

November 2018

Planning and Development Act 2000, as amended

Planning and Development Regulations 2001, as amended

Part 8 Ref No. P82018.012



**PART 8**

## THE GRAND CANAL GREENWAY



**Comhairle Chontae Chill Dara**

**Kildare County Council**



Table of Contents

**1.0 Introduction** ..... 3

- 1.1 Background

**2.0 Planning Context** ..... 4

- 2.1 Project Ireland 2040 – National Planning Framework
- 2.2 National Development Plan 2018 – 2027
- 2.3 Smarter Travel: A Sustainable Transport Future 2009 – 2020
- 2.4 The National Cycle Policy Framework (NCPF) 2009 – 2020
- 2.5 People, Place and Policy Growing Tourism to 2025
- 2.6 Action Plan for Rural Development Realising our Rural Potential
- 2.7 Strategy for the Future Development of National and Regional Greenways
- 2.8 Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022
- 2.9 The Kildare County Development Plan 2017 – 2023
- 2.10 Sallins Local Area Plan 2016 – 2022
- 2.11 Allenwood Village Plan 2017 – 2023
- 2.12 Roberstown Village Plan 2017 – 2023

**3.0 Project Description** ..... 9

- 3.1 Grand Canal Greenway Route
- 3.2 Scheme Description
- 3.3 Surface Types
- 3.4 Road Crossing and Access Controls
- 3.5 Local Residents and Agricultural Properties
- 3.6 Public Lighting
- 3.7 Ducting
- 3.8 Amenity
- 3.9 Architectural Heritage

**4.0 Environmental Assessment** ..... 16

- 4.1 Flora and Fauna

**5.0 Methodology for Construction** ..... 17

**6.0 Public Consultation Process** ..... 18

**7.0 Health and Safety** ..... 18



## 1.0 Introduction

Kildare County Council in conjunction with Waterways Ireland is proposing the construction of a recreational Greenway, a high quality shared cycle way and footpath predominantly on the existing towpaths of the Grand Canal, the majority of which is also a National Way-marked Trail (The Grand Canal Way). The Greenway will traverse County Kildare from the Dublin Border to the Offaly border and forms part of a larger project which will see the greenway extend from the Docklands in Dublin City to Shannon Harbour in Offaly.

The mainline of the Grand Canal traverses Leinster from Ringsend in Dublin City to the River Shannon at Shannon Harbour in County Offaly, a total distance of 144km, of which 40km lie within Co.Kildare, extending from Hazelhatch on the Kildare / Dublin border to the border with Offaly. The Grand Canal also incorporates the Barrow branch, the Naas and Corbally branches and the Miltown feeder.



Grand Canal construction workers

Work began on the Grand Canal in 1756, with the first sods turned near Hazelhatch. In the early stages progress was slow, however during the last 20 years of the 18<sup>th</sup> century works progressed at pace and despite difficulties associated with engineering a canal across the Bog of Allen the canal company completed the link with the Shannon in 1803. Passenger boats used the waterway until the 1850's, however the canal provided a major artery for commercial traffic until 1960. After a period of uncertainty with regard to its future, the Grand Canal is now valued as a national asset and provides a valuable amenity for water and land based recreation for canal side communities, the people of Kildare and tourists. The Grand canal makes a valuable contribution to the natural environment and to the built heritage of the County, although artificial in construction, the canal provides an important ecological corridor, with its banks and waters sustaining, plant life, fish, birds and mammals in a diverse habitat.

## 1.1 Background

The Irish Government policy entitled "Smarter Travel: A Sustainable Transport Future" 2009 to 2020, identifies key goals and objectives to be met in order to introduce a national sustainable transport network, A National Cycle Policy (NCP) was implemented to run alongside the main "Smarter Travel: A Sustainable

Transport Future” document. The NCP aims to create a strong cycling culture in Ireland, while also encouraging recreational cycling. The NCP also identifies the importance of the National Cycle Network in attracting overseas tourists if the project is implemented.

These policies are reinforced in the Strategy for the Future Development of National and Regional Greenways 2018 which recognises the benefits arising from the development of Greenways, as a tourism product with the potential to attract overseas visitors, for local communities in terms of economic benefits, and as an amenity for physical activity contributing to the health and wellbeing.

This Part 8 proposal has been specifically progressed in consultation with Waterways Ireland, National Parks and Wildlife Service and the Department of Tourism, Transport and Sport to meet the objectives of the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 and the Kildare County Development Plan 2017 – 2023.



Barge on the Grand Canal

## 2.0 Planning Context

The following strategies, policy, guidelines and plans support the creation of Greenways and are relevant therefore to the Part 8 proposal.

- Project Ireland 2040 – National Planning Framework;
- National Development Plan 2018 – 2027;
- The Government’s Smarter Travel Initiative;
- The National Cycle Policy Framework;
- People, Place and Policy Growing Tourism to 2025;
- The Action Plan for Rural Development Realising our Rural Potential;
- Strategy for the Future Development of National and Regional Greenways;
- Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022;

- The Kildare County Development Plan 2017 – 2023;
- Sallins Local Area Plan 2016 – 2022;
- Allenwood Village Plan 2017 – 2023;
- Roberstown Village Plan 2017 – 2023;

## 2.1 Project Ireland 2040 – National Planning Framework;

The National Planning Framework recognises that creating the environment to support job creation in rural areas will be a key enabler to rejuvenating rural towns and villages, sustaining vibrant rural communities and reversing rural decline. The following overarching objectives in relation to tourism, transport and Greenways are noted;

**National Policy Objective 22** – Facilitate tourism development and in particular a National Greenways, Blueways and Peatway Strategy, which priorities projects on the basis of achieving maximum impact and connectivity at national and regional level.

**National Policy Objective 46** – In co-operation with relevant Departments in Northern Ireland, enhanced transport connectivity between Ireland and Northern Ireland, to include cross-border road and rail, cycling and walking routes, as well as blueways, greenways and peatways.

**National Strategic Outcome 3** – Strengthened Rural Economies and Communities – Rural Development; Invest in greenways, blueways and peatways as part of a nationally coordinated strategy.

**National Strategic Outcome 7** – Enhanced Amenities and Heritage-Amenities and Heritage:

‘Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity’.

## 2.2 National Development Plan 2018 – 2027

Launched in conjunction with Project Ireland 2040 – National Planning Framework, the National Development Plan is a ten year strategy for public capital investment totally almost €116 Billion. This document makes provision for the following investment actions.

Rural Regeneration and Development Fund: €1 billion

<p>Rural Recreation Infrastructure Scheme:</p>	<p>This scheme supports the development and necessary maintenance, enhancement or promotion of recreational infrastructure throughout Ireland in light of the huge potential to develop the economic value of Activity and Recreational Tourism by Local Authorities, State Agencies and communities. Initiatives funded covered a broad</p>
--	--



	spectrum, and range from walking trails to greenways and blueways.
--	--

Under the Strategic Investment Priorities 2018 – 2027:

Transition to a Low-Carbon and Climate-Resilient Society,	Sustainable travel measures, including comprehensive Cycling and Walking Network for metropolitan areas of Ireland’s cities, and expanded Greenways.
---	--

### 2.3 Smarter Travel: A Sustainable Transport Future 2009 – 2020

Launched in 2009 by the Department of Transport as the national transport policy document for Ireland. One of the main aims of the policy is to develop walking and cycling as viable commuter modes in the short to medium term with a long term aim of fostering a lasting walking and cycling culture in Ireland.

### 2.4 The National Cycle Policy Framework (NCPF) 2009 – 2020

The NCPF recognises the positive benefits of cycling as a mechanism to improve quality of life for the countries citizens, by way of improved health but also on a broader communal sense, in terms of a reduction in CO2 emissions and increased social integration as people walk and cycle together. It is an overarching objective of the NCPF that 10% of all trips in Ireland will be made by bike by the year 2020.

### 2.5 People, Place and Policy Growing Tourism to 2025

The Department of Transport, Tourism and Sport’s policy statement People, Place and Policy Growing Tourism to 2025 outlines the Government’s objectives for tourism with a view to increase overseas visitors and revenue and employment. The Policy highlights the importance of sustainable development of tourism and recognises the contribution of facilities for activity for activity-based holidays to Ireland’s positive image and attraction as a tourist destination. It supports the development and improvement of physical visitor attractions, visitor infrastructure and facilities for visitor activities, including Greenways.

### 2.6 Action Plan for Rural Development Realising our Rural Potential

The Action Plan for Rural Development Realising our Rural Potential highlights the potential of activity to contribute to economic growth in rural areas, recognising “Outdoor adventure tourism is a key growth sector worldwide and has been identified as a priority for Irish tourism in future years. The development and promotion of this sector provides opportunities for growth, in rural areas in particular by facilitating businesses to leverage the tourism assets in their area in a sustainable way to support recreational activities such as canoeing, cycling, angling and hill walking”.



## **2.7 Strategy for the Future Development of National and Regional Greenways**

The publication of the Strategy for the Future Development of National and Regional Greenways to support activity tourism in rural areas is identified as an action point in the Action Plan for Rural Development Realising our Rural Potential. The Strategy seeks to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for Greenway users. The Strategy also seeks to increase the number and geographical spread of Greenways to deliver an increase in activity tourism to Ireland and also a recreational amenity for domestic visitors and locals, thereby promoting physical activity and contributing to a healthier society. The Strategy aims to provide substantially segregated off-road experience linking places of interest, recreation and leisure in areas with beautiful scenery and attractions.

## **2.8 Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022;**

The importance of the Grand Canal as a major recreational and amenity site for walking and cycling activities and access route is recognised by the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022. Included in Actions for Green Infrastructure Developments in the GDA is the provision of linkages between river and canal corridors within the GDA region and adjoining regions to create interconnected routes including the development of walkways and cycleways.

## **2.9 The Kildare County Development Plan 2017 – 2023**

The Kildare County Development Plan 2017 – 2023 includes specific policies and objectives supporting the proposed development and green infrastructure within the County. The following are considered most pertinent in relation to the development of a Greenway on the Grand Canal.

Chapter 13 Natural Heritage & Green Infrastructure;

GI 1 Ensure the protection, enhancement and maintenance of Green Infrastructure and recognise the health benefits as well as the economic, social, environmental and physical value of green spaces through the integration of Green Infrastructure (GI) planning and development in the planning process.

GI 7 Promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes respect and where possible enhances the ecological potential of each site.

Chapter 14 Landscape, Recreation, & Amenity;

WC 5 Promote the amenity, ecological and educational value of the canals and rivers within the county while at the same time ensuring the conservation of their fauna and flora, and protection of the quantity and quality of the water supply.

WV 2 Preserve and enhance the scenic amenity of the river valleys and canal corridors and the quality of the vistas available from designated views.

Section 14.11.3 Countryside Recreation (ii) Cycling;



The Council acknowledges that provision for cyclists should be provided as resources permit and where appropriate.

Section 14.11.4 Recreation and Amenity (iii) Green Infrastructure;

In developing green infrastructure, opportunities should be taken to develop and enhance networks for cycling, walking and other non-motorised transport.

CR 4 Develop, in conjunction with the Irish Sports Council and adjoining Local Authorities, long distance walking and cycling routes.

CR 5 Investigate the possibility of developing long distance walking routes, within the lifetime of the Plan, along disused sections of railway lines (e.g. Tullow line) and canals in the county (Corbally Line, Blackwood feeder and Mountmellick Line).

CR 7 Facilitate, where appropriate, the provision of cycle-ways or walkways along the extent of the canals and watercourses in the county in co-operation with landowners, Waterways Ireland, Government Departments and other Local Authorities.

CR 9 Promote the expansion of cycle facilities throughout the county and to liaise with Failte Ireland, the Sports Council, the National Transport Authority and other bodies in the development of cycling touring routes throughout the County and adjoining counties, in particular in areas of high amenity.

## **2.10 Sallins Local Area Plan 2016 – 2022;**

The Sallins Local Area Plan 2016 – 2022 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the development of a Greenway on the Grand Canal.

CR 1 To support and facilitate the improvement of sports, recreational, community and cultural facilities in Sallins.

CR 2 To encourage recreational / amenity / community facilities in Sallins to be multi-functional and available for more than one group only.

CR 3 To retain, enhance and develop routes for recreation and tourism use and to increase permeability within and around the town.

CRO 3 To improve access to and promote the amenity of the Grand Canal and River Liffey in conjunction with all relevant statutory and non-statutory bodies.

## **2.11 Allenwood Village Plan 2017 – 2023;**

The Allenwood Village Plan 2017 – 2023 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the development of a Greenway on the Grand Canal.

CE 2 Facilitate the provision of open space and amenity areas including a playground facility in the village.

NH1 Support the creation of an attractive hub of waterside activity and an attractive amenity area for use by the general public along the waterways within the village boundaries.

## 2.12 Roberstown Village Plan 2017 – 2023;

The Roberstown Village Plan 2017 – 2023 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the development of a Greenway on the Grand Canal.

AMR 1 Protect open space along the Grand Canal, as set out on Map V2-2.13A.

AMR 2 Control new development accessed from the Grand Canal towpath in order to protect it as walking / cycling route.

AMR 3 Develop a walking / cycling route from Binn's Bridge to Fenton's Bridge to link with routes on the Grand Canal and Barrow Navigation, as illustrated on Map V2-2.13B.

## 3.0 Project Description

The current Part 8 proposal is for the construction of the Grand Canal Greenway as outlined below, extending from the Kildare / Dublin boundary to the Kildare / Offaly. The route from Hazelhatch to Aymers Bridge was developed previously as part of the Arthur's Way project, and the current proposal seeks to extend the Greenway westward, through the following townlands; Lyons, Clonaghlin, Tipperstown, Ardclough, Boston, Clownings, Baronrath, Keeloges, Alasty, Killeenmore, Killeenbeg, Sherlockstown Common, Sherlockstown, Kerdiffstown, Sallins, Osberstown, Waterstown, Barrettstown, Landenstown, Donore, Goatstown, Downings South, Moods, Mylerstown, Robertstown East, Robertstown West, Lowtown, Derrymullen, Allenwood South, Allenwood Middle, Allenwood North, Killinagh Upper, Killinagh Lower, Ballybrack, Kilpatrick, Ticknevin, Ballyhagan and Clonkeen.



Map 1: Grand Canal Greenway Route

The Grand Canal Greenway in Kildare is considered in line with the National Greenway Strategy and will provide a nationally and regionally important high quality shared cycle way and footpath predominantly on the existing towpaths of the Grand Canal, the majority of which are also a National Way-marked Trail (The Grand Canal Way). The Greenway will provide a safe, scenic and substantially segregated amenity for the enjoyment of all ages and abilities. It is also envisaged that the Greenway will contribute to Ireland's tourism product and make a significant contribution to the rural development of County Kildare.

### 3.1 Grand Canal Greenway Route

The proposed Greenway route can be broken into the following segments heading east to west;

**Alymers Bridge to 13<sup>th</sup> Lock;** Existing unbound surface to the 13<sup>th</sup> lock running along the south bank of the Canal upgraded to a compacted stone and dust surface.

**13<sup>th</sup> Lock to Henry Bridge to Ponsonby Bridge;** Existing public road with a bound surface running along the south bank of the Canal. The Greenway along this section will be a shared surface. Consideration was given to creation of the Greenway along the north bank at this location, to avoid a shared surface. However the north bank is lined by reed, a large sedge swamp and an existing treeline and is considered to be ecologically significant and therefore its disruption is unwarranted.

**Ponsonby Bridge to Devonsire Bridge;** The Greenway remains on the south bank, and will see the existing grass towpath upgraded to a compacted stone and dust surface.



Grass towpath at Devonsire Bridge

**Devonsire Bridge to 15<sup>th</sup> Lock;** The existing towpath on the south bank has an unbound surface from west of Devonsire Bridge at lock 14 to west of the 15<sup>th</sup> lock. This section will be upgraded to an compacted stone and dust surface.

**15<sup>th</sup> Lock to Sallins to the Leinster Aqueduct;** Remaining on the south bank the existing unbound and grass towpath will be upgraded to a compacted stone and dust surface. The canal bank entering Sallins is narrow in places and will require widening works to accommodate the Greenway. As the towpath does not continue under Sallins Bridge and there is no capacity to construct the Greenway under same, it is necessary for the Greenway to diverge from the canal bank. To accommodate this a shared cycle & pedestrian footbrige is proposed to take users north of the canal. Given the traffic hazards posed by crossing the Clane Road (R407) at the Sallins Bridge, the Greenway will run along Chapel Lane where an existing pedestrian crossing will be utilised as a crossing point. The Greenway will at this point run on the northern bank of the canal along the existing bound road which will be upgraded as required. This bound surface runs as far the Leinster Aqueduct.



View east from Sallins Bridge

**The Leinster Aqueduct to Digby Bridge to Landenstown Bridge;** The Greenway remains on the northern bank and will upgrade the existing unbound and grass towpath as far as Landenstown Bridge. The Greenway crosses over the public county road at Digby Bridge as the towpath does not extend under bridge.



The Leinster Aqueduct.

**Landenstown Bridge to 18<sup>th</sup> Lock;** The Greenway crosses from the northern bank to the southern bank at Landenstown Bridge as there is not sufficient room between the public road and the canal bank for the Greenway to be safely accommodated. The Greenway follows the existing grass towpath which will be upgraded to to a

compacted stone and dust surface. East of the 18<sup>th</sup> Lock a bridge will be installed and the Greenway will revert back to northern bank to follow the established grass towpath, which will be upgraded to a compacted stone and dust surface.

**18<sup>th</sup> Lock to Cock Bridge to Bonyng Bridge;** The Greenway will continue on the upgraded existing grass towpath on the northern bank under Cock Bridge and under Bonyng Bridge.

**Bonyng Bridge to Robertstown;** West of Bonyng Bridge a new bridge is proposed to take the Greenway back to the southern bank and the existing grass towpath which will be upgraded to a compacted stone and dust surface. It was considered vital, during the route selection process that the Greenway arrive in Robertstown on the southern bank. This ensures that users of amenity are directed into the Village. This represents a unique opportunity for Robertstown, as the village is located on the midway point of the route through Kildare.



Binn Bridge - Disused Canal Hotel Robertstown Village

The route will see visitors come off the Canal bank due to restrictions in width of the canal bank and the absence of space under Binn Bridge and traverse through the centre of the village. The opportunity for Robertstown as a community is to provide for a range of experiences that visitors expect from any high quality destination, including cafes, restaurants, pubs and a diversity of accommodation types. But perhaps more significantly is the potential to development and provide a wide range of things to see and do in the area, which if successful will serve to retain visitors in the area for longer.

**Robertstown to Shee Bridge;** Amenity users revert back to the southern bank of the Canal west of Binn's Bridge. On the outskirts of the village a bridge will be installed to take the Greenway to the northern bank onto the existing bound and

unbound and grass towpath, all to be upgraded as indicated on the accompanying drawings. The Greenway remains on the northern bank passing the 19<sup>th</sup> Lock, passing under Fenton Bridge, Bond Bridge and Shee Bridge.

**Shee Bridge to Hamilton Bridge;** After exiting west under Shee Bridge the Greenway takes the form of a Boardwalk after which a proposed bridge will take users back to the southern bank and along the existing grass towpath which will be upgraded to a compacted stone and dust surface for a distance of approximately 1km. After which a bridge will revert the Greenway back to the northern bank to the existing unbound and grass towpath and will extend under Hamilton Bridge.

**Hamilton Bridge to County Bounds;** The Greenway remains on the northern bank and will see the predominantly unbound and grass towpath upgraded to a compacted stone and dust surface. The Greenway passes under Lullymore Bridge and Ticknevin Bridge before extending to the Kildare / Offaly County Boundary and joining with the Offaly section of Grand Canal Greenway.

### 3.2 Scheme Description

As outlined above, the proposal is to develop a cycleway and footway on the existing towpaths of the Grand Canal. The proposal entails the upgrading of the existing towpath, which forms The Grand Canal Way a National Way-marked Trail. The route selection was determined to ensure as much as the route as possible is off-road. Where possible the route utilises bridge underpasses to keep users on the canal bank and off public roads. This ensures that users are afforded an opportunity to cycle or walk on a predominantly traffic free route across the entire County.

The proposed development, subject of this Part 8, will include the following;

1. Improvement and upgrading of the existing towpath along the Grand Canal through the provision of a suitable surface i.e. Quarry Dust, Surface Dressing or Asphalt (Tarmac) depending on local conditions for pedestrian and cyclist use.
2. Provision of traffic safety measures and signage to facilitate safe pedestrian and cycling crossings and access to shared surfaces at Sallins, Digby Bridge, Landenstown Bridge, Bonyngge Bridge and Robertstown and along limited sections of existing local road network.
3. Provision of access controls (pedestrian / cycling friendly gates) road markings, traffic calming measures, ducting and associated drainage works on the proposed cycle / walk way.
4. Provision of route signage boards and marker/distance posts along the proposed route. The route signage boards will be located at main access points onto the route in towns and villages, while marker/distance posts will be installed at 5km intervals.

### 3.3 Surface Types

Tailored surface finishes shall be employed to ensure a durable and fit for purposed 3m wide trail in accordance with TII Publications DN-GEO-0347 - Rural Cycle Scheme Design and the National Trails Office guidance for Shared Use Trails / Greenways – Blueways. These surfaces will improve accessibility, and provide a more robust surface capable of withstanding increased footfall and traffic. The proposed surface types to be used on the cycleway are outlined below;

Type A: Compacted Stone and Dust (unbound)

Type B: Surface Dressing (bound)

Type C: Asphalt / Tarmac (bound)

Type A which is an unbound dust surface is the preferred surface for the Greenway, given the rural nature of the proposal, where the surface is required to give a sense of the environment. Also given the rural setting of the Greenway proposal, the facilities attractiveness is equally as important as the comfort of the user. Therefore the unbound surface is the preferred option to minimise environmental impacts along the towpaths as it provides more natural aesthetics and blends with the rural environment. The unbound surface will complement and enhance the existing areas that it passes through whilst being sensitive to the surrounding environment.

Type B is an bound surface dressed surface and will be applied to any existing deteriorated bound surfaces and areas of road widening incorporating shared use surfaces. It will also be applied to existing sections of the canal bank that may be used by limited traffic in the future.

Type C is a bound asphalt / tarmac surface and will be applied to any similar existing deteriorated surfaces, areas of road widening incorporating shared use surfaces and approximately 15m either side of approaches to road crossings.

Excavation on the towpath to accommodate the proposed works will be kept to a minimum and it is intended to construct on the existing surface in consultation with Waterways Ireland.

### 3.4 Road Crossing and Access Controls

To ensure the safety of users of the Greenway and to ensure that current agricultural practices can continue unhindered and that residential amenity of those who live along the proposed route is not adversely affected, a number of controlled accessed or gates are proposed over the length of the route (see drawings for locations). The proposed access controls are specifically designed for cyclist / pedestrian use while still providing sufficient security to the amenity. A typical detail of the arrangement is provided on drawing no 400/18/229 and is similar to that in the photograph below.



Access Control / Gates on the Offaly section of Greenway

Signage will be erected at the appropriate junctions and interfaces along the proposed route as identified on the scheme drawings. A post construction health and safety audit will identify the exact signage requirements and will be conducted prior to the route being fully operational. Additional safety measures to ensure the safety of users may be installed particularly on areas of shared surface and road crossings.

### **3.5 Local Residents and Agricultural Properties**

The route traverses through the town of Sallins and the Village of Roberstown and the fringes of Allenwood Village, but for the most part the route is through areas of open countryside. The route has sections of shared surface, which currently provide access to residential and agricultural properties and are therefore lightly trafficked by vehicles. In addition where access to agricultural land is currently only available via the towpath, these sections are trafficked by agricultural machinery and livestock, on an infrequent basis. As a result passing bays are proposed, to accommodate traffic, cyclists / walkers in these sections. The proposal has been designed to minimise impact on residential amenity and agricultural practices.

### **3.6 Public Lighting**

No lighting of the route is proposed under the current scheme.

### **3.7 Ducting**

Appropriate ducting is to be provided for at construction stage subject to agreement with Waterways Ireland and relevant stakeholders.

### **3.8 Amenity**

Any future proposals for amenity areas along the canal, including jetties / marina facilities for boat users, car parking, landscaping, or barge facilities etc. will require planning permission.

### 3.9 Architectural Heritage

There are a number of protected structures located within or adjacent to the proposed route. No works are proposed to any protected structure, it is considered therefore that the proposed development will not materially affect the character of any protected structure.

Structure	Townland	Kildare RPS Ref	NIAH Ref
Henry Bridge	Clonaghilis	B15-12	11901501
Ponsonby Bridge	Baronrath	B14-47	11901406
Devonsire Bridge	Kileenmore	B14-17	11901405
Leinster Aqueduct	Waterstown / Osberstown	B19-13	
Digby Bridge & Lock 16	Landenstown	B14-46	11901403
Landenstown Bridge & Lock 17	Landenstown	B14-45	11901402
Bonyng Bridge	Downings South	B13-16	
White-Eye Supply Single Arch Stone aqueduct with embankment	Robertstown	B13-32	11806012
Section of the Grand Canal	Robertstown	B13-35	11806015
Binns Bridge	Roberstown West	B13-12	11806004
Bond Bridge	Derrymullen	B13-42	11901304
Shee Bridge	Allenwood South	B12-02	11901201
Ticknevin Bridge	Ticknevin	B08-23	11900801

**Table 1:** Structures on RPS located on the Grand Canal Greenway route.

The proposed Greenway extends under or over / across the protected structures outlined above. Proposed signage and access control gates and crossing points will be located in the vicinity of these protected structures. Consideration was given to the installation of safety rails along the trail edge under bridges where a 3m width is not achievable, however to safeguard the protected structures this was decided against. To ensure the safety of users, cyclist will be encouraged by way of a controlled gate and signage to dismount and walk underneath the bridges. No works are proposed to the structures themselves.

### 4.0 Environmental Assessment

An EIA Screening has been undertaken as part of this proposal and accompanies this report. The EIA Screening Report identified that, due to the design of the project and the nature and extent of the proposed works, there is no potential for significant impact on the following environmental categories:

- Human Beings
- Flora and Fauna
- Soil
- Water
- Air / Climatic factors
- Landscape
- Cultural heritage, including the architectural and archaeological heritage and cultural heritage and

- The inter relationship between the above factors

Please refer to the accompanying EIA Screening Report for full information.

#### 4.1 Flora and Fauna

An Ecological Cumulative Impact Assessment ECIA, commissioned by Waterways Ireland was undertaken by Roughan O' Donavan and published in March 2016. The ECIA includes an ecological survey of the full corridor of the Grand Canal inclusive of the section location in County Kildare.



Heron fishing the Canal Bank

A Habitats Screening Report was produced to fulfil the requirements of EU Habitats Directive (92/34/EEC). The screening document provides the information required in order to establish whether or not the proposed development is likely to have a significant impact on the Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated. The AA Screening concluded that the project will not have a significant negative effect on European Sites and will not negatively affect their conservation objectives or integrity.

Please refer to the accompanying AA Screening Report for full information.

#### 5.0 Methodology for Construction

A preliminary Methodology for Construction plan has been drafted for this proposal. This document sets out design rationale for the proposed works, access details, environmental management i.e provision of an Ecological Clerk of Works and the

development and implementation of an Environmental Management Plan and construction methodology.

The preparation and implementation of a detailed Construction Management Plan and Environmental Management Plan will be required pre construction stage. This will include method statements for all works, particularly excavation works, construction works and environmental management and supervision.

## 6.0 Public Consultation Process

Plans and particulars of the proposed development (Part 8 Ref No. P82018.012) will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy, at the offices of Kildare County Council, Planning Department, Aras Chill Dara, Naas, Co.Kildare during its public opening hours during the period from 28<sup>th</sup> November 2018 to 3<sup>rd</sup> January 2019, (both dates inclusive).

Plans and particulars of the proposed development are also available to view during that period on Kildare County Council's website at:

<http://kildare.ie/countycouncil/PublicConsultations-Part8Schemes/RoadsandTransportation/GrandCanalGreenway>

Submissions and observations with respect to the proposed development and dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made online at

<http://kildare.ie/countycouncil/PublicConsultations-Part8Schemes/roadsandtransportation/GrandCanalGreenway/index.html>

or in writing to: Senior Executive Officer, Planning Department, Kildare County Council, Áras Chill Dara, Naas, Co. Kildare.

Please make your submission by one medium only i.e. in hard copy or online. Submissions by email or fax will not be accepted.

All submissions and observations should be headed: "Grand Canal Greenway – Part 8".

**DEADLINE FOR SUBMISSIONS: 5pm Wednesday 16<sup>th</sup> January 2019.** Late submissions will not be accepted.

All comments, including names of those making comments, submitted to the Council in regard to this scheme, will form part of the statutorily required report to be presented at a meeting of the elected members. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain. Kildare County Council is subject to the provisions of Freedom of Information (FOI Acts 1997 and 2014) and of the Data Protection Acts 1988 and 2013.

## 7.0 Health and Safety

An audit of the route will be undertaken post construction to determine the exact requirements relating to the shared walking and cycling route.

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

Date: \_\_\_\_\_

John O' Hara  
Assistant Planner

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

Date: \_\_\_\_\_

Liam McGree  
Senior Planner

