitment has been given by Waterford city to provided car parking in the North Quays upon the finalisation of their plans for this Strategic Development Zone (SDZ). Furthermore, the Rhu Glen Country Club (immediately adjacent and located approximately at the mid-point of the proposed Greenway) in their submission to the public consultation have offered to provide car parking and access to the proposed Greenway from their premises. Subject to a road safety audit Kilkenny County Council will fully consider and review this option.

The existing railway tracks will be removed, and a 3m wide surface will be constructed in its place for the entire length, with several, at grade, road crossings.

The proposal put forward provides for the following:

- The removal of the existing railway track.
- The construction of a 3m wide surface.
- Provision of at-grade crossing points as local roads intersect the Greenway including access controls and additional road signage.
- Provision of accommodation works to be agreed with landowners at affected lands.
- Provision of new bridge parapets.
- Signage and interpretive panels.

Modifications to Proposals on Public Display

Arising from the public consultation process, a number of significant concerns have been raised in relation to the proposed diversion onto the public road at Aylwardstown. This warranted further and more detailed analysis of the route options for this section of the Greenway. To this end Kilkenny County Council engaged the services of an engineering team together with an agricultural consultant to prepare a report examining the available route options and to make recommendations for a preferred route at Aylwardstown. The report was submitted in December 2017 and Kilkenny County Council accepted the recommended route option as it provides the safest passage of the Greenway through Aylwardstown. This option will also require mitigation measures to minimise the impact of

the development and to allay the concerns of local landowners. These issues will be addressed as part of the detailed design of the proposed Greenway. This section of route through Aylwardstown, over a short distance of 660 metres, requires a separate Part 8 planning application as the new route (i.e. to remain on the route of the disused railway line) represents a material change in the original development proposal.

Background and reasons for scheme

Kilkenny County Council, as the project promoter, proposes to undertake the construction of a Greenway between Waterford and New Ross on the disused railway corridor. The purpose of these works is to provide a safe walking and cycling environment for local people and facilitate cycle tourism in the region. The overall objective is that the development meets with the accepted definition of a Greenway, namely: *"a recreational or pedestrian corridor **exclusively** for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area."* (Department of Transport, Tourism and Sport)

It is the intention that this proposed Greenway will ultimately connect to the existing Waterford Greenway and to the proposed Red Bridge Walking route in New Ross and in time, onward to St. Mullins along the River Barrow.

The aim of the project can be summarised as follows:

- Provide a safe environment for cyclists and walkers
- Provide a high quality facility in accordance with the national cycle standards and the TII latest Publication on Rural Cycleway Design to encourage cycle tourism in the region
- Be a part of a co-ordinated network of Greenways in the South east region
- To encourage local economic development and support enterprises both existing and new.
- To conserve and upgrade the natural and built heritage of the area

The primary reasons for undertaking the project include: -

- Improved cyclist safety arising from the construction of a predominantly 'off road' cycle track between Waterford and New Ross.
- Improved recreational facilities for walking and cycling through the provision of the Greenway which provides an attractive environment and public space with safe road crossing points.

- On completion the Greenway will promote a sense of place, a new pride within the local rural community, encourage tourism in the area and support local commercial enterprises by encouraging locals and tourists alike to cycle and visit the area.
- Improve the connectivity between rural areas in south east Kilkenny and surrounding areas.
- Work towards future connectivity of the Waterford Greenway and the Red Bridge walking route in New Ross and ultimately upstream to St Mullins to possible future connections with the Barrow Blueway and the navigable canal network leading to Dublin.

Greenways are a Proven Catalyst for Local Economic Development

For example, the 46km Great Western Greenway developed by Mayo County Council in partnership with Fáilte Ireland in 2011 has been a major success in helping to stimulate the economic development of the region. A Fáilte Ireland Report in 2012 found that in its first full year of operation the Greenway:

- attracted 80,000 visitors, of which 60% were local, 26% were from neighbouring counties, and 14% were overseas tourists.
- the Greenway resulted in additional expenditure €7.2m in the local economy. That spend supported the setting up of new businesses such as coffee shops, restaurants and bike hire companies, which in turn led to the creation of 38 new full-time jobs and sustaining a further 56 existing jobs.

By its fourth year of operation the Great Western Greenway attracted 300,000 visitors

The **National Outdoor Recreation Plan (ORP) 2017** reports that:

- 1.5Mn overseas visitors engage in outdoor recreational activities (e.g. hiking, cycling and walking) during their visit to Ireland. More will come if the infrastructure is provided.
- they spend €900Mn and they are typically higher value tourists – spending c40% more than the average visitor.
- almost a quarter of Irish people holidaying at home took part in outdoor recreational activities such as walking, hiking and cycling.
- the return on investment in Greenway infrastructure is less than 6 years as increased Exchequer revenue is generated mainly in the form of increased income tax and VAT receipts.
- outdoor recreation will contribute to the overall well-being of the population and help reduce healthcare costs.

- every €1m worth of tourism expenditure supports 29 tourism related jobs. (e.g. in pubs, restaurants, coffee shops, shops, bike hire, etc.)

In the 10 months from its official opening in March 2017 to the end of last year, the Waterford Greenway attracted almost 250,000 visitors. That equates to over €7Mn spent in the local community, and supporting over 200 jobs.

National Greenway Strategy

The Government will shortly publish a national Greenway Strategy. The draft was the subject of a public consultation in 2017. The main objective of the national strategy is to develop a regional/national network of Greenway arterial routes. These main arterial routes will then open up access to the landscape (e.g. Ireland's Ancient East). Further local trails and walks can then be linked to the arterial Greenway routes, bringing visitors to the towns, villages and attractions across the country. Greenways can therefore become an asset for local communities to exploit as a tool for rural development and regeneration. Greenways can provide a focus and locus for the regeneration of rural areas, connecting and galvanising local communities and providing a positive impact on the towns and villages along their routes. The 46km Waterford Greenway has transformed the county. The economic benefits are evident with coffee shops, hotels and other accommodation providers, bars, shops, restaurants, bike hire companies and more all reporting a boom in trade.

National Planning Framework (NPF)

The NPF launched last month prioritised investment in activity based tourism, including Greenways. The NPF states that funding of c€56 million will be made available in the capital plan from 2018-2021 for the development of Greenways under the National Greenway Strategy. The funding will be allocated on the basis of a competitive call, with priority placed on projects that can achieve maximum impact and connectivity at national and regional level.

Communication

If approved, it is proposed to put in place a Communications Plan for the Greenway to ensure there is ongoing engagement and consultation with stakeholders and interest groups to explain the next steps in the process and to ensure that they are fully informed and engaged throughout the planning and development of the Greenway. This will help ensure that information concerning the Greenway development is understood and that the overall vision of the project is clearly communicated. It is

intended to engage with groups such as the IFA to consult with them on the detailed design and to minimise the impact of the Greenway on individual farms.

Design Criteria

The project is designed in accordance with the TII National Rural Cycle Scheme Design Document TD 300. A Preliminary Design has been carried out in accordance with this standard. Detailed design will involve detailed accommodation works and liaison with landowners and residents along the route in relation to boundaries, screening, access issues, etc.

Environmental Reports

A number of environmental reports have been carried out to inform this Part VIII application.

ElAR Screening - A screening report was submitted as part of the application and the Planning Department has determined an ElAR is not required.

Appropriate Assessment Screening –

An AA Screening report was submitted as part of the application and the Planning Department has determined that there is no potential for short-term or long-term interference with the Lower River Suir SAC or the River Barrow and River Nore SAC or any other Natura 2000 site.

Ecological Impact Assessment (EclA) –

An ecological impact assessment was submitted with the application, the aim of which is to ensure that ecologically sensitive sites, habitats and/or species are assessed in advance so that the competent authority is aware of what those effects are likely to be. This will ensure that full consideration can be given to the impacts of the proposed development on strictly protected species listed on Annex IV of Council Directive 92/43/EEC (the Habitats Directive).

Provided that the Greenway is constructed and operated in accordance with the design, best practice and mitigation that is described within this application, the impact of the Greenway on ecology will not result in significant impacts in the long term.

Public Consultation

Prior to the commencement of the Part 8 Planning process a series of public consultation workshops to discuss the development of the Greenway with the local community took place in June and July 2016 and again in Feb 2017 once the plans were placed on public display. At these meetings the route of the proposed Greenway was presented and interested landowners had a chance to discuss their particular situations, issues or concerns with officials.

Kilkenny County Council have met a number of times with a delegation from the IFA in relation to the development. While this was in the context of meetings with a farmer who will be impacted by the development of the Greenway, the IFA have confirmed that they are supportive in principle of the Greenway development. Notwithstanding, it is accepted that further consultation and engagement with stakeholders (in particular with landowners) will need to be undertaken as part of the detailed design to ensure insofar as practicable that the impact of the Greenway on individual farms is minimised.

It is also proposed to put in place a Communications Plan in conjunction with the Regional Greenway Project Office and to involve stakeholder groups such as the PPN and the Kilkenny LEADER Partnership (KLP) to explain the next steps in the process, and to ensure that interest groups are fully informed and engaged throughout the planning and development of the Greenway. This will help ensure that information concerning the Greenway development is understood and that the overall vision of the project is clearly communicated. This will serve to stimulate greater community interest in the development and to strengthen public participation in the decision making and planning process. It also ensures that there is greater public understanding of, as well as greater transparency around the development.

Furthermore, as part of KLP's strategic objective to support the development of the Greenway, they plan to organise and deliver training programmes (e.g. to optimise job creation/employment opportunities) and to prepare stakeholders along the route. These additional approaches complement rather than diminish or substitute the statutory process.

A marketing initiative will be put in place as the development nears completion, to promote the Greenway as a 'destination' for activity/adventure and for culture and heritage tourism."

Pre-planning

As part of the planning application process the Parks Section was advised of planning requirements through a formal pre-planning submission prior to lodging the application.

Notice of Development

A notice describing the proposed development was placed in the Kilkenny People, Munster Express, and New Ross Standard, week ending Friday the 9th of December, 2016. 22 no. site notices were displayed along the length of the site location at intersections with public roads.

Referrals

The following referrals were made by the Planning Section for their observations: -

| Date Referred | Name | Comments |
|----------------------|----------------------------------|---|
| 19/12/16 | Frank Stafford, Roads | No objection subject to conditions |
| 19/12/16 | Ian Gardner, Area Engineer | No report received |
| 19/12/16 | Dearbhala Ledwidge, Heritage | No report received |
| 19/12/16 | Environment | No objection subject to conditions |
| 19/12/16 | Dept. Arts, Heritage etc. | No objection subject to conditions |
| 19/12/16 | Inland Fisheries Ireland | No objection subject to conditions |
| 19/12/16 | An Taisce | No objection, expressed support for the project |
| 16/12/16 | Failte Eireann | No comment |
| 16/12/16 | Waterford City & Co. Council | No objection, expressed support for the project |
| 16/12/16 | Wexford County Council | No objection, expressed support for the project |
| 16/12/17 | C.I.E. | As below from Iarnród Eireann |
| 16/12/16 | Iarnród Eireann – Irish Rail | No objection subject to conditions |
| 16/12/16 | Dept. Tourism & Sport | No comment |
| 23/01/17 | Transport Infrastructure Ireland | No objection subject to conditions |

Implications for Proper Planning and Sustainable Development of the Area

The proposed development is consistent with the provisions of the Kilkenny County Development Plan 2014-2020 and the Ferrybank Belview Local Area Plan as adopted. The Planning Department has recommended to proceed with the Part 8 subject to conditions.

Appended to this report is the report from (see Appendix B):

- The Planning Department

All conditions/comments will be taken into account when preparing the detailed tender drawings.

Intention Regarding Proposed Development

Kilkenny County Council's Intention **Regarding Proposed Development**

Proposed Development: Part 8 Proposal
Waterford to New Ross Greenway, Co. Kilkenny

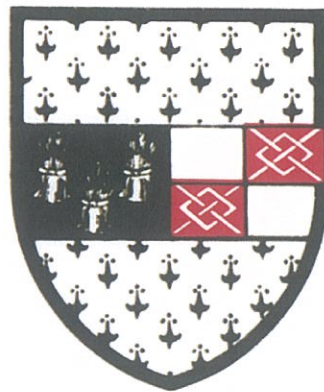
I recommend that the Part 8 application for the **Waterford to New Ross Greenway**, Co. Kilkenny, be approved by Council subject to the Planning Report and specified conditions and omission of the off line section at Alywardstown which is subject to a separate Part 8 planning application.

SIGNED



Sean McKeown
Director of Services

KILKENNY COUNTY COUNCIL
Comhairle Chontae Chill Chainnigh



Part 8 DISPLAY DOCUMENT
EXPLANATORY BOOKLET

Waterford to New Ross Greenway
November 2016

1.0 Introduction

This document has been prepared in compliance with Section 179 of the Planning and Development Act 2000-2010 and Part 8 of the Planning and Development Regulations 2001-2011.

The background and reason for the scheme in relation to proper planning and sustainable development are set out below and the description of the proposed improvement works associated with this scheme are set out in Section 2 and 3.

The proposed Greenway will be located along the disused railway line between Waterford City (Ferrybank) and the bridge crossing in New Ross town. The route of the disused railway runs east from Waterford city in Ferrybank which is a residential area on the edge of the city and then into open agricultural land. The route passes over and under several roadways, including the N29, after which it follows a northerly direction parallel to the N25 for c.3km veering north east towards the River Barrow and the town land of Carrigcloney. The proposed route passes through the River Barrow and River Nore SAC for c.1km where it bridges the Glenmore River. The route then continues north-west back towards the N25 running parallel until it emerges in Raheen, Rosbercon, New Ross. The existing railway tracks will be removed, and a 3m wide bituminous surface will be constructed in its place for the entire length, with several at grade road crossings

Brief description of the proposed works

The proposal put forward provides for the following:

- Removal of existing railway track
- Provision of a approximately 22km of 3m wide Greenway
- Provision of at-grade crossing points as local roads intersect the Greenway including access controls and additional road signage
- Provision of new bridge parapets

2.0 Background and reasons for scheme

Kilkenny County Council as the project promoter proposes to undertake the construction of a Greenway between Waterford and New Ross on the disused railway corridor. The purpose of these works is to provide a safe walking and cycling environment for local people and facilitate cycle tourism in the region. The aim of the project can be summarised as follows:

- Provide a safe environment for cyclists and walkers
- Provide a high quality facility in accordance with the national cycle standards to encourage cycle tourism in the region
- To conserve and upgrade the natural and built heritage of the area

The primary reasons for undertaking the project include;

- Improved cyclist safety arising from the construction of a predominantly 'off road' cycle track between Waterford and New Ross.
- Improved recreational facilities for walking and cycling through the provision of the Greenway which provides an attractive environment and public space with safe road crossing points.
- On completion the Greenway it will promote a sense of place, a new pride within the local rural community, encourage tourism in the area and support local commercial enterprises by encouraging locals and tourists alike to cycle and visit the area.
- Improve the connectivity between rural areas in south east Kilkenny and surrounding areas.

- The substantially improved visual amenity offered by the scheme will make the area a more attractive place to visit & live, which will in turn support the local business & commercial enterprises & will also promote tourism in the area.

Project Benefits

The proposed works will offer substantial benefits to the local community, local businesses and will increase the potential for tourism in the area.

The benefits resulting from the completion of the project would include

- The provision of the Greenway will provide a safe facility for people of all ages to walk and cycle safely between Waterford (Ferrybank) and New Ross.
- The provision of a Greenway along the disused railway corridor will provide life and renewal to an area of land cutting through south east Kilkenny.
- The provision of the Greenway will promote a sense of place, pride in the local rural community and urban areas in New Ross and Waterford, encourage tourism within the area and support local commercial enterprises by encouraging visitors to the area.
- The improvements arising from the scheme will in turn support the local business & commercial enterprises and will also promote tourism in the area.
- The scheme will offer improved recreational facilities for walking through the provision of an attractive environment and public space with new street lighting and safe road crossing points.
- Future connectivity to the Déise Greenway and the Red Bridge walking route in New Ross

3.0 Design Criteria

The project is designed in accordance with the TII National Rural Cycle Scheme Design Document TD 300. A Preliminary Design has been carried out in accordance with this standard and is included in the appendices of this report.

4.0 Environmental Reports

A number of environmental reports have been carried out to inform the Part VIII application and to determine what, if any mitigation measures are required. The following reports were commissioned and are included in the appendices of this report:

EIA Screening

To determine if an Environmental Impact Assessment is required for the proposed scheme.

Appropriate Assessment Screening

An AA Screening report has been prepared to determine the potential effects, if any, of the proposed scheme on sites with European conservation designations, *i.e.* Natura 2000 sites located near the proposed route of the scheme.

Ecological Impact Assessment (EclA)

The aim of the EclA process is to ensure that projects that may potentially affect protected and/or ecologically sensitive sites, habitats and/or species are assessed in advance so that the competent authority is aware of what those effects are likely to be. To ensure that full consideration can be given to the impacts of the proposed development on strictly protected species listed on Annex IV of Council Directive 92/43/EEC (the Habitats Directive).

5.0 Funding

At the time of producing this explanatory document there is no funding commitment in place to enable the delivery of the proposals for which planning is being sought. However the Programme for Partnership Government includes a commitment to the development of a national Greenway network and any planning consent for the Waterford to New Ross Greenway will enhance the funding opportunities for the delivery of the project. Funding will be required from a number of State Departments and State Agencies and Kilkenny County Council will seek funding from any such sources should a planning consent materialise for this project.

6.0 Public consultation

Plans and particulars of the proposed development will be available for inspection from Friday the 9th of December 2016 to Friday the 27th of January 2017 inclusive, at the following offices:

| | |
|---------------------------------|---|
| Kilkenny County Council, | From 9am to 1pm & 2pm to 5pm |
| County Buildings, | Monday to Friday (Except Public Holidays) |
| John Street, Kilkenny City | |

| | |
|----------------------------|------------------------------------|
| Ferrybank Library, | Tuesday, Thursday and Fridays |
| Ferrybank Shopping Centre, | From 10am to 1.30pm, 2.30pm to 5pm |
| Ferrybank, | Wed 10am to 1.30pm, 2.30pm to 7pm |
| Co.Kilkenny | Saturday 9.30am to 1.30pm |

| | |
|---------------------------------|---|
| Kilkenny County Council, | From 9am to 1pm & 2pm to 5pm |
| Ferrybank Area Office, | Monday to Friday (Except Public Holidays) |
| Ferrybank, | |
| Co. Kilkenny | |

| | |
|-------------------------------------|---|
| Wexford County Council | From 9am to 1 pm and 2 pm to 5pm |
| New Ross Municipal District Office, | Monday to Friday (Except Public Holidays) |
| Quay Street, | |
| The Tholsel, | |
| New Ross, | |
| Co. Wexford | |

Details of the proposed development can be viewed at <https://consult.kilkenny.ie/> and www.kilkennycoco.ie

7.0 Submissions

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/>, in writing to the undersigned or sent to the following e-mail address Greenway@kilkennycoco.ie .

The latest date for receipt of submissions on the above scheme is **Friday the 10th February, 2017**. Submissions should be clearly marked '**Waterford to New Ross Greenway**'.

**Simon Walton,
A/Director of Services
Kilkenny County Council
County Hall
John Street
Kilkenny**

The latest date for receipt of submissions on the above scheme is **the 10th of February, 2017**.

**NOTICE OF PROPOSED DEVELOPMENT BY A
LOCAL AUTHORITY**

**Comhairle Chontae Chill Chainnigh
Kilkenny County Council**



Proposed development by a Local Authority

Section 179 of the Planning and Development Act 2000-2010

Part 8 of the Planning and Development Regulations 2001-2011

Waterford to New Ross Greenway

In accordance with Part 8, Article 81 of the above Regulations, Kilkenny County Council as lead authority hereby gives notice of proposals pertaining to the following development:

The development of the disused railway line on lands which extend from within Waterford City and County Council's administrative boundary through to Rosbercon, New Ross as a cycle and pedestrian route. The route which is 22km in length will begin at Abbey Road, Ferrybank, Waterford and will follow the disused line through or in close proximity to the townlands of Abbeylands, Rathculliheen, Gorteens, Drumdowney Lower, Rathpatrick, Luffany, Curraghmore, Ballyrowragh, Scartnamoe, Rathinure, Rochestown, Aylwardstown, Carrickcloney, Ballyverneen, Forestalstown, Shanbogh Upper and Raheen (Rosbercon), Co. Kilkenny

The works will include the following:

- The clearance of vegetation on the rail line corridor, retaining boundary hedgerows and boundary vegetation
- The lifting of the old rails.
- The laying of a 3 metre wide bituminous surface on a crushed stone base to form the cycle and footpath track
- Repair and upgrade of existing drains
- The marking of the aforementioned cycle and footpaths

- The upgrade and repair of existing bridges so as to accommodate the cycle /pedestrian route
- The installation of barriers for the safety of Greenway users
- Stock proof fencing
- Provision of agricultural crossings Security fencing
- Screen fencing
- Screen planting

Plans and particulars of the proposed development will be available for inspection from Friday the 9th of December 2016 to Friday the 27th of January 2017 inclusive, at the following offices:

Kilkenny County Council, From 9am to 1pm & 2pm to 5pm
 County Buildings, Monday to Friday (Except Public Holidays)
 John Street, Kilkenny City,

Ferrybank Library, Tuesday, Thursday and Fridays
 Ferrybank Shopping Centre, From 10am to 1.30pm, 2.30pm to 5pm
 Ferrybank, Wednesday 10am to 1.30pm, 2.30pm to 7pm
 Co.Kilkenny Saturday 9.30am to 1.30pm

Kilkenny County Council, From 9am to 1pm & 2pm to 5pm
 Ferrybank Area Office, Monday to Friday (Except Public Holidays)
 Ferrybank,
 Co. Kilkenny

Wexford County Council From 9am to 1 pm and 2 pm to 5pm
 New Ross Municipal District Office, Monday to Friday (Except Public Holidays)
 Quay Street,
 The Tholsel,
 New Ross,
 Co. Wexford

Details of the proposed development can also be viewed at <https://consult.kilkenny.ie/> and www.kilkennycoco.ie

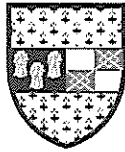
Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, may be made online at <https://consult.kilkenny.ie/>, in writing to the undersigned or sent to the following e-mail address Greenway@kilkennycoco.ie .

The latest date for receipt of submissions on the above scheme is **Friday the 10th February, 2017**. Submissions should be clearly marked '**Waterford to New Ross Greenway**'.

Simon Walton, A/Director of Services, Kilkenny County Council, County Buildings, John Street, Kilkenny

Appendix B Planner's Report

Comhairle Chontae Chill Chainnigh
Kilkenny County Council
Part 8 Planning Report



Planning & Development Act 2000-2018
Planning & Development Regulations, 2001 - 2018

Part 8 Ref. No.: P8 07/16

Development: Waterford to New Ross Greenway, Co Kilkenny

1. Introduction

1.1 Waterford to New Ross Greenway

The proposal comprises a development of the disused railway line as a cycle and pedestrian route extending some 22km following the disused railway line, from Ferrybank, south Kilkenny to New Ross, County Wexford. A section of Greenway proposal at Aylwardstown, Glenmore was modified and forms part of a separate Part 8 planning application.

1.2 Study Area

The study area of the Greenway covers approx 22km in length of the disused railway line as a cycle and pedestrian route measuring. Access to the Greenway at Ferrybank is by means of an existing access on Abbey Road. From there the route of the disused railway runs east from through a mainly residential part of Ferrybank and then into open agricultural land. The route passes over and under several roadways, including the N29, after which it follows a northerly direction parallel to the N25 for c.3km veering north east towards the River Barrow and the town land of Carrickcloney. The proposed route passes through the River Barrow and River Nore SAC for c.1km where it bridges the Glenmore River. The route then continues north-west back towards the N25 running parallel with the road until it emerges in Raheen, Rosbercon, New Ross.

1.3 Description of Development

The works proposed include the following:

- The removal of the existing railway track
- The construction of a 3m wide bituminous surface

- Provision of at-grade crossing points as local roads intersect the Greenway including access controls and additional road signage
- Provision of accommodation works to be agreed with landowners at affected lands including agricultural crossings, screen fencing, screen planting, security fencing
- Provision of new bridge parapets
- Signage and interpretive panels

1.4 C.I.E

Kilkenny County Council as project promoter of proposed greenway development has formally entered into 20 year lease agreement with C.I.E (landowners of the existing railway line) in relation to proposed Greenway.

1.5 Site Location and Description

The subject site follows existing railway line from Ferrybank, Kilkenny to New Ross, Co. Wexford passing through urban and rural unzoned areas of the county.

Most of the Greenway route is not located in any special protected designated area (i.e. SAC, SPA, NHA, Geological, protected view, built heritage or Archaeology).

1.6. Policy

The following policy documents were considered in the assessment

- Strategy for the Future Development of Greenways Public Consultation Paper May 2017 – Department of Transport, Tourism and Sport
- National Trails Office – Guide to Planning and Developing Recreational Trails
- National Planning Framework 2040
- The South –East Regional Planning Guidelines 2010-2022
- Smarter Travel: A Sustainable Transport Future
- Waterford Planning and Land Use Transportation Study
- The National Cycle Policy Framework (NCPF)
- Kilkenny County Development Plan 2014 – 2020
- Ferrybank Belview Local Area Plan 2017
- Waterford City Development Plan 2013 – 2019 (extended)
- Waterford County Development Plan 2011 – 2017 (extended)
- New Ross Town and Environs Development Plan 2011 – 2017
- Draft Waterford City North Quays Master Plan (SDZ)

Kilkenny County Development Plan 2014-2020

The following county development plan policy relates to proposed greenway development.

- Chapter 11 Transport
 - 11.1 Sustainable Transport / Smarter Travel
 - 11.1.1 Cycling and walking
- Chapter 6 Rural Development
 - 6.2.3 Diversification
 - 6.6 Rural Transport
- Chapter 7 Recreation, Tourism & the Arts
 - 7.3.2 Walking and Cycling
- Chapter 8 Heritage

- 8.2.2 Green Infrastructure

The proposed greenway complies with the policy objectives of the Kilkenny County Development Plan 2014-2020.

Ferrybank / Belview Local Area Plan 2017

It is a specific objective of the Ferrybank Belview Local Area Plan 2017 to provide for a Greenway between Waterford and New Ross in county Kilkenny under chapter Recreation, Tourism and the Art, as follows

8.1.1.1 Waterford to New Ross Greenway

A Preliminary Design Report for the Waterford to New Ross Greenway was carried out in 2014 and a Part 8 process is currently underway. The completed Greenway will provide a continuous and consistent two way cycling and walking route for 22 kilometres along the disused rail corridor between New Ross and Waterford which would also link into a number of regional cycling and walking routes in Waterford, Kilkenny and New Ross. The Council is committed to the development of 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.

The Ferrybank Belview Local Area Plan supports cycling, walking and smarter travel projects.

The proposed greenway section at Aylwardstown provides a sustainable transport mode and assists in delivering development plan objective consistent with wider strategic policies on promoting smarter travel and public transport options in the county. In the context of smarter travel and National policy, the greenway proposal does not compromise the reopening of the railway if considered viable in the longer term and is in accordance with proper planning and sustainable development.

1.7 Access and parking

Ferrybank and New Ross urban areas will be the main access points to the Greenway. Existing car parking on the quay in New Ross will serve to facilitate greenway users and the future link to red bridge walking route around New Ross town. Similarly in Waterford a commitment has been given by Waterford city to provide car parking in the North Quay's upon finalisation of their plans for the Special Development Zone (SDZ)

It is the objective of the Ferrybank Belview Local Area Plan to consider future connectivity to the Greenway in the longer terms where appropriate as identified under the plan and Figure 2.4 Development Objectives.

1.8 Screening for Appropriate Assessment

An Appropriate Assessment Screening report was completed Roughan and O'Donovan on behalf of the Planning Authority which showed that no significant environmental impact is likely on any Natura 2000 site. The AA Screening Report is accompanied with the Part 8 application and concludes that due to the nature of the works proposed and design mitigation/ management measures proposed there is no potential for significant environmental effects either alone or in combination with other plans / projects on any Natura 2000 site and its conservation objectives and qualifying interests.

1.9 Screening for EIA

A Screening exercise was completed by Roughan and O'Donovan on behalf of the Planning Authority which showed that EIA is not required. The EIA Screening Report is accompanied as part of the part 8 planning application documents.

1.10 Referrals

The following section/bodies were consulted as part of the part 8 application

Internal

- Roads Design - No objection subject to conditions
- Environment - No objection subject to conditions
- Area Engineer - No observation received

External

- DoEHLG – Wildlife Natural Heritage - No objection subject to conditions
- Inland Fisheries Ireland - No objection subject to conditions
- An Taisce - No objections, expressed support for proposed development
- Failte Eireann - No observation received
- Waterford City and County Council- No objections, expressed support for proposed development
- Wexford County Council - No objections, expressed support for proposed development
- C.I.E/Iarnrod Eireann - No objection subject to conditions
- Dept. Tourism & Sport: No observations received.
- TII – No objection subject to conditions

1.11 Assessment

The design team over-seeing the project carried out a comprehensive site analysis and prepared the following documents:

- Waterford to New Ross Greenway – Preliminary Design Report
- Waterford to New Ross Greenway – Screening for Appropriate Assessment
- Waterford to New Ross Greenway – Ecological Impact Assessment
- Waterford to New Ross Greenway – Environmental Impact Assessment (EIA) Screening Report
- Waterford to New Ross Greenway – Regional Infrastructure Report
- Waterford to New Ross Greenway – Regional Infrastructure Report
- Waterford to New Ross Greenway – Flood Impact Assessment

This was informed by pre-planning advice of the Planning Authority and comments by other statutory agencies.

Due to the small scale of the proposed works, it is considered that any protected view the railway line traverses or built heritage areas associated with railway bridges identified under provision of the local and County Development Plan will not be adversely impacted arising from proposed works.

The majority of the Greenway route is located outside of any flood risk zone and shows no indication of flooding. A Section of the route in the CFRAM and ICPSS mapping as part of the submitted Flood Risk Assessment is seen to be in high flood risk areas. Most type of developments are considered inappropriate in high risk zones, however recreation or amenity type developments such as the proposed greenway are regarded as water compatible under the OPW Flood Risk Guidelines 2009 and are therefore considered an appropriate use.

1.12 Third Party Submission

| Submission No. | Submission By | Submission Details | Submission addressed in scheme review | Comments |
|----------------|-------------------------|---|---------------------------------------|--|
| 1 | Dan J Kahn | Objection to the proposal on the following grounds: Former rail routes do not make suitable cycle routes as they were often built around industrial and commercial transport routes. Recent unprecedented increase in rail traffic means no former rail should ever be used as if it is no longer a usable rail route. Former rail routes go nowhere near where cyclists may want to go. Lack of security in overlooking. Place proposed Greenway on N25 instead. | Yes | Disused and abandoned railway lines have successfully been developed as Greenways elsewhere in the country (e.g. Great Western Greenway, Mayo and Waterford Greenway). The proposal is consistent with the provisions of the Draft Ferrybank Belview Local Area Plan. It is part of a regional network of Greenways and will connect in with the successful Waterford Greenway as well as linking local rural communities. It is considered that the very busy N25 would be unsuitable for the proposed Greenway |
| 2 | Cian Dirrane | No objection but concerned about overlooking into his private garden. Proposing to submit a planning application for a dwelling house to the rear land of the site (see map) | Yes | Accommodation works will be agreed in consultation with the landowner as part of the detailed design to address concerns. |
| 3 | Michael Irish | Agricultural crossing required for machinery and livestock also electrical fence. | Yes | All existing agricultural crossings will be maintained. Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 4 | Andy and Mary Heffernan | Family lives right on the rail line in Aylwardstown, rail passes through working farm. Serious concerns about livestock, heavy machinery coming into contact with people passing by on the Greenway | Yes | This comment refers to section of Greenway at Aylwardstown, this section is now subject to a separate Part 8 planning application. Concerns raised will be addressed in that process and as part of the detailed design. |
| 5 | Cissie Heffernan | Elderly lady living alone fear of what the Greenway will bring to her quiet location, currently proposed bypass of her residence gives her some comfort | Yes | This comment refers to section of Greenway at Aylwardstown, this section is subject to a separate Part 8 planning application. Concerns raised will be addressed in that process and as part of the detailed design. |
| 6 | Rhu Glen Country Club | Request to be consulted about possible access from the existing car park to the proposed Greenway. It might be of mutual benefit in that the facilities at the Rhu Glen and large car park could be a big attraction. | Yes | Subject to a road safety audit Kilkenny County Council will discuss the option of car parking facility at the Rhu Glen and access to the Greenway from this location as it is immediately adjacent and would benefit both Greenway users and local business |

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| 7 | Anthony Martin | Objection on the following grounds: - level of rail line behind house is high allowing views into back garden. Concerns about safety and privacy. Potential noise at night from users of the Greenway. Drainage issues. Public may attempt to gain access to the line from nearby his residence generating car parking. | Yes | Accommodation works will be agreed in consultation with the landowner to address concerns as part of the detailed design. These will include screening and security issues. |
| 8 | Patrick Sands | Requires agricultural crossing , no interruption of water supply and secure fencing to boundaries. | Yes | All existing agricultural crossings will be maintained. Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 9 | Anthony Shanley | Observations both positive and negative :- rail line largely intact making it relatively straightforward, several fine views of the Barrow, presence of Rhu Glen providing a refreshment stop. Negative: detour at Aylwardstown, no proposals for car parking, significant lengths of the route in a cutting, limiting amenity value. | Yes | This comment refers to section of Greenway at Aylwardstown, this section is now subject to a separate Part 8 planning application. Concerns raised will be addressed in that process and as part of the detailed design. Car parking provision at the Quay in New Ross and on the North Quays in Waterford in consultation with the relevant local authorities will be available for use by Greenway users. |
| 10 | Murphy Wholesalers, Arklow on behalf of Gala Garage Raheen | Interest in securing access to the Greenway from the forecourt of the garage. | Yes | Kilkenny Co Co are agreeable to entering into discussions with Murphy Wholesalers regarding direct but secure access from the Greenway and this will be considered as part of the detailed design. |
| 11 | Martin Delahunty | Strong objection on grounds of health and safety to detour on to the local road at Alywardstown. Proposed detour is not included in the public notice nor in the explanatory booklet rendering the Part 8 process invalid. Extremely dangerous to put users on to local road. Danger of bulls, Greenway users coming into contact with milk tanker. Asserts the railway line through the neighbouring farm is free of obstruction. | Yes | This comment refers to section of Greenway at Aylwardstown, this section is now subject to a separate Part 8 planning application. Concerns raised will be addressed in that process and as part of the detailed design.. |
| 12 | Anthony Martin (as at No. 7 above) | Objection on the following grounds: - level of rail line behind house is high allowing views into back garden. Concerns about safety and privacy. Noise at night from users of the Greenway. Drainage issues. Public may attempt to gain access to the line from nearby his residence generating car parking. | Yes | Accommodation works will be agreed in consultation with the landowner as part of detailed design to address concerns. These will include screening and security issues. |

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| 13 | Mary Darlington | No objection to Greenway but concerns about access and egress points, security of her property, privacy in back garden. | Yes | Accommodation works will be agreed in consultation with the landowner as part of the detailed design to address concerns. These will include screening and security issues. |
| 14 | Michael Irish | As per No. 3 above. Agricultural crossing required for machinery and livestock also electrical fence. Access to stream for livestock with heavy duty fencing on both sides of walkway (map attached to submission) | Yes | All existing agricultural crossings will be maintained. Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 15 | Badger-watch Ireland | Querying whether KCC have prepared an EIS to identify badgers setts, status of setts and main routes used by badgers. Where the only option is to relocate badgers the Wildlife Conservation Officer in Patrick St, Kilkenny will advise. | Yes | Yes a very detailed and comprehensive Ecological Impact Assessment of the scheme was carried out which included a survey of protected mammals including badgers. This study concluded that there would be no significant impact on Key Ecological Receptors. The potential for impacts will be eliminated altogether through the use of robust design and mitigation measures. |
| 16 | Larry Forristal | No objection. Wishes to request that farmland at Rochestown, Glenmore is safely and securely fenced on both sides of the track | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 17 | Michael Phelan | Supportive of project however concerns raised about the crossing of the track numerous times a day and the amount of time it will add to the working day opening and closing gates. Also concerned about users of the Greenway leaving gates opened and animals straying on to track. Suggests an overpass to facilitate ease of access of animals. | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 18 | Patrick Walsh | Has three level crossings which will still be needed but won't be suitable for cattle. Questions whether the land is statute barred as it has not been in use for twenty years? | Yes | All agricultural crossings will be retained. Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 19 | Suzanne Doyle | Positive towards project. Owns a cycle business in New Ross which would complement and benefit from the Greenway development | Yes | Kilkenny County Council acknowledges the support for the project. |
| 20 | Frank Hewitt | Proposing an idea whereby a private company might take over the development lease from the railways, put in the necessary capital and re let the way leave to the County on an annual rent/fee. This might assist in the sourcing of funding for the project. | Yes | Kilkenny County Council intends to operate and maintain the Greenway directly (similar to operation of the Great Western Greenway by Myo County Council and the Waterford Greenway by Waterford City & County Council) using local staff and resources however they remain open to discussing options for the operation of the facility. |
| 21 | John and David Dowling | Objecting to the proposed Greenway. Existing line is in a poor state of repair. | Yes | All existing agricultural crossings will be retained. Accommodation works will be |

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| | | <p>Line passes through their lands, crossings to land at the other side of the track are the only access for animals and machinery. Fencing dates back to opening of the railway line, it has been neglected and brought to the attention of CIE but no action has been forthcoming. Upgrade of the fencing is essential to prohibit persons from entering private lands.</p> <p>Also health and safety concerns with the possibilities of debris from machinery or livestock causing trips or falls to users of the Greenway.</p> <p>Also concerns about unauthorised access and trespassing onto private lands from the Greenway.</p> <p>Obstruction and inconvenience to daily use. Farmers must be given right of way across the Greenway and patrons would have to strictly adhere to this right of way.</p> | | <p>agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. Kilkenny County Council will cover all public liability issues on the Greenway itself and will ensure measures are put in place to prevent persons straying or accessing private lands.</p> |
| 22 | John P. Killeen | <p>The proposed Greenway will result in loss of privacy and right to peaceful enjoyment of property.</p> <p>Article 8 European Convention of Human Rights provides that everyone has the right to respect for his private and family life.</p> | Yes | <p>Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location</p> |
| 23 | Laurence Wrene | <p>In support of the Greenway, it will be a tremendous asset on many levels including health benefits. Questions maintenance, lighting particularly at level crossing.</p> | Yes | <p>Kilkenny County Council intends to operate and maintain the Greenway directly using local staff and resources. There is no lighting proposed however at the detailed design stage and design of accommodation works lighting may be considered at particular locations for safety reasons.</p> |
| 24 | Brian Ahearne | <p>In support of the Greenway as a means of getting tourists into rural Ireland</p> | Yes | <p>Kilkenny County Council acknowledges the support for the project</p> |
| 25 | Marcus Quinlan | <p>In support of the Greenway</p> | Yes | <p>Kilkenny County Council acknowledges the support for the project</p> |
| 26 | Liam Doherty | <p>Does not wish persons to use the local road the LT 74712 as a point of access to the proposed Greenway. Requests a Cul de Sac sign at the end of this road which serves his house.</p> <p>Wishes to know the position with regard to provision of toilets.</p> | Yes | <p>Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location.</p> <p>Access from this location to the Greenway will not be provided or encouraged. Toilets will not be provided but may be available at refreshment facilities along the route. This is the also case in other existing Greenways (e.g. 46Km Great Western Greenway, Co. Mayo and 46km Waterford Greenway).</p> |
| 27 | Siobhan O' Hanlon and | <p>Fear losing trees to the rear of their house and the resultant privacy</p> | Yes | <p>Accommodation works will be agreed in consultation with the individual landowner as</p> |

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| | Keith Buckland | Car parking provision is inadequate, feel persons using the Greenway may park in their estate (Tuar no Blátha) Proposed wooden fence will not last a life time, who will be responsible for maintaining fencing? Query regarding the upkeep of the Greenway in particular litter as there already an illegal dumping problem to the rear of houses backing on to the proposed Greenway. | | part of the detailed design to address particular concerns at that location. There will minimal removal of vegetation as it is the intention of the Council to maintain the railway corridor as a wildlife corridor. Car parking provision has been agreed in principle in consultation with Waterford City & County Council development of the North Quays Strategic Development Zone (subject to detail design.) The regular use of the Greenway will assist in its 'self policing' which will discourage littering and dumping from the rear of houses. Regular clean ups will be carried out by Kilkenny County Council as part of its maintenance regime for the facility. |
| 28 | John Fitzgerald | Greenways are not the solution to Ireland's mounting transport challenges. In some instances they add to the problem by increasing unsustainable travel (driving to cycle or walk) and give a distorted view of healthy safe and integrated sustainable transport. Walking and cycling must be modes of transport in their own right. | In part | The proposal is consistent with the provisions of the Draft Ferrybank Belview Local Area Plan. It is part of a regional network of Greenways and will connect in with the successful Waterford Greenway as well as linking local rural communities. It is primarily a recreational cycling network and not intended to replace safe cycling routes on roads which we will continue to strive towards providing. |
| 29 | Peter Walsh | Has two separate crossings of the propose Greenway which need to be maintained and requests to be consulted in this matter. | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 30 | Matt and Christina O' Brien | Supportive of project. House bounds the proposed Greenway. Have concerns about security and require a secure fence and hedge. Also request that up route from their house where the route is elevated that any security fencing there does not obscure the view they currently enjoy, bearing in mind the need for safety first and foremost | Yes | Kilkenny County Council acknowledges the support for the project. Accommodation works will be agreed in consultation with the landowners as part of the detailed design to address particular concerns at that location. |
| 31 | Liam Connors | Very supportive of the project. Is farming beside the Greenway in Lemybrien, Co. Waterford and is seeing the great life being brought to many rural areas in the County | Yes | Kilkenny County Council acknowledges the support for the project. |
| 32 | Michael Kett | Very supportive of the project and its positive health benefits. Will open up the countryside and be a safe corridor for children to learn to ride a bike. Will give people a chance to stroll in fresh air not on a busy road | Yes | Kilkenny County Council acknowledges the support for the project |
| 33 | Andrew Fleming | Very supportive of the proposal. Points out issues around car parking and | Yes | Kilkenny County Council acknowledges the support for the project. |

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| | | access points to the proposed Greenway particularly at the Waterford end. More access points prevents long isolated sections giving people more confidence to use the route | | Existing car parking on the Quay in New Ross will serve to facilitate Greenway users and the future link to the Red Bridge Walking route around New Ross. Similarly in Waterford, a commitment has been given by Waterford City and County Council to provide car parking on the North Quays upon the detail design of their plans for this Strategic Development Zone (SDZ) |
| 34 | Richard Hennessy | Supportive of the project. Sets out some concerns around access, will there be more access points than just at Ferrybank and New Ross? Availability of toilets – suggest the use of existing railway cottages for this purpose and possibly as cafes etc Information boards should be provided as to local parish/townland information and features of interest such as Kennedy homestead viewed from across from Carrickcloney. Concerned about the current proposal to divert on to the local road at Aylwardstown due to the conflict with machinery and animals | Yes | Kilkenny County Council acknowledges the support for the project. Toilets will not be provided by Kilkenny County Council but may be available at facilities such as cafes / refreshment facilities along the route where they exist or are developed. Information boards will be provided at key points and to highlight points of interest. Aylwardstown - Now subject to new Part 8 planning application. |
| 35 | Eileen O Connor | Supportive of the project. One concern regarding potential of landslides on Abbey Road if Abbey Road is used as a diversionary route during any works to the bridge at Abbey Road. | Yes | Kilkenny County Council acknowledges the support for the project. No works are proposed to the Abbey Road bridge requiring a diversion |
| 36 | Garvan Cummins | Very supportive of the proposal. Greenways bring many benefits to an area. Involved in the Waterford Greenway where the public reaction has been phenomenal. Concerns of those not originally supportive melted away as the project proved successful. Connectivity and access points along the route are very important if the community are to feel involved. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 37 | Deise Greenway Group | Very supportive of the project. Huge benefits of Waterford Greenway including health and leisure, boost in tourism numbers and employment. Observations – why come off track at Aylwardstown? Not many access points from the urban areas, residents will be seeking these. Connectivity from the Waterford Greenway to New Ross and on ward up the Barrow to link in with the Grand Canal will be an excellent addition to a | Yes | Kilkenny County Council acknowledges the support for the project. The Greenway at Aylwardstown is now subject to a new Part 8 planning application. Residents currently not seeking links for their estates due to anti social behaviour concerns however it is anticipated, similar to the Waterford Greenway, that this position may change when the Greenway is open and becomes an attractive alternative to using |

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| | | Regional Tourism of the South East | | local roads. |
| 38 | John and Joan Aylward | <p>Have a crossing on the route at lands in Rochestown.</p> <p>Require concrete stakes with chain link fencing. Must be stock, people and dog proof. Fencing must be responsibility of the Council.</p> <p>Require a safe crossing point while stock are being moved across the Greenway</p> <p>If the above is not agreeable the alternative requirement will be a tunnel</p> | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 39 | Ann Marie and John Cummins | <p>Fear losing trees to the rear of their house and the resultant privacy</p> <p>Car parking provision is inadequate, feel persons using the Greenway may park in their estate (Tuar na Blátha)</p> <p>Proposed wooden fence will not last a life time, who will be responsible for maintaining fencing?</p> <p>Query regarding the upkeep of the Greenway in particular litter as there already an illegal dumping problem to the rear of houses backing on to the proposed Greenway</p> | Yes | <p>Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location in particular screening, security and privacy.</p> <p>Commitment has been given by Waterford City and County Council to provide car parking on the North Quays upon the detail design of this Strategic Development Zone (SDZ)</p> |
| 40 | Jimmy Walsh | <p>Requires to be consulted regarding concrete fencing and chain link fencing on his lads bounding the Greenway</p> <p>Gates and railings to be put in place to facilitate crossing of the railway with locks to prevent users of the Greenway to open these gates.</p> | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. |
| 41 | Anne Watkins | <p>Very supportive of the project. It will be a fantastic amenity for walkers, runners, cyclists and outdoor enthusiasts.</p> | Yes | Kilkenny County Council acknowledges the support for the project. |
| 42 | John Lawless | <p>Experience in Waterford, general public have embraced the Greenway concept/. Impossible to quantify the health benefits and benefits to communities it passes through. Also predicting a significant increase in tourism to the area. Project is a win, win, and Kilkenny Co. Co. should do everything in its power to ensure it becomes a reality.</p> | Yes | Kilkenny County Council acknowledges the support for the project. |
| 43 | Colm Mackey | <p>Supportive of the project. Community will benefit greatly from such an amenity, promoting fitness and health.</p> | Yes | Kilkenny County Council acknowledges the support for the project. |

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| | | Also will bolster the locality as a tourist attraction and local economy as a result. | | |
| 44 | Edward Walsh | Proposal is going to affect the community with concerns about security and privacy. Will require concrete fencing and dog proof wire. Will require screening and screen planting. The provision of lockable gates at agricultural crossings. No trespassing on to property and will require bins and toilets. All maintenance and upkeep shall be the responsibility of Kilkenny County Council | Yes | Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location including potential trespassing, security and privacy. All maintenance will be the responsibility of Kilkenny County Council |
| 45 | Clr Fidelis Doherty | Provision of Parking along route, Toilet facilities along the route. In regard to the difficulty in securing agreement in areas (Aylwardstown) can another route be explored? Can local business erect advertising along route. At Agricultural crossings can accordion type gates be used?. At Curraghmore crossing can an underpass be installed?. Car parking needs to be provided to avoid Greenway users interfering with local business car parking (Raheen, Abbeypark) Seeks assurance that any agricultural crossing omitted from the drawings will be accommodated. | Yes | Existing car parking on the Quay in New Ross will serve to facilitate Greenway users and the future link to the Red Bridge Walking route around New Ross. Similarly in Waterford, a commitment has been given by Waterford City and County Council to provide car parking on the North Quays upon the detail design of their plans for this Strategic Development Zone (SDZ). Accommodation works will be agreed in consultation with the individual landowner as part of the detailed design to address particular concerns at that location. With regard to signage the normal rules of planning will apply. The route at Aylwardstown is now subject to a new Part 8 planning application. |
| 46 | Tomas Rogers | With the large amount of traffic from New Ross to Waterford – suggestion to re-open the rail line. A heritage railway line would also make sense. All our railway heritage is being exported. Security of houses in Ferrybank is an issue. | Yes | This proposal is for a Greenway to provide for the safe off road facility which is an integral part of an overall cycle network in the south east region. |
| 47 | Bart Zdrojowy | In support, great for cyclists. Safer to cycle than the roads. Great for tourism in the region. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 48 | Stephen O'Callaghan | In support. Great for tourism and public health. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 49 | Nicholas Garvey | Wishes to be consulted where the Greenway crosses his land. | Yes | All landowners will be consulted in relation to accommodation works required to address the issues at their particular location as part of the detailed design, |
| 50 | Liam Shiely | Wishes to be consulted where the Greenway crosses his land. (section | Yes | All landowners will be consulted in relation to accommodation works required to address the |

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| | | 18+700 - 19+400) | | issues at their particular location as part of the detailed design, |
| 51 | Robert Forristal | Adequate stock proof fencing required. Does not want any interference with his farming activities or letter on his land. Wishes us well with the project. | Yes | Kilkenny County Council acknowledges the support for the project. All landowners will be consulted in relation to accommodation works required to address the issues at their particular location as part of the detailed design. |
| 52 | Tom Pender | In support. Great for tourism and health. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 53 | Bobby Aylward T.D. | Serious concerns regarding a section on the Greenway where users leave the Greenway and walk a small section of local laneway for 500m at Aylwardstown. This is a busy laneway for the adjoining farmers, twice daily milking with large number of cows on the lane. Agricultural vehicles on the laneway. Danger to the public. Looking for a barrier type system to control traffic. | Yes | The route of the Greenway at Aylwardstown is now subject to a separate Part 8 planning application. |
| 54 | John Comer ICMSA | Looking for consultation with all famers affected by Greenway. Public lands should be used as a first priority before seeking to infringe on private lands. Issues around security, stock proof fencing, public liability insurance, compensation for farmers if they are affected or excluded from grant schemes because of the Greenway. Health and safety concerns for users, farmers and animals. | Yes | All landowners will be consulted in relation to accommodation works required to address the issues at their particular location as part of the detailed design. The proposal is to use entirely public lands for the development. |
| 55 | Dermot O'Grady | Expresses strong support. Great idea for safe family cycling. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 56 | Joshua Dyson | In support, great for tourism, join up all the Greenways. | Yes | Kilkenny County Council acknowledges the support for the project. |
| 57 | Katherine Grant | In support, adequate fencing and car parking required. Suggested a name for the Slieverue section "John O'Donovan Greenway" | Yes | Kilkenny County Council acknowledges the support for the project and acknowledges the suggestion for the naming of the section of Greenway. John O'Donovan (1809-1861) was a scholar who translated the ancient text <u>Annals of the Four Masters</u> into English. It is proposed to name the development the Kilkenny Greenway. This will give the Greenway a strong recognisable brand. |
| 58 | John Mulligan | Suggests extending the Waterford – Dungarvan Greenway to New Ross, join up with the proposed Dublin to St Mullins Greenway thus connecting | Yes | This proposal is part of the overall plan for the South East Region, the connectivity of all Greenways . A feasibility study for the New Ross to St. Mullins Greenway is currently |

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| | | Dublin to Dungarvan. | | underway. |
| 59 | Peter Curtis | Concerns regarding Privacy and over looking in to this property, Concerns regarding security to his property. Requires more detail in regard to the proposed fencing. | Yes | Concerns are acknowledged and landowner will be consulted with to ascertain what measures are required to address these concerns as part of the detailed design.. |
| 60 | John & Una O'Dwyer | Require shockproof fencing along their property. May have more observations which they will make to the consulate. | Yes | All landowners will be consulted in relation to accommodation works required to address the issues at their particular location as part of the detailed design. |
| 61 | Susanne Gough (Ard Glass Res Assoc) | Concerns regarding, fencing, security, litter, lighting, anti social behaviour. They do not want - an access from the estate to the Greenway, Greenways users parking in the estate. | Yes | Concerns are acknowledged. All residents/landowners will be consulted in relation to accommodation works required to address the issues at their particular location as part of the detailed design. |
| 62 | Nicholas Kelly | Concerns regarding crossing points for agricultural machinery and animals. Farmers to get the right of way across the Greenway. Trespass from users on the farm land, maintenance of Greenway. | Yes | Concerns acknowledged. Crossing points will be designed in consultation with landowners as part of the detailed design and Kilkenny County Council but will be subject to the approval of Iarnród Éireann. Right of Way will be in favour of the Greenway as per current licence agreements in place with Iarnród Éireann |
| 63 | Michael Ryan | Wants an agricultural crossing that is missing from the drawings at Peafield maintained. | Yes | All official railway agricultural crossings in place will be maintained. |
| 64 | Catherine Ryan | Wants an agricultural crossing this missing from the drawings at Peafield maintained. Seeks confirmation that services crossing the Greenway will be maintained. | Yes | All official railway agricultural crossings in place will be maintained. Unclear what services are referred to here however all accommodation works will be discussed in detail with the landowner to ascertain the needs of that landowner at that particular location. |
| 65 | Martin Power | Concerns regarding car parking for Greenway users at his business premises, security fencing. | Yes | This is a private business and family home. Parking will be strongly discouraged at this location and signage erected to assist the owners to this effect. Official parking will be provided on the North Quays in consultation with Waterford City and County Council. |
| 66 | Martin & Eleanor Power | Concerns regarding security fencing and anti social behaviour. | Yes | Concerns are recognised. These homeowners are immediately adjacent to the railway line. Accommodation works will be discussed in consultation with owners as part of the detailed design to address concerns of owners at this particular location. |
| 67 | William O'Brien | In support. Great for the environment and health. | Yes | Kilkenny County Council acknowledges the support for this project |

| | | | | |
|----|------------------------|--|-----|--|
| 68 | Mary Lawless | In support. Good for tourism and employment. | Yes | Kilkenny County Council acknowledges the support for this project |
| 69 | John Conway | In opposition. Concerns regarding farm crossing points, health and safety issues, fencing. Greenway route should be along the coast. | Yes | All existing farm crossings will be retained. Any health and safety issues identified will be addressed in the detailed design. It is not proposed to place the Greenway along the coast. |
| 70 | Thomas Rochford | Concerns regarding fencing to the rear of his business premises, wants CCTV to the rear of his property. | Yes | Accommodation works will be provided in consultation with landowners as part of the detailed design. |
| 71 | James Hennessy | Not against the Greenway, looking for details regarding the cutting of vegetation and commencement date. | Yes | Cutting of vegetation will be carried out within the hedge cutting season from the 1 st of September to the 1 st of May as part of the maintenance of the Greenway.. |
| 72 | Edward & Mairead Grant | Concerns regarding agricultural crossing and fencing. | Yes | Accommodation works will be discussed in consultation with owners to address concerns of owners at this particular location as part of the detailed design. |

All submissions were read and considered as part of the planning assessment. Concerns raised will be addressed as part of the detailed design and accommodating works with landowners along the route in relation to boundaries, screening, access issues and a management and maintenance plan for the Greenway.

1.13 Conclusion and Recommendation

Overall, the Planning Authority supports proposed greenway project and considers that the proposed development is consistent with National and Regional policy and the zoning objectives for the site and accords with the proper planning and sustainable development of the area. The re-use of 22km of disused railway line for a walking and cycle greenway will have a significant positive impact for the South East Region as a whole, create employment/jobs and promote sustainable development. The adjoining local authorities of Waterford and Wexford councils are fully in support of proposed development.

The development has been screened for EIA and Appropriate Assessment, which showed that no significant environmental impact is likely on any Natura 2000 site and for the area. It is considered that the development can therefore proceed to a formal Part 8 application.

Final details in relation to accommodating works along the railway line corridor shall be agreed with prior to commencement of works with adjoining landowners.

This section of the greenway at Aylwardstown has been modified with off line section omitted and is subject to a separate part 8 planning application P01/18 refers.

Recommendations

I recommend that the project be progressed as proposed subject to the omission of the off line section at Aylwardstown. All submissions have been considered as part of the assessment. All local technical issues at road crossing, gates, boundary and underpass along the route corridor shall be agreed in conjunction with relevant landowner at designed construction stage.

It is therefore recommended that the Part 8 application for the **Waterford to New Ross Greenway, Co. Kilkenny**, be approved by Council subject to the following conditions and omission of the off line section at Aylwardstown which is subject to a separate part 8 planning application.

R O Shee

Executive Planner

I agree with the above recommendation.

D Malone

Senior Planner

First Schedule

Reasons & Considerations for Decision on Ref: Part 8 07/16

Having regard to the policies and zoning objectives of the Kilkenny County Development Plan 2014-2020, Ferrybank Belview Local Area Plan 2017, Draft National Strategy for the Future Development of Greenways Guidelines 2017 and the location and design of the proposed development, referral reports on file, third party submissions, it is considered that the proposed development would accord with the proper planning and sustainable development of the area if constructed in accordance with the attached conditions.

Second Schedule

Conditions attached to Ref. Part 8 07/16

1. The development shall be carried out and completed in accordance with the plans and particulars submitted with the Part 8 application except as otherwise required by the conditions of this permission.

Reason: To ensure that the development accords with the permission and to ensure that effective control is maintained.

2. The proposed off railway line section at Aylwardstown shall be omitted. This section of the greenway is subject to a separate part 8 planning application.

Reason: In the interests of clarity

3a) The accommodation works associated with the Greenway will be agreed in consultation with the landowner as part of the detailed design.

Reason: To address third party submission concerns and comply with proper planning

4. The mitigation and management measures identified in the Ecological Impact Assessment submitted with the planning application shall be implemented.

Reason: In the interests of protection of the environment

5. Prior to commencement of development, a Construction Management Plan shall be submitted for the approval of the Municipal District of Ferrybank Engineer. The Construction Management Plan shall include details regarding Works Schedule for the phasing of the development, construction working hours, storage of construction materials, construction traffic and traffic management, roads maintenance, access, supervision details etc. Construction on Sundays and Bank Holidays is not permitted without prior written consent from the Planning Authority.

Reason: In the interests of traffic safety and proper planning

6a) A road safety audit stage 1/2 shall be undertaken for this development as detailed design stage. The scope of the audit shall include the full cycle and walking trail with particular consideration given to under and over road bridges, level crossing and shared on road links. The recommendation of same shall be submitted for the

agreement of the Road Design Office, Kilkenny County Council and the cost to implement any such agreed recommendations shall be borne by the applicant.

b) The applicant at detailed design stage shall assess the possibility of improving visibility envelope at level crossing intersection.

c) All road markings and signage shall be compliance with Department of Transport, Traffic Signs Manual, 2010.

d) The applicant shall ensure that adequate drainage provision is provided for along the trail in areas of cut so as to prevent the flooding of the facility.

e) The applicant shall ensure that during the construction phase adequate parking is provided for all personnel working on the site as agreed with the Municipal District of Ferrybank Engineer.

f) Prior to commencement of development, a Construction Management Plan shall be submitted for the approval of the Municipal District of Ferrybank Engineer. The Construction Management Plan shall include details regarding Works Schedule for the phasing of the development, construction working hours, storage of construction materials, construction traffic and traffic management, roads maintenance programme, access, supervision details etc. Construction on Sundays and Bank Holidays is not permitted without prior written consent from the Planning Authority.

g) Prior to commencement of development, a Roads Maintenance Programme shall be submitted for the approval of the Municipal District of Ferrybank Engineer. The Roads Maintenance Programme shall cover the construction phase of the development including sweep / cleaning in order to prevent much debris, excavated material 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.

h) Prior to the opening of the facility a Road Safety Audit Stage 3 shall be undertaken. The scope of the audit shall include the full cycle and walking trail with particular consideration given to under and over road bridges, level crossings and shared road trail links. The recommendation of same shall be submitted for the written agreement of the Road Design Office and the cost to implement any such agreed recommendations shall be borne by the applicant.

Reason: In the interests of traffic safety and proper planning

7. Archeological impact assessment of the overall proposed development should be prepared by a qualified archeologist in consultation with the Department of Arts , Heritage, Regional, Rural and Gaeltacht Affairs. This archeological impact assessment report should be prepared when design and structural works are being prepared and finalized in advance of construction works. The archaeological impact assessment report will be based on documentary and cartographic research, examination of all plans, section drawings/engineering details for the proposed walking and cycle route, examination of engineering testing results (boring, trial pits etc), detailed plans for all proposed ancillary works (such as provision for temporary access roads, construction compounds, services and drainage, agricultural passes, culvert etc) archaeological fieldwork and the preparation of a report describing the findings and including an archaeological impact statements with suggested mitigation measures where necessary. This archaeological assessment will be necessary to ensure the preservation, protections and recording of any archeological sites and or archeological remains impacted by the proposed project. The archeological impact assessment should be prepared and submitted to the National Monuments Service, Department of Arts , Heritage Regional, Rural and Gaeltacht Affairs for comment in advance of the commencement of site preparation and or construction works.

Reason:
remains

To ensure the preservation, protection and recording of any archaeological sites and / or