

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

**Planning and Development Act 2000 (as amended) – Part XI**  
**Planning and Development Regulations 2001 (as amended) – Part 8**

**Old Kilcullen Heritage Trail, Old Kilcullen, Co. Kildare**

**Environmental Impact Assessment (EIA) Screening Determination**

Pursuant to the requirements of the above, Kildare County Council is proposing an Old Kilcullen Heritage Trail at Old Kilcullen, Kilcullen, Co. Kildare

The proposed development consists of:

**Phase One**

The Phase One portion of the scheme is located between Halverstown Cross Roads to the south and the 1798 Monument to the north of the L6080 local road. Entry to the "Quiet Lane" area is to be signalled at "Gateways". Sentinel signs shall be provided which identify that road users are entering a Quiet Lane. "Share Space" signage will also signal that VRU's are also using the carriageway ahead. Phase One will also include car parking provisions (10 car parking spaces at the northern end of the walking route). The spaces are to be provided parallel to the carriageway and will be separated by the managed margin walking route to ensure safe vehicle access and egress away from the carriageway. The spaces and managed margins will be reinforced with geosynthetic grass reinforcing grids on a sub-base layer on a geotextile membrane. The car parking area will require ongoing maintenance consisting of grass cutting. An informal car parking area is located adjacent to the Old Kilcullen Round Tower. It is not proposed to include this area as a car park serving the walking route as it is located close to an existing junction and sight visibility is restricted at this location. Control of unauthorised car parking at the Halverstown junction with the R448 and at the Barrow will be provided in the form of 0.75 m high 0.25 m x 0.25 m timber bollards at 3 m intervals. The bollards will be fitted with reflector strips. The bollards will be removable where access is required.

Three bicycle parking racks (for six bicycles) will be provided on a bitumen macadam surface with a coloured resin surface to differentiate the parking area from the surrounding area. The cycle rack will be simple tubular stainless-steel racks set in concrete foundations. The parking bay will be laid out so that the bicycles are parked parallel with the carriageway line of travel.

**Phase Two**

The Phase 2 portion of the scheme is located between Halverstown Cross and Hacklow Cross. This phase envisages the development of staggered half gates to provide a vulnerable road user (VRU) access to new walking lane but restrict vehicular

access. Gates are openable to provide access to landowners for agricultural purposes only and for emergency services. The VRU track is proposed for a length of approximately 530 m and the local road improvements on the L6083 for a length of approximately 840 m. The proposed VRU track will facilitate walkers, cyclists and equestrian users. The track will be surfaced with unbound quarry dust and shall be designed to comply with TII DN-GEO-03047 which states:

*“Although a closed pavement construction is preferred by cyclists in terms of comfort and safety, there are occasions where a surface is required to give a sense of the environment. In rural cycleway and greenway situations, where the cycleways attractiveness is just as important as comfort, dust path construction or other loose material construction maybe the preferred option in order to blend with the environment and to avoid unnecessary impacts in forests, along protected heritage trails, tow paths and along riverbanks. The application of loose surfaces can enhance the cycleways’ appeal to its users due to its more natural aesthetics.”*

Over-the-edge drainage is the preferred arrangement for a rural road with a cycleway adjoining and is the method used for the VRU track. Where over-the-edge drainage is used, it is important to ensure that the surface water runoff flows off the cycleway towards the drainage ditch and does not pond. Suitable crossfall of between 1% and 3% shall be provided on the trail-way pavement. The verge either side of the route will be constructed with a crossfall of no more than 10%. The outside pavement edge detail of the trail route should be higher than the proposed ground level by the depth of the pavement wearing course to stop back flow of the surface water runoff from a flat grassed verge.

The balance of the Phase 2 route will require repair of potholes and surface dressing. The existing route is a cul-de-sac and provides local residential access and agricultural access only. There are no opportunities for vehicle turning at the end of the roadway. Signage will be required to identify the road as a cul-de-sac without turning opportunities. Managed margins shall be provided along the local road element of the Phase Two trail where possible. Gateway zone signage and traffic calming measures, such as false cattle grids, will be provided along the L6083 as appropriate and will generally mirror the provisions along the Phase One element of the project.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: “*Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development*” (published by the Department of Environment, Heritage and Local Government in 2003); “*Environmental Impact - Assessment of Projects - Guidance on Screening*” (published by the European Commission in 2017); “*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*” (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of an examination of the Part 8 drawings and documents and EIA Screening report prepared by Flynn Furney Environmental Consultants, Kildare County Council, as the Competent Authority, determines that the proposed development at **Old Kilcullen Heritage Trail, Old Kilcullen, Co. Kildare**, individually, and in combination with other plans and projects, does not require an Environmental Impact Assessment.


Full consideration is given to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA.

As the proposed development is sub-threshold, it has, therefore, been assessed on a case-by-case basis in accordance with the criteria for determining whether or not a development would or would not be likely to have significant effects on the environment as outlined within Annex III of the EIA Directive.

Having regard to the foregoing and in particular:

- The size and design of the whole project;
- Cumulation with other existing and/or proposed projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisance;
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risk to human health (for example due to water contamination or air pollution).

It is considered that the environmental effects arising from the proposed project will generally be localised and minor in nature. It is considered that the proposed development is not likely to give rise to significant environmental impacts and does not require an Environmental Impact Assessment Report to be prepared or an Environmental Impact Assessment to be conducted.



Martin Ryan  
Senior Executive Planner  
02/09/2025

Signed:



S. Willoughby  
Senior Planner

08/09/2025



ORDER: That Kildare County Council as the Competent Authority hereby makes a determination that the proposed development at Old Kilcullen, Kilcullen, Co. Kildare, would not be likely to have significant effects on the environment and that the proposed project does not require an Environmental Impact Assessment.

Date: 10/9/2025

A handwritten signature in blue ink, appearing to read 'Angela', written over a horizontal line.

Chief Executive