



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

**RE: S38 Road Traffic Act 1994,  
Mullinabro Traffic Calming Scheme 2023**

**DATE: 11<sup>th</sup> October 2023**

Dear Councillor,

Under Section 38 of the Road Traffic Act 1994, as amended by the Public Transport Regulation Act, 2009 (Section 46), Kilkenny County Council proposed to install traffic calming measures on the LP3408 at Mullinabro, Co. Kilkenny. A public consultation was undertaken between 13<sup>th</sup> September 2023 and 11<sup>th</sup> October 2023.

Measures were proposed including the removal of an existing speed ramp, build outs to reduce the apparent width of the road, road markings to augment the build outs and provide consistent road width and a driver feedback sign on the norther approach to Mullinabro to calm traffic through the area.

A number of submissions were received and these were examined by Kilkenny County Council and are listed in the attached report along with corresponding responses. This report also includes scheme drawings.

I am satisfied, having reviewed the documentation, that the scheme as advertised subject to the proposed amendments arising from the Public Consultation outlined in Section 7 of the attached Report, will provide suitable traffic calming leading to a safer environment for all road users.

It is therefore recommended that the members approve the amended Mullinabro Traffic Calming Scheme 2023, in accordance with Section 38(4) of the Road Traffic Act 1994, as amended.

*Stan Cullen*

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**Stan Cullen,  
Senior Executive Engineer**

*Seamus Kavanagh*

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**Seamus Kavanagh,  
Senior Engineer**

*Tim Butler*

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**Tim Butler  
Director of Services**



## **Section 38 of the Road Traffic Act, 1994 as amended by the Public Transport Regulation Act, 2009 (Section 46)**

### **MULLINABRO TRAFFIC CALMING SCHEME 2023**

#### **1. Introduction**

Kilkenny County Council intends to introduce a traffic calming scheme on the LP3408 in Mullinabro, outside Ferrybank. The scheme comprises traffic calming improvements over an 800m section of the road.

This report should be read in conjunction with the drawing prepared for a Public Consultation under Section 38 of the Road Traffic Act 1994, contained in Appendix A.

#### **2. Existing Conditions**

Mullinabro is served by the Local Primary Road LP3408, linking Ferrybank to large rural hinterland. The road is within a 50kph speed limit and typically carried 1,850 vehicles per day.

There are a significant number of houses accessing this stretch of road, including a priority junction at the access to Mullinabro Woods. A childcare facility is located near the Cloone Road Junction and other commercial and agricultural operations are also served by this road.

85%ile speeds were measured as 56kph southbound (towards Ferrybank) and 72 kph northbound, with maximum speeds in excess of 100kph.

In 2021, Kilkenny County Council introduced speed ramps and while this did reduce vehicle speeds, the nature of the traffic using the road resulted in significant noise and vibration, which led to the removal of one ramp in 2022.

#### **3. Proposed Improvements**

Kilkenny County Council proposes to remove the remaining ramp and install 12 no. concrete build outs at regular intervals that will act to reduce the apparent width of the road.

A road marking regime will add to the effect of the build outs in maintaining a consistent road width along this part of the road.

A driver feedback sign displaying driver speeds will be erected on the northern side of the Cloone Road junction, to augment a similar sign on the approach from the south.

The Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets, prepared for the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government.

#### **4. Scheme Benefits**

The introduction of the build outs and road markings will create more consistent carriageway width of 6m, and introduce a stronger urban appearance than the current arrangement.

The existing driver feedback sign has been effective in reminding drivers of their speed compared with the speed limit on the road. The addition of another of these signs will further strengthen the message for drivers to reduce their speeds.

#### **5. Environmental Assessment**

The proposals were subjected to a Stage 1 Appropriate Assessment (AA) Screening Report to determine whether the Scheme required an Environmental Impact Assessment (EIA). The AA Screening Report was carried out in accordance with the requirements of Article 6 of the EU Habitats Directive (Directive 92/43/EEC), Article 120(1)(a) of the Planning and Development Regulations 2001 (as amended) and Section 50(1) of the Roads Act 1993 (as amended). The local authority has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an Environmental Impact Assessment (EIA) is not required. The report is enclosed in Appendix B.

#### **6. Submissions and Observations**

In accordance with Section 38 of the Road Traffic Act 1994, Kilkenny County Council gave notice of its intention to carry out the Development and in accordance with the Act and Regulations made available for public inspections Plans and Particulars of the Scheme and invited submissions from the public. The public consultation commenced on 13<sup>th</sup> September 2023 and the closing date for submissions was 11<sup>th</sup> October 2023 at 4pm.

A total of five submissions, including a petition signed by 21 residents on Cloone Road was submitted during the public consultation and these are listed in Table 6.1.

Copies of the submissions are provided in Appendix C and responses to these submissions are presented below.

Reference No.	Name	Date Received	Response Provided
1	Patrick Wallace	24/09/2023	Yes
2	Sean Twomey	27/09/2023	Yes
3	Mark Fenton	29/09/2023	Yes
4	M O'Brien	11/10/2023	Yes
5	Cloone Road Residents	11/10/2023	Yes

*Table 6.1: List of Submissions*

## **6.1 Submission 1 – Patrick Wallace**

### *6.1.1 Summary of Submission*

Inclusion of street lighting and dedicated cycle lanes

### *6.1.2 Response to Submission*

#### Public lighting

Street lighting is present along the Rockshire Road in Ferrybank as far as the roundabout junction at Waterford Golf Club. From this point out, no street lighting exists along the Mullinabro Road, apart from a light near Mullinabro Farm, a light after Mullinabro Woods housing estate and two lights at the Cloone Road junction at the norther end of the scheme.

It is desirable to provide public lighting along the Mullinabro Road between the Waterford Golf Club and Cloone Road to improve safety and security for road users and to enhance the urban appearance of this 50kph speed limit zone.

The length of this stretch of road is approximately 1.3km, requiring approximately 43 no. lights. The cost of the provision of this public lighting is estimated to be approximately €110,000, which is beyond the scope of the funding available for this safety scheme.

However, Kilkenny County Council intends to seek funding to provide this public lighting on a phased approach under Active Travel funding over the coming years.

The proposed Scheme has been designed to be effective in both lit and unlit conditions and does not preclude the future provision of public lighting along the route.

#### Cycle Lanes

The provision of cycle lanes will be an important improvement for sustainable and healthy transport options for residents and visitors to Mullinabro to access Ferrybank and Waterford City. A Mobility Management Plan will be published soon, which accords with the Waterford Metropolitan Area Transport Strategy, and identifies routes in Ferrybank along which cycle facilities will be provided. The Plan provides for cycle facilities along the Rockshire Road. Upon completion, the

feasibility of extending these facilities to Mullinabro could be assessed. However, they would be premature without public lighting in place.

## **6.2 Submission 2 – Sean Twomey**

### *6.2.1 Summary of submission*

Retain solid centre line, retain existing speed ramp, provide build outs on both sides of the road throughout, extend street lighting

### *6.2.2 Response to Submission*

#### Retain solid white line

The solid white line will be retained to reinforce the efficacy of the traffic calming measures proposed.

#### Retain existing speed ramp

In 2021, Kilkenny County Council installed two speed ramps. However, the use of this road by a high number of HGV and agricultural traffic led to substantial disturbance for those living in the vicinity of the ramps due to noise and vibration. As a result, the proposed Scheme was developed to provide alternative measures to the speed ramps. One ramp has already been removed and it is intended to remove the second ramp as part of these works.

#### Provide build outs on both sides of the road throughout

The available carriageway width does not provide for full build outs on both sides of the road throughout the scheme. However, smaller buildouts will be provided opposite the build outs on the Cloone Road side of Mullinabro Woods to maintain the narrowing appearance of this part of the road.

#### Extend street lighting

As mentioned under 6.1.2 above, the extension of street lighting is beyond the budget available for this scheme. Kilkenny County Council intends to seek funding to provide public lighting along the Mullinabro Road on a phased approach under Active Travel funding over the coming years. Public lighting along the Mullinabro Road would include lighting at the junction to Mullinabro Woods.

## **6.3 Submission 3 – Mark Fenton**

### *6.3.1 Summary of submission*

Street lighting, signage and lighting at Mullinabro Woods Junction, wider footpaths and cycle paths

### *6.3.2 Response to submission*

#### Public Lighting

As mentioned under 6.1.2 above, the extension of street lighting is beyond the budget available for this scheme. Kilkenny County Council intends to seek funding

to provide public lighting along the Mullinabro Road on a phased approach under Active Travel funding over the coming years. Public lighting along the Mullinabro Road would include lighting at the junction to Mullinabro Woods.

#### Signage for Mullinabro Woods junction

Warning signage for this junction will be included in the Scheme.

#### Wider footpaths and cycle paths

The footpath along this road is generally 1.5m in width, with a verge varying in width up to 2.0m between the footpath and the road along most of the section between the Golf Club roundabout and Mullinabro Woods. Upon completion of the cycle facilities along the Rockshire Road, the feasibility of extending these facilities to Mullinabro could be assessed. However, they would be premature without public lighting in place.

### **6.4 Submission 4 – M O’Brien**

#### *6.4.1 Summary of submission*

Scheme does not provide for active travel, despite proximity to Ferrybank, Southeast Greenway and Waterford City

#### *6.4.2 Response to submission*

The current proposals intend to provide traffic calming under Low Cost Safety Scheme funding. Active travel measures, such as public lighting, footpath improvements and cycle lane provision, are beyond the scope of the funding available for this safety scheme, as mentioned in Section 6.1.2 above.

The provision of cycle lanes will be an important improvement for sustainable and healthy transport options for residents and visitors to Mullinabro to access Ferrybank and Waterford City. A Mobility Management Plan will be published soon, which accords with the Waterford Metropolitan Area Transport Strategy and identifies routes in Ferrybank along which cycle facilities will be provided. The Plan provides for cycle facilities along the Rockshire Road. Upon completion, the feasibility of extending these facilities to Mullinabro could be assessed. However, they would be premature without public lighting in place.

Kilkenny County Council intends to seek funding to provide active travel improvements under Active Travel funding over the coming years. The proposed Scheme does not preclude the future provision of active travel measures along the route.

### **6.5 Submission 5 – Petition signed by Cloone Road Residents**

#### *6.5.1 Summary of submission*

Lack of footpaths and public lighting on Cloone Road.

Need for traffic calming on lower part of Cloone Road and suggested signage improvements.

### 6.5.2 *Response to submission*

The current proposals intend to provide traffic calming on the Mullinabro Road under Low Cost Safety Scheme funding. While it is acknowledged that Cloone Road has a deficit of footpaths and public lighting, addressing traffic speed on Mullinabro Road will benefit the wider community in the area.

An assessment of the feasibility and efficacy of measures to address traffic speeds on Cloone Road will be carried out on foot of the petition received. Funding for any measures deemed appropriate will be sought.

The suggested additional signage on Cloone Road will be assessed for inclusion in this proposed scheme.

Kilkenny County Council intends to seek funding to provide active travel improvements under Active Travel funding over the coming years. Such a scheme should include Cloone Road, given its location adjacent to Mullinabro and the similar nature of development and sustainable transport deficits in the area.

## **7. Proposed Amendments arising from Public Consultation**

Having regard to the submissions received, Kilkenny County Council propose amending the scheme details as follows:

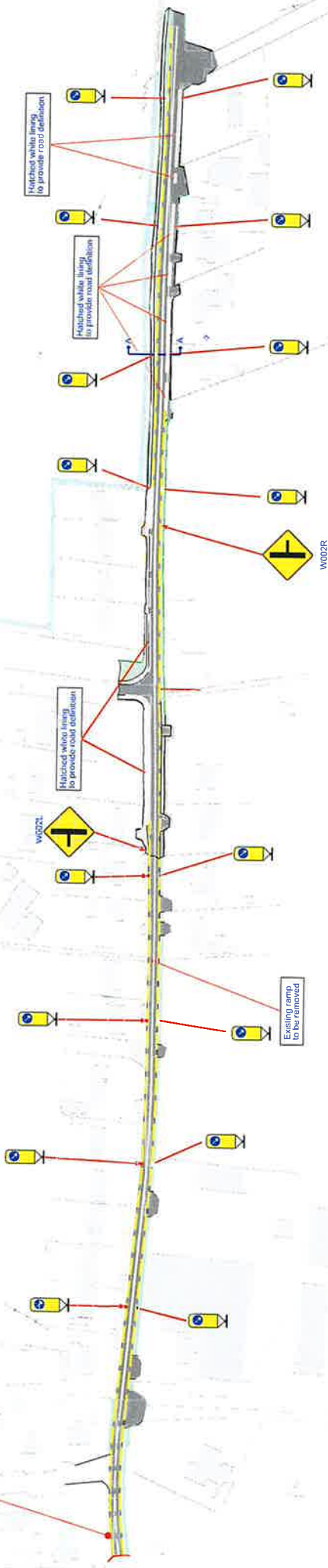
- Retain the solid centre line;
- Provide reduced build outs opposite the full-sized build outs on the northern side of Mullinabro Woods;
- Provide advance warning signage for the Mullinabro Woods junction in accordance with the Traffic Signs Manual;
- Provide additional warning signage on Cloone Road following an assessment of suitable signage and locations in accordance with the Traffic Signs Manual.

A drawing showing the amended scheme is contained in Appendix D.

**Appendix A**  
**Scheme Drawing for Public Consultation**



Clóirín Fiontarúcháin  
Sainníre

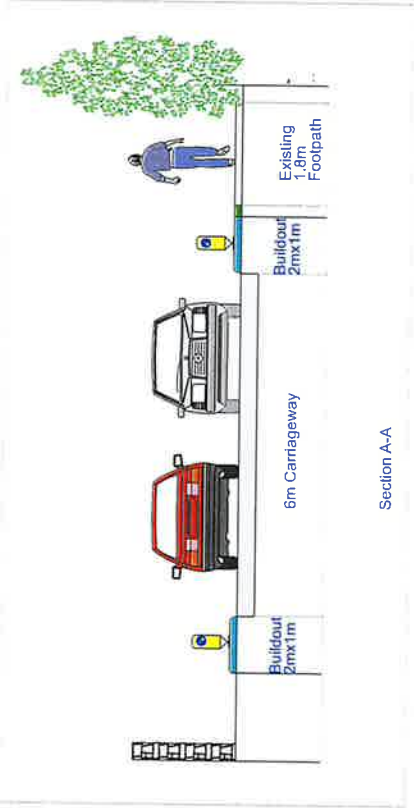


Hatched white lining to provide road delineation

Hatched white lining to provide road delineation

Hatched white lining to provide road delineation

Existing ramp to be removed



Section A-A



Rev	By	Date	Description

**KILKENNY COUNTY COUNCIL**  
 Cmhaithe Clontarf Chill Chainnigh  
 ROAD DESIGN UNIT  
 1 DE-WHITE  
 PHILIPPI

Project: Mullinahone Traffic Calming  
 Contract: S2018012  
 Title: Plan Layout  
 Drawn By: HB  
 Checked By: NYS  
 Date: 10/04/2024  
 Scale: 1:100  
 Drawing No: ME-LCA-S-01

**Appendix B**  
**Appropriate Assessment Screening Report**

## AA: Template Screening Form

STEP 1. Description of the project/proposal and local site characteristics:	
(a) File Reference No:	S.38 Mullinabro Traffic Calming
(b) Brief description of the project or plan:	<b>Traffic calming 12 no build outs</b>
(c) Brief description of site characteristics:	<b>The subject site is not located within or immediately adjacent to any Natura/European site.</b>
(d) Relevant prescribed bodies consulted: e.g. DHLGH (NPWS), EPA, OPW	n/a
(e) Response to consultation:	<b>N/A</b>

STEP 2. Identification of relevant Natura 2000 sites using Source-Pathway-Receptor model and compilation of information on Qualifying Interests and conservation objectives.				
Natura 2000 European Site	List of Qualifying Interest/Special Conservation Interest <sup>1</sup>	Distance from proposed development <sup>2</sup> (km)	Connections (Source- Pathway- Receptor)	Considered further in screening Y/N
<b>See tables 2 and 3 below</b>	<b>See tables 2 and 3 below</b>	<b>See tables 2 and 3 below</b>	<b>Yes/No</b>	<b>Yes/No</b>
<b>SAC River Suir SAC</b>	<b>Set out below</b>	<b>2.3m</b>	<b>None</b>	<b>No</b>

<sup>1</sup> Short paraphrasing and/or cross reference to NPWS is acceptable – it is not necessary to reproduce the full text on the QI/SCI.

<sup>2</sup> If the site or part thereof is within the European site or adjacent to the European site, state here.

**Table 2: Identification of Natura 2000 sites (SACs and SPAs) which may be impacted by the proposed development**

Please answer the following five questions in order to determine whether there are any Natura 2000 sites which could potentially be impacted by the proposed development. If the answer to all of these questions is no, significant impacts can be ruled out for habitats and bird species. No further assessment is required. Please refer to tables 3 and 4 where the answer to any of these questions is yes.

	<b>Using the Source – Pathway- Receptor model, please consider the following</b>	Y/N
<b>1</b>	<b>ONE- OFF HOUSE /SMALL EXTENSION/ ALTERATION TO EXISTING BUILDING</b>	Y
1a	<p>Is the development a one- off house/small extension/alternation to existing building within an SAC/SPA or within 100m of an SAC/SPA and likely to discharge pollutants or nutrients of a significant nature and amount to surface water within catchments of and SAC/ SPA as part of its construction or operational phase (including the installation of waste water treatment systems; percolation areas; septic tanks within SAC/SPA or very close proximity)?.</p> <p><b>If the answer to the above question is:</b></p> <ul style="list-style-type: none"> <li>- no, then no appropriate assessment required</li> <li>- yes, then an appropriate assessment is required</li> <li>- not sure, then an appropriate assessment is required in accordance with the precautionary principle</li> </ul>	N
<b>2</b>	<b>DEVELOPMENTS OTHER THAN THOSE DESCRIBED IN 1 ABOVE</b>	
2a	<p><b>Impacts On Freshwater Habitats</b></p> <p><i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats, or in the catchment of same and does the development propose to discharge water to or abstract water from the habitat?</i></p> <p><b>Sites to consider:</b> Lower River Suir, River Barrow, River Nore. (these sites also include many tributaries – check on NPWS website)</p> <p><b>Habitats to consider:</b></p> <p>Alluvial Wet Woodland, (Lower River Suir and Nore), Dry Heath (some steep slopes along River Barrow and its tributaries) Rivers, Streams, Lakes and Lagoons, Old Oak Woodland, floating river vegetation,</p> <p><b>Species to consider:</b></p> <p>River Lamprey, Brook Lamprey, Freshwater Pearls Mussel, Nore Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter, Vertigo Moulinsiana,</p>	
2b	<p><b>Impacts On Wetland Habitats</b></p> <p><i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats, or likely to discharge water to or abstract water from the wetland?</i></p> <p><b>Sites to consider:</b> Hugginstown Fen, Galmoy Fen, The Loughans, Flood Plain wetlands</p> <p><b>Habitats to consider:</b></p>	

	<b>Using the Source – Pathway- Receptor model, please consider the following</b>	Y/N
	Bogs, Alkaline Fens (Hugginstown and Galmoy), Turloughs (The Loughans), wet grassland and Marsh (river floodplains)	
<b>2c</b>	<p><b>Impacts on Intertidal and Marine Habitats</b></p> <p><i>Is the development located within a Special Area of Conservation whose qualifying interests include intertidal and marine habitats and species, or within the catchment of same and likely to discharge water to or abstract water from the habitats.</i></p> <p><b>Sites to consider:</b> Lower River Suir</p> <p><b>Habitats to consider:</b> Atlantic Salt meadows, Mudflats, sandflats, saltmarsh, estuary</p> <p><b>Species to consider:</b> Sea Lamprey, River Lamprey, Brook Lamprey, Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter.</p>	
<b>2d</b>	<p><b>Impacts On Woodlands And Grasslands</b></p> <p><i>Is the development within a Special Area of Conservation whose qualifying habitats include terrestrial habitats, or in close proximity to same with a likely ecological impact?.</i></p> <p><b>Sites to consider:</b> Spa hill and Clomantagh Hill, Cullahil Mountain, River Barrow, River Nore, Lower River Suir</p> <p><b>Habitats to consider:</b></p> <p><i>Alluvial Wet Woodlands</i> (River Nore below Inistioge and River Suir at Fiddown Island and Carrick on Suir), Eutropic tall herb vegetation (River Suir at Fiddown Island and Carrick on Suir), and grasslands (Spa hill and Clomantagh Hill, Cullahil Mountain)</p> <p>Oak Woodlands in old estates next to the Nore and Barrow</p> <p><b>Species to consider:</b> Greenwinged, Frog and Bee Orchids (Cullahill and Clomantagh Hill), Nettle Leaved Bellflower and Autumn Crocus</p>	
<b>2e</b>	<p><b>Impacts On Birds</b></p> <p><i>Is the development within a Special Protection Area, or likely to discharge water to same or likely to have another significant impact on the habitats of Birds in same?.</i></p> <p><b>Sites to consider:</b> River Nore</p>	

	<b>Using the Source – Pathway- Receptor model, please consider the following</b>	Y/N
	<b>Species to consider:</b> <b>River Nore:</b> Kingfisher (Alcedo Atthis) – Nesting in river banks	

**Table 3: Determination of possible impacts on Natura 2000 sites.**

Where it has been identified in table 2 that there is a Natura 2000 site within the potential impact zone of the proposed development, it is necessary to try to determine the nature of the possible impacts. Please answer the following questions as appropriate.

	<b>Using the Source – Pathway- Receptor model, please consider the following- notwithstanding distance any direct link needs consideration</b>	
1.	<b>Impacts on designated freshwater habitats (rivers, lakes streams and lagoons).</b>  <i>Please answer the following if the answer to question 2a in table 2 was yes.</i>  <i>Does the development involve any of the following:</i>	
1.1	Impacts on watercourses (tributaries, streams, drains) which are remote from the SAC/SPA but may still impact on the SAC/SPA by reason of the nature or quantity of the discharge	
1.2	Abstraction from surfacewater or groundwater within 1km of SAC/SPA.	
1.3	Removal of topsoil within 100 m of watercourses with potential for surface water runoff.	
1.4	Infilling or raising of ground levels within 100m of watercourses with potential for surface water runoff.	
1.5	Construction of drainage ditches within 1km of SAC/SPA.	
1.6	Construction within a floodplain or within an area liable to flood.	
1.7	Crossing or culverting of rivers or streams within 1km of SAC/SPA.	

1.8	Storage of chemicals hydrocarbons or organic wastes within 100 m of a watercourse.	
1.9	Development of a large scale which involves the production of an EIS.	
1.10	Development of quarries, particularly where abstraction is below water table. Provision of process water silt management systems	
1.11	Development of windfarms within 1km of an SAC or with the risk of runoff to an SAC/SPA, particularly during construction.	
1.12	Development of pumped hydro electric stations.	
<b>2</b>	<b>Impacts on designated wetland habitats (bog, heath, marsh, fen).</b>  <i>Please answer the following if the answer to question 2b in table 2 was yes.</i>  <i>Does the development involve any of the following:</i>	
2.1	Impacts on watercourses (tributaries, streams, drains) which are remote from the SAC/SPA but may still impact on the SAC/SPA by reason of the nature or quantity of the discharge.	
2.2	Construction of roads or other infrastructure on peat habitats within 1km of a Natura 2000 site of which qualifying interests include peat, fen or marsh. (Only Peat habitat at Bruckana – consider Galmoy fen – impact unlikely	
2.3	Development of a large scale within 1km within a Natura 2000 site, whose qualifying features include fen or marsh, which involves the production of an EIS.	
<b>3</b>	<b>Impacts on designated intertidal and marine habitats (mudflats, sandflats, estuaries, reefs and sea cliffs).</b>  <i>Please answer the following if the answer to question 2c in table 2 was yes.</i>  <i>Does the development involve any of the following:</i>	
3.1	Impacts on intertidal and marine habitats from potential development which are remote from the SAC/SPA but may still impact on the SAC/SPA by reason of the nature or quantity of the discharge	
3.2	Development of piers, slipways, marinas, pontoons or any other infrastructure within 5km of a Natura 2000 site whose qualifying features include intertidal or marine habitats.	

3.3	Dredging within 5km of a Natura 2000 site whose qualifying features include intertidal or marine habitats.	
3.4	Impacts on watercourses (tributaries, streams, drains) which are remote from the SAC/SPA but may still impact on the SAC/SPA by reason of the nature or quantity of the discharge.	
3.5	Removal of topsoil or infilling within 100m of Natura 2000 sites whose qualifying features include intertidal or marine habitats where potential for surface water runoff exists.	
3.6	Development of a large scale within 1km of Natura 2000 sites whose qualifying features include intertidal or marine habitats, which involves the production of an EIS.	
<b>4</b>	<p><b>Impacts on other designated woodlands and grasslands</b> (woodland, upland grassland, lowland grassland, coastal grassland including dunes).</p> <p><i>Please answer the following if the answer to question 2d in table 2 was yes.</i></p> <p><i>Does the development involve any of the following:</i></p>	
4.1	Works within the boundary of a Special Area of Conservation whose qualifying interests include woodland or grassland habitat types.	
4.2	Development within 200m of Natura 2000 site with woodland or grassland habitats.	
4.3	Development of a large scale within 1km of Natura 2000 site with woodland, grassland or coastal habitats which involves the production of an EIS.	
<b>5</b>	<p><b>Impacts on birds in SPAs</b></p> <p><i>Please answer the following if the answer to question 2e in table 2 was yes.</i></p> <p><i>Does the development involve any of the following:</i></p>	
5.2	Erection of wind turbines within 1km of an SPA.	
5.3	All construction works within 100m of SPA (River Nore), including the development of cycle ways or walking routes	



5.4	Infilling of coastal habitats within 500m of intertidal SPA.	
5.5	Works within 1km of coastal SPA which will result in discharges to rivers or streams that are directly connected to designated sites.	

**Conclusion:** If the answer to question 1 and 2a-e are no or n/a, significant impacts on habitats within Natura 2000 sites and on SPAs can be ruled out. No further assessment is required in relation to habitats or birds. If the answer to any question in table 2 is yes, you may require further information, unless you are satisfied that the project proponents have incorporated adequate mitigation into their design to avoid impacts on the Natura 2000 site (eg water pollution protection measures). Such information should be provided in the form of a Natura Impact Statement which should address the particular issues of concern as identified through the above.

**Table 4: Consideration of potential impacts on protected species**

Many of our Special Areas of Conservation are designated for species as well as for habitats. These are listed below, alongside the sites for which they are designated. Included is a short list of the types of activities which could have an impact on these species. Please tick if you are concerned that the proposed development could have an impact on these species.

Species	Relevant Sites	Activities which could have impacts on species	Possible Impacts Identified? Y/N
Otter	River Nore River Barrow Lower River Suir  Note: Otters are a strictly protected species. All breeding sites and resting places are protected regardless of whether or not they are within or external to Special Areas of Conservation.	Activities that interfere with river banks.	N
Atlantic Salmon	River Barrow River Nore Lower River Suir	Activities that interfere with water quality, levels or the river bed;	N

Species	Relevant Sites	Activities which could have impacts on species	Possible Impacts Identified? Y/N
River Lamprey	River Barrow River Nore Lower River Suir	Activities that interfere with water quality, levels or the river bed;	N
Brook Lamprey	River Barrow River Nore Lower River Suir	Activities that interfere with water quality, levels or the river bed;	N
Sea Lamprey	River Barrow River Nore Lower River Suir	Activities that interfere with water quality or the river bed – estuarine areas;	N
Twaite Shad	Lower River Suir	Activities that interfere with water quality or the river bed – estuarine areas;	N
Crayfish	Lower River Suir	Activities that interfere with water quality or the river bed;	N
Freshwater Pearl Mussel	River Barrow River Nore Lower River Suir	Activities that interfere with water quality, levels or the river bed ;	N
Nore Freshwater Pearl Mussel	River Nore	Activities that interfere with water quality, levels or the river bed ;	N

**Conclusion:** If the answer to all of the above is no, significant impacts on species can be ruled out. If the answer to any of the above is yes, then further information is likely to be required in relation to potential for impact on that particular species. Where potential impacts are identified on Otters or on Bats outside designated sites, then further information should be sought in the form of a species specific survey. In these cases, appropriate assessment is not required.

### STEP 3. Assessment of Likely Significant Effects

- (a) Identify **all** potential direct and indirect impacts that may have an effect on the conservation objectives of a European site, taking into account the size and scale of the project under the following headings:


Impacts:	Possible Significance of Impacts: (duration/magnitude etc.)
<b>Construction phase e.g.</b> <ul style="list-style-type: none"> <li>• Vegetation clearance</li> <li>• Demolition</li> </ul>	<b>None anticipated</b>

<ul style="list-style-type: none"> <li>• Surface water runoff from soil excavation/infill/landscaping (including borrow pits) <ul style="list-style-type: none"> <li>• Dust, noise, vibration</li> <li>• Lighting disturbance</li> </ul> </li> <li>• Impact on groundwater/dewatering</li> <li>• Storage of excavated/construction materials <ul style="list-style-type: none"> <li>• Access to site</li> <li>• Pests</li> </ul> </li> </ul>	
<p>Operational phase e.g.</p> <ul style="list-style-type: none"> <li>• Direct emission to air and water</li> <li>• Surface water runoff containing contaminant or sediment <ul style="list-style-type: none"> <li>• Lighting disturbance</li> <li>• Noise/vibration</li> </ul> </li> <li>• Changes to water/groundwater due to drainage or abstraction</li> <li>• Presence of people, vehicles and activities</li> <li>• Physical presence of structures (e.g. collision risks) <ul style="list-style-type: none"> <li>• Potential for accidents or incidents</li> </ul> </li> </ul>	<b>None anticipated</b>
<b>In-combination/Other</b>	

(b) Describe any likely changes to the European site:	
<p>Examples of the type of changes to give consideration to include:</p> <ul style="list-style-type: none"> <li>• Reduction or fragmentation of habitat area <ul style="list-style-type: none"> <li>• Disturbance to QI species</li> <li>• Habitat or species fragmentation</li> </ul> </li> <li>• Reduction or fragmentation in species density</li> <li>• Changes in key indicators of conservation status value (water or air quality etc.)</li> <li>• Changes to areas of sensitivity or threats to QI</li> <li>• Interference with the key relationships that define the structure or ecological function of the site</li> </ul>	<b>None anticipated</b>

(c) Are 'mitigation' measures necessary to reach a conclusion that likely significant effects can be ruled out at screening?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

### Step 4: Habitats Directive Screening Conclusion Statement

Conclusion:		
	Tick as Appropriate:	Recommendation:
(i) It is clear that there is no likelihood of significant effects on a European site.	X	The proposal can be screened out: Appropriate assessment not required.
(ii) It is uncertain whether the proposal will have a significant effect on a European site.	<input type="checkbox"/>	<input type="checkbox"/> Request further information to complete screening <input type="checkbox"/> Request NIS <input type="checkbox"/> Refuse planning permission
(iii) Significant effects are likely.	<input type="checkbox"/>	<input type="checkbox"/> Request NIS <input type="checkbox"/> Refuse planning permission
Signature and Date of Recommending Officer:		

**Appendix C**  
**Submissions Received**

### **Submission 1 - Patrick Wallace - Received 24/09/2023**

I would like to suggest the inclusion of street lighting and dedicated cycling lanes as part of the upcoming traffic calming works in Mullinabro.

**Safety and Accessibility:** First and foremost, ensuring the safety of both motorists and pedestrians is a top priority. Well-lit streets contribute significantly to enhanced safety by reducing the risk of accidents, deterring criminal activities, and improving visibility for all road users. Adequate street lighting is a proven way to reduce accidents and enhance the overall feeling of security in our neighborhoods. Street Lights should be erected along the stretch of footpath that runs from the roundabout at the Mullinabro Newrath junction down to the entrance of Mullinabro Woods. The current separation of pedestrians and traffic (grass verge) should be maintained.

**Promoting Sustainable Transportation:** This development is an opportunity to align improvements of this nature with the Climate Change Theme contained in Kilkenny County Council's Local Economic and Community plan (LECP) in that the inclusion of dedicated cycling lanes aligns with the growing need for sustainable transportation options. Encouraging cycling not only reduces traffic congestion but also promotes a healthier lifestyle and reduces carbon emissions, contributing to your commitment to environmental sustainability. Providing a safe cycling option for residents, connecting to the sustainable bridge currently under development in Ferrybank, would promote low carbon transport and align with the strategic visions contained in the LECP.

**Community Engagement:** Including cycling lanes and street lighting can also promote community engagement by encouraging residents to explore our area on foot and bicycle, day and night. This community consideration is also coherent with your LECP and must, if the LECP is to truly lead strategic development in the county, be implemented.

Well lit streets and cycle lanes will give a sense of urban presence to drivers and will, of themselves, calm and slow traffic.

### **Submission 2 - Sean Twomey - Received 27/09/2023**

It is my opinion that the following points are very important in the implementation of the new traffic calming plan for the Mullinabro Road

1. The solid white line in the centre of the road should not be removed.
2. The speed ramp at the Cloone Road side of the Mullinabro Road should not be removed because (a) the cost of removing it and reconstituting the road would be money wasted. (b) every possible means should be used on this stretch of road to slow traffic down especially close to the entrance/exit of Mullinabro Woods and outside the houses that front on to the Mullinabro Road.
3. On the town side of the Mullinabro Woods estate entrance/exit there are six outs on the plan to slow traffic down, three on each side of the road opposite each other.

On the Cloone Road side of the Mullinabro Woods estate entrance/exit there are four outs. These outs are only on one side of the road. I believe these outs should be opposite each other and should number six. If only four are to be put in I believe there should be two on each side of the road in a staggered formation as seen in the photo attached. This system works very well in Continental Europe.

4. Extending the street lighting from within the estate of Mullinabro Woods to the entrance/exit of our estate would illuminate the area and make traffic on the Mullinabro Road more aware of traffic exiting Mullinabro Woods especially during the long winter nights.



Attachment to Sean Twomey Submission

### **Submission 3 - Mark Fenton - Received 29/09/2023**

Whilst the proposal to implement the traffic calming measures are welcome there are I believe a number of other initiatives that can be undertaken to further improve the safety of that section of the road. Firstly street lighting from the golf club roundabout to the Clune road junction should be included. This section of the road is very popular for locals to access the Ferrybank / Dual carriageway / Dual carriageway Granny walking paths (both which have wide footpaths and lighting). Unfortunately when walking along the Mullinabro section at night time, cars with full beam lights are blinding to pedestrians and cyclists. Secondly appropriate lighting and signage should be included at the entrance to Mullinabro woods to adequately alert drivers to the fact that this is a busy junction / entrance. Thirdly whilst the grass division between the footpath and road on the Mullinabro section are welcome and need to be maintained, I believe there is scope overall to widen and upgrade the footpath to a footpath / cyclepath as it is narrow in these parts. The community living in the general Clune / Mullinabro/ Gaulsmills / Smartcastle area are within reasonable distance to access the Ferrybank New Ross Greenway and the Waterford Greenway by foot or bicycle and opportunities to provide safer access to these greenways for that community should not be lost.

### **Submission 4 - M O'Brien - Received 11/10/2023**

I find it very hard to believe that this road has been redesigned with no consideration for active travel. Why build out with bollards when you can build out with a cycle lane. The obvious benefits of active travel are numerous. Reduced emissions, reduced traffic, improved health and wellbeing, building communities, independence for older people, disabled people, teenagers and those who can't afford cars etc etc.

To quote the documentation "There are a significant number of houses accessing this stretch of road, including a priority junction at the access to Mullinabro Woods. A childcare facility is located near the Cloone Road Junction and other commercial and agricultural operations are also served by this road."

This road is 2KM from the under construction Sustainable transport bridge. 2KM from the Waterford and Southeast Greenways. 2KM from Waterford City. 2KM from the new transportation hub rail, bus and taxi giving cycle-rail access to the rest of the country.

Roads only get redesigned and improved every couple of decades so I think we should be looking forward a number of decades and include future modes of transport that our many climate action plans, National and local Development plans, active travel plans etc all try to promote.

### **Submission 5 - Petition from Cloone Road Residents - Received 11/10/2023**



11/10/23

Enclosed is a petition with the signatures of Lower Gloone Road residents voicing their concerns relating to traffic management in the area.

Signed on behalf of residents:

Baronnie Reid - O'Brien  
Eileen King  
Margaret Costine.

**Observations By Cloone Road Residents – Mullinabro Road Traffic  
Calming 2023**

**Footpaths/Street Lighting**

- On the Mullinabro Road the road is significantly wider than on Cloone Road, it has a larger grass margin and a wide footpath on one side.
- Also, there are footpaths and street lighting in a considerable part of the Slieverue area where there are **no** houses.
- While there is a footpath and street lighting in the upper part of Cloone Road, there is no street lighting and no footpath along the lower section of Cloone Road beginning with the Williams farmhouse.

**Traffic**

- There is a considerable increase in early morning traffic along Cloone Road over the past number of years. Most notably so in the past few months with motorists using Cloone Road as a shortcut to avoid traffic back-up in Ferrybank caused by work associated with North Quays Development.
- Traffic calming measures need to be put in place on the lower part of Cloone Road. Suggestions are: **1) warning sign at Ned Williams' farm house** to alert motorists that there are houses ahead. Motorist unfamiliar with the area would not know that there is a row of houses after Ned Williams farm as the protruding ditch conceals this. Even with the traffic calming measure (ramp) about 200 metres before you reach O'Briens, motorists speed up to make up lost time. This is a proven statistic that motorists speed up after a traffic calming measure to make up for lost time. **2) Solar powered sign approaching bad bend at Mullowneys/Kellys** to alert motorists to slow down. **3) green & white bollards at Cloone Cross** to make it clear to motorists that a road exists there.
- Years ago we wanted to make this road safe for our children. It's a serious indictment that we are now trying to make it safe for our grandchildren and our older residents.

Name: Pat Noelen Owens Address: Cloone Cross

Observations: \_\_\_\_\_  
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Any observations need to be made to Margaret Costine on (087) 9949580, to Eileen Heneghan King on (086) 3196757 or by email to Caroline Reid O'Brien on [info@carolinereidobrien.ie](mailto:info@carolinereidobrien.ie) by 5:00pm on **Monday 9<sup>th</sup> October 2023.**

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**Observations By Cloone Road Residents – Mullinabro Road Traffic Calming 2023**

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Name: *Mrs Bernie Dwyer* Address: *Cloone Road*

Observations: \_\_\_\_\_  
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Name: ROBERT J SUGA Address: CLOONE, KILMAGOW CO. WILLOWAY

Observations: I WOULD BE IN FAVOUR OF TRAFFIC-CALMING MEASURES. HOWEVER SINCE WE LIVE IN A RURAL AREA I WOULD BE AGAINST LIGHTING & FOOTPATHS, I'D PREFER NOT SEE IT TURNED INTO AN URBAN AREA  
\* A SEWAGE SCHEME WOULD BE MUCH MORE BENEFICIAL TO ALL

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Name: John Falconer Address: Charis Ferrybank

Observations: \_\_\_\_\_  
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Name: MICHAEL / MONICA O'SHEA. Address: CLOONE ROAD, RESIDENTS.

Observations: THE ROAD IS BEING USED AS A VEHICLE RAT RUN FOR CARS, VANS AND HEAVY GOODS TRUCKS, IT IS ONLY A MATTER OF TIME BEFORE SOMETHING SERIOUS HAPPENS, ALSO ATTENTION IS SERIOUSLY NEEDED REGARDING ENTRANCE AND EXIT OF TRAFFIC FROM CHILDREN'S CIRCLE ON MULLINABRO ROAD WHICH IS ANOTHER ACCIDENT WAITING TO HAPPEN

Any observations need to be made to Margaret Costine on (087) 9949580, to Eileen Heneghan King on (086) 3196757 or by email to Caroline Reid O'Brien on [info@carolinereidobrien.ie](mailto:info@carolinereidobrien.ie) by 5:00pm on **Monday 9<sup>th</sup> October 2023.**

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Name: Mairéad Rackthighean Address: Cloone Rd

Observations: Often speeding traffic at bottom of road  
NO lighting at bottom of road so sign to main road  
not clearly visible. Footpaths are crucial.  
clearly heavier traffic avoiding Ferrybank recently !!

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Name: Caroline Palmer Address: Cloone Rd.

Observations: \_\_\_\_\_  
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Name: Eileen Penaghty Address: Avonbeg Cloone rd

Observations: Cloone rd has become a rat run and its  
even dangerous pulling out of your own drive way.  
I walk a lot and the speed at which cars pass me  
is actually frightening. Traffic <sup>calming</sup> ~~calming~~ measures <sup>are</sup> ~~are~~ needed

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Observations: \_\_\_\_\_

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Name: Kay Kelly Address: 8 Lower Cloone Road, Ferrybank  
Co. Kilkenny

Observations: Completely agree with everything above  
The Council have the option also of putting in solar  
lights & ramps immediately, as this has been done in  
other parts of the County

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- Traffic calming measures need to be put in place on the lower part of Cloone Road. Suggestions are: **1) warning sign at Ned Williams' farm house** to alert motorists that there are houses ahead. Motorist unfamiliar with the area would not know that there is a row of houses after Ned Williams farm as the protruding ditch conceals this. Even with the traffic calming measure (ramp) about 200 metres before you reach O'Briens, motorists speed up to make up lost time. This is a proven statistic that motorists speed up after a traffic calming measure to make up for lost time. **2) Solar powered sign approaching bad bend at Mullowneys/Kellys** to alert motorists to slow down. **3) green & white bollards at Cloone Cross** to make it clear to motorists that a road exists there.
- Years ago we wanted to make this road safe for our children. It's a serious indictment that we are now trying to make it safe for our grandchildren and our older residents.

Name: MICHAEL MULLOWNEY Address: CLOONE ROAD, FERRYBANK

Observations: SUGGEST REGULAR GARDIA SPEED CHECKS ① NEAR WILLIAMS ② NEAR X ROADS (TOP OF CLOONE)  
AND SPEED SIGNS (FLASHING) TOWARD BOTTOM OF CLOONE

Any observations need to be made to Margaret Costine on (087) 9949580, to Eileen Heneghan King on (086) 3196757 or by email to Caroline Reid O'Brien on [info@carolinereidobrien.ie](mailto:info@carolinereidobrien.ie) by 5:00pm on **Monday 9<sup>th</sup> October 2023.**

## Observations By Cloone Road Residents – Mullinabro Road Traffic Calming 2023

### Footpaths/Street Lighting

- On the Mullinabro Road the road is significantly wider than on Cloone Road, it has a larger grass margin and a wide footpath on one side.
- Also, there are footpaths and street lighting in a considerable part of the Slieverue area where there are **no** houses.
- While there is a footpath and street lighting in the upper part of Cloone Road, there is no street lighting and no footpath along the lower section of Cloone Road beginning with the Williams farmhouse.

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Name: DAVID COSTINE Address: CLOONE RD. (X91E4Y9)  
Margaret Costine Cloone Road,

Observations: The issues listed above should be investigated as soon as possible in conjunction with those put forward for Mullinabro Road. The 2 areas are equally important from a safety point of view. There is no coming back from being dead. Money should not be the issue!!

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Name: Eileen Heneghan King Address: Cloone Rd. Ferrybank

Observations: Fully agree with all above.  
All the Residents on our Road are treated  
like second class citizens compared to  
the Mullinabro Rd. Why is that?

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Name: Caroline & Bernard O'Brien Address: Cloone Road X91TC6

Observations: \_\_\_\_\_  
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Name: Ed Williams Address: Cloone Ferrybank Via Waterford

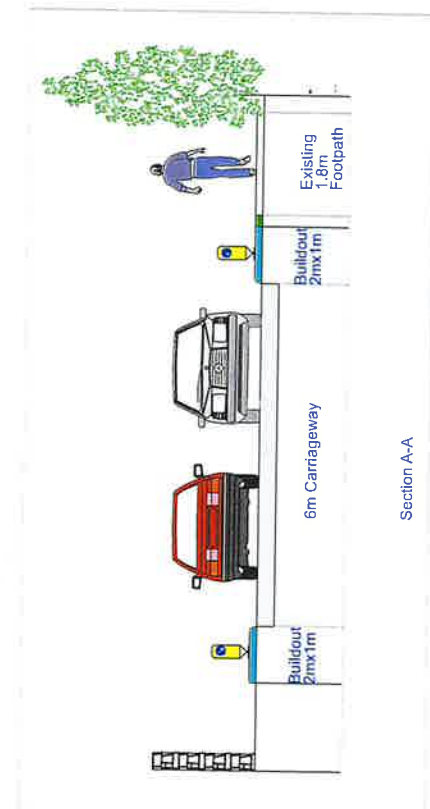
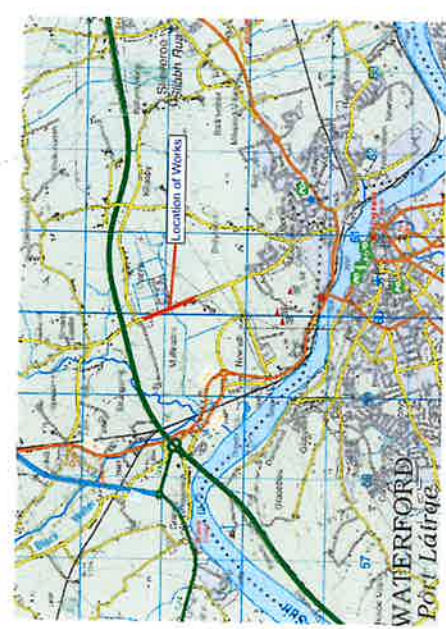
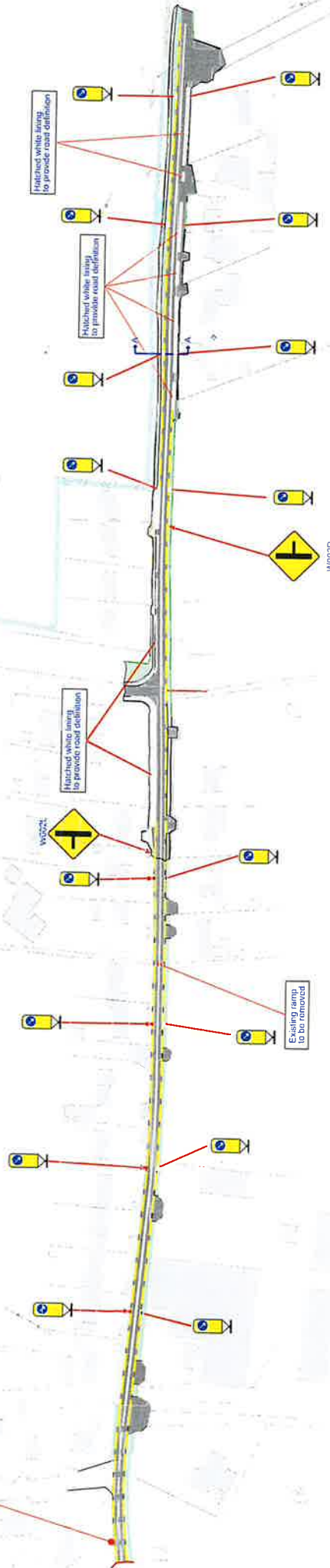
Observations: all above as stated  
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\_\_\_\_\_

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**Appendix D**  
**Scheme Drawing Post Section 38 Submissions**



Driver Feedback Signage



Project	Alumina Tronic Catways
Contract	Section 3d
Title	Plan Layout
Designed By	RS
Drawn By	RS
Checked By	JTF
Date	September 2022

Rev	By	Date	Description

**KILKENNY COUNTY COUNCIL**  
 COMRAILLE CLONTAR CHILL CLIFMIGHT  
 ROAD TO IIC75 - 117K,  
 FLOODGATE  
 BALLINACRY.



Drawing No	MB-LCA-01
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