



Comhairle Chontae Chill Chainnigh

Halla an Chontae Sraid Eoin Cill Chainnigh
R95 A39T

Pobail agus Áiteanna Inbhuanaithe a Chruthú

Kilkenny County Council

County Hall John Street Kilkenny
R95 A39T



Creating Sustainable Communities and Places

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

**RE: Part VIII - Proposed South-North Access Road Scheme, Ferrybank,
Co. Kilkenny**

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

DATE: 10th December, 2024.

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 - Proposed South-North Access Road Scheme,
Ferrybank, Co. Kilkenny**

I attach herewith Report from the Senior Engineer Roads together with the Senior Planner's Report. 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 Kilkenny City & County Development Plan 2021-2027.

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 and commitments made by the Roads Department, and other Service Departments.

**Lar Power,
Chief Executive.**



Comhairle Chontae Chill Chainnigh
Kilkenny County Council

**In accordance with Section 179 of the Planning and
Development Acts, 2000 as amended
South-North Access Road Scheme
Part 8**

*For consideration by the Elected Members
of Kilkenny County Council
at monthly meeting to be held
on the 16th December 2024*

Introduction

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.

PROJECT DESCRIPTION AND PRINCIPLE FEATURES

1.0 Brief Description of proposed works

The proposal put forward provides for the following:

- A new access road to connect the existing access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre. It will also include a new car park and connection to the Southeast Greenway with associated facilities. The Scheme layout can be seen in the attached drawing W383-OCSC-XX-XX-DR-C-0010.

2.0 Background and reasons for Scheme

Kilkenny County Council, as the Project Promoter, proposes to undertake works to access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre.

The statutory objective underpinning the delivery of this Scheme is provided for in the Kilkenny City & County Development Plan 2021-2027.

“12S Develop the Link Road from the Abbey Road to the Belmont Road.”

The objectives of the proposed project are as follows:

- To facilitate the orderly development of the zoned lands.
- To provide a car park for the Southeast Greenway with both pedestrian/cyclist and vehicular links to the proposed access road and to create a pedestrian/cyclist link from the car park to the Southeast Greenway.
- To prioritise the needs of Vulnerable Road Users and facilitate the implementation of public transport and active travel solutions.
- To create a road to link the Abbey Road and Belmont Road.
- To create a suitable streetscape in accordance with the requirements of DMURS.
- To facilitate as far as reasonably practicable the inclusion of SUDS technologies and limit the discharge of surface water to the receiving environment

3.0 Design Criteria

The scheme has been designed in accordance with the DTTAS Design Manual for Urban Roads and Streets and the Cycle Design Manual.

4.0 Funding

The proposed works are to be funded through the Urban Regeneration Development Fund (URDF) by The Department of Housing, Local Government & Heritage and Kilkenny County Council.

5.0 Notice of development

The Part 8 application for the proposed development was advertised by Notice in the Kilkenny People newspaper, published on week ending Friday September 13th 2024. Notices were also erected at the access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing Estate/Abbeygate Shopping Centre. For copy 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 Friday the 13th September, 2024 to Friday the 11th October, 2024 inclusive and at the following offices:

Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny City from 9am to 1pm & 2pm to 4pm Monday to Friday (excluding weekends and Bank Holidays).

Ferrybank Municipal District Office, Kilkenny County Council, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny from 9am to 1pm & 2pm to 5pm Monday to Friday (Excluding weekends and Public Holidays).

Submissions and observations were invited with respect to the proposed development up to Friday the 25th October, 2024. Submissions could be made via;

- Online at <https://consult.kilkenny.ie/en>;
- Email to snaroadferrybank@kilkennycoco.ie; or
- In writing to the Planning Department, County Hall, John Street, Kilkenny

The documents which were placed on public display are as follows:-

- Part 8 Report;
- Option Selection Report;
- Link & Junction Assessment Report;
- Preliminary Design Report;
- Construction Environmental Management Plan
- Road Safety Audit;
- AA Screening Report;
- EIA Screening Assessment;
- Ecological Impact Assessment Report;
- Archaeological Desktop Assessment;
- Part 8 Drawings.

6.0 Submissions Received

List of Submissions	
1	Damien Donoghue
2	Erika Nagy
3	Tom Mullaly
4	Transport Infrastructure Ireland
5	Pawel Skoczowski
6	Louise O'Flynn
7	Dzintars Zabarovskis
8	Kilkenny County Council Capital Delivery Office & Parks Department
9	Svetlana Zabarovska
10	Inga Sukeviciute
11	Rosemary Lynch
12	Philip Fleming
13	Richard Quigley & Diana Sarateanu (acting on behalf of the Clover Meadows Residence Committee)
14	Erika Nagy
15	Piotr Suchorzepka
16	Uisce Eireann
17	Tomasz & Barbara Laszcz
18	Tamas Csoka
19	K. Cambirdge (on behalf of the Fiodh Mor residents)
20	Diana Sarateanu
21	Irish Cycling Campaign
22	Department of Housing, Local Government and Heritage
23	Southeast Greenway Project Team
24	Waterford Bicycle User's Group

Submissions were submitted via email and the online portal and are summarised with responses in Appendix 13.

7.0 Implications for the Proper Planning and Sustainable Development of the Area

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 Planners report in Appendix 12) and the proposed development is consistent with the provisions of the Kilkenny City & County Development Plan 2021-2027

Recommendations:

In light of the submissions received the following measures are advised and to be considered in the detail design of the scheme;

- Provision of an appropriate boundary treatment with the existing Clover Meadows greenspace bordering the carriageway.
- Traffic calming measures at the two existing entrances to Clover Meadows estate from the existing road.
- Review of the elements linked with the Southeast Greenway including the car park, associated facilities and elements which interact with same through agreement with the Parks Department and the Southeast Greenway team.
- Continued consultations with landowners and residents throughout the scheme design and construction process.
- Compliance with Uisce Eireann requirements.
- Compliance with Department of Housing, Local Government and Heritage recommendations.

Proposed Development: Part VIII Proposal. South - North Access Road Scheme

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 and commitments made in this report.

Signed:



Seamus Kavanagh, Senior Engineer Roads

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 and commitments made by the Roads Department, and other Service Departments.

Signed:



Mary Mullholland, Director of Service

Appendix 1

NOTICE OF PROPOSED DEVELOPMENT BY A LOCAL AUTHORITY



**Planning and Development Act 2000, as amended
Planning and Development Regulations 2001, as amended
NOTICE OF PROPOSED DEVELOPMENT BY A LOCAL AUTHORITY**

**South – North Access Road, Ferrybank, County
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 gives notice of its intention to develop the South – North Access Road, Ferrybank, County Kilkenny. The principle features of the proposed development will consist of;

- Construction of a new road, the South – North Access Road, approximately 940m in length, from the end of the existing access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre. This to create a continuous road link between the existing Belmont Road Roundabout on the Belmont Road (R711) to the existing Abbeygate Roundabout on the Abbey Road (LP3412);
- Provision of a Traffic Signal controlled crossroads junction on the access road approximately 270m north-east of the existing Abbeygate Roundabout on the Abbey Road (LP3412);
- Provision of a Traffic Signal controlled cross roads junction on the access road approximately 430m south-east of the Belmont Roundabout on the Belmont Road (R711);
- Provision of a new road overbridge over the existing Greenway;
- Minor upgrades to the existing Clover Meadows and Abbeygate access roads being tied into to provide improved pedestrian and cycle facilities and provide additional fencing where required.
- Provision of cyclist and pedestrian facilities along the new access road;
- Provision for 2 No. future bus-stops to both sides of the new road;
- Provision of a new carpark for the Greenway accommodating c.172 no. parking spaces and 2 no. coach parking spaces along with toilets (with water supply and waste water treatment), bicycle parking, accessible car parking spaces (10No.) and car parking spaces of which 20% are provided for e-cars with associated charging facilities;

- Provision of a link from the South-North Access Road footpath to the existing Greenway via a ramped shared surface (pedestrians and cyclists) with stepped access also provided;
- Public lighting along the full length of the South - North Access Road and to the Greenway carpark;
- The installation of road markings and signage throughout;
- Provision of a surface water drainage system to include Sustainable Drainage Systems (SuDS), attenuation storage both above and below ground and flow restrictors to maintain discharge of surface water to greenfield runoff rates. This also includes an outfall along the adjacent Greenway;
- Hard and soft landscaping including boundary treatments throughout.

Plans and particulars of the proposed development will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during office hours from **13th of September 2024 until 11th October 2024 inclusive**, at the following Kilkenny County Council offices by appointment only:

- Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny City from 9am to 1pm & 2pm to 4pm Monday to Friday (excluding weekends and Public Holidays). To make an appointment please contact: 056 7794010 or email: planning@kilkennycoco.ie
- Ferrybank Municipal District Office, Kilkenny County Council, Ferrybank Shopping Centre, Ferrybank, Co. Kilkenny from 9am to 1pm & 2pm to 5pm Monday to Friday (Excluding weekends and Public Holidays). To make an appointment please contact 056 831370 or email ferrybank@kilkennycoco.ie
- Details of the proposed development can be viewed at <https://consult.kilkenny.ie/>

In accordance with the requirements of Article 120(1)(a) of the Planning and Development Regulations 2001 (as amended) the Planning Authority determined the proposed development required Appropriate Assessment screening and Environmental Impact Assessment (EIA) screening.

In accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and Regulation 42(1) of the European Communities (Birds and Natural Habitats) Regulations 2011 as amended, Kilkenny County Council Planning Authority has undertaken and completed Appropriate Assessment Stage 1 Screening to assess, in view of best scientific knowledge and the conservation objectives of the site(s), if the above project, individually or in combination with other plans or projects is likely to have a significant effect on European Site(s).

In accordance with Articles 42(2) and 42(7) of the European Communities (Birds and Natural Habitats) Regulations 2011 as amended, Kilkenny County Council Planning Department has made a determination following Stage 1 Screening that a Stage 2 Appropriate Assessment or Environmental Impact Assessment Report is not required as the project is not directly connected with or necessary to the management of the sites as European site(s) and as it can be excluded, on the basis of objective information and in light of the conservation objectives of the relevant European Site(s), that the project, individually or in combination with other plans and projects, would not have a significant effect on a European Site.

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, they may, at any time before the expiration of 4 weeks beginning 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.

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/>, or in writing to the Planning Section, Kilkenny County Council, County Hall, John Street, Kilkenny or sent to the following e-mail address: snaroadferrybank@kilkennycoco.ie

The latest time and date for receipt of submissions on the development is 5.00pm on 25th October 2024.

Submissions should be clearly marked “South – North Access Road, Ferrybank Part 8”

**Tim Butler,
Director of Services, Kilkenny County Council.**

Appendix 2

PLANNERS REPORT

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



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

Part 8 Ref: P08 06/24.

Development: The project comprises the development of:

- **Construction of a new South – North Access Road, 6.5-9m wide and approximately 940m in length, from the end of the existing access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre. Purpose is to create a continuous road link between the existing Belmont Road Roundabout on the Belmont Road (R711) to the existing Abbeygate Roundabout on the Abbey Road (LP3412);**
- **Provision of a Traffic Signal controlled crossroads junction on the access road approximately 270m north-east of the existing Abbeygate Roundabout on the Abbey Road (LP3412);**
- **Provision of a Traffic Signal controlled cross roads junction on the access road approximately 430m south-east of the Belmont Roundabout on the Belmont Road (R711);**
- **Provision of a new road overbridge over the existing Greenway;**
- **Minor upgrades to the existing Clover Meadows and Abbeygate access roads being tied into to provide improved pedestrian and cycle facilities and provide additional fencing where required.**
- **Provision of cyclist (2m wide track) and pedestrian facilities(1.8-2m wide track) along the new access road;**
- **Provision for future bus-stops to both sides of the new road;**
- **Provision of a new carpark for the Greenway accommodating c.172 no. parking spaces (10 no. of which are disabled spaces) and 2 no. coach parking spaces along with toilets (with supply and waste water supply), bicycle parking, accessible car parking spaces (10No.) and car parking spaces of which 20% are provided for e-cars with associated charging facilities;**
- **Provision of a link from the South-North Access Road to the existing Greenway via a ramped shared surface (pedestrians and cyclists) with stepped access also provided;**
- **Public lighting along the full length of the South - North Access Road and to the Greenway carpark;**
- **The installation of road markings and signage throughout;**
- **Provision of a surface water drainage system to include Sustainable Drainage Systems (SuDS), attenuation storage both above**

and below ground and flow restrictors to maintain discharge of surface water to greenfield runoff rates. This also includes an outfall along the adjacent Greenway;

- **Hard and soft landscaping including boundary treatments throughout.**

Previous Related Development

Under previously residential and commercial planning permissions the following infrastructure was

provided by private developers:

- R711 Belmont Road Roundabout and a section of Link Road from the Belmont Road Roundabout passing the southern entrance into the Clover Meadows development;
- L3412 Abbey Roundabout and a section of the Link Road from Abbey Roundabout within the Ross Abbey/Abbeygate development.

The cumulative length of the existing roadway provided either fully or partly completed is approximately 400m. The length of the new road and bridge structure required is approximately 950m.

Site Location and Description

The site is located between the Abbey Road (LP3412) (Abbeygate Estate and Ros Abbey District Centre) and the Belmont Road (R711). Clover Meadow housing estate bounds the site to the north and Abbeygate housing estate borders the site to the south. Directly south east of Abbeygate housing estate is Ros Abbey District Centre, south/west is an auto repair shop, retail units and a sports facility. Further north of the site are scattered residences, agricultural and scrub lands and a petrol station. The disused railway line/south east greenway (under construction) bisects the site. West of the site is a pond located in a low-lying area. The size of this pond has increased over the past 10-15 years due to leakage from failed water main infrastructure. The pond encompassed a wider area but has shrunk since the leak has since been addressed. The pond still receives surface water runoff from surrounding areas of higher elevation. The Fiodh Mor, Abbeylands residential estates and further commercial buildings along the R711 are to the west of the site. There are agricultural lands, small areas of woodland and Elickson Engineering light industrial facility accessible off the L7477 to the west of the site.

The topography is such that there is a gradual fall(43m to 32m) in the receiving lands from north to south (from Clover Meadows to Abbeygate).

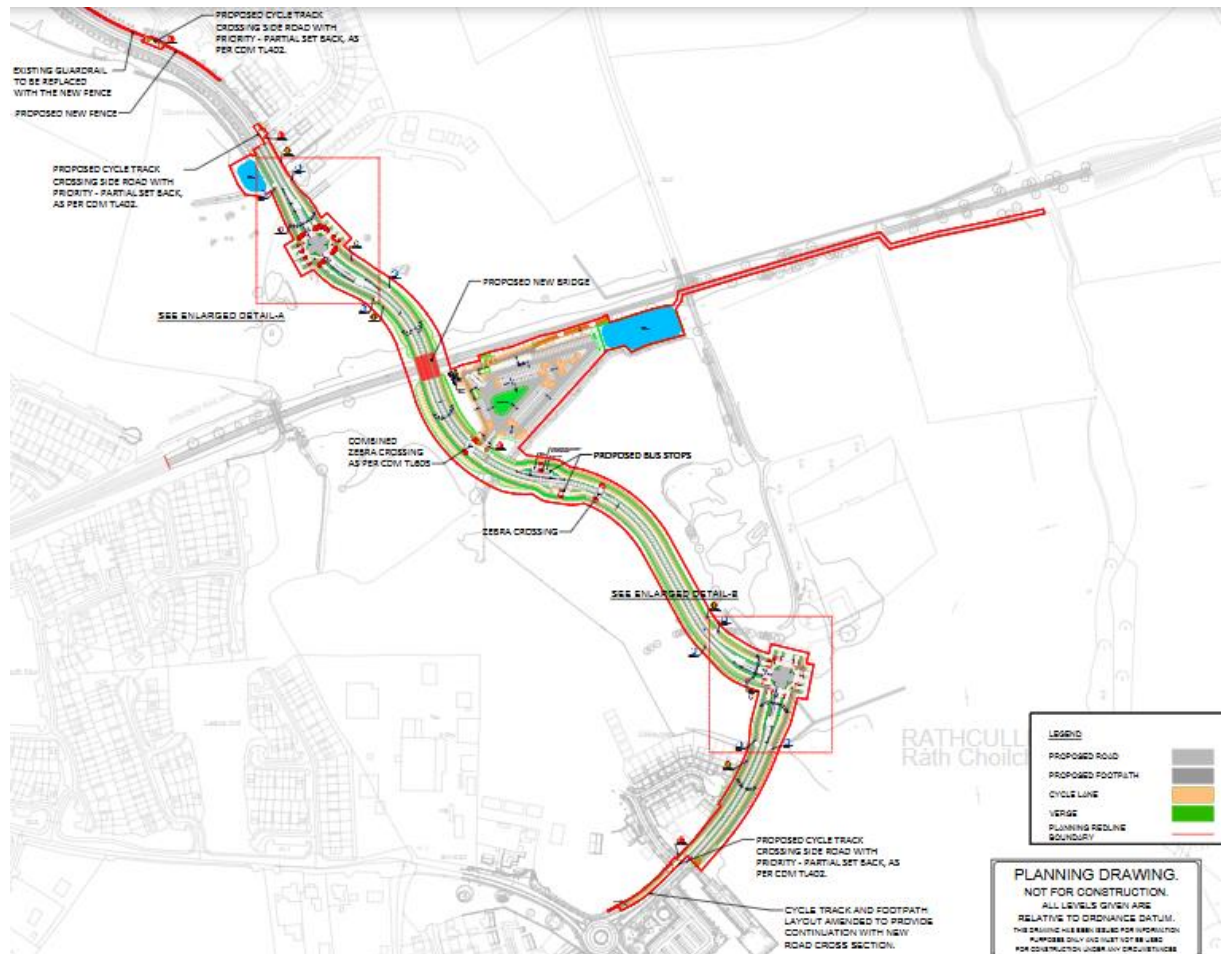


Fig: Proposed Site Layout Plan

Planning History

Land to south of Clover Meadows

22/336 (in summary); Michael Doyle Civil Engineering Ltd. refused permission for construction of 97 no. residential units, roadways and footpaths, a new distributor road running from the west to the south east of the proposed development with shared pedestrian/cycle path access from the proposed South north access road to the west of the site, new boundary treatments, landscaping, drainage, site services including new attenuation tank and all ancillary site works.

Reasons for Refusal (in summary)

1. Having regard to the need to provide a South North Link Road (as per objective S12 of KCC CDP 2021-2027) whose route has not been finalised, does not have statutory approval and therefore remains subject to change, the proposed development is considered premature pending route selection and statutory approval of this link road. If granted as proposed, the development would prejudice the outcome of the options assessment report of the area.
2. Inadequate information has been provided in relation to surface water drainage measures during construction and operation, failure to take into account in combination effects of the proposed South North Link Road, hence the planning authority cannot be satisfied either individually, or in combination with other plans or projects would not result in adverse effects on the integrity of the River Suir in view of the site's conservation objectives.

3. The layout of the development as proposed would limit the layout potential of the adjoining phase 3 lands to the south of the site, which adjoins the Greenway. The indicative layout for phase 3 dwellings, forced by virtue of this layout to back onto the Greenway, would be contrary to residential and visual amenities of the area and may give rise to anti-social behaviour at this location. Furthermore, in the absence of the finalised link road alignment, the preferred links between the Greenway, the new link road, and the subject site cannot be finalised. The development as proposed would be prejudicial (failure to provide adequate interactions with) to the setting and enjoyment of the Greenway.
4. The applicant has failed to submit a recreational needs assessment as required in the current Kilkenny City and County Development Plan 2021-2027 to enable a full assessment in relation to the suitability of the recreational, and public open space suitability of the proposed development.
5. The applicant has failed to demonstrate that the development as proposed would not give rise to negative impacts on the archaeological and cultural heritage of the area.

Lands to the west of Clover Meadows to opposite side of proposed access road

03/760 (in summary) Fosbern Manufacturing Limited granted permission for the construction of mixed development and site development works on a 25.55 ha. site at Ferrybank, Ferrybank, with vehicular access on the proposed roundabout on the N25 (New Ross - Waterford Road). A further emergency vehicular access on the south east of the site to the N25 is also proposed. The development includes 694 no. residential units in total as part of a mixture of houses, duplexes and apartments and all associated works (extinct, not built out);

05/1351 (in summary) Fosbern Manufacturing granted permission for a Phase 3 of the mixed development which was granted planning permission planning reference No. 03/760, An Bord Pleanála Reference No:10.205242. The development consists of 168 Houses and ancillary site development works (extinct, not built out);

Lands north of Abbeygate and south of disused railway line/greenway

03/1711 (in summary) Jeremiah O'Reilly granted a ten year permission for a mixed use development to comprise of 548 Dwellings, Village Centre and a Nursing Home/Retirement Village (single storey day care) (extinct, not built out);

Lands to the east of Abbeygate

08620 (in summary) Jeremiah O'Reilly granted ten-year Permission for development of Phases 6 & 7 of residential development. Development will comprise 243 no. residential dwellings for use of existing coach house, as a creche facility, building heights in the range of 2 to 4 storeys; all hard and soft landscaping, including the restoration of the stone walls and new landscaping of the former walled garden, provision of a total of c. 1.8 ha of public open space in the form of pocket parks and 2 no. dedicated children's play areas, vehicular access to serve the proposed development via 1 no. existing roundabout entrance and access road permitted under Reg. Ref. 03/1711 and 1 no. new vehicular entrance, both off the LP3413 Ferrybank to Rathculliheen Road all other associated site development works, all on a site of c.7.8ha located generally north of the Abbey Park housing scheme on the Abbey Road (LP3413 Ferrybank to Rathculliheen), south of the alignment of the former Waterford

to New Ross railway line, east of Phases 1-4 under construction (Reg. Ref. 03/1711), and west of undeveloped/agricultural land at Rathculliheen. An Environmental Impact Statement (EIS) was attached. (not built out)

North of Clover Meadows

19730 (in summary) M. Doyle granted planning permission for construction of 98 no. residential units and associated works; (live, not built out);

20453 (in summary) Dunmore properties granted permission for construction of 40 no. residential units within the study area; (live, not built out);

Planning Policy

National Planning Framework

National Policy Objective 7

Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.

National Policy Objective 8

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.

National Policy Objective 16

To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1

Waterford City and Suburbs: Population Census 2022: 60,000; Minimum Population Target 2040: 88,000

National Development Plan

Section 3.8

Energy efficient housing as part of compact, resilient and sustainable cities

The National Planning Framework (NPF) underpins the NDP Review. This framework projects that an additional 550,000 homes will be required to cater for Ireland's increasing population by 2040. This is in addition to the existing stock of 1.7 million inhabited homes identified in the last census.

There are three key aspects to managing this growth while meeting the key dimension of a green recovery plan. Ensuring that the location in which new homes are built supports compact urban growth, ensuring that the building regulations applied to these homes means that they do not add significantly to greenhouse gas emissions and implementing measures to improve the energy efficiency of the existing housing stock.

The NPF explicitly commits that 50 per cent of the overall national growth will be concentrated in five cities (Dublin, Cork, Limerick, Galway and Waterford).

Chapter 6: NSO 1 Compact Growth

Chapter 9: NSO 4 Sustainable Mobility

The Climate Action Plan 2024 Sustainable and Compact Settlements – Guidelines for Planning Authorities (2024)

Design Manual for Urban Roads and Streets (National Transport Authority);

Cycle Design Manual (National Transport Authority);

Design Manual for Roads and Bridges (Transport Infrastructure Ireland);

Traffic Signs Manual (Department of Transport)

Cycle Design Manual (Sept 2023);

DN-GEO-03060 – Geometric Design of Junctions (May 2023)

Southern Region, Regional Economic Spatial Strategy

Waterford Metropolitan Area Spatial Plan

Section 4.0 National Enablers

Development of the Link Road from Abbey Road to Belmont on the R711

Section 6.1

Sustainable Mobility & Metropolitan Area Public Transport Including New Bridges/Link Roads

New Link Road from Abbey Road to Belmont to improve sustainable connectivity;

Objective 6(b)

Develop the Link Road from the Abbey Road to the Belmont Road.

Waterford Metropolitan Area Transport Strategy

2.4.1.7 Waterford MASP Policy Objective 7: Regional Connectivity

Development of the Link Road from Abbey Road to Belmont and Smarter Travel improvements to Abbey Road;

Kilkenny City and County Development Plan 2021 - 2027

4.3.2.1 Implementation of Waterford MASP

Through RPO226, the SRA will establish robust structures of cross-sectoral stakeholder and crossboundary local authority steering group committees for the implementation phase to ensure the delivery of the RSES and the MASP is specific, measurable, attainable, realistic and time-bound. Delivery of these goals requires the early establishment of MASP implementation structures following adoption of the RSES. Kilkenny County Council will work proactively with the Southern Regional Assembly and Waterford City and County Council to establish a MASP area steering committee for the implementation phase of the Waterford MASP. Ferrybank and Belview Port (Port of Waterford) is included in the Waterford Metropolitan Area Strategic Plan (MASP) area and although located in Kilkenny, will be developed as part of an agreed Waterford Metropolitan Strategy. For the purposes of this Core Strategy, the Council will use the figures set out in the RSES, which predicts an uplift of 1,452 people for Ferrybank/Belview between 2016 and 2027 (See Table 3.10). The

Ferrybank-Belview LAP was adopted in 2017 and provides for significant housing opportunities within the plan area up to 2023.

The Council has ensured in the short term, through a Local Area Plan for the environs of Waterford within County Kilkenny (Ferrybank/Belview LAP 2017), that there is sufficient development capacity for the various land uses required to support the international Gateway. Given the need for change to a more balanced concentric city which would require significant growth, development and accompanying infrastructure on the northern side of the River Suir (predominantly in Co Kilkenny), the population distribution for the MASP area requires review by the MASP Implementation Group¹⁵. Kilkenny County Council is committed to developing Ferrybank/Belview as part of a concentric city as envisaged in the Waterford MASP and remains conscious of maintaining the area's social, cultural, sporting and political identity into the future.

Built Heritage (Section 9.3); Cultural Heritage

Archaeological Heritage (Section 9.3.1) and Architectural Heritage (Section 9.3.2)

Objective 9C: "Protect archaeological sites and monuments (including their setting), underwater archaeology, and archaeological objects, including those that are listed in the Record of Monuments and Places, and in the Urban Archaeological Survey of County Kilkenny or newly discovered sub-surface and underwater archaeological remains."

Development Management Requirements:

- To endeavour to preserve in situ all archaeological monuments, whether on land or underwater, listed in the Record of Monuments and Places (RMP), and any newly discovered archaeological sites, features, or objects by requiring that archaeological remains are identified and fully considered at the very earliest stages of the development process and that schemes are designed to avoid impacting on archaeological heritage.
- To require archaeological assessment, surveys, test excavation and/or monitoring for planning applications in areas of archaeological importance if a development proposal is likely to impact upon in-situ archaeological monuments, their setting and archaeological remains.
- To ensure that development within the vicinity of a Recorded Monument is sited and designed appropriately so that it does not seriously detract from the setting of the feature or its zone of archaeological potential. Where upstanding remains of a Recorded Monument exist a visual impact assessment may be required to fully determine the effect of any proposed development.

Chapter 12 Movement and Mobility

12.6 Waterford Metropolitan Area Transport Strategy

Objective 12S

Develop the Link Road from the Abbey Road to the Belmont Road.

Objective 12T

To carry out improvements to the Abbey Road from the boundary with Waterford City and County Council to facilitate smarter travel improvements to Abbey Road and connect to the Link Road in objective 12S above.

Ferrybank Belview Local Area Plan 2017

Built Heritage, Section 7.1

Objective 10F

To provide a link northward across the New Ross railway line/Greenway at the Ross Abbey housing development to connect through to the Belmont Road (R711) and to the Clover Meadows development, see Figure 10.1.

Sub-Section 10.7.3

North – South – Abbey Road to Belmont Road. Connectivity between north and south is hampered by the railway line to New Ross Greenway. An opportunity exists to create a north south connection in the vicinity of Ross Abbey and Clover Meadows housing schemes. Other opportunities for north south linkages will be examined during the period of the plan.

8.4 – Greenways and Blueway's

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

Objectives 8K: To promote and develop the Waterford to Rosslare Greenway in association with Waterford and Wexford County Councils.

12.3.1 The 10 Minute City Concept

A balanced, compact form, combined with efficient transport links between employment and residential locations, will facilitate easier circulation and mobility within the City and Environs. It can bring new life and footfall, contribute to the viability of services, shops and public transport, increase housing supply and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less. The provision of a range of dwelling types and densities within all the settlements will be critical in providing for the housing needs of the growing population.

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.

Ferrybank Belview Local Area Plan 2025-2031

Third Party Submissions

Twenty third party submissions were received from the general public.

List of residents who made submissions is as follows: Damien O'Brien; Damien Donoghue; Erika Nagy; Thomas Mullaly; Pawel Skoczowski; Dzintars Zabarovskis; Pwel Skoczowski; Svetlana Zabarovska; Inga Sukeviciute; Rose Lynch; Louise O'Flynn; Philip Fleming; Piotr Suchorzepka, Tomasz & Barbara Laszcz; Tamas Csoka; Diana Sarateanu; Constantin Volovei; Richard Quigley and Sarateanu Diana

on behalf of Clover Meadows residents; K Cambridge on behalf of the Fiodh Mor residents association

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

Traffic Volumes, Speed, Reduced Road Safety

- The proposed development will generate a much higher volume of traffic going through Clover Meadows and Abbeygate and a resultant higher probability of accidents;
- The existing road running from the Belmont roundabout into Clover Meadows is very narrow and the volume of traffic generated including cars, buses and lorries would be over capacity resulting in the access road to Clover Meadows being dangerous;
- It is currently very difficult to police the 30kmph speed limit in Clover Meadows estate and making the L7584, a through road will exacerbate this issue;
- There are safety concerns over the safety of children from Clover Meadows onto what will be a very busy and dangerous through road;
- There are no buffers such as green zones, noise barriers or pedestrian safety crossings to limit speed;
- There are insufficient safety measures included in supporting documentation;
- The provision of speedramps would increase noise levels through vehicle deceleration and surmounting;
- Increased traffic will result in noise, disturbance, air pollution throughout, particularly for residents, pedestrians and cyclists;
- Presence of heavy machinery during construction may disrupt daily life for a prolonged period making the neighbourhood less livable during this period for many;
- Insufficient information in relation to decibel levels and luminosity have been provided;
- When open the road would take allot of traffic coming from Co.Wexford including from Rosslare heading to ABP meats in Abbeylands, hence the potential safety risk from large volumes of lorries;
- There are also concerns about potential speed of cyclists and scooters adjacent to pedestrians;

Alternative Routes

- There are alternative routes which would have less impact. A route running further due west would make good use of lands which are currently subject to anti-social behaviour;

Residential Amenity

- The rear gardens of houses No.'s 1-12 Clover Meadows will both be visible from and also overlook the road which will detract from their residential amenity;
- If additional housing is built as result of the proposed road, it would result in a further loss of residential amenity currently enjoyed by residents of the Clover Meadows estate;
- Significant noise, vibration, and disturbance resultant from upto 40 tonne HGV trucks accessing the large businesses in Abbeylands via the road;

Noise, Vibration, Disturbances and Odour

- Heavy traffic through Clover Meadows will generate an unsafe environment for all with noise, vibration and dust causing significant differences;
- Significant pollution potential from HGVs travelling through the residential estate to the meat processing plant;
- Significant increases in traffic volumes including HGVs would result in a degradation of air quality;
- Vibration related to construction work would potentially cause damage to existing residences in Clover Meadows;

Depreciation in property values

- The proposed development would reduce property values in Clover Meadows estate;

Anti-Social Behaviour

- The proposed parking for the greenway may generate anti-social behaviour during the hours of darkness;
- Security risks resultant of lands to the rear being opened up. Would anticipate that walls fencing would be at least provided to protect existing residences;
- Concerns regarding anti social behaviour at trailhead car park;
- No information provided how the road and car park will be policed;

Environmental Impacts

- Environmental impacts resultant as there are a large number of wild animals and habitats in the area the road is being proposed to cut through such as foxes, rabbits, frogs in swamp areas in addition to native birds some of which do not migrate;

Pests

- Potential rise in pests/rodent population due to displacement both during and following construction;

Liaison Person

- Local authority should have liaison person in place in event access road is given the go ahead;

Colm Ryder on behalf of the National Cycling Campaign:

- Question the need for the access road. Justification/need for the project is based on the 2017 Local Area Plan. This is a particularly pertinent question in context of climate change/challenges;
- The encouragement of major traffic levels on a new through road in this area should not be approved, and this will lead to an increase in ancillary traffic on adjoining often poor-quality roads;
- No analysis of future traffic patterns provided, despite obvious effects on nearby local roads;
- Safety concerns regarding the proposed greenway carpark;

- Lack of safe access to greenway by bike from either the R711 or the Abbey Road;
- Recommend review of the LAP, and the consideration and analysis of a further option of 2 separate cul de sac roadways from either end (R711 and Abbey Road) to either side of the new greenway route;
- Not convinced that this location is appropriate for this proposed greenway car park, or indeed that a car park of this size is warranted. The final greenway from Waterford City to New Ross will be accessible from the city centre itself. Recommend removal of the car park;
- The proposal to provide high quality walking and cycling infrastructure on this short isolated 940 metre stretch of roadway is at odds with the lack of existing cycle infrastructure on the surrounding road network;
- The proposal in this plan to site a single bus stop location (to both side) at a 'visitor' car park location does not give appropriate priority to a possible future bus network serving the future population of the areas;
- Proposed design standards for the 940 metre stretch of new roadway are of the highest quality, however do not take into account the receiving infrastructure environment at both ends;
- Proposed scheme cannot work in isolation to necessary major improvements for active travel infrastructure to existing roads;

Waterford Bicycle Users Group

- Absence of data modelling for the transport currently in this region;
- Lack of modelling for transport mode shifts projected for the next decade, based on population growth and opening of the Greenway expected in 2025)
- Needed to examine how best to sustainably develop infrastructure in this area;
- Question need for the new road when a non-vehicular route would enhance mobility of those living nearby
- Need for the proposed greenway car park
- Lack of safe access to roadway by bike from either the R711 or the Abbey Road?
- Draft BusConnects routes did not include a route here.
- Absence of visualisations (images) for the proposed scheme;
- Cross sections provided, without indication from drawings where they relate to?
- The road itself, and car park will remove space from nature;
- In terms of climate action and biodiversity protection, the project is ill conceived.
- Evidence of direct community engagement not seen in supporting documentation;

Referrals:

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

External:

Department of Housing, Local Government and Heritage

Summary:

- Proposed development site is within the zone of notification for the recorded monument RMP No. KK046-035- Concentric enclosure
- Noted that the proposed development is relatively large in scale (approximately 940 metres long and approximately 18 metres – 25 metres wide). Possible that hitherto previously unknown archaeological features/deposits may be disturbed during the course of groundworks required for the proposed development.
- Number of previous archaeological investigations have been carried out within or near to the route of the proposed access road. 8 no. fulachtaí fiadh were confirmed in Rathculliheen and Abbeylands townlands during geophysical survey and archaeological testing under Licences 03R0042 and 03E0681 respectively. Several possible pits and postholes and small areas of burning were also recorded. None of these archaeological sites are specifically within the route of the proposed access road, however they are indicative of the high potential for subsurface archaeological features and/or deposits;

Recommendations:

- Engage suitably qualified archaeologist (licensed under the National Monuments Acts) to carry out and submit an Archaeological Impact Assessment (including Geophysical Survey and Archaeological Test Excavation) to take place in advance of any site preparation works or groundworks including site clearance and topsoil stripping
- Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service of the Department, shall be complied with by the developer

Transport Infrastructure Ireland

- No specific observations to make

Uisce Eireann

- No objection, subject compliance with requirements.

South East Greenway Project Team Summary

- Very supportive of this proposal and view this, greenway and trailhead carpark as key pieces of infrastructure required to deliver sustainable development and promote economic growth arising out of the delivery of the greenway
- Trailhead carpark falls under the category of Level of Service - Level 1 and should be considered a Major Trailhead as prescribed in the DoT “Greenways and Cycle Routes Ancillary Infrastructure Guidelines”. On foot of this, greater consideration should be given to the said Guidelines in terms of the design layout and functionality.

Recommendations

- The following should be given further consideration:
 - Vehicular parking provision requirements;
 - Bike parking provision for various bike sizes and types;
 - E-bike Charging facilities;
 - Bike parking shelter provision;
 - Bike parking hierarchy within the site;
 - Provision of natural amenity rest and public open spaces for trailhead users;
 - Better connectivity and desire-line delineation within the trailhead carpark for pedestrians and cyclists;
 - Access to drinking water to refill drinking bottles etc.;
 - Limiting access controls.

Internal:

Parks Section:

- Very supportive of both the South-North Access Road and South East Greenway Trailhead carpark as key pieces of infrastructure;
- Further noted that where South-North link road transverses Greenway, overbridge will have to be constructed. Requested that consideration be given at detail design stage and during formulation of construction methodology of any and all instructions to minimise disruption to greenway users;
- Greenway trailhead carpark would benefit from additional soft landscaping and planting;

Environment:

- 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 – Proposed development site is within the zone of notification for the recorded monument RMP No. KK046-035 (to the south of the site);

A possible concentric enclosure (overall diam. c. 90m) visible as a cropmark on aerial photographs (ASIAP (1) 23-27 and 29, August 1996). There is a gap of c. 20-30m between the inner (diam. c. 50m) and outer enclosure.

As per Referral's the Department of Housing, Local Government and Heritage have made a number of recommendations which can form conditions in event of grant;

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 not** within the buffer area for this scheme

Proximity to Natura 2000 sites

There are 3 no. SACs within 15km of the proposed development, the closest being the Lower River Suir SAC (0.78km south).

There are 3 no. SPAs within 15km of the site, the closest being the Tramore Back Strand SPA (10.2km south).

There are 18 no. Natural Heritage Areas (NHAs) within 15km of the site. There are eighteen proposed Natural Heritage Areas (pNHAs) within 15km of the site, the nearest being the King's Channel pNHA located 1km south of the site.

EPA Surface Water Features

There are no EPA-designated surface water features within the site boundary. The route does not directly interact with any EPA designated surface pond features. There is an undesignated pond approximately 20m west of the proposed road. The nearest EPA-designated surface water feature is the Ferrybank Stream (Luffany_010 - IE_SE_16L680750), which is located c.260m east of the site. The Ferrybank Stream flows in a southerly direction and discharges to the River Suir (IE_SE_100_0500) approximately 830m downstream of the closest point of the site.

Screening for Appropriate Assessment

A report for the purposes of Appropriate Assessment Screening was prepared by O'Connor Sutton Cronin and Associates in respect of the construction and operation of the South North Access Route and associated works including parking area 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 Lower River Suir is located c.0.78km south of the site. The Ferrybank Stream tributary is located 0.26km to the east.

There is no direct hydrological link. The Ferrybank stream creates an indirect hydrological connection to the Lower River Suir SAC (0.83km downstream) and the King's Channel pNHA (1.2km downstream). This stream is located approximately 0.26km from the site at its nearest point (Figure 4.10). Due to the lack of hydrological connection between the nearest proposed work area and these designated sites, the risk of impact on the sites works is predicted to be unlikely and imperceptible.

Furthermore, there is no physical connectivity in the form of hedgerows, treelines, or woodlands between the area of the proposed works and any of the designated sites.

The report concluded that there are no predicted significant effects on any European sites (in particular the Lower Suir SAC, c.0.78km from the site), given that there are no predicted emissions/discharges during construction or operational phases that would result in significant effects.

Consequently a Stage Two Appropriate Assessment (Natura Impact Statement) is not required for this project.

Environmental Impact Assessment (EIA)

The project has been screened in accordance with Section 3.2 of the 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, and Planning and Development Regulations (2001)

as amended, including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

A report for the purposes of Environmental Impact Assessment (EIA) Screening was prepared by O'Connor Sutton Cronin and Associates. This contained the EIA Screening process, the location and context, receiving environment, the characteristics of the proposed development, type and characteristics of potential impacts (impacts on nearby designated sites imperceptible), cumulative impacts (unlikely and not significant) and verification.

The EIA Screening determines that there is no real likelihood of significant effects due to (indirect hydrological link, the significant separation between the project and the Lower River Suir SAC and in the absence of mitigation measures, impact to this and other European sites within the Zone Of Influence (ZOI) considered unlikely and negligible. It is therefore been satisfactorily concluded that an Environmental Impact Assessment Report (EIAR) is not required.

Due to the distance to the nearest SAC and pNHA, in-combination effects with these and other existing land uses in the vicinity of the site are considered unlikely and not significant.

Ecology

Potential concerns arising from the works include the temporary disturbance of species (tree line east of pond feature has potential to house bats, but appropriate mitigation can offset impact), the facilitation of the spread of invasive species within the site and negative impacts on the local fauna populations.

It is considered that the implementation of detailed design and construction stage mitigation strategies will allow for avoidance or reduction impacts to negligible levels in the short term.

Archaeology

Archaeological Desktop Assessment prepared by Shanarc Archaeology Ltd. This contains Assessment Methodology, Receiving Environment, Impact Statement and Mitigation Recommendations.

As per 'Referrals', the Department of Housing, Local Government and Heritage has responded identifying the proposed development site in the zone of notification for recorded monument (RMP) (KK046-035), a concentric enclosure. It is noted that the proposed development is relatively large in scale (approximately 940 metres long and 18 metres – 25 metres wide), it is therefore possible that previously unknown archaeological features/deposits may be disturbed during the course of groundworks required. The Department have subsequently recommended a number of stipulations. These can be attached in the event of approval.

Assessment:

Land take:

Stated that there are 3 no. overall landowners including Kilkenny County Council. There are 2 no. other private landowners (FHP on behalf of & Whitebox Ltd. and who are directly affected by the proposed works and whose landholding will be impacted by same. Stated that lands will be subject to a separate Compulsory Purchase Order process subsequent to the planning process. The proposed land take required is considered to be appropriate for the project.

Option Selection

Option Selection Report submitted with application. It is noted that a broad area was audited between the Fiodh Mor housing estate to the west of the proposed South North Access Road, and, the L3413 local road to the east. There were 6 no. routes proposed for which the chosen 'Red' route was selected. It is noted that objectors/local residents at Clover Meadows have raised the idea of forming an alternative route due west of Belmont Roundabout on the R711 (existing drop kerb and narrow access immediately east of the Maxol Service Station) or a spur off the L7584 which would effectively bypass Clover Meadows Housing Estate. It is considered that this would involve the design and formation of an entirely different route and would not represent an efficient use of existing infrastructure.

Surveys

A number of junction surveys were commissioned in order to obtain the base traffic numbers. ANPR (Automatic Number Plate Recognition) surveys were also conducted as identified points to determine the potential redistribution of traffic upon completion of the access road. The analysis considers the full buildout of all zoned lands in the area which are likely to use the access road in future. The TRICS (Trip Related Information Computer System) database was used to obtain a trip generation rate for the zoned lands using sites with similar characteristics in terms of public transport access and likely parking rates. These trips were then distributed on the proposed road network using a Vissim micro-simulation model.

The following conclusions can be drawn from this:

- The access road will have sufficient link capacity to accommodate the estimated trips at present and also into the future with a high amount of reserve capacity available;
- Based on the functionality and demand at the two main junctions located along the access road, it is proposed that both junctions should operate by means of traffic signal control.

Principle

The proposal is generally supported through various policies and objectives outlined in the Waterford Metropolitan Area Spatial Plan Section 4, Waterford Metropolitan Area Transport Strategy Section 2.4.17, the Kilkenny City and County Development Plan in particular Sections 4.3.2.1, 12.6, Objective 12S and the Ferrybank Belview Local Area Plan in particular Section 10.7.3 and Objective 10F.

The statutory objective underpinning the Council's delivery of the new road scheme is provided for in the Ferrybank Belview Local Area Plan 2017, which is also restated in the Kilkenny City and County Development Plan 2021-2027

Furthermore, it is also considered that the proposed South North Access Road would open up lands zoned Residential (R3) and Strategic Reserve for which would allow them to be serviced thereby enabling the future development. This is in the context of the future development of the Ferrybank area/northern area of Waterford City to facilitate a more balanced concentric development of the city. Given the quantum of zoned lands which would resultantly be connected to Waterford City Centre and associated services including the transport hub 2.5km away may enable more efficient

use of zoned lands. This is also in the context of ongoing development at the Transport Hub and the North Quays.

Moreover, the proposed South North Access Road would facilitate a connection to the South East Greenway and subsequent active travel, and, also provide a better safer link to the R711 arterial link to Waterford to the west and the N29 and Belview Port to the east.

Overall, the proposed route and road considered to maximise the development potential of the adjacent zoned lands and the delivery of a link is in line with policy objectives from regional, to county to local level.

The proposed access road is considered to be acceptable in principle. Having regard to the proposed development and submissions received the relevant issues are assessed under the subheadings below

Layout and Design

In terms of width, alignment, junctions, crossings, provision of pedestrian and cycle links, streetlighting, crossings, linkages to existing routes and streetlighting the road complies with both the Design Manual for Urban Roads and Streets (DMURS) and associated principles, and, Traffic Signs Manual (TSM). The proposed layout and design is considered appropriate.

Provision of Bridge over South Eastern Greenway:

It is noted that the provision of a bridge over the greenway is being provided as part of the works. This bridge has been designed in accordance with the of TII Design Manual for Roads and Bridges.

As per the consultation response, the South East Greenway are very supportive of this proposal and also the trailhead car park and views these as essential pieces of infrastructure to deliver sustainable development.

It is also noted that construction works to create the proposed overpass should not be disruptive to the operation and functionality of the greenway for which is itself a vital piece of sustainable infrastructure.

Trailhead to South East Greenway

The South East Greenway is partially complete with sections of the route still under construction.

It is proposed to provide a trailhead with 172 no. car parking spaces including 10 no. disabled bays, 2 no. coach parking spaces, and, 20 no. cycle spaces to the east of the access road and south of the greenway with ramped access onto the greenway. Landscaping arrangements to centre of site and perimeter. A 1549sq.m surface are detention pond is proposed to the east of the trailhead car park and to the south of greenway.

As per 'Referrals', 'Parks' section have noted that the trailhead would benefit a number of alterations. I concur with this assessment and such enhancements will be provided.

The provision of 172 no. spaces is considered appropriate in the context of having a substantial quantum of patrons access the greenway at this location as opposed to having to travel further in towards the City Centre/North Quays. Swept path analysis has been provided for car and coach turning, circulation and parking for which is considered acceptable.

As per consultation with the South East Greenway, they have stated that the trailhead carpark falls under the category of Level of Service - Level 1 and thus should be considered a Major Trailhead as prescribed in the DoT “Greenways and Cycle Routes Ancillary Infrastructure Guidelines”. They have stated that on foot of this, greater consideration should be given to the said Guidelines in terms of the design layout and functionality this including vehicular parking provision requirements; bike parking, shelter and e-bike charging in addition to provision for greater natural amenity area.

Consultation was held with the Greenway team with regard to the provision of facilities which include provision of toilet and café facilities at trailhead with water and wastewater services to same, provision of onsite cycle parking, provision of 2 no. bus bays, allowance for 20% EV charging spaces, allowance for 5% accessible spaces, public light. These will be provided.

With regard to issues raised in relation to the generation of antisocial behaviour, firstly, the access road and car park will be lit with suitable public lighting, and, secondly a detailed security plan will be provided for approval of the council prior to works commencing onsite with particular reference to the trailhead.

Road Safety:

Stage 2 Road Safety Audit and Response supplied by Traffico. It is noted that the R711 road from the Slieverue Roundabout is subject to significant levels of traffic with the only access to the L3412 Abbey Road at present either via the existing R711/LP3412 Junction at Our Lady of Good Counsel, Ferrybank which is a distance of c.3.2km and also subject to significant levels of traffic particularly at peak times, or, via the L3413 local road through the rural townlands of Peafield and Larkfield for which further exacerbates traffic levels and road safety issues to residents on a narrow one lane road.

While it is acknowledged that the proposed access road would increase traffic levels at both Clover Meadows estate, and, also the Abbeygate Estate at Ross Abbey District Centre, there are traffic calming measures which can be introduced..

Furthermore, from studies of both the Waterford Metropolitan Area Spatial Plan and the previous iteration of the Ferrybank Belview Local Area Plan(Section 2.1 Effective Transport and Movement), the delivery of the South – North Access Road has been a long-term objective to release zoned land and allow the sustainable growth and development of the northern area of Waterford City thereby relieving existing pressure on the current road network, especially in light of development pressures in the Ferrybank area.

Junction Arrangements

Signal Junctions

It has been considered as part of the roads design that both signalled junctions should operate by means of traffic signal control. It has also been demonstrated that both junctions will function effectively with minimal queue lengths and delays during normal hours and acceptable queue lengths and delays during peak hours this including in the event of build out of zoned lands. These junctions will also have dedicated crossing arrangements for both pedestrians and cyclists included.

Table Top Junctions

Table top junctions are to be provided on entry to both Clover Meadows, and, Abbeygate.

Pedestrian Crossing

A pedestrian zebra crossing has been provided at the proposed South Eastern Greenway trailhead car park to allow pedestrians and cyclists safely cross the road, thereby assisting to ensure the safety of pedestrians and cyclists.

Provision for Bus Stops

Layby bus stop designed for 10.7m long bus. The shelter will offer protection from poor weather, with lighting for security, seating will be provided in addition to Real Time Passenger Information (RTPI).

The provision for bus stops to either side of the road at the trailhead linking to the South East Greenway is a welcome development supporting sustainable transport. Furthermore it is noted that the location of the bus stops is approximately half way along the access road near proposed pedestrian crossings thereby ensuring that any future prospective residents along the access road will not have to walk a significant distance to access public transport.

It is noted that the other nearest bus stops to the L3412 at the Ross Abbey District Centre, and, west of Walsh's Maxol Service Station on the R711 Belmont Road.

Walking and Cycling

The proposal will provide dedicated pedestrian and cycle lanes benefitting from public lighting running for the full duration and thus provide active travel desire lines where pedestrians and cyclists would be able to better and more quickly access Ferrybank from Abbeylands and visa versa without having to travel all the way along the L3412 Abbey Road and then onto the R711 which a very significant proportion of does not benefit from cycle lane infrastructure with intermittent pedestrian footpaths along the L3412 Abbey Road. The proposal will also provide link pedestrian and cycle facilities to both Clover Meadows and Abbeygate estates.

In addition the proposed pedestrian and cycle lane facilities will offer access to residents of Ferrybank and Abbeylands to the South East Greenway.

Overall the proposed Part 8 will support walking and cycling initiatives and encourage increased physical activity and associated health benefits particularly with the link to the South East Greenway.

Vulnerable Road Users

Vulnerable Road users are catered for by way of dedicated pedestrian footpaths, drop kerbs to and tactile paving at crossings to either side, ramps to the trailhead to access the greenway, disabled parking at the greenway.

Drainage

- Surface water drains located to public road and also adjacent to public footpath;
- Permeable paving, petrol interceptors used in proposed car park. Storm outfall proposed along the greenway east;
- Attenuation basin with hydrobrake to the east is proposed to the eastern side of proposed road and proposed trail head car park;
- The proposed road will cross over an existing drainage ditch in one location. Existing overland flows which the proposed road crosses and may block, will be intercepted and discharged to a suitable outfall. The crossing will be designed to cause minimal interference with the existing drainage regime;
- The proposal was designed in accordance with the Greater Dublin Sustainable Drainage Scheme (GDSDS) with SuDS elements incorporated into the scheme designed in accordance with The SuDS Manual due to sensitivity of proximate watercourse (River Suir with tributary drains and contributing drainage ditches (maximise natural treatment of surface water);
- The drainage of the proposed road will be designed such that surface water drainage and sub-grade drainage will be provided for the new road corridors. This discharge will be directed to an existing watercourse and will outfall at a rate not exceeding the greenfield runoff rate;
- Rate of discharge from attenuating ponds provided will be controlled by means of a flow restricting device at the outfall. The quality of discharge will be restricted to that of the natural catchment runoff and remainder of the flow will be attenuated upstream of the flow control device;
- Cut-off swales have been provided on the uphill side of roads to direct field runoff back to natural pre-existing ditches. Where this is not possible swales direct surface water to the drainage network and onto the attenuation ponds. 2 no. grass verges on either side of the road corridor aid filtering out particulate matter. Filtration is carried out by use of permeable paving;
- Attenuation ponds have been designed to maximise opportunity for natural infiltration of minor storm events while allowing settlement of particulate matter during larger events.
- Flow control devices at outfalls will restrain outfall to greenfield runoff rate;
- The operational phase of the proposed project will contribute intermittent additional surface water to the Ferrybank Stream and the River Suir due to rainfall events, however it is unlikely to cause a significant impact on the Lower River Suir SAC due to the nature of the works and distance downstream;
- During the operational phase, surface water from the site will be treated before discharge by attenuation and oil separation to ensure that the water quality of the receiving watercourse is not adversely impacted. The rate of discharge will be discharged at an allowable rate equal to or lesser than the green field discharge rate (estimated Q_{bar} rate is 6.7l/s) from the development into the nearest stream.

Flood Risk

The site is not within a flood risk zone as identified by CFRAM flood risk maps. A low probability area is identified circa 1.3km south west of the subject lands, hence is significantly distant from.

Water and Wastewater

There is water/wastewater mains proposed to facilitate the trailhead

Existing Uisce Eireann 150mm and 200mm water mains present in Abbeygate.
Existing 200mm watermains present in Clover Meadows.
Existing wastewater gravity in Clover Meadow

Lighting

The lighting design comprises of light fittings to be fitted with low intensity, horizontal cut-off LED light fittings employing a narrow directional light or cowled light avoiding light spill to residential or biodiversity areas. In particular there will be no light spill onto the pond area c.20m west. The lighting includes dimming the 4m poles by 30% post curfew hours. The lighting is designed to comply with the Kilkenny Lighting Design Specification.

Pond feature to southern side of Greenway/Western side of Road

On the southern side of the Greenway, a pond feature has developed over the past 10-15 years. This is located in a low-lying area and was discovered to have been supplemented by leakage of drinking water from failed watermain infrastructure. The leak has been addressed, the pond has shrunk but not been eliminated and surface water naturally gravitates towards this lower-lying area from the areas surrounding. The pond has become a quasi-habitat and as per the initial ecological assessment, is considered to be of environmental value. The proposed route avoids this local feature.

Visual Amenity

The site is largely hidden from the surrounding areas due to a combination of topography and existing development. The north section of the route travels through lands that would be classed of low landscape value (unmaintained, passive) with the south section travelling through lands with a medium landscape value (agricultural/passive).

Residential Amenity

General

Although there may be some loss of residential amenity to the existing situation to the L7584 at Clover Avenue, given its access off the Belmont Roundabout and it's width at 6.5m that the south north access road will continue on, the intention of the L7584 was never to be truncated into a cul-de-sac on a long term basis. It's temporary truncation as result of the economic crash.

The width of the Abbeygate access road is approximately 6.5m hence it's width is adequate to form an access road.

With the provision of a raised crossing on entry to the Lawn Clover Meadows and same to Abbeygate, and, fencing in lieu of an existing guardrail to the public open space at Clover Meadows, both residential areas at connection points will be made more secure, adequately separated from traffic.

Overlooking/Privacy

It is not considered that the L7584 becoming an access road instead of a cul-de-sac will lead to increased overlooking into No.'s 1-12 The Mews. The distance from the

road to rear openings of No's 1-12 remains the same, and was considered adequate as part of parent consent.

Natural Surveillance

It is noted from observations received that the existing undeveloped lands particularly directly west of Clover Meadows may be subject to occasional antisocial behaviour. The provision of a fully lit road which may be subject to the future residential development may help to reduce the risk of antisocial behaviour to these lands, and, also allow for their future development which would mean that they would no longer be isolated.

Noise and Disturbance

There will be a temporary increase in noise during the proposed works which are expected to last between 12 and 15 months. Notwithstanding noise levels are not expected to exceed levels typical of construction works and will be short-term in duration. There will be a moderate increase in local traffic during the construction activities, i.e., bringing supplies to the site and removal of material.

Additional noise is anticipated to occur during operation however a 25mm surface mastic asphalt surface will assist to reduce noise from tyres. It is noted that residents at Clover Meadows have raised increased noise in observations, however it is noted that there is existing noise levels there from vehicles travelling to this estate including both decelerating and turning. The noise experienced by the proposed access road will not including decelerating at this location, however will be more frequent.

Vibration

Concerns have been raised in observations received regarding damage to nearby properties resultant of vibration. As per Construction and Environmental Management Plan, a range of measures will be applied for the protection of the receiving environment during construction for which it is not envisaged that damage to nearby properties will occur. There will be a liaison officer should local residents/affected persons require to engage during construction works.

Dust

Some dust will likely be generated during the works; however, this nuisance will be managed in line with best practices. There will be no pollution or nuisance following the completion of the works other than noise related to the use of the new roadway and car park.

As per Construction and Environmental Management Plan, a range of measures will be implemented for the control of dust during construction including the appointment of a liaison person, monitoring of weather patterns, careful storage, watering of construction work, water of stockpiles. In addition should dust become problematic during construction, local residents/affected persons may contact the Council's Environment Section.

Odour

As per Construction and Environmental Management Plan, a range of measures will be implemented for the control of odour during construction including the appointment of a liaison person. In addition should odour become problematic during construction, local residents/affected persons may contact the Council's Environment Section.

With regard to potential loads travelling to large industrial units in Abbeylands, Christendom, it is the responsibility of the contractor/organisation to ensure that loads are adequately sealed and covered.

Again should odours become problematic, local residents/affected persons may contact the Council's Environment Section.

Fencing

Fencing is to be provided to the existing greenspace at Clover Meadows thereby segregating and protecting an existing play area from what is envisaged to be a link/distributor road.

Invasive Species

It has been noted on the on-site walkover that some invasive species have been observed in proximity to the scheme. Provisions are contained in O'Connor Sutton Cronin supporting documentation and will be applied in line with best practice.

Pests

With regard to a potential rise in pests/rodent population due to displacement both during and post construction, suitable controls will be put in place during construction.

Should this become a serious issue post construction, local residents/affected persons may contact the Council's Environment Section

Construction

It is acknowledged that there will be a level of disruption during the construction phase particularly to both residences at Abbeygate and Clover Meadows, however this is for an anticipated temporary period of 12-15 months.

A Construction Environment Management Plan prepared by O'Connor Sutton Cronin has been submitted with the proposal which satisfactorily addresses construction impacts including site establishment (phasing, programme, access and operations, tree protections, archaeology), construction traffic (routing, volumes, parking, traffic mitigation measures), waste streams (storage, segregation and disposal) and treatment, environmental management (site investigation, pollution prevention, noise, vibration and dust control, liaisons), working hours (07:00 – 19:00 Monday to Friday and from 08:00 – 14:00 on Saturday), environmental mitigation measures (pre-construction, construction, safeguarding measures for bats).

Waste Management

Any waste generated during the construction will be reused on-site where possible, e.g., topsoil generated will be reused to provide landscaping and excavated material will be reused for backfill where this material meets acceptable construction criteria. However, if offsite disposal is required for any material, it shall be managed in accordance with all relevant waste management legislation.

Conclusion and Recommendation

The Planning Authority considers that the design and layout of the proposed access road is acceptable with provisions to amend certain aspects such as traffic calming measures on entry to Abbeygate and Clover Meadows, provision of surveillance at

trailhead and construction management measures. The proposed access road thus 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 the north south access road linking the L3412 at Abbeylands ,and, the R711 at Belmont and the proposed modifications following public consultations be approved by the council.

The recommendations as per the reports of the Department of Housing, Local Government and Heritage, Transport Infrastructure Ireland, Uisce Eireann and the Parks Section shall be followed.



Date: 10/122024

**Niall Sheehan,
Executive Planner.**



10/12/'24

**Nicolaas Louw
Senior Executive Planner.**



10/12/'24

**Denis Malone,
Senior Planner.**

Appendix 3

SUBMISSIONS RECEIVED AND RESPONSE TO SAME

Submissions

From	Submission	Response
<p>Damien Donoghue</p>	<p>I am emailing you on behalf of some very concerned residents in Clover Meadows. They are very concerned with the plans for the south-north access road ferrybank.</p> <p>The residents have had no contact from the council in relation to this. I have explained that the council may not have a contact on their system due to no residents committee. I am in the process of helping them to form one. I think it is important that the housing estate and council meet as soon as possible and show them the plans. I can help to arrange this. They are concerned about</p> <ul style="list-style-type: none"> • The volume of traffic. • The estate is wide open and kids could go onto the road. • No ramps. • Houses from 1-12, their back garden is looking at the area where this development is happening. Bad condition and unsafe fence there at the moment. <p>This is to name a few. Their understanding was that it was going to be a walkway into the greenway with no traffic.</p> <p>My understanding and please correct me if I am wrong, it is a link road from Abbey rd to Belmont Rd. This also will lead into the greenway car park and access to the greenway.</p>	<p>The proposed scheme is an objective of the 2017 Local Area Plan and Current County Development Plan. There was an initial public consultation which was carried out as part of the Route Options Selection process.</p> <p>The Part 8 process allows interested parties to make submissions or objections to a scheme which are taken into account for the scheme.</p> <p>There will be ongoing contact with residents during the detailed design and construction phases to address resident's concerns.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>The road has been designed to passively encourage reduced speeds and cater for low speeds and design speeds of 50kph. This includes extensive horizontal deflection, 2 no. signalised junctions and raised pedestrian crossing facilities which all provide a traffic calming effect.</p>

		<p>The speeds can be monitored and additional measures can be proposed along the existing access road to Clover Meadows should the need arise.</p> <p>The houses in question back on to private lands which are not subject to development as part of this project. Any development of these lands will be subject to future and separate planning applications by a private developer.</p>
<p>Erika Nagy</p>	<p>I'm writing to you regarding to route access that is planned Greenway carpark from Ferrybank Clover Meadows to Mr. Price shop from the Aldi roundabout.</p> <p>The Clover Meadows residential community is delighted to have a greenway nearby. However, the residential community concerned about their quiet and smoke-free home. Furthermore, planning heavy traffic through this area (as road option) will generate an unsafe environment, resonances, damage to houses and people's lives and kids.</p> <p>My name is Erika Nagy and live under this address since 10 years with my family. At that time the road was assigned for "cul de sac" say no access trough at this point for heavy traffic and won't be change due to green plants and clean residential area for residences and their families.</p> <p>The route option for connecting the above two points will affect to my house, my life, my health and my kids lives at 1 The Lawn, Clover Meadows Ferrybank, Waterford, Co. Waterford. Due to Traffic circumstances the leaving area wont be safe anymore, in addition, the temporary traffic will bring more danger to this area.</p> <p>My house is only a few metres away from the planned route and it is very noisy, even someone walkink beside my fence we can hear it. Tha possible route would greatly affect us in relation to the creating a new road. I wish for it to be noted that other routes be considered as an alternative road, which are farther from our residential area. There is an</p>	<p>The proposed scheme is an objective of the 2017 Local Area Plan and Current County Development Plan. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p> <p>The proposed scheme is not intended as an access route for Heavy Vehicles. The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road and with minimal potential for diversion of existing HGV traffic.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p>

	<p>alternative road beside Clover Meadows Estate and Maxol fuel station on the R711 route that could avoid all the inconveniences with road connections.</p> <p>Our concern was reported at one of the sessions when we were meeting in person before Covid restriction, but our residential area has no representative to be present as a member and stand up for our community.</p>	
Tom Mullaly	<p>I am currently very concerned with the both the access road proposal and the greenway car park being so close also.</p> <p>We currently have a very good estate which is secure and has had no real issues in the area over the past number of years.</p> <p>I believe the proposed new access road will now provide greater access to the field area at the back of my garden, which in turn will cause potential for person's to gain access and possibly cause damage to my property. I pay my property taxes each year on time and have invested quite an amount in my property and do not want this to happen. Should the road go ahead I will expect that secure fencing is placed along the back of my garden and that of my neighbours to prevent access to my premises. With regards to the road itself, I believe it is insane to have it so close to the entrance to the estate, especially at the lower entrance where the roadway will be extended. The first few houses at the entrance to that part of the estate all have young children and can currently be found out playing in the evenings as the area is currently quiet and secure. This roadway will create an immediate threat to their safety and the general access to and from the estate will no longer be as secure. I had previously sent through (in email below) what I felt could potentially work as I do feel the access road should benefit the whole area. As it currently stands, however, I don't believe alot of</p>	<p>The houses in question back on to private lands which are not subject to development as part of this proposed scheme. Any development of these lands will be subject to future and separate planning applications by a private developer and issues regarding boundary treatments would form part of the planning process for those applications.</p> <p>There was an initial public consultation which was carried out as part of the Route Options Selection process. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p>

	<p>consideration has been given to the Clovermeadows area / residents and the security of same. Should the security of my home be compromised in any way as a result of this action, I will have to see redress from the council. This is not something I want to ever have to do.</p> <p>I want to emphasise, I believe the access road should be a good thing but I don't believe it can be a good thing if the potential for unruly and security risks follow suit with it. I hope you consult / engage with the residents in our estate, especially those at the lower end of the estate who will be most impacted by this.</p>	
<p>Transport Infrastructure Ireland</p>	<p>I wish to acknowledge receipt of your correspondence of 17 September 2024, regarding the above and advise that Transport Infrastructure Ireland has no specific observations to make.</p>	<p>Noted</p>
<p>Pawel Skoczowski</p>	<p>I am writing to formally express my concerns and opposition to the proposed new road construction Road link between existing Belmont Road Roundabout the Belmont Road r711 to the existing Abbygate Roundabout on The Abby Road Lp3412. While I understand the importance of infrastructure development and the need for improved transportation routes, I believe the current proposal will have significant negative impacts on our community, the environment,.</p> <p>The construction of this road may lead to a decline in the quality of life for residents. Increased traffic in residential areas will bring noise, air pollution, and safety risks, particularly for pedestrians and cyclists. Furthermore, the presence of heavy machinery during construction may disrupt daily life for a prolonged period, making the neighborhood less livable for many.</p> <p>In light of these concerns, I would like to propose alternative solution that could address transportation needs while minimizing negative impacts. One option could be to invest for road behind the fence</p>	<p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent any issue with respect to structural stability of nearby residences. Similarly, this is also not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>The design also proposes improved pedestrian and cycle measures at the Clover Meadows entrances as well as new, fully segregated infrastructure along the new road sections which will enhance accessibility and safety for pedestrians and cyclists. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction</p> <p>The concerns raised with regard to the construction stage can be addressed as</p>

	<p>opposite existing road there is already emergency road closer to petrol station nearby</p> <p>.</p> <p>I urge you and your department to reconsider the current proposal and explore these alternatives, which I believe would better serve the needs of both the community and the environment. I would be happy to participate in further discussions or meetings to contribute to a more sustainable solution.</p>	<p>part of the Construction Environmental Management Plan. A plan has been prepared for the proposed scheme which can be further developed by the appointed Contractor. This would include measures to ensure safety and accessibility for Clover Meadows residents is maintained. The construction period will be temporary in nature.</p> <p>Public consultation took place at Route Options Selection stage which considered alternative routes. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p>
<p>Louise O'Flynn</p>	<p>Having looked at the proposal of the plans for the new roadway from Abbylands/Abbeygate shopping centre to the Belmont Road via the Clovermeadows housing estate. As a concerned resident of the Clovermeadows estate I am strongly opposed to this due to not only the impact on the Houses in the estate but the safety of the residence and children that also live here.</p> <p>The main part of this is driven from the impact of increased traffic. Particular HGV trucks accessing the large businesses via the road. The biggest concern would be the ones carrying offal and other substances I would consider as a bio hazard.</p> <p>There is also the environmental impact as there are a number of wild animals and habitats in the area the road is being proposed to cut through such as Foxes, rabbits and a number of lizards and frogs in the swamp areas not to mention the native birds some of which do not migrate.</p>	<p>The proposed scheme is not intended as an access route for Heavy Vehicles. The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road and with minimal potential for diversion of existing HGV traffic.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p> <p>A series of comprehensive environmental assessments have taken place to support the design development and ensure appropriate measures have been incorporated. This included an Ecological Impact Assessment which looked at the existing brown field site and items</p>

		<p>such as existing habitats and species present were taken into account. Further information is provided in the report including the proposed mitigation measures.</p> <p>A Construction Environmental Development Plan has also been prepared which will be further developed as part of the proposed scheme by the appointed Contractor to ensure appropriate measures are taken to protect the local environment.</p>
Dzintars Zabarovskis	<p>We are respectfully requesting a reconsideration of the decision to construct a public road in our residential neighborhood. This proposed development raises serious concerns regarding the safety, peace, and quality of life for the families living in the area.</p> <p>We believe that there may be alternative solutions that could meet infrastructure needs without compromising the well-being of the community. We kindly urge you to review the impact of this project and explore other options that align more closely with the interests of the residents.</p>	<p>There was an initial public consultation which was carried out as part of the Route Options Selection process. The existing Clover Meadows access road is a public road denoted as the L-7584 and was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each estate entrances.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p>
Kilkenny County Council Capital Delivery Office & Parks Department	<p>The Capital Delivery Office & Parks Department are very supportive of this proposal and view both the South - North Access Road and South East Greenway (Greenway) Trailhead carpark as key pieces of infrastructure required to deliver sustainable development within the Ferrybank area into the future.</p> <p>Please find hereunder two observations to be considered with respect to the said proposal:-</p> <p>It is noted that the section of</p>	<p>The design of the proposed bridge is such that it can be constructed with minimal disruption to the Greenway operation. This will remain to be a key consideration at detailed design stage</p> <p>The design of the car park layout can be amended to provide additional soft landscaping areas through agreement with the Parks Department.</p>

	<p>Greenway, from Ferrybank to Curraghmore, will be opened to the public in early 2025. It is further noted that where the South-North Link Road transverses the Greenway an overbridge will have to be constructed to accommodate same and that works to construct the ramp access from the Greenway to the carpark may also impact of the operation of the said Greenway. It is requested that consideration be given at detail design stage and during the formulation of the construction methodology of any and all infrastructure associated with this proposal so as to minimise disruption to Greenway users.</p> <p>Having reviewed the Greenway carpark proposal the view has been formed that the area would benefit with additional soft landscaping and planting. To this end, it is requested that the design team liaise with the Parks Department at detail design stage regarding same.</p>	
<p>Svetlana Zabarovska</p>	<p>We are writing to respectfully request a review of the decision to build a public road through our residential community at Clower Meadows Housing Estate. This proposed project raises significant concerns about the safety, tranquility, and overall quality of life for the families residing in the area.</p> <p>We believe there are alternative approaches that could address the infrastructure requirements without negatively affecting the well-being of the neighborhood. We kindly ask you to reassess the potential impact of this development and consider exploring options that are more in line with the interests of the local residents.</p>	<p>There was an initial public consultation which was carried out as part of the Route Options Selection process. The existing Clover Meadows access road is a public road denoted as the L-7584 and was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p>

Inga Sukeviciute	<p>Of course I don't agree for that road in front of my house windows! That road can't be made in the state! We have kids! It's people leaving state! It's not make sense to make such a busy road in the state where people live... kids, animals!</p>	<p>The existing Clover Meadows access was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective. The design was subject to an independent 3rd Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p>
Rosemary Lynch	<p>The existing road running from the roundabout into clover meadows is very narrow and I believe the existence of constant cars, buses and lorries on this road would be not be viable. It would make the road into and out of our estate very dangerous due to the constant flow and sheer volume of traffic. I also believe it would be very hazardous for the children playing on the greens and around the estate. It is very difficult to police the 30km per hour speed limit in our housing estates as it is and making it into a through road will exacerbate this problem and make it</p>	<p>The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance.</p> <p>The design of the proposed road is in accordance with the relevant standards including DMURS and the Cycle Design Manual. The design was subject to an independent 3rd</p>

	<p>generally a traffic hazard and very stressful for residents. We have little enough green space in the estate as it is.</p> <p>I am concerned as to the noise and levels of all traffic passing through day and night but especially heavy goods vehicles given the width of the road especially at the entrance to the field as it is now. Has there been any survey done on the noise levels done by Kilkenny County Council? The quality of air is also a factor with the increase in traffic volume. (The emissions from HGVs).</p> <p>I am concerned about the volume of cyclists and e-scooters going through the estate given their speed on the current Waterford greenway and the disregard for pedestrians that I have experienced.</p> <p>I am concerned the proposed car park and toilet facilities. The concern is around antisocial behaviour especially around the toilets in close proximity to where we live and I believe it will reduce our quality of life.</p> <p>It will also most likely reduce the value of the properties in the estate which is very unfair to people who are working very hard to pay mortgages and rent.</p>	<p>Party Road Safety Audit with further Road Safety Audits proposed during detail design and construction.</p> <p>There is no proposed alterations to the internal housing estate roads as part of the proposed scheme.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>The proposed road is an access road intended to facilitate access to future development on zoned lands (subject to separate 3rd party applications) and to the Greenway. It is not intended as an access route for Heavy Vehicles. A detailed traffic assessment has been carried out and a review of the data indicates that there is minimal potential for diversion of existing HGV traffic via the new road.</p> <p>The proposed Greenway car park is located over 200m from the boundary of the existing estate and segregated by the Greenway. Additional screening is also provided by the existing hedgerows and trees and there will be a notable level difference between the car park and the housing estate by approximately 3m in height. Additionally, appropriate security and monitoring measures will be included in the car park design.</p>
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<p>Philip Fleming</p>	<p>I understand lorries now using the road from Ferrybank to ABP Foods and turning off before reaching Ard Glas will be redirected to the new road and then will pass in front of Ard Glas estate on the journey to ABP Foods.</p> <p>If this happens there will be a continuous stream of large lorries passing a built up area. Some of the Lories emit a very unpleasant odour which lingers in the surrounding area. I have made a number of complaints about this odour over the past six years. If what I think is going to happen ,then the problem will get worse for residents here as the lorries will pass in front of Ard Glas instead of near it as at present.</p> <p>I spoke with Niall in the Council Office at Ferrybank today. He agreed with me that redirected lorries passing in front of Ard Glas could be a possibility.</p>	<p>The proposed scheme is not intended as an access route for Heavy Vehicles. The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road and with minimal potential for diversion of existing HGV traffic.</p>
<p>Richard Quigley & Diana Sarateanu (acting on behalf of the Clover Meadows Residence Committee)</p>	<p>1. An expected rise in noise pollution levels by Db. The norm for twilight hours rest between 45 and 55Db in a residential area. We, the residence doesn't have any report to state that the current state will remain the same. Sub quoting the Government of Ireland guide to noise regulation; "Whenever you consider a noise to be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times that it gives you reasonable cause for annoyance you can initiate action to deal with it." Higher levels of traffic will contribute to a noise nuisance factor. Note we have not received answers as to whether this report was conducted or not. Quoting: "Article 6(3) of the EU habitats directive (directive 92/43/EEC), we know of wildlife such as newts, toads and frogs already displaced by the current state, we as a collective see further disruption here and will bring it to the floor as a talking point under this very directive.</p> <p>2. Luminosity: with the proposed car park some 200 meters away, no report has outlined the expected rise in Luminosity (Lux factor).</p>	<p>The proposed road is an access road intended to facilitate access to future development on zoned lands (subject to separate 3rd party applications) and to the Greenway. It is not intended as an access route for Heavy Vehicles.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and</p>

	<p>The council did reference article 6(3) of the EU habitats directive (directive 92/43/EEC), in relation to the local wildlife population, without furnishing a report.</p> <p>No report to date has been issued to the human residence of Clover meadows as to the changes that may, or may not occur, to affect the lives of the human community.</p> <p>No guidelines as to how such an open space will, or, should be policed. The residence of Clover Meadows reserves the right to be skeptical in light of a bout of criminal activity, including the theft and burning of private motor vehicles, together with the passing and dealing of drugs.</p> <p>3. Air pollution, additional heavy traffic on route through the estate. In particular the introduction of 16 axial vehicles. Fumes, vibration and smells is a concern for all of the residence. Smells and pollution concerns in relation to 16 axial vehicles carrying offal to and from meat processing plants.</p> <p>The rise of rodent population due to the increase in displacement, alternative food sources, (spillages etc.), and, or light and noise pollutants.</p> <p>4. Road and infrastructure; The council road through Clover Meadows, is poorly maintained and prone to flooding. While the plans point to sustainable drainage points, no comprehensive plan is available. On the grounds of current state provisions, we the residence object.</p> <p>5. Clover Meadows accommodates a mix of communal families, with a high population of youth. The green areas in our immediate areas form outlets for the young among us to congregate and enjoy all that external activity has to offer. Our residence on the estate are well aware of the youth before them and to that end want to ensure vehicles enter the estate at a slow pace. With a strange contingent of person, will we have the same comfort? I think not! What if anything does the council have to address this. If the answer is speed</p>	<p>air perspective.</p> <p>Appropriate lighting design will be carried out at detailed design stage to ensure that there is no undue impact to the Clover Meadows residents and taking into account all environmental requirements to the applicable standards. It is noted that existing screening is provided by hedgerows, trees and there is a level differences between the estate and the proposed car park site of approximately 3m in height. Appropriate security and monitoring measures will be included in the car park design.</p> <p>A preliminary design report and a series of comprehensive drainage design drawings have been included in the Part 8 package provided for public review which sets out all measures proposed to ensure adequate drainage is provided and nature based solutions such as soakaways are provided where feasible.</p> <p>The road has been designed to passively encourage reduced speeds and cater for low speeds and design speeds of 50kph. This includes extensive horizontal deflection, 2 no. signalised junctions and raised pedestrian crossing facilities which all provide a traffic calming effect.</p> <p>The speeds can be monitored and traffic calming measures are proposed at the 2No. existing entrances to the Clover Meadows estate from the existing access road.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>Public consultation was carried out at route options selection stage and a comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was</p>
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	<p>ramps, please note this rises the noise levels, so what is the council's solution?</p> <p>6. We were told there were six options, however all options lead to the one option, "the road through Clover Meadows".</p> <p>7. National Roads: setback distances. Similar to motorways, residential developments near national roads must maintain a distance of 91 meters and, or, 300 feet approx. The council cannot, given the close proximity of the road, honor this obligation.</p> <p>8. As residence highly affected by this action, could you please furnish us with all environmental reports,</p>	<p>designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p> <p>The proposed road is a public local access road and not a National Road. Appropriate setback distances are allowed for as per standards and guidelines.</p> <p>A series of comprehensive environmental assessments have taken place to support the design development and ensure appropriate measures have been incorporated.</p> <p>This included an Ecological Impact Assessment which looked at the existing brown field site and items such as existing habitats and species present were taken into account. Further information is provided in the report including the proposed mitigation measures.</p> <p>A Construction Environmental Development Plan has also been prepared which will be further developed as part of the proposed scheme by the appointed Contractor to ensure appropriate measures are taken to protect the local environment..</p>
Erika Nagy	<p>I am strongly opposed to this as our house is the most effected by this new road project as it s proximity is only a few meters from the road itself. This means the possible air pollution and noise level, would be unbearable from the influx of not just traffic but the added number of pedestrians who would potentially use it on a daily basis. As it currently stands even at the present time you can hear passers by talking as they walk by the fence as the current distance is only within 2-3 meters and the ground level of my home is much higher than the level of the road next to us, this will cause more excessive resonance from traffic something we already experience on a lower scale from just cars passing into the estate. We have worked hard all our lives to have a nice home and a</p>	<p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the</p>

	<p>quiet life that suits raising our two small children. This proposed road would devalue our house considerably due to the roads proximity making it a nightmare and making it unsellable in the future. It is possible however that it could be improved by insulating the fence and the walls of the house and by raising the fence height but in doing so it would not only make our home but the estate look like a prison for not just myself but other residence living in the estate.</p> <p>The biggest issues would of course be the increased traffic which would impact the area, this may be smaller at first with cars coming from the connecting Abbeylands side to Belmont but will increase over time to include vans, busses and the worst kind HGV trucks ones particular that are looking to access businesses on the Abbey road side. This when opened would take the majority of traffic coming from the Wexford, particular the ports of Ross Lair and Belmont direction heading to the area of Ross Abbey and Meat plant currently located on the Abbey road side. At the time it was not mentioned that if additional houses were to be built at the back the traffic additional traffic would upset the peaceful life of the estate we and so many other families living in the estate the majority of which have children whose parent would and could not leave them out to play alone due to safety concerns with a main road so nearby. There is also the major depreciation of value of the houses in the estate.</p> <p>Thinking ahead I find it would be more reasonable to open a separate road from the roundabout on the Belmont road and connect it to the older service road from where it would avoid direct entrance through our estate, this would make more room for it and not upset or impact on everyones lives.</p>	<p>number of controlled junctions to be navigated and the status of the new road as a local access road.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>Public consultation was carried out at route options selection stage and a comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p>
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<p>Piotr Suchorzepka</p>	<p>I would like to express strong objection to plan connecting Belmont Road to Abbey Road via Clover Meadows estate.</p> <p>My family as many other families bought houses here to have quite place to leave where our kids can be safe outside. With proposal new road, traffic will increase causing pollution, traffic volume increase, noise and antisocial behaviour. Our kids will be not safe anymore in our estate.</p> <p>There's an rumour that road might be open for heavy vehicles too. That means heavy 40 tones load trucks will be using this road going to meat factory and carrying animal disposal to utilisation ABP factory. Those trucks have already number of incidents reported where cow guts has fallen from their trucks. This is all going together with sickening smell. We don't want that for our quiet estate. I'm sure there are many other ways to connect Abby road and Belmont Road and this is not have to be done throughout our estate damaging our families life, health and kids future</p>	<p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>Public consultation was carried out at route options selection stage and a comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p>
<p>Uisce Eireann</p>	<p>There are existing Uisce Éireann assets within the vicinity of and under the proposed new road. Approval all works over and near Uisce Éireann assets must be obtained prior to works commencing to ensure the assets are adequately protected.</p> <p>The following conditions are recommended:</p> <p>All development shall be carried out</p>	<p>Noted</p>

	<p>in compliance with Uisce Éireann’s Standard Details and Codes of Practice.</p> <p>Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing.</p> <p>Reason: To protect existing public water and wastewater facilities.</p>	
<p>Tomasz & Barbara Laszcz</p>	<p>I am writing to formally object to the proposed development of the public road near Clover Meadows Estate, which is in close proximity to a family-oriented residential area. While I understand the need for infrastructure improvements, I believe that this proposal poses significant risks to the safety and well-being of the families living in the area, particularly for children. I would like to outline the specific concerns I have regarding this development:</p> <p>1. **Safety Concerns**:</p> <p>The estate in question is home to many young families with children, and there is no substantial physical barrier or protective infrastructure to separate the road from the residential area. Without proper safeguards such as fences or pedestrian zones, the close proximity of the road raises the risk of accidents involving children or pedestrians who may inadvertently stray too close to the traffic. The lack of safety measures increases the danger for vulnerable members of the community, particularly young children who play near their homes.</p> <p>2. **Increased Traffic and Risk of Accidents**:</p> <p>With the development of this road, there will be an inevitable increase in traffic flow. This heightened traffic intensity brings greater chances of accidents, particularly in an area that currently sees lower vehicle activity. The risk is not just from the volume</p>	<p>The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance. The design of the proposed road is in accordance with the relevant standards including DMURS and the Cycle Design Manual and has been subject to an independent 3rd Part Road Safety Audit. Further Road Safety Audits are proposed through design and construction.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be</p>

	<p>of cars but also from drivers possibly speeding or being inattentive in a residential zone. The current infrastructure is not equipped to handle a large increase in traffic, making the area more dangerous for all residents.</p> <p>3. **Environmental and Health Impacts**: Increased traffic will undoubtedly lead to more pollution in the form of vehicle emissions. This will degrade air quality, which is of particular concern for young children, the elderly, and anyone with respiratory conditions. Additionally, the noise pollution caused by higher traffic volumes will disturb the peace and quiet of the residential neighborhood, negatively affecting the quality of life for families who moved here seeking a safe and serene environment.</p> <p>4. **Lack of Separation from Residential Area**: The absence of any significant separation between the road and the estate is a critical issue. There is no buffer, such as green zones, noise barriers, or pedestrian safety crossings, to mitigate the risks posed by a road so close to family homes. Without these features, this road would drastically change the character of the neighborhood, turning what is currently a safe, family-friendly area into a high-risk zone.</p> <p>In light of these concerns, I urge the planning committee to reconsider the current proposal and explore alternative routes or protective measures that prioritize the safety and well-being of the residents. The families living in this estate should not have to face increased risks to their safety or a decline in their quality of life due to the development of this road.</p>	<p>navigated and the status of the new road as a local access road.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>Public consultation was carried out at route options selection stage and a comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p>
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<p>Tamas Csoka</p>	<p>I want to object against the planning application of the planned South/North access road in Ferrybank. My house is facing the planned road and only about 15 meters away from it. I moved here because it's an enclosed housing estate and far from the main road. I don't want heavy traffic and trucks passing my house 24/7. If I wanted to live like that and count cars, trucks and buses all day and breathe in heavily polluter air, I could have bought a much cheaper house on the Cork road in Waterford. We all paid a high price to live in a house in a quiet, healthy area.</p> <p>I don't think you could show us another estate in the city or not even in the whole county where you bring a main road with trucks and heavy traffic through a housing estate. How do you think we can accept this???</p> <p>I've got small kids who NOW can safely play outside my house on the green areas of the estate, they breathe in healthy air and don't have to be worried that they would be abused by a stranger or run over by a car. If you plan to bring a main road through the estate this all comes to an END, our estate won't be safe anymore for our children and the air will be heavily polluted with the many cars and trucks passing through 24/7. This will affect all of our health in the long term, ours and our children especially! THIS IS NOT ACCEPTABLE!!!</p> <p>You call the road a service road, this is not just a service road, this is the main road of a housing estate where the residents want to live a normal, quiet, healthy life. I understand the estate was meant to be much bigger as per planning before the crash in 2008 and we are all aware that a bigger estate would mean more traffic, but not bringing a main road through with buses and trucks and serving as an access road to the Greenway car park.</p> <p>Get a new exit from the roundabout, there's plenty of space there and bring the layout of the new road through the</p>	<p>The proposed scheme is an objective of the 2017 Local Area Plan and Current County Development Plan. There was an initial public consultation which was carried out as part of the Route Options Selection process. A comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p> <p>The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance. The design of the proposed road is in accordance with the relevant standards including DMURS and the Cycle Design Manual and has been subject to an independent 3rd Part Road Safety Audit</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p>
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	<p>field, which is between the petrol station and our estate, and it's nothing else in the last 15 years, just a playground for pyromaniac teenagers. Get a good use of that area and don't ruin the life of a couple 100 residents. How are you planning to protect our rights for a healthy, normal and safe life? What measures are in place? Why were we as the residents never warned about this plan and the effects it will have on our life? Also if you would bring the main road through our estate, the value of our properties who are nearby would drop straight away a couple 10k, how do you plan to compensate for this loss? I understand the majority of Ferrybank is in favor of a new road and it would be useful, but now bringing it through a housing estate!!! THIS PART IS NOT ACCEPTABLE!!!</p>	<p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p>
<p>K. Cambirdge (on behalf of the Fiodh Mor residents)</p>	<p>Acting on behalf of the affected residents of Fiodh Mor, we do serve the council with an objection to the said planning application for the South/North access road in Ferrybank. Quoting article 120(3) of the planning regulations act 2001, we, the residence believe, the council has neglected the following;</p> <p>1. An expected rise in noise pollution levels by Db. The norm for twilight hours rest between 45 and 55Db in a residential area. We, the residence doesn't have any report to state that the current state will remain the same. Sub quoting the Government of Ireland guide to noise regulation; "Whenever you consider a noise to be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times that it gives you reasonable cause for annoyance you can initiate action to deal with it. ". Higher levels of traffic will contribute to a noise nuisance factor. Note we have not received answers as</p>	<p>The proposed road is an access road intended to facilitate access to future development on zoned lands (subject to separate 3rd party applications) and to the Greenway. It is not intended as an access route for Heavy Vehicles.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road and with minimal potential for diversion of existing HGV traffic.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety concern for residents from a noise and air perspective.</p> <p>Appropriate lighting design will be carried out at detailed design stage to ensure that there is no undue impact to the Clover Meadows residents and</p>

	<p>to whether this report was conducted or not. Quoting: "Article 6(3) of the EU habitats directive (directive 92/43/EEC), we know of wildlife such as newts, toads and frogs already displaced by the current state, we as a collective see further disruption here and will bring it to the floor as a talking point under this very directive.</p> <p>2. Luminosity: with the proposed car park some 200 meters away, no report has outlined the expected rise in Luminosity (Lux factor). The council did reference article 6(3) of the EU habitats directive (directive 92/43/EEC), in relation to the local wildlife population, without furnishing a report. No report to date has been issued to the human residence of as to the changes that may, or may not occur, to affect the lives of the human community. No guidelines as to how such an open space will, or should be policed. The residence of Clover Meadows and Fiodh Mor reserves the right to be sceptic considering a bout of criminal activity, including the theft and burning of private motor vehicles, together with the passing and dealing of drugs.</p> <p>3. Air pollution, Additional heavy traffic on route through the estate. In particular the introduction of 16 axial vehicles. Fumes, vibration and smells is a concern for all of the residence. Smells and pollution concerns in relation to 16 axial vehicles carrying offal to and from meat processing plants.</p>	<p>taking into account all environmental requirements to the applicable standards. It is noted that existing screening is provided by hedgerows, trees and there is a level differences between the estate and the proposed car park site of approximately 3m in height. Appropriate security and monitoring measures will be included in the car park design.</p> <p>A series of comprehensive environmental assessments have taken place to support the design development and ensure appropriate measures have been incorporated.</p> <p>This included an Ecological Impact Assessment which looked at the existing brown field site and items such as existing habitats and species present were taken into account. Further information is provided in the report including the proposed mitigation measures.</p> <p>A Construction Environmental Development Plan has also been prepared which will be further developed as part of the proposed scheme by the appointed Contractor to ensure appropriate measures are taken to protect the local environment.</p>
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<p>Diana Sarateanu</p>	<p>1. Is the health and safety of all people living in Clover Meadow, if the road is built it will be very dangerous for our kids to play in the front of our house due to the high volume of traffic that will be passing by. It means we will have to keep our kids only in the house to make sure they will not get injured.</p> <p>2. Noise level - if this road will be giving access to all categories of cars and trucks, the noise level will be higher than normal. It means it will affect the estate social life in this area, during the night the noise of the traffic will be an issue for all of us to rest (sleep). Insulation of our houses is not at the right level to have a national road built beside it. All houses which were builded here were builded by a standard of a quiet and environmental friendly for families with their kids.</p> <p>3. Our houses don't have the building premises and are not strong enough to have a national road passing so close to them. All the houses will be destroyed very quickly after passing so many cars and heavy lorries every day. Due to the loud noise that will appear as a result of the frequent passing of vehicles with tonnage, our houses will suffer in a short time, the walls will be destroyed, cracks will appear in the walls, and etc.</p> <p>4. The Blinding light that will come from the car parking with 170 cars spaces that will be built right behind my house. During the night these lights will disturb our sleep. Resting and sleeping is an important factor in our health and lives.</p> <p>5. Another factor that might rise if the road and parking will be built is the anti-social behaviour. This can cause theft, child abduction, drugs selling in the parking lot which will not be monitored.</p> <p>6. Also a pollution factor will rise</p>	<p>The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same. The accessibility to the Clover Meadows estate is not compromised and the proposals include enhancements for pedestrians and cyclists at each entrance. The design of the proposed road is in accordance with the relevant standards including DMURS and the Cycle Design Manual and has been subject to an independent 3rd Part Road Safety Audit. Further Road Safety Audits are proposed as part of the detail design and construction stages.</p> <p>The concern regarding children on the adjacent green area was raised in the previous public consultation process. As a result, improved boundary treatment is proposed as part of the scheme.</p> <p>The proposed road is an access road intended to facilitate access to future development on zoned lands (subject to separate 3rd party applications) and to the Greenway. It is not intended as an access route for Heavy Vehicles.</p> <p>The Part 8 application included a comprehensive traffic assessment which considered both potential future traffic from the development of adjacent lands and the diversion of existing traffic along the new access road. This assessment was based on bespoke surveys carried out on the existing local road network. It is considered, based on this analysis, that it is unlikely that existing traffic will divert onto the link road as routes based on the comparative length of the respective route options, the number of controlled junctions to be navigated and the status of the new road as a local access road.</p> <p>The traffic volumes, design speeds and vehicle types projected are typical of a local urban access road and are not considered to represent a safety</p>
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	<p>with the building of the road, it will contaminate the environment with materials that interfere with human health, quality of life or the natural function of ecosystems. The road traffic that will circulate causes air pollution and this will greatly affect our lives and health.</p>	<p>concern for residents from a noise and air perspective nor from a structural impact perspective for existing houses. The proposed road is a local access road and not a national road.</p> <p>Appropriate lighting design will be carried out at detailed design stage to ensure that there is no undue impact to the Clover Meadows residents and taking into account all environmental requirements to the applicable standards.</p> <p>The proposed Greenway car park is located over 200m from the boundary of the existing estate and segregated by the Greenway. Additional screening is also provided by the existing hedgerows and trees and there will be a notable level difference between the car park and the housing estate by approximately 3m in height. Additionally, appropriate security and monitoring measures will be included in the car park design.</p> <p>A Construction Environmental Management Plan has been prepared for the proposed scheme which can be further developed by an appointed Contractor. This would include measures to ensure safety and accessibility for Clover Meadows residents is maintained. The construction period will be temporary in nature.</p>
<p>Irish Cycling Campaign</p>	<p>2.1 Need For the Project and Traffic Analysis. We note that the justification/need for the project is based essentially on the 2017 Local Area Plan. We posit that this LAP needs to be revised and, in this era of climate awareness and challenges, the encouragement of major traffic levels on a new through road in this area would not be approved, and will lead to an increase in ancillary traffic on the adjoining often poor quality roads. We note that no analysis of future traffic patterns has been included with this proposal, despite the obvious effects it could have on the local roads? We note also that the option of serving the 2 areas of Abbey Park and</p>	<p>The project is an objective of the 2017 Local Area Plan and current Kilkenny Development plan. It is intended to facilitate development of local zoned lands and provide a connection to the Southeast Greenway. It includes extensive active travel and public transport measures throughout to encourage and facilitate sustainable travel.</p> <p>A detailed traffic report was prepared and made available as part of the Part 8 package (Link and Junction Assessment) which included projections for future year traffic flows and detailed modelling of the proposed roads. It is noted that the</p>

	<p>Clover Meadows independently, has not been assessed as part of the Options Report? We recommend the review of the LAP, and the consideration and analysis of a further option of 2 separate cul de sac roadways from either end (R711 and Abbey Road) to either side of the new greenway route. These roads will essentially only serve both proposed and in situ housing estates.</p> <p>2.2 Greenway Car Park We are not convinced that this location is appropriate for this proposed greenway car park, or indeed that a car park of this size is warranted. The final greenway from Waterford City to New Ross will be accessible from the City itself, with the development of the North Quays project. We recommend the removal of the greenway car park, which comes across as a mere add-on to this project, essentially facilitating access to existing and proposed housing.</p> <p>2.3 Bicycle Access to Proposed Route The proposal to provide high quality walking and cycling infrastructure on this short isolated 940 metre stretch of roadway is at odds with the lack of existing bicycle infrastructure on access roads to this proposed stretch. Neither the Abbey Road or the R711 have any form of safe cycle infrastructure; a case of ‘putting the cart before the horse’!?</p> <p>2.4 Public Transport Plans The proposal in this plan to site a single bus stop location at a ‘visitor’ car park location speaks volumes about the level of priority and thought given to a possible future bus network serving the future housing population of the areas. No thought has been given to the future daily needs of the areas served. We note that the proposed bus network for the Waterford/Ferrybank area has proposed 30 minute frequency services on both the Abbey Road and the R711.</p> <p>2.5 Road Design Standards The actual proposed design standards for the short 940 metre stretch of new</p>	<p>development of zoned lands will be subject to separate planning applications and associated traffic assessments.</p> <p>The proposed provision of cul-de-sacs would be contrary to the guidance of DMURS.</p> <p>The proposal for the Greenway car park has been developed through consultation with the Greenway team as a Major trailhead along the route while also providing key services for users of the Greenway. Facilitating access to the Greenway is a core objective of the project.</p> <p>The project has included active travel infrastructure as an appropriate design measure in line with DMURS and the Cycle Design Manual. It is not considered appropriate to omit such essential infrastructure from a project of this nature, particularly in the context of the connectivity to the Greenway. It is note that separate projects are being progressed with respect to active travel measures on the wider existing road network.</p> <p>The proposed bus stops are strategically located to facilitate appropriate access from the adjacent zoned lands, given the relatively short length of the proposed road.</p> <p>The Kilkenny County Council Road Design Capital Team made a submission on the recent Bus Connects public consultation to notify them of this Part 8 proposal so it may be incorporated.</p>
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	<p>roadway are of the highest quality, but do not take into account the receiving infrastructure environment at both ends of this proposal.</p>	
<p>Department of Housing, Local Government and Heritage</p>	<p>It is noted that the proposed development site is within the zone of notification for the recorded monument RMP No. KK046-035---- Concentric enclosure, that is subject to statutory protection in the Record of Monuments and Places established under section 12 of the National Monuments (Amendment) Act 1930-2014.</p> <p>It is also noted that the proposed development is relatively large in scale (approximately 940 metres long and approximately 18 metres – 25 metres wide). It is possible that hitherto previously unknown archaeological features/deposits may be disturbed during the course of groundworks required for the proposed development.</p> <p>The Department is in receipt of a report titled ‘Archaeological Desktop Assessment. The South – North Access Road (Abbey Road to Belmont Road) Ferrybank, Co Kilkenny’ by Ms Marion Sutton of Shanarc Archaeology Ltd.</p> <p>According to the report, a number of previous archaeological investigations have been carried out within or near to the route of the proposed access road. Eight fulachtaí fiadh were confirmed in Rathculliheen and Abbeylands townlands during geophysical survey and archaeological testing under Licences 03R0042 and 03E0681 respectively. Several possible pits and postholes and small areas of burning were also recorded. An additional three fulachtaí fiadh were identified during subsequent testing under Licence 04E1582. An area of</p>	<p>Noted</p>

	<p>pit activity was also identified and thought to have related to a possible unenclosed prehistoric settlement. All of the identified archaeological sites, other than KK048-008---, were to be preserved in situ. Though none of these archaeological sites are specifically within the route of the proposed access road, they are indicative of the high potential for subsurface archaeological features and/or deposits to survive within the route.</p> <p>It is recommended in the report that the alignment of The South – North Access Road to the south side of the railway line be subject to a programme of geophysical survey, carried out under licence by a suitably qualified archaeologist. It is further recommended that the geophysical survey will be followed by archaeological test-excavation, also to be carried out under licence by a suitably qualified archaeologist, to investigate anomalies or possible features identified in the results of the geophysical survey. It is also recommended that all groundworks during construction should be monitored under licence by a suitably qualified archaeologist given the extent of known archaeological activity in the immediate landscape.</p> <p>The Department partially agrees with these recommendations. The Department is of the opinion that the recommendation for archaeological monitoring, in advance of a geophysical survey and archaeological testing, is pre-emptive.</p> <p>Therefore, due to the location and scale of the Part 8 South – North Access Road and in line with national policy—see Section 3.6.2 of Frameworks and Principles for the Protection of the Archaeological Heritage 1999—the Department recommends that an Archaeological Impact Assessment</p>	
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	<p>(including Geophysical Survey and Archaeological Test Excavation) should be required at this Part 8 development.</p> <p>A report containing the results of this assessment should be submitted to the National Monuments Service of the Department and the Planning Authority so as to facilitate the formulation of an appropriate and informed archaeological recommendation.</p>	
<p>Southeast Greenway Project Team</p>	<p>The Sponsoring Agency for the South East Greenway are very supportive of this proposal and view both the South – North Road and South East Greenway (Greenway) Trailhead carpark as key pieces of infrastructure required to deliver sustainable development and promote economic growth, within the area, arising out of the delivery of the Greenway. The proposed Trailhead carpark falls under the category of Level of Service - Level 1 and should be considered a Major Trailhead as prescribed in the DoT “Greenways and Cycle Routes Ancillary Infrastructure Guidelines”. On foot of this, greater consideration should be given to the said Guidelines in terms of the design layout and functionality of the proposed Trailhead carpark, with particular reference to the following:</p> <ul style="list-style-type: none"> • Vehicular parking provision requirements; • Bike parking provision for various bike sizes and types; • Ebike Charging facilities; • Bike parking shelter provision; • Bike parking hierarchy within the site; • Provision of natural amenity rest and play open spaces for Trailhead users; • Better connectivity and desire-line delineation within the Trailhead Carpark for pedestrians and cyclists; • Access to drinking water to refill drinking bottles etc.; • Limiting access controls. <p>It is acknowledged that the signage</p>	<p>The design of the car park layout can be amended accordingly through agreement with the Southeast Greenway team.</p> <p>Consideration will be given to the constructability of all elements interacting with the Greenway to minimise any potential disruption to same through agreement with the Southeast Greenway team.</p>

	<p>and animation of the South East Greenway and the above Trailhead carpark falls outside the remit of this scheme.</p> <p>Finally, it is expected that the section of Greenway from Ferrybank to Curraghmore will be opened to the public in Qtr. 1 2025. Thus, it is critical that adequate consideration is given to the proposed infrastructure interfaces with the Greenway at detailed design stage and the construction methodology deployed with particular reference to the bridge structure over the Greenway, the ramp and step access from the Trailhead carpark to the Greenway and all other associated works</p>	
<p>Waterford Bicycle User's Group</p>	<p>1 Introduction</p> <p>Waterford Bicycle User's Group (WBUG) has several members that are members of the Irish Cycling Campaign. We have several members living in Waterford, including the Ferrybank area, and in South Kilkenny. We all cycle and advocate for cycling as a real, practical choice for all abilities and ages as an active, healthy and low-cost form of transport. We want all citizens and guests of our country to have the choice to move about safely by cycling. We want that experience to be relaxed, joyful and convenient. We reviewed the documentation posted for this consultation on the proposed North Access Road, to which we have a number of concerns:</p> <ul style="list-style-type: none"> ● The absence of data modelling for the transport currently in this region and how it relates to road usage, with respect to type (size, load), it's purpose and origin and destination. ● The lack of modelling for transport mode shifts projected for the next decade, based on 	<p>The project is an objective of the 2017 Local Area Plan and current Kilkenny Development plan. It is intended to facilitate development of local zoned lands and provide a connection to the Southeast Greenway. It includes extensive active travel and public transport measures throughout to encourage and facilitate sustainable travel.</p> <p>A detailed traffic report was prepared and made available as part of the Part 8 package (Link and Junction Assessment) which included projections for future year traffic flows and detailed modelling of the proposed roads. It is noted that the development of zoned lands will be subject to separate planning applications and associated traffic assessments.</p> <p>The proposal for the Greenway car park has been developed through consultation with the Greenway team as a key trailhead along the route while also providing key services for users of the Greenway. Facilitating access to the Greenway is a core objective of the project.</p> <p>The project has included active travel infrastructure as an appropriate design measure in line with DMURS and the Cycle Design Manual. It is not considered appropriate to omit such</p>

	<p>population growth and opening of the Greenway expected in 2025) onto active transport. This is needed to examine how best to sustainably develop infrastructure in this area, to serve the community and reduce impacts to Nature as far as possible.</p> <ul style="list-style-type: none"> ● the need for the new road for motorised traffic at all, when a non-vehicular route would enhance mobility of those living nearby ● the need for the proposed greenway car park ● the lack of available safe access to this new proposed roadway by bike from either the R711 or the Abbey Road? ● Public Transport accommodation. Draft BusConnects routes did not include a route here. ● We were concerned about the absence of visualisations (images) for the proposed scheme to illustrate what the outcome would look like. ● A number of cross sections were provided, without an indication from the main drawings where they relate to? ● The road itself, and car park remove space from Nature. The supporting documentation do not demonstrate a current nor future need for this, nor is a cost:benefit analysis attempted in that regard. In terms of climate action and biodiversity protection, this is ill conceived. ● The community's voice (evidence of direct community engagement) is not seen in the supporting documentation. Without that, people in the community, of all ages, abilities and incomes, can not be represented in the design. 	<p>essential infrastructure from a project of this nature, particularly in the context of the connectivity to the Greenway. It is note that separate projects are being progressed with respect to active travel measures on the wider existing road network.</p> <p>The proposed bus stops are strategically located to facilitate appropriate access from the adjacent zoned lands, given the relatively short length of the proposed road.</p> <p>Public consultation was carried out at route options selection stage and a comprehensive assessment was carried out which incorporated this feedback as appropriate. The existing Clover Meadows access road was designed to facilitate access to a much wider extent of development and is considered appropriate for use as same.</p> <p>The Kilkenny County Council Road Design Capital Team made a submission on the recent Bus Connects public consultation to notify them of this Part 8 proposal.</p> <p>A series of comprehensive environmental assessments have taken place to support the design development and ensure appropriate measures have been incorporated.</p> <p>This included an Ecological Impact Assessment which looked at the existing brown field site and items such as existing habitats and species present were taken into account. Further information is provided in the report including the proposed mitigation measures.</p> <p>A Construction Environmental Development Plan has also been prepared which will be further developed as part of the proposed scheme by the appointed Contractor to ensure appropriate measures are taken to protect the local environment There will be ongoing contact with residents during the detailed design</p>
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	<p>2.General Comments</p> <p>Our reservations aside, we would find that the purpose (magenta) route the least disruptive option. In our view, this shortest option could be developed as an urban Greenway for active travel only, to connected North-South and to the Greenway. We believe that accommodating active transport is what the community needs and will facilitate safe, convenient movement</p> <p>2.1 Need For the Project, Traffic Analysis and modelled traffic projections A new road for motorised transport is not needed, in our view. New infrastructure should serve the Greenway and allow mobilisation via active transport. This would serve the health and climate-related sustainability of the community best.</p> <p>2.2 Greenway Car Park We do not understand the proposed location for the proposed greenway car park, or indeed that a car park of that size is warranted. The final greenway from Waterford City to New Ross will be accessible from the City itself, on The North Quays, and in the ALDI car park nearby at Belmont. We recommend the removal of the greenway car park, which comes across as a mere add-on to this project, essentially facilitating access to existing and proposed housing. It removes space for Nature and adds to the disruption to land and habitat and adds to the construction material load of the project.</p> <p>2.3 Bicycle Access to Proposed Route The proposal to provide</p>	<p>and construction phases to address resident's concerns.</p>
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	<p>high quality walking and cycling infrastructure on this short isolated 940 metre stretch of roadway is at odds with the lack of existing bicycle infrastructure on access roads to this proposed stretch. As neither the Abbey Road or the R711 have any form of safe cycle infrastructure creating it here is an anomaly. A question remains open; how does this link road seek to advance active transport for the community?</p> <p>2.4 Public Transport Plans The proposed bus car park at a suburban active transport amenity conflicts with the purpose of the active transport amenity. There is not bus route proposed via this route in Waterford BusConnects phase 1. A bus stop here is not for public transport, but private tour transportation. In our view, this is not necessary. The current public transport service through Ferrybank from Abbey Park and Slieverue will not benefit from this proposed bus stop, in any case.</p> <p>2.5 Road Design Standards The actual proposed design standards for the short 940 metre stretch of new roadway are of the highest quality, but do not take into account the receiving infrastructure environment at both ends of this proposal.</p> <p>3 Summary WBUGs does not understand how the that the aims of this proposed road link between the R711 and Abbey Road on the environs of Waterford City will maximise active transport. We believe that not all new roads necessitate motorised traffic. We also do not understand the plans for proposed bus stops, without existing nor planned designated</p>	
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	<p>bus routes. We do not agree that a car park is needed for the Greenway, which itself is an active transport corridor. We request that the public consultation materials should balance the impact on Nature, with the benefits of the new infrastructure to enable the immediate and wider community to live and transport themselves sustainably. The supporting documents do not inform that.</p> <p>In particular, we would like to see:</p> <ul style="list-style-type: none">● Data modelling from existing transport: modes, vehicle types (size, etc) origins, destinations.● Modelling for expected future traffic levels● An updated review of the 2017 LAP● Removal of the greenway car park from this proposed location● A report from the immediate community on direct consultation with them on what their needs and wishes are, including responses to available assistance to move from motorised transport to active transport. With respect, the proposed road based on the materials provided and the plans, this proposal was not designed for the community as a whole, integrating into the existing infrastructure. We will await the response from Kilkenny County Council to our comments.	
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Appendix 4
PART 8 REPORT

Appendix 5
Options Selection Report

Appendix 6
LINK & JUNCTION ASSESSMENT REPORT

Appendix 7
PRELIMINARY DESIGN REPORT

Appendix 8
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Appendix 9
ROAD SAFETY AUDIT

Appendix 10
AA SCREENING REPORT

Appendix 11
EIA SCREENING REPORT

Appendix 12
ECOLOGICAL IMPACT ASSESSMENT REPORT

Appendix 13
ARCHAEOLOGICAL DESKTOP ASSESSMENT

Appendix 14
PART 8 DRAWINGS

(Provided on the consult.kilkenny.ie)