

KILDARE COUNTY COUNCIL



PLANNING DEPARTMENT

CHIEF EXECUTIVE'S REPORT

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development:	Heritage Trail
Site address	Old Kilcullen, Glebe South, Hacklow & Halverstown, Co Kildare
Development proposed by:	Parks Section of the Transport, Mobility & Open Spaces Department, Kildare County Council
Display period:	Advertised in the Kildare Nationalist 23rd September 2025 Part 8 site notices were fixed around the site from 25 th September 2025 until 23 rd October 2025 Public display period from 25 th September 2025 until 7 th November 2025 (both dates inclusive) Submissions/observations due by 5.00pm 7 th November 2025

Submissions/observations	36 submissions received: KCC Internal Sections: 2 Prescribed Bodies: 2 Public Representatives: 1 Public Submissions: 31.
Part 8 Reference Number	P82025.06

1. Site Location & Context

Old Kilcullen is located approximately 2km south-southwest of the village of Kilcullen (Figure 1); the general area to which this project relates is bounded to the north, east and southeast by the R448 road (Kilcullen – Castledermot) and to the west by the R418 road (Kilcullen – Athy); a laneway / trackway, running in a general north-westerly direction from Halverstown Crossroads to Hacklow Crossroads which marks the south-western extent.

The area is bisected by a Local Road (L6080) which runs in a general northerly direction from Halverstown Crossroads to the 1798 monument (and a short length past), with the northern and southern extents joined to the R448; two additional roads (L6079 & L6089) lead east from the L6080 to the R448, with one (L6078) leading west to the R418. These roads have restricted widths of c.4m, with grass margins of varying widths along the edges and largely bounded by mature hedgerows, there is an unusually wide grass margin along the western edge of the L6080 along its northern extent from the central road junction area (“The Barrow”). In addition, there is also a network of laneways in the district.

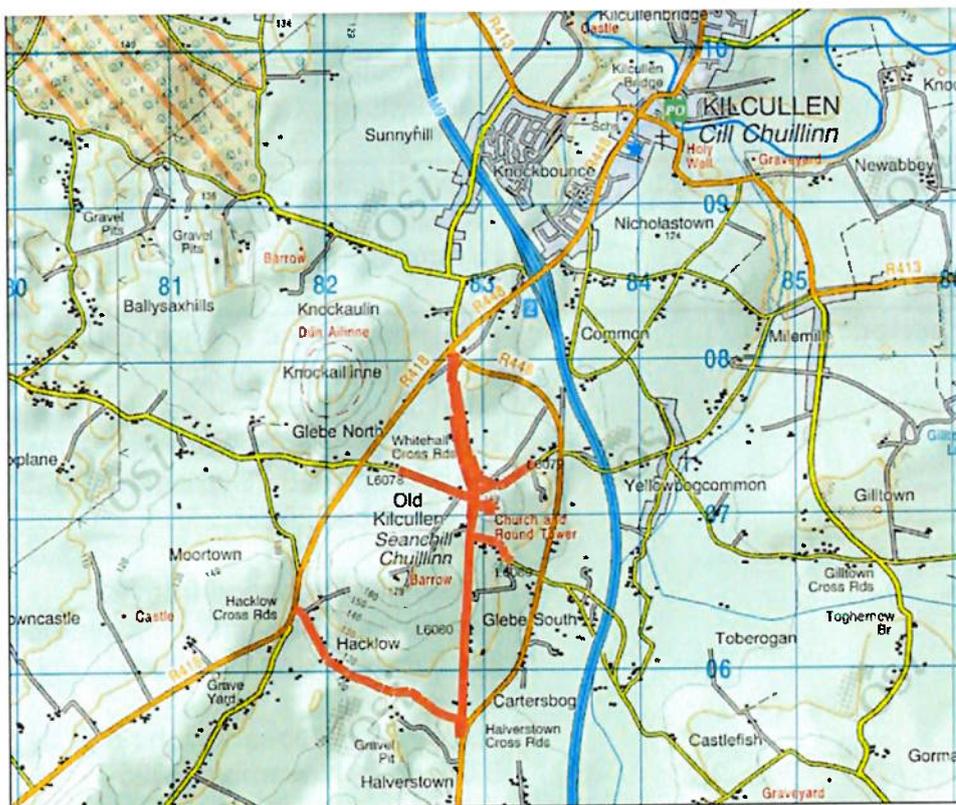


Fig. 1: Site Location identified with a red marking (OSI)

2. Description of the proposed development

The proposed works will facilitate the creation of a heritage trail in Old Kilcullen. This will include traffic calming measures to designate the public roads as a 'Quiet Road' to allow the road to be shared by vehicles, pedestrians and cyclists. The Part 8 relates to an initial phase of works which will be carried out along the road between the junction with the R448 and Halverstown Crossroads and the Hacklow Road.

The proposed works are:

- An initial phase of work to create a 'Quiet Road' from the junctions of the R448 close to the Halverstown Cross Roads.
- Traffic calming measures to create a shared space on the public roads for the designated route and create a 'Quiet Road'. This will involve managed grass margins and false cattle grid to calm traffic.
- Reopening the closed section of the Hacklow Road to pedestrian and cycle traffic.
- Additional parking to supplement the parking at the Round Tower
- Bicycle parking at the Round Tower.
- Trail head to be located at the Round Tower
- QR Information points located along the Trail head that will relate information on the heritage and biodiversity along the route.
- Seating will be placed along the route.
- Heritage gateways will be placed along the route to mark the boundaries of the walled town of Old Kilcullen.
- Landscape and biodiversity measures to improve the surrounding landscape.
- Improving the existing hedgerows and planting new hedgerows where appropriate.
- Restoration of the semi natural grasslands along the route.
- Control of invasive species
- Tree and bulb planting to be carried out along the route.
- Restoring the old stone walls along the route.
- Management and maintenance of the Trail once in place.
- Protection and management of archaeological features.

3. Supporting Documents

The proposal is accompanied by the required plans and particulars, in addition to the following:

- *Parks Report*
- *Appropriate Assessment Screening Report*
- *EIA Screening Report*
- *Old Kilcullen Heritage Trail Feasibility Study*
- *Old Kilcullen Heritage Trail Sheets*
- *Radial Field Pattern Drawings*
- *Stone Wall Restoration Drawings*
- *Landscape and Biodiversity Measures Drawings*

- *Alignment Segment Drawings*
- *Tree Survey Report and Drawings*
- *Archaeological Heritage Screening Appraisal*
- *Ecological Constraints & Opportunities Report*
- *Stage 1 & 2 Road Safety Audit Report*
- *Old Kilcullen Heritage Trail – Engineering Report*

4. Referrals and Consultations

The referrals and consultation process is detailed in the ‘Parks Report’ in Appendix 1 of this report.

4.1 Referrals

The proposal was circulated to the following:

Prescribed / External Bodies:

The Heritage Council
 An Taisce — the National Trust for Ireland,
 An Chomhairle Ealaíon (The Arts Council),
 Fáilte Ireland, Board Fáilte Éireann,
 Minister for Culture, Heritage and the Gaeltacht
 National Heritage Council,
 Irish Water (Uisce Eireann),
 Department of Housing, Climate and Local Government
 Department of Transport, Tourism & Sport
 Transport Infrastructure Ireland
 National Transport Authority
 Health Service Executive
 National Monuments Service
 National Parks & Wildlife Services
 Office of Public Works

Old Kilcullen Area (Community Group)

Internal Departments of Kildare County Council:

- Transport Design
- Municipal Area Engineer
- Heritage, Conservation & Biodiversity
- Strategic Projects and Public Realm
- Planning
- Transportation
- Sustainable Transport
- Environment
- Access Office
- Age Friendly Officer
- Sports Partnership
- Climate Action
- Water Services

Elected Representatives

- The Elected Members of Kildare Newbridge Municipal District

- Oireachtas Members for Kildare South.

4.2 Representations and submissions received

Submissions have been received from the following:

Prescribed Bodies/Observations

- Uisce Eireann
- Department of Housing Local Government and Heritage

Internal Sections

- Heritage, Conservation and Biodiversity Team
- Roads Team

Elected Representatives Submissions/Observations

- Councillor Tom McDonnell

Public Submissions/Observations

- Fergus Aspel
- Mary Shortt
- Kilcullen GAA Club
- Catherine Shortt
- Kevin Sheehan
- Fran Shortt
- Jack Lenehan
- Aoiffe Sammon
- Emma Lawlor
- Casey Crane Services Limited
- Secretary, Old Kilcullen Area Community Association
- Billy Casey
- Denise Gaffney
- David Moore
- Calverstown Action Network
- Christy Howard
- Bernie Dunne
- Tony O'Sullivan
- Pauline McNally
- Ivan Keatley
- Anne Pearson
- Aileen Howard
- Denis & Colin Brennan
- Niall Howard
- Victoria Thompson
- Ross Thompson
- Amy Thompson
- Robert & Adrienne Thompson
- Kilcullen Community Action
- EO S
- Ann Connolly

5. Policy Context

5.1 Kildare County Development Plan 2023 – 2029

LR A12 Develop, in conjunction with local communities, short walking routes, such as looped walks, heritage/historic trails, famine trails, historical trails, and Slí Na Sláinte routes.

LR O74 Protect and enhance existing biodiversity rich areas within state and publicly owned land, peatlands, river, canal and railway corridors, grass verges along public roads and existing and future greenways, public parks and public open spaces in towns and villages.

AH P1 Recognise the value and opportunity of Kildare's unique heritage resource and to manage, conserve, promote and protect it, for present and future generations.

AH A2 Where possible, facilitate and enhance public access to and understanding of the archaeological heritage and disseminate archaeological information and advice to prospective developers and the general public.

AH A6 Encourage and promote the appropriate management and enhancement of archaeological heritage, to include community initiatives.

BI O4 Promote increased public participation in biodiversity conservation by supporting and encouraging community-led initiatives such as native tree planting, the removal of invasive species and the continued preparation of Local Biodiversity Actions Plans for settlements in County Kildare.

BI P5 Identify and conserve locally important biodiversity sites in the county which contribute to the overall ecological network of County Kildare.

BI O27 Require the retention and appropriate management of hedgerows and to require infill or suitably sized transplanted planting where possible in order to ensure an uninterrupted green infrastructure network.

BI P9 Implement and support measures for the prevention and/or eradication of invasive species within the county and the control of noxious weeds.

Built and Natural Heritage

Built Heritage	None in the immediate vicinity.
Archaeological Heritage	KD0028-048, KD028-054, KD028-089, KD028-049, KD028-049001, KD028-049014, KD028-049008, KD028-049008, KD028-049-015, KD0028-049005, KD028-049004, KD028-049002, KD028-049003, KD028-049010, KD028-049006, KD028-049012, KD028-093, KD0028-061 (See below for descriptions)
Natural Heritage	The nearest Natura 2000 Site is Pollardstown Fen SAC, situated approximately 7.8 km to the northwest.

The following Monuments are protected under the National Monuments Act 1930 to 2014, and included in the Kildare County Development Plan 2023-2029 (as varied)

SMR No	Townland	RMP Classification	SMR Classification	Protection
KD0028-048	Oldkilcullen	Tumulus	Barrow–bowl barrow	RMP; KCDP
KD028-054	Halverstown	Cemetery Site	Burial	RMP; KCDP
KD028-089	Halverstown		Enclosure	KCDP
KD028-049	OldKilcullen Glebe Nth Glebe Sth	Shrunken Settlement	Settlement Deserted- medieval	RMP; KCDP
KD028-049001	Oldkilcullen Glebe North		Ecclesiastical Site	RMP; KCDP
KD028-049014	Oldkilcullen Glebe North		Ecclesiastical Enclosure	RMP; KCDP
KD028-049008	Oldkilcullen Glebe North		Town Defences	RMP; KCDP
KD028-049-015	Oldkilcullen Glebe North		Battlefield	RMP; KCDP
KD0028-049005	Oldkilcullen		Church	RMP; KCDP
KD028-049004	Old Kilcullen		Cross–High Cross	RMP; KCDP
KD028-049002	Old Kilcullen		Cross–High Cross	RMP; KCDP
KD028-049003	Old kilcullen		Cross–High Cross	RMP; KCDP
KD028-049010	Old Kilcullen		Architectural Fragment Graveyard	RMP; KCDP
KD028-049006	Oldkilcullen		Round Tower	RMP; KCDP
KD028-049012	Oldkilcullen		Grave Slab (Original Location)	RMP; KCDP
KD028-093	Oldkilcullen		Enclosure	KCDP
KD0028-061	Oldkilcullen Knockaulin	Enclosure Site	Enclosure	RMP; KCDP

Archaeological Inventory Table

6. Planning History of the Area

There are a number of planning permission on lands adjoining the proposed development which are included below for reference.

PI. Ref. 14/106: Permission granted to Irene Murphy for a storey and a half dwelling, new vehicle entrance & effluent treatment system with percolation area along with all associated site development and facilitating works

PI. Ref. 15/1028: Permission granted to Carol Brennan for A) Change of use from existing licensed function room to dwelling B) Alterations and extension of existing building comprising side porch extension and internal alterations to existing ground floor layout with associated revisions to elevations. Construction of a revised dormer type replacement roof with first floor domestic accommodation. C) Wastewater treatment system and associated percolation area D) All associated landscaping works, site development and facilitating works.

PI. Ref. 21/394: Permission granted to John Egan for amended domestic garage type to that previously granted under planning reference No. 20/56 along with all associated site development and facilitating works.

PI. Ref. 20/56: Permission granted to John Egan for a proposed new domestic garage along with all associated site development and facilitating works

PI. Ref. 20/693: Permission granted to Matthew and Delores Howard for extension to existing garage and part conversion of same to living accommodation to include bedroom and kitchen/dining area. Revised by Significant Further Information which consists of the installation of new wastewater treatment system.

PI. Ref. 18/420: Permission granted to Kevin and Vicky O'Brien for (a) Demolition of existing outbuilding and garage; (b) New single storey rear and side extensions to existing dwelling; (c) Relocation of existing vehicle entrance; (d) New domestic garage; (e) Replacement of existing septic tank and percolation with new treatment system and percolation area along with all associated site development and facilitating works

PI. Ref. 17/1233: Permission granted to Keith Pearson for as constructed house on site and all associated site development works. Significant Further Information: Retention of extension and alterations to existing dwelling and all associated site development works.

PI. Ref. 18/453: Permission granted to Kilsaran Concrete for (i) establishment of an inert soil waste recovery facility to provide for the importation of approximately 1,200,000 tonnes of natural inert waste materials, principally excess soil, stone and / or broken rock to backfill the pit void to former ground level and improve lands currently in agricultural use. The development will be carried out on a phased basis and will be completed within 8 years; (ii) share use, with the existing Kilsaran concrete manufacturing and waste facilities, of

existing site and services infrastructure including site office, staff welfare facilities, weighbridge (with dedicated office), wheelwash, hardstand areas, fuel storage tanks and site access; (iii) use of section of existing concrete block curing shed as a waste inspection and quarantine facility; and (iv) temporary stockpiling of topsoil pending re-use as cover material for final restoration of the site. The proposed development requires a waste licence from the Environmental Protection Agency. An Environmental Impact Statement (now referred to as an Environmental Impact Assessment Report (EIAR)) will be submitted.

24/60265: Permission granted to Kilsaran Concrete Unlimited Company for (i) an increase in the total permitted intake of soil and stone and broken rock to the existing licensed soil recovery facility at Halverstown, Kilcullen, Co. Kildare (Planning Ref: 18/453), from 1.2 million tonnes to 2.06 million tonnes and (ii) an extension to the life of the existing facility of 3 years (to December 2029) in order to accommodate the additional soil and stone intake. These works, which are required to implement a revised backfilling and restoration scheme for the former sand and gravel pit will also provide for (i) continued shared use of existing, co-located site facilities, structures and infrastructure (including the site office, staff welfare facilities, weighbridge (with dedicated office), wheelwash, hardstand areas, fuel storage tanks and site access road); (ii) continued soil and stone intake at a rate of up to 300,000 tonnes per annum, of which no more than 95,000 tonnes (per annum) will be managed as waste; (iii) continued separation of any construction and demolition waste (principally concrete, metal, timber, PVC pipework and plastic) inadvertently imported to the facility, prior to removal off-site to authorised waste disposal or recovery facilities; (iv) continued use of a section of the existing concrete block curing shed as a waste inspection and quarantine facility; (v) continued environmental monitoring of noise, dust and groundwater for the duration of the site recovery and restoration activities and for a short period thereafter (and in accordance with current EPA waste licence requirements); (vi) continued temporary stockpiling of topsoil pending its re-use as cover material for final restoration of the site; and (vii) ultimate restoration of the modified final landform to native woodland and grassland habitats. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of this Planning Application. The proposed development requires a waste licence review from the Environmental Protection Agency

21/1827: Permission granted to Brian Bell and Margaret McNerney for permission for (a) proposed new single storey dwelling, (b) domestic garage, (c) upgrading of existing entrance, (d) treatment system and percolation area along with all associated site development and facilitating works.

7. Assessment of Key Planning Issues

7.1 Environment and Biodiversity

Several reports were prepared by the project team and placed on public display with the Part 8, which assessed the impact of the proposed development on the environment and biodiversity of the area. Their findings can be broadly summarised as followed:

7.1.1. Environmental Impact Assessment (EIA) Screening Report

An EIA Screening report has been drafted by Flynn Furney Environmental Consultants. Their conclusion deemed that the proposed development is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) Report is not required in this instance. An EIA Screening Determination was issued by Kildare County Council (KCC) on the 10/09/2025, which determined that the proposed development does not require an EIA.

7.1.2. Appropriate Assessment (AA) Screening Report

An AA Screening report has been drafted by Flynn Furney Environmental Consultants. Their conclusion deemed that that the development will not have a significant effect on any European Natura 2000 Sites and that a Stage 2 AA is therefore not required. An AA Screening Determination was issued by Kildare County Council on the 10/09/2025, which determined that a Stage 2 Appropriate Assessment is not required.

7.1.3. Ecological Assessment Review

An Ecological Constraints & Opportunities Report has been drafted by Flynn Furney Environmental Consultants. The report highlights all potential constraints relating to the ecological features around the development of the Old Kilcullen Heritage Trail. The report concludes that the overall development of the Heritage Trail will have minimal impact upon local ecology.

7.1.4 Landscaping and Biodiversity

The Landscape and Biodiversity measures are outlined in a series of drawings and associated text drafted by Hayes Ryan Landscape Architecture. Tree surveys with associated drawings and report have been carried out by Independent Tree Surveys Ltd. The report provides an arboricultural assessment of the trees and hedges along the route of the new walking trail and primarily focuses on the upgrade of the old lane between Hacklow and Halverstown Cross into a walking and cycling track. The report also assesses the condition of the existing Sycamore tree close to the site of the proposed new hedgerow planting at Brennan's pub.

7.1.5 Archaeological Heritage

An Archaeological Heritage Screening Appraisal has been prepared by Hayes Ryan. The report states that the *'outline proposals indicate that very little intrusive / ground disturbance works are required of the project, and any such works are largely associated with the management of pedestrian margins, installation of bollards and geosynthetic reinforcing grass-grids, hedgerow reinstatement / management and biodiversity planting. Although some of these works will be defined RMP Zones and SMR Zones of Notification, it is considered that the nature of the works is such that the potential for adverse impacts is minimal with regard to archaeological heritage.'* The report concludes that from the perspective of archaeological heritage, there are no significant impediments to the feasibility of the proposals. However general measures will be required.

Reports have been received from the Heritage Officer of Kildare County Council and the Department of Housing, Local Government and Heritage (DHLGH), which outline that they have no objections to the project subject to conditions / modifications. Any sub-surface works required along the route may require archaeological monitoring and therefore it is considered appropriate that the Parks Section liaise with the Heritage Officer and the DHLGH in this regard.

7.1.6 Architectural Heritage

The stone walls along the proposed Heritage Trail are to be repaired to the highest standard as appropriate for heritage walls, as detailed in the Stone Wall Repair Drawing (Drg. No. OKSW01) published as part of the proposal.

7.1.7 Civil Engineering

A civil engineering report has been drafted by Dooley Cummins Architects & Engineers. The report concludes that the proposed scheme is phased to ensure a project that can be delivered economically without negative impact on residential amenity or the rich natural and archaeological heritage of the Old Kilcullen Area.

The file was referred to the Transportation Section of KCC who state that *'the proposed road interventions for the Old Kilcullen Heritage Trail are appropriate for a rural shared-use trail. They balance safety, accessibility, and heritage protection while minimising visual and physical intrusion. The phased approach and Quiet Lane strategy are well-suited to the local context.'* The Transportation Section have no objection to the Trail subject to conditions / modifications.

7.2 Planning Assessment

7.2.1 Principle of Development

As started in the Feasibility Report published with the Part 8, the proposal for the project initially came from the Old Kilcullen Area Community Association (OKACA) as a way of providing an amenity for residents in the area, highlighting and protecting its heritage whilst enjoying it as a backdrop when exercising outdoors. To progress the project, Kildare County Council organised an in-person consultation event in March 2023 when draft design proposals were outlined for the project.

Having regard to the nature and design of the project, within a rural area that is rich in archaeological heritage, it is considered that the project in principle complies with Policy AH P1 and Actions LR A12 and AH A2 of the County Development Plan.

7.2.2 Proposed Works

The works proposed for the Trail are listed in Section 2 of this report and include traffic calming measures, car and bicycle parking, seating, signage, heritage gateways, landscaping, grassland restoration, biodiversity measures, control of invasive species, restoration of old stone walls, and protection of archaeological features. It is also proposed to re-open part of the Hacklow Road to pedestrians and cyclists.

Having regard to the sensitive approach adopted and illustrated in the project proposals, to the environmental considerations outlined in Section 7.1 of this report, and to the mitigation measures proposed in response to the submissions received, it is considered that the proposed works are acceptable and would not be injurious to the amenities of the area.

7.2.3 Views and Prospects

Old Kilcullen is close to and within view of Dún Ailinne, upon Knockaulin Hill, the largest pre-Norman earthen enclosure in the country. The most relevant protected views and hilltop views listed in the Kildare County Development Plan 2023-2029 relevant to this study are the hilltop view from Dún Ailinne and routes 01, 02 and 23. These routes are as follows:

01 Views of Old Kilcullen to the east and Dún Ailinne to the west, from the R418 Motorway Interchange to the south of Moortown House. Knockbounce, Knockaulin, Old Kilcullen, Glebe North, Moortown and Moortowncastle.

02 Views to the east of Yellowbog Common, from the junction of R418/R448 to Halverstown crossroads, Yellowbog Common and Glebe South.

23 Views to the north-west of the Kildare Plains along the R418, south of Moortown House to Tippeen Lower. (Moortown, Thomastown, Ballyshannon and Tippeen Lower).

It is considered that there will be no negative effect on any of these routes or prospects as a result of the proposed project.

7.2.4 Reports Received

Prescribed Bodies

Reports have been received from Uisce Éireann and Department of Housing Local Government and Heritage. No objections were raised subject to appropriate conditions / modifications.

Internal Sections Kildare County Council

Reports have been received from the Heritage, Conservation and Biodiversity Team and the Roads Team. No objections were raised subject to appropriate conditions / modifications.

7.2.5 Public Submissions / Observations

31 submissions were received from members of the public and 1 representation from an elected representative. The concerns raised in the submissions and representations are fully noted and responded to in Appendix 1 (Parks Report) and Appendix 2 (Submissions Report) of this report.

The principal concerns raised in the public submissions relate to:

- Location of the proposed car-parking.
- Removal of fencing around the commonage area.
- Falling trees presenting a danger to users of the proposed route.
- Safety concerns in relation to accessing from the R448.
- Impact on security, privacy and overlooking concerns.
- Excessive planting of trees.

- Impact on Dun Ailinne.
- Impact on livestock.
- Maintenance of the Trail and road network.
- Littering.
- Devaluation of property.
- Excessive signage proposed.
- Inadequate consultation with members of the public.
- Resources for recreational facilities could be focused on a wider demographic.

Cllr Tom McDonnell in his submission has raised concerns as follows; location of the parking, removal of fencing along the Commons, interference with the biodiversity of the rural area, inadequate consultation with members of the rural community and finally resources for recreational facilities could be allocated more prudently.

The submissions received have been considered by the Parks Section in Appendix 2 of this report, and it is proposed that these concerns will be addressed by condition / modification including:

- The removal of the car parking area (i.e. 10 no. spaces on the L6080) proposed.
- Signage design being in harmony with the area.
- Fencing around the commonage area not being removed.
- Detailed design of the proposal to be agreed in writing by the Planning Authority, Kildare County Council Roads and Kildare Newbridge Municipal District Sections prior to the commencement of the development on site,
- All Ash trees along the route being assessed for safety prior to the trail being opened.

In response to other concerns raised in the submissions received, the Parks Section note the following (in Appendix 2):

- The Trail will add passive supervision to the area and possibly increase security. There are no houses along the section of the Hacklow Road being reopened to pedestrians and cyclists and therefore there will be no deterioration in privacy or overlooking.
- The planting of trees will be to a specified standard and will improve the biodiversity of the area.
- The trailhead of the route at the round tower is approximately 750m-1km from Dun Ailinne and it is considered will not have a negative impact.
- The proposed route is on existing public roads which will not impact on private lands.
- A 'leave no trace' policy will operate for the route, which will encourage people to bring their litter home.
- An assessment of the roads will be carried out to see what repair and upgrades are required to the roads. Repair and maintenance of the route will be carried out by Kildare County Council.

- The Trail is designed to promote cycling and pedestrian traffic and slow traffic. The Trail should provide an additional amenity in the area.
- An in-person consultation event took place in March 2023 when the draft design for the Trail was being prepared. This is in addition to the current consultation undertaken as part of the current Part 8 process.
- The Trail will benefit the broader demographic catering for walking and cycling which all age groups can participate in.

8. Conclusion

Having regard to:

- The provisions of the Kildare County Development Plan 2023– 2029 (as varied),
- Kildare County Council internal departmental reports,
- Prescribed bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix 1 Parks Report,
- Appendix 2 Submissions Report and the responses to the items/issues raised,
- The location of the proposed development,
- The nature, extent and design of the proposed development, and
- The recommendations set out below.

It is considered that the proposed development, the Old Kilcullen Heritage Trail, would comply with the provisions of the Kildare County Development Plan 2023 –2029 (as varied) and would therefore be in accordance with the proper planning and sustainable development of the area.

9. Recommendation

It is recommended to the Mayor and Members of the Kildare-Newbridge Municipal District that the proposed development; the Old Kilcullen Heritage Trail should be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display from 25th September 2025 until 7th November 2025 (both dates inclusive) except where altered or amended by the following modifications.
2. The 10 no. proposed car parking spaces on the L6080 road shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process.
3. Final details regarding the requirements of Kildare County Council's Roads Team and the Kildare Newbridge Municipal Engineer, as identified in their submission and responded to by the Parks Section in their Parks Report, (included as Appendix 1 of this Report), shall be agreed prior to commencement of development.
4. Final details regarding the requirements of the Heritage, Biodiversity & Conservation Team of the Planning Department, as identified in their submission and responded to by the Parks Section in their Parks Report,

(included as Appendix 1 of this Report), shall be agreed prior to commencement of development.

5. Final details regarding the requirements of the Department of Housing Local Government and Heritage, as identified in their submission and responded to by the Parks Section in their Parks Report, (included as Appendix 1 of this Report), shall be agreed prior to commencement of development.

6. The fencing around the commonage area shall not be removed as part of the proposed scheme.

7. Signage for the Trail shall be visually sympathetic with the rural area.

8. All Ash trees along the Trail shall be assessed for safety prior to the Trail being opened.

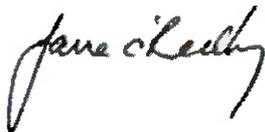
9. (a) The permitted hours of operation during the construction phase and for construction related deliveries and collections shall be between 07.00 hours to 18.00 hours Monday to Friday and 08.00 hours to 14.00 hours on Saturdays. Work is not permitted on Sundays and on public holidays. Any deviation from these times shall only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

(b) Noise from the construction stages of the development shall not give rise to sound pressure levels (Leq 15 minutes) measured at noise sensitive locations which exceed 70 dB(A) (LAeq 1 hour) between 07.00 hours and 18.00 hours Monday to Friday inclusive (excluding bank holidays) and between 08.00 hours and 14.00 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. If changes are agreed in writing with the Planning Authority to the construction hours as per (a) above, the noise levels shall align with same. Sound levels from site development works shall not exceed 45 dB(A) (LAeq 1 hour) at any other time.



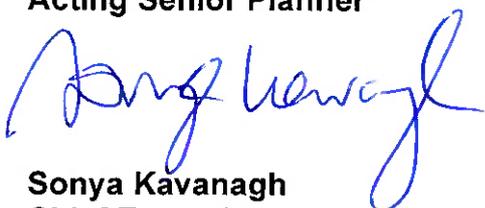
Date: 29/12/2025

Martin Ryan
Senior Executive Planner



Date: 07/01/2026

Jane O'Reilly
Acting Senior Planner



Date:

8/1/2026

Sonya Kavanagh
Chief Executive

APPENDIX 1

Appendix 1
KILDARE COUNTY COUNCIL
Transport, Mobility & Open Spaces



Planning and Development Act 2000 (As amended) - Part XI
Planning and Development Regulations 2001 - Part 8

Proposed Development:
**Part 8 Old Kilcullen Heritage Walk, Co. Kildare. (Ref
P82025.06)**

Part 8 Parks Report, including submissions received

Mark Mc Loughlin
A/Director of Services

Transport, Mobility & Open Spaces

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1. Scheme Description

2.1 Introduction

The proposed works will see the creation of a heritage walk in Old Kilcullen. This will include traffic calming measures to designate the public roads as a 'Quiet Road'. This will allow the road to be shared by vehicular, pedestrians and cyclists. The Part 8 relates to an initial phase of works which will be carried out along the road between the junction with the R448 and Halverstown Cross Roads and the Hacklow Road.

The list below summarises the proposed works:

- The work involves an initial phase of work to create a 'Quiet Road' from the junctions of the R448 close to the Halverstown Cross Roads.
- Traffic calming measures to create a shared space on the public roads for the designated route and create a quiet road. This will involve a managed grass margins and false cattle grid to calm traffic.
- Reopening the closed section of the Hacklow Road to pedestrian and cycle traffic.
- Additional parking to supplement the parking at the Round Tower
- Bicycle parking at the Round Tower.
- Trail head to be located at the Round Tower
- QR Information points located along the trail head and will relate information on the heritage and biodiversity along the route.
- Seating will be placed along the route.
- Heritage gateways will be placed along the route to mark the boundaries of the walled town.
- Landscape and biodiversity measures to improve the surrounding landscape.
- Improving the existing hedgerows and planting new hedgerows where appropriate new hedgerows.
- Restoration of the semi natural grasslands along the route.
- Control of invasive species
- Tree and bulb planting to be carried out along the route.
- Restoring the old stone walls along the route.
- Management and maintenance of the scheme once in place.
- Protection and management of archaeological features.

2 Compliance with Planning Policy

2.1 Kildare County Development Plan (2023- 2026)

The Kildare County Development Plan contains the objectives and actions relevant to the proposal.

LR A12 Develop, in conjunction with local communities, short walking routes, such as looped walks, heritage/historic trails, famine trails, historical trails, and Slí Na Sláinte routes.

LR O74 Protect and enhance existing biodiversity rich areas within state and publicly owned land, peatlands, river, canal and railway corridors, grass verges along public roads and existing and future greenways, public parks and public open spaces in towns and villages.

AH P1 Recognise the value and opportunity of Kildare's unique heritage resource and to manage, conserve, promote and protect it, for present and future generations.

AH A2 Where possible, facilitate and enhance public access to and understanding of the archaeological heritage and disseminate archaeological information and advice to prospective developers and the general public.

AH A6 Encourage and promote the appropriate management and enhancement of archaeological heritage, to include community initiatives.

BI O4 Promote increased public participation in biodiversity conservation by supporting and encouraging community-led initiatives such as native tree planting, the removal of invasive species and the continued preparation of Local Biodiversity Actions Plans for settlements in County Kildare¹

BI P5 Identify and conserve locally important biodiversity sites in the county which contribute to the overall ecological network of County Kildare.

BI O27 Require the retention and appropriate management of hedgerows and to require infill or suitably sized transplanted planting where possible in order to ensure an uninterrupted green infrastructure network.

BI P9 Implement and support measures for the prevention and/or eradication of invasive species within the county and the control of noxious weeds.

2.2 Archaeology and Protected Structures

The following National monuments and protected are along the proposed route.

Monument	Townland	RMP No.
High Crosses, Round Tower	Old Kilcullen	KD028-049005, KD028-049006, KD028-049002, KD028-049003, KD028-049004, KD028-049010-

2.3 Built & Natural Heritage

An AA screening report was prepared for the site. The report concluded that the proposed development is not likely to have a significant effect on European Designated Sites, and progression to a Stage II Appropriate Assessment is not required. Having carried out the Stage 1 Screening, the competent authority may determine that a Stage 2 is not required as it can be excluded, based on objective scientific information, that the proposed construction and operation of this development, individually or in combination with other plans or projects, will not lead to any likely significant effects on any European site.

2.4 Planning History

There are a number of planning permissions on lands adjoining the proposed development. These are listed and detailed in the Chief Executive's Report including 14/106, 15/1028, 21/394, 20/56, 20/693, 18/420, 17/1233, 18/453, 24/60265 and 21/1827.

The proposed development of the Heritage Trail will not impact on these developments.

3. Statutory Procedures

3.1 Advertisement & Public Display

The proposed plan was advertised and displayed in accordance with Part 8 requirements. An advertisement for the scheme was placed in the Kildare Nationalist on the 23rd September 2025. A site notice was placed at 4 location on the site and was maintained on site for 4 weeks. See attached report on the site notice locations.

The public notice stated the following:

Notice is hereby given, pursuant to the provisions of Part XI of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001(as amended) that Kildare County Council proposes Construction of a heritage trail at **Old Kilcullen, Glebe South, Hacklow & Halverstown, Co Kildare.**

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC), and the relevant provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended, and the European Communities (Bird and Natural Habitats) Regulations 2011-2015. Kildare County Council has determined that the proposed development individually or in-combination with other plans or projects would not be likely to have a significant effect on a European site and an Appropriate Assessment (AA) is not required.

The proposal has also undergone screening for Environmental Impact Assessment under the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and the relevant provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended. Having regard to the provisions of the legislation, the nature and scale of the proposed development, the information provided in accordance with Schedule 7A of the Regulations, and having regard to the scale, nature and location of the proposed impacts, the potential impacts and proposed mitigation measures and the results of the any other relevant assessments of the effects on the environment, Kildare County Council has determined that there is no real likelihood of significant effects

on the environment arising from the proposed development and that an Environmental Impact Assessment (EIA) is not required.

In accordance with Section 120(3) of the Planning and Development Regulations (as amended) any person may, within 4 weeks from the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment.

Plans and particulars of the proposed development Part 8 Ref No. P82025.06 including the AA and EIA Screening Reports and a record of the main reasons and considerations supporting the determination not to require an EIA and AA will be available for inspection and/or purchase at a fee not exceeding the reasonable cost of making a copy at **Public Display Area, Level 1, Kildare County Council, Devoy Park, Naas, Co Kildare, W91 X77F & Kilcullen Community Library, New Abbey Road, Kilcullen, Co Kildare, R56 Y438 on each day during which the said offices are open for the transaction of business (excluding Bank Holidays) for a period Thursday 25/09/2025 to Friday 7/11/2025 during office hours.** Plans and particulars of the proposed development including the AA and EIA Screening Reports and a record of the main reasons and considerations supporting the determination not to require an EIA and AA will also be available online at <https://consult.kildarecoco.ie/en/consultation/part-8-old-kilcullen-heritage-trail-old-kilcullen-co-kildare-ref-p8202506>



Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to, Mr Simon Wallace, Acting Senior Parks & Landscape Officer, Parks & Open Spaces, Level 7, Aras Chill Dara, Devoy Park, Naas Co Kildare, W91 X77F or online via <https://consult.kildarecoco.ie/en/consultation/part-8-old-kilcullen-heritage-trail-old-kilcullen-co-kildare-ref-p8202506>

Submissions must be made no later than 5.00pm on Friday 7/11/2025 Submissions should be titled "**Part 8 - Proposed Development: A Heritage Trail, Old Kilcullen, Co. Kildare - Planning Reference P82025.06**"

All comments, including the names of those making comments submitted to the Council in regard to the scheme as outlined above, 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.

Please note that the data collected from this consultation will be shared by Kildare County Council with their Consultants. Any information which you submit via Kildare County Council's website will be treated with the highest standards of security and confidentiality, strictly in accordance with the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. Please refer to the Privacy Statement included with the plans and particulars of the proposed development and to the Kildare County Council Consultation Portal Privacy Policy

All documentation relating to the proposed Part 8 are published at the following link:

[Part 8 - Old Kilcullen Heritage Trail, Old Kilcullen, Co Kildare \(Ref P82025.06\) | Kildare County Council](#)

3.2 Circulation List:

The following list of prescribed bodies was agreed with the Planning Department and received plans and particulars of the proposed development as part of the Part 8 procedure:

3.2.1 External Bodies

The Part 8 was distributed to the following prescribed bodies.

The Heritage Council
An Taisce — the National Trust for Ireland,
An Chomhairle Ealaíon (The Arts Council),
Fáilte Ireland, Board Fáilte Éireann,
Minister for Culture, Heritage and the Gaeltacht
National Heritage Council,
Irish Water,
Department of Housing, Climate and Local Government
Department of Transport, Tourism & Sport
Transport Infrastructure Ireland
National Transport Authority
Health Service Executive
National Monuments Service
National Parks & Wildlife Services
Office of Public Works

Observations on the proposals were received Uisce Eireann and from the Department of Housing, Local Government and Heritage.

Uisce Eireann in their submission observed: The applicant has not included a proposal for a new water / wastewater connection in this planning application. Furthermore, it is anticipated that there will be no adverse impact on any assets or sources belonging to Uisce Éireann.

Response

All service maps will be checked prior to detail design and construction to ensure that the works don't impact any underground services.

The Department of Housing, Local Government and Heritage made archaeological observations in relation to the proposals. These were

- Having received full details of the proposed development, the Project Archaeologist shall contact the National Monuments Service and clarify whether a Section 26 Licence or Ministerial Consent will be required for works associated with the proposed development.

- A Method Statement, giving full details of all proposed works shall be agreed with the National Monuments Service.
- The resulting Method Statement shall form the basis of an application for a Section 26 Licence or Ministerial Consent, as appropriate.

3.2.2 Internal Departments

The plans and particulars of the scheme were distributed to the following for comment.

Planning Department,
 Strategic Projects & Public Realm,
 Environment
 Heritage
 Environment water
 Sustainable Transport,
 Roads Design
 Environmental Health Officer
 Roads Maintenance Section
 Sports Partnership
 Access Officer
 Climate Action Officer
 Water Services

Elected Local Representatives:

Cllr. Pat Balfe
 Cllr Suzanne Doyle
 Cllr. Noel Connolly
 Cllr. Kevin Duffy
 Cllr. Noel Heavey
 Cllr Tom McDonnell
 Cllr Peggy O'Dwyer
 Cllr Tracey O'Dwyer
 Cllr Brian O'Loughlin
 Cllr Chris Pender
 Cllr Robert Power

4 Submissions Received

4.3.1 Public

Submissions were received from the following members of the public. 16 responses were in favour of the scheme and 15 raised objections.

Ref. Number	Name
KCC-C414-2	Fergus Aspel
KCC-C414-3	Cllr Tom McDonnell
KCC-C414-4	Mary Shortt
KCC-C414-5	Kilcullen GAA Club
KCC-C414-6	Catherine Shortt
KCC-C414-7	Kevin Sheehan
KCC-C414-8	Fran Shortt
KCC-C414-9	Jack Lenehan
KCC-C414-10	Aoiffe Sammon
KCC-C414-11	Emma Lawlor
KCC-C414-12	Casey Crane Services Limited
KCC-C414-13	Secretary, Old Kilcullen Area Community Association
KCC-C414-14	Billy Casey
KCC-C414-16	Denise Gaffney
KCC-C414-17	David Moore
KCC-C414-18	Calverstown Action Network
KCC-C414-19	Christy Howard
KCC-C414-20	Bernie Dunne
KCC-C414-21	Tony O'Sullivan
KCC-C414-22	Pauline McNally
KCC-C414-23	Ivan Keatley
KCC-C414-24	Anne Pearson
KCC-C414-25	Aileen Howard
KCC-C414-26	Denis & Colin Brennan
KCC-C414-27	Niall Howard
KCC-C414-28	Victoria Thompson
KCC-C414-29	Ross Thompson
KCC-C414-30	Amy Thompson
KCC-C414-31	Robert & Adrienne Thompson
KCC-C414-32	Kilcullen Community Action
KCC-C414-33	EO S
KCC -C414-35	Ann Connolly

3.3.2 Prescribed Bodies Submissions

Submissions were received from Uisce Eireann and The Department of Refer to the Submissions Report in Appendix A setting out the submissions received and the Parks Departments comments on those submissions.

3.3.3 Internal Departments

Submissions was received from the Roads Design Section and Heritage Nature Team in the Planning Department.

3.3.4 Elected Representatives

A submission was received from Cllr Tom McDonnell.

5. Recommendation

The Parks Section of Kildare County Council is of the view that the proposed development of Old Kilcullen Heritage Trail is acceptable, appropriate and in keeping with the proper planning and sustainable development for the area and complies with the policies and objectives set out in the Kildare County Development Plan (2023 - 2029) and it is recommended that the proposed development proceeds subject to the following:

1. The proposed car parking area shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process. The fencing around the commonage area will not be removed as part of the current proposals but will be discussed with local stakeholders outside of the current proposals.
2. Signage for the scheme is designed in harmony with the area.
3. A Consulting Engineer will be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.
4. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements, including but not limited to at entry gateways, and proposed car parking areas should be agreed in writing with the Planning Authority, KCC Roads and Kildare Newbridge MD Sections prior to the commencement of the development on site.
5. The extent of road repairs and surfacing works required shall be agreed in writing with KCC Roads section and the Kildare Newbridge Municipal Section.
6. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA recommendations should be incorporated into the detailed design.

7. Traffic calming measures shall include:
 - a. The use of High-Friction Coloured Surfacing with Pictograms -walking & cycling to highlight the shared use nature of the route.
 - b. The use of False cattle grids (white painted lines, no rumble strips near residences).
 - c. Managed margins of minimum 1.2m width, ideally 2m, to protect vulnerable road users.
 - d. Passive crossing points with adequate sightlines and informal intervisibility triangles.
 - e. No vertical deflections (e.g. speed humps) or central hatching shall be used due to rural character and safety concerns.
 - f. Signage
 - g. Minimal and context-sensitive signage mounted on oak or steel posts.
 - h. "Quiet Lane" and "Shared Space" signs at entry/exit points.
 - i. QR code posts for historical and ecological interpretation.
8. Maintenance and Monitoring
 - a. Regular inspection of shared surfaces and margins for wear, rutting, and ponding.
 - b. Monitoring of traffic behaviour and trail usage to assess effectiveness of calming measures.
 - c. Maintenance of signage, surface markings, and vegetation to ensure visibility and safety.
9. Project Archaeologist will be engaged as part of the detailed design for the project. They advise on the protection of archaeology on the site. They will contact the National Monuments Service, and clarify whether a Section 26 Licence or Ministerial Consent will be required for works associated with the proposed development.
 - a. A Method Statement, giving full details of all proposed works shall be agreed with the National Monuments Service.
 - b. The resulting Method Statement shall form the basis of an application for a Section 26 Licence or Ministerial Consent, as appropriate.
10. The Heritage and Nature Section in the Planning Department will be consulted as part of the detail design and development of the proposals and any archaeological input that is required.

Prepared and recommended by:



Simon Wallace
A/Senior Parks & Landscape Officer
Date: **7 January 2026**

Appendix A

Submissions Report

Public Submissions

See attached summary of issues outlined in the public submissions and Parks Section comments on the issues raised

MD Members

A submission was received from Cllr Tom McDonnell – the submission raised the following issues

1. Location of Car Parking on the commons area

Response – an alternative location will be considered as part of the detail design for the proposal.

2. Commons Area and Removal of Fencing

Response

The removal of the fencing will be omitted from the proposals and discussed separately

3. Interference with Natural Habitat

Response

The proposals outline measures to improve the natural habitat and manage the various areas including grasslands and hedgerows to improve their condition.

4. Lack of meaningful consultation with local residents

Response

The Part 8 is about seeking the views of the public and stakeholders. A pre Part 8 public consultation was held in March 2023 which gave local people an input into the draft design prior to the Part 8. This has given local resident two opportunities to input into the proposal.

5. Level of Investment and availability of facilities for a broader demographic

Response

The current proposal will benefit the broader demographic catering for walking and cycling which all age groups can participate in.

6. The proposal will increase traffic in the area contrary to people being asked to reduce journeys

Response

The primary aim of the proposal is to provide for pedestrians and cyclists to use the area safely and reduce speeds of vehicles. The route is aimed for use by local people which should not result in increased traffic in the area.

Internal Departments

Roads Design Section of the Transportation, Mobility & Open Spaces made a submission on the proposals and indicated the following conditions should be applied

1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.
2. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements, including but not limited to at entry gateways, and proposed car parking areas should be agreed in writing with the Planning Authority, KCC Roads and Kildare Newbridge MD Sections prior to the commencement of the development on site.
3. The extent of road repairs and surfacing works required shall be agreed in writing with KCC Roads section and the Kildare Newbridge Municipal Section.
4. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works . The implementation of the RSA recommendations should be incorporated into the detailed design.
5. Traffic calming measures shall include:
 - The use of High-Friction Coloured Surfacing with Pictograms -walking & cycling to highlight the shared use nature of the route.

- The use of False cattle grids (white painted lines, no rumble strips near residences).
- Managed margins of minimum 1.2m width, ideally 2m, to protect vulnerable road users.
- Passive crossing points with adequate sightlines and informal intervisibility triangles.
- No vertical deflections (e.g. speed humps) or central hatching shall be used due to rural character and safety concerns.

6. Signage

- Minimal and context-sensitive signage mounted on oak or steel posts.
- “Quiet Lane” and “Shared Space” signs at entry/exit points.
- QR code posts for historical and ecological interpretation.

7. Maintenance and Monitoring

- Regular inspection of shared surfaces and margins for wear, rutting, and ponding.
- Monitoring of traffic behaviour and trail usage to assess effectiveness of calming measures.
- Maintenance of signage, surface markings, and vegetation to ensure visibility and safety.

Response

The conditions and observations will be adhered to as the project is delivered.

The Planning Department, Heritage & Nature Team observed the following: The overall goals of the project include promoting awareness and understanding of the built heritage of the area through signage and wayfinding markers and this project will improve this and will be of lasting value to the community and visitors alike

The Heritage section supports the built heritage and archaeological aspects of this project and will work with the Parks section on protecting and promoting the heritage through the project.

It is recommended that prior to commencement of any works on site the following points should be considered:

1. Any sub-surface works required along the route will necessitate archaeological input. Please liaise with the Heritage Officer for guidance prior to any progression of the project.

Response

- (a) The Parks Department will work with the Heritage & Nature team in relation to the heritage aspects of the project and in relation to any archaeological input required in addition to the requirements requested by the Department of Housing Local Government & Heritage.

Prescribed Bodies

Two submissions were received from Prescribed Bodies

- (b) Uisce Éireann The applicant has not included a proposal for a new water/wastewater connection in this planning application. Furthermore, it is anticipated that there will be no adverse impact on any assets or sources belonging to Uisce Éireann.

Uisce Éireann's Standard Condition(s):

The applicant shall enter into a Connection Agreement(s) with Uisce Éireann to provide a service connection(s) to the public water supply and/or wastewater collection network and adhere to the standards and conditions set out in that agreement. All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice. Uisce Éireann does not permit Build Over of its assets. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works Commencing.

Reason: To provide adequate water and wastewater facilities

Response:

Submission noted. KCC will not require a water connection for this development. All service maps will be checked prior to detail design and construction to ensure that the works don't impact any underground services

- (c) The Department of Housing Local Government & Heritage made the following submission

The proposed development will be at Recorded Monument KD028-049--- Settlement Shrunken (KD028-049001- Ecclesiastical Site, KD028-049002- High Cross, KD028-049003- High Cross, KD028-049004- High Cross, KD028-049005- Church, KD028-

049006- Round Tower, KD028-049007- Castle-unclassified, KD028-049008- Town Defences, KD028- 049009- Castle-unclassified, KD028-049010- Architectural Fragment, KD028-049011- Graveyard, KD028-049012- Graveslab, KD028-49013- Castle-unclassified and KD028- 2 049014- Ecclesiastical Enclosure) and forms part of National Monument No. 71 in State Ownership, an area of national significance, with elevated archaeological potential.

Any ground disturbance is likely to impact on archaeological remains and any new structure might have a visual impact on upstanding archaeological features. Planning documents submitted do not contain full details of the proposed development, notably with regard to the number and nature of information panels, bollards, cycle racks, picnic tables, seating, wall repair techniques etc. It is also noted that the Archaeological Heritage Screening Appraisal submitted with the planning documents, was compiled at feasibility stage and therefore, presumably due to lack of detailed specifications for the proposed development being available at the time of reporting, does not provide clear guidance regarding archaeological mitigation. The need to consult with the National Monuments Service in order to arrive at an appropriate archaeological mitigation strategy is mentioned repeatedly in the Archaeological Heritage Screening Appraisal Report.

In light of the above the Department recommends as follows:

- Having received full details of the proposed development, the Project Archaeologist shall contact the National Monuments Service and clarify whether a Section 26 License or Ministerial Consent will be required for works associated with the proposed development.
- A Method Statement, giving full details of all proposed works shall be agreed with the National Monuments Service.
- The resulting Method Statement shall form the basis of an application for a Section 26 Licence or Ministerial Consent, as appropriate.

Reason: To ensure the continued preservation (either in-situ or by record) of places, caves, sites, features or other objects of archaeological interest.

Response

The recommendations of the Department of Housing, Local Government and Heritage will be followed prior to any works taking place on site.

APPENDIX 2

Appendix 2 - Summary of Submissions

Item	Description	Quantity	Response
1	Ash die back and falling trees present a danger to users of the proposed route.	1	All Ash trees along the route will be assessed for safety prior to the route being opened and any works needed to make them safe will be carried out.
2	Safety concern at the Halverstown Cross Roads	1	The design of the route has been subject to a road safety audit and will be subject to Stage 3 road safety audit prior to the route opening. No safety concerns were highlighted at Halverstown Cross Road.
3	A safety concern in relation to the walking route is only 15m from a 100km speed zone on the R448.	1	The route is close to Thompsons Cross on the R448. Traffic will not be travelled at 100kph approaching this. The route has been the subject of a road safety audit and this was not presented as an issue arising from the audit.
4	Parking area proposed should be disregarded on safety grounds.	2	Alternative parking locations will be identified as part of the detail design of the route prior to implementation. The parking at the roundtower is not sufficient to meet the parking need as it is close to an existing junction and has poor sightlines.
5	The number of parking spaces is excessive and their concentration at a single location on the trail is imbalanced and unfair on the residents at that proposed location	1	Alternative parking locations will be identified as part of the detail design of the route prior to implementation.
6	All submissions should be reviewed and acknowledged as part of the process. This will	1	The Part 8 includes an assessment and response to all submissions submitted.

	help ensure that all voices are heard, valuable insights are captured, and a transparent and inclusive approach moving forward is maintained.			
7	Route will impact privacy and overlooking issues	1	The route is along existing public roads. The section of the Hacklow Road being reopened doesn't have any houses along it. Therefore there will be no deterioration in privacy or overlooking as a consequence of implementing the proposal.	
8	Security: It attracts people to the area to sketch out peoples houses to make it a target to robberies. It will make people feel afraid in their homes.	7	The route has the potential to allow public to walk and cycle the route which will add passive supervision to the area and possibly increase security.	
9	Property Value: This could possibly decrease value of property where people move to the country side not to have a lot of people around there property and this could de-value property in the future.	2	The route will add an amenity to the area and could be a potential pilot for use of 'Quiet Roads'. This could increase the value of houses in the area.	
10	Curragh: We have the biggest amenity available to us in our local community, the Curragh, which has approximately 4,800 acres of grassland, to walk.	2	The Curragh is approximately 4km from Old Kilcullen. This route will provide a recreational facility for local people without having to travel to the Curragh.	
11	Increased Traffic: This will bring an increase in traffic on our small country roads, as people will travel to walk the amenity.	4	There maybe an initial surge in use when the route opens but the aim of the scheme is to provide an amenity for local people.	
12	Preserving: We should be preserving our natural heritage	1	The proposal outlines a number of proposals to manage and improve the existing natural heritage. This includes the	

13		Planting of Trees on boundary: We have taken our time through the years to remove dangerous trees that bound our property for the safety of motorists and now there is plans to plant more trees on our boundaries, which is a hazard and it affects us maintaining our hedgerows. Planting of trees shades the crops growing in the fields which in turn will not yield good a crop.	2	hedgerow restoration and management of the semi natural grassland. Planting of trees will improve the biodiversity of the area. Any trees planted will be to a specified standard so will not be a hazard or prevent hedgerow maintenance. Any proposed planting will be done in consultation with the landowners.
14		Dun Ailinne: This is our private property and this will have a negative effect on our heritage site, as it is on the tentative list for UNESCO World Heritage Site and they want this property preserved and protected. By making viewing points to Dun Ailinne all its doing is attracting people to visit the site, which is private property and a working farm and we have been working with KCC and UNESCO for open days each year. We already have people illegally accessing our land, leaving gates open, spooking livestock which has injured our livestock resulting in costly veterinary bills, damaging fences, which again is a cost we have to bear.	1	The trailhead of the route at the round tower is approximately 750m-1km from Dun Ailinne. The route offers a view over Dun Ailinne from a distance. Therefore, it offers the public an opportunity to view the site without accessing it. Therefore, it could have a positive effect.
15		Livestock/Insurance: This has a negative affect for livestock in fields, as people trespass and which is a danger to the walkers. Also, we are	1	The proposed route is on existing public roads which will not impact on private lands.

	compelled to hold insurance in cases of trespass.			
16	Maintenance: Who will be maintaining and supervising the proposed walkway and opening of the old Hacklow road and the trees.	3		Kildare County Council will maintain the scheme.
17	Littering: As we know too well bringing people around our countryside littering becomes a problem and also is a safety issue for livestock consuming this which can lead to intestinal colic and ultimately death, as we know to our cost.	5		A leave no trace policy will operate for the route. This will encourage people to bring their litter home.
18	Since the Old Kilcullen Heritage Trail has been brought to our attention it has been very stressful, worrying and upsetting time for many reasons, as this is our livelihood that this affects. We feel and many people of the local community that we have spoken to have not been consulted about the proposed Heritage Trail and the finer points pertaining to the trail.	1		The Part 8 is about seeking the views of the public and stakeholders. A pre-Part 8 public consultation was held in March 2023 which gave local people an input into the draft design prior to the Part 8. This has given local resident two opportunities to input into the proposal.
19	The trail will reduce privacy, and security will be a major concern with many risks for us and our property. It leaves us open to people using the walkway as a guise to scope out our property. We already have issues with people accessing our land and trespassing, this trail will only increase same leaving further damage and upset to livestock, land, crops, fencing and any access points they use. Any issues	3		The route has the potential to allow public to walk and cycle the route which will add passive supervision to the area and possibly increase security.

20	that may occur at our homes or on our land will be at the owner's cost. with increased noise and disturbances, antisocial behaviour, loitering and littering, that way of life is not attainable or sustainable if this trail proceeds.	5	The proposed route is on existing public roads. The route has the potential to allow public to walk and cycle the route which will add passive supervision to the area and possibly increase security.
21	Car parking beside our homes will allow the aforesaid issues encouraged both day and night. We have already seen the effects of antisocial behavior in car parks in the area and more car parks will only allow this increase. This is completely unfair to impose on residents, especially the people living so close to these.	2	The proposed car parking area shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process.
22	The trail will encourage more vehicles and footfall to an area that is not fit for purpose. The roads are narrow, barely accommodate two cars passing let alone walkers. The roads in question have been in bad repair for years I presume like many local authorities the funding does not stretch to repairing roads but with increased traffic this will lead to further and faster deterioration than before. There is also no funding to maintain the hedgerows, clean litter, fix any potential vandalism or destruction, etc. I also presume bins are envisaged along the	2	An assessment of the road will be carried out to see what repair and upgrades are required to the road. Repair and maintenance of the route will be carried out by Kildare County Council. A leave no trace principal will operate for the route to encourage people to bring their litter home. Litter bins will not be provided.

23	<p>walkway, who will be emptying these regularly, walkers will also have dogs, and they will have to dispose of their dog's waste which they have collected in bags.</p> <p>The trail will detract from the character of the area and then in turn leave the area less attractive and potentially devalue our homes.</p>	1	<p>The proposal creates an amenity which will allow vulnerable road users to walk and cycle in Old Kilcullen. It will also highlight the natural and built heritage of the area. A number of landscape and biodiversity improvement measures have been included which will improve the area rather than detract.</p>
24	<p>We have a lovely area with beautiful landscapes and Old Kilcullen Round Tower for people from outside the locality to come and enjoy also, with ample parking and viewpoints offering a 360 view of the area, I cannot understand why we would disturb what we already have. In an ever-changing world, I feel it is so important to maintain our community as it is and look out for people in the community and to remember the fundamentals of living in a small community, to be respectful, communicate and be mindful of others.</p> <p>Unsuitable in a residential area</p>	1	<p>The proposal aims to improve the general amenity of the locality and all works have been designed and considered to be appropriate to the rural area.</p>
25		1	<p>The proposal aims to create a 'Quiet Road' which will benefit residents and is appropriate for a residential area.</p>

	Unsuitable on a narrow busy road with blind spots, traffic and heavy machinery	3	The aim is to slow traffic in the area and provide safer use of the roads for pedestrians and cyclists.
26	Waste of money	2	The proposal will provide safe route for people to walk and cycle and also improve the biodiversity and highlight the heritage of the area. This is a positive investment in the area.
27	Proposed stone wall restoration will impact the area positively	3	Agreed
28	Reopening the Hacklow Road to pedestrian and cyclists will connect the community with the heritage site.	3	Agreed
29	The route will bring new safety and security for local residents		Agreed
30	Biodiversity-friendly landscaping , which will enhance the natural environment and strengthen the ecological value of the area	4	Agreed
31	Appropriate heritage interpretation signage , which will help tell the story of Old Kilcullen's early monastic origins and round tower in an engaging way.	2	Agreed
32	Traffic calming measures , ensuring safer access for all.	1	Agree with the comment
33	Lighting : it should not be accepted for inclusion in the project, as "the scheme is intended for daytime walking only".	2	Lighting will not be included in the project except where it might be needed at car parking or other key locations

34	<p>Signage: Like others I ask that the designers be mindful of the rural location and that road signage and road marking are in keeping with this. Some of the proposed signage and road markings may be beyond what is required and take away from the rural location.</p>	2	<p>The detail design will include signage design and ensure that the signage is appropriate to the location.</p>
35	<p>Roads: I suggest that in tandem with the part 8 project works, KCC undertake remedial works to local roads in the area to bring them up to the required standard</p>	2	<p>The roads will be assessed as part of the detail design for the scheme and what work is required.</p>
36	<p>We should be preserving our community and there is no necessity for this trail, as the only heritage site (Round Tower) on this route has ample parking.</p>	1	<p>The proposal for the route came from Kicullen Area Community Association.</p>
37	<p>Phase 3 - Moate Lane -This would have a massive impact on how we farm, as we have used this lane for lifetime to bring our sheep up and down on a daily basis to look after their well being and this will effect how we farm and our livelihood, if we have walkers, dogs, horses, cyclist etc. walking and going up and down the lane. - Safety issues as tractors and machinery are used numerous times on this lane on a daily basis.</p> <ul style="list-style-type: none"> - It also poses risks to the security of our farmyard which is on the lane and on the main trail road and it would be left as an open target for robberies and unwanted visitors. - Insurance is also a factor, as to someone wanders off the trail onto the land, 	1	<p>Phase 3 does not form part of the current proposals.</p>

	we are then responsible if someone gets injured by a fall or livestock. This is a massive issue and an issue that a lot of farmers are paying high insurance for. - We have always maintained the lane.			
38	The proposal will impact the area positively	2		Agree with comment
39	We are in favour of many of the proposed upgrades, particularly the improvements to the roadside verges, for walkers, cyclists and other road users. We are very hopeful that the introduction of managed margins , level grass verges ,heritage and gateway signage and false cattle grids will all help to slow down traffic that is currently a major safety concern for us at our gateway and also at the various sections that do not have anywhere for pedestrians and cyclists to get off the road to avoid oncoming traffic			No additional comment
40	The reopening of the section of road from Hacklow to Halverstown cross for pedestrians and cyclists separate from road traffic would also be a major safety improvement for everyone. We would also like to implore the council to include road resurfacing for this section in particular, as the residents have had to endure dire road conditions for as long as we can remember.	3		The road surfacing on the Hacklow Road will be assessed as part of the detail design for the scheme.
41	We would like to see much of the landscape plan implemented, particularly the hedgerow maintenance which is currently overgrown in	3		No additional comment

	many areas ,the continued grassland management by our neighbours added to in other commonage areas and the additional planting ,all of which aligns with our Biodiversity plan published by the Old Kilcullen area Community association a number of years ago.			
42	The strenghtening of the verges of the commonage is also welcomed, however we would have some concerns about the level of proposed parking in this area and the need for it .The continuation of pedestrian/cycle safety measures at either end of the scheme (Hacklow to Calverstown and Thompsons cross to Kilcullen) would be a much more appropriate way to facilitate others getting greater use of the scheme.	2		The proposed car parking area shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process. The continuation of pedestrian and cycle safety at either end of the scheme is beyond the scope of the current proposal.
43	While some of the signage is obviously necessary, we feel the levels proposed are not needed and not in keeping with the rural character of the area	1		The detail design will include signage design and ensure that the signage is appropriate to the location.
44	We would also like to see any concerns raised during this consultation, particularly by our neighbours who have to live in the area, addressed in so far as possible .	1		The Part 8 will consider all the issues highlighted in the submissions made.
45	Money would be better spent improving the roads in the area.	1		An assessment of the roads in the proposal will form part of the detail design for the scheme.
46	Money would be better spent slowing the speed of cars and trucks on the roads.	1		The scheme aims to slow the speed of traffic through Old Kilcullen.

	<p>The introduction of new car parking spaces risks undermining that character, by introducing visual intrusion, increased vehicular traffic and erosion of the rural/historic ambience of Old Kilcullen.</p>	1	<p>Alternative parking locations will be identified as part of the detail design of the route prior to implementation. The continuation of pedestrian and cycle safety at either end of the scheme is beyond the scope of the current proposal.</p>
47	<p>The trail is primarily aimed at local people who wouldn't need vehicles to avail of the facility and that it is not expected that the proposed heritage trail would attract motorists. This raises the question as to why additional car parking spaces are necessary, when it is arguably contrary to the trail's purpose of promoting walking/cycling and low-impact recreation.</p>	1	<p>It is proposed to remove the 10 no. car parking spaces from the scheme.</p>
48	<p>It will also lead to increased carbon emissions, when an objective of this project is for residents to safely take exercise in one's local community without the requirement to travel by car, which is not only a healthy choice but is also a very efficient way of reducing carbon expenditure</p>	1	<p>Slowing traffic and providing a route will lessen local residents having to travel elsewhere to walk and cycle will lessen carbon emissions. The route is being provided to allow users walk and cycle the route.</p>
49	<p>The location of the parking spaces on the commonage is also contrary to sound planning in that it is neither at the beginning or end of the proposed trail. I would question whether sufficient alternative access/parking solutions have been fully explored that avoid or minimise new parking provision within the heritage landscape</p>	1	<p>Alternative parking locations will be identified as part of the detail design of the route prior to implementation.</p>

	<p>If additional parking is necessary which I don't believe it is, there are other options available off the trail which would not impede users of the trail. The roads depot at Halverstown Crossroads was alluded to in the Feasibility Report as a possible option.</p>	1	<p>The use of the roads depot at Halverstown is not possible due to its location at the junction.</p>
50	<p>Another concern is that there appears to be no projected forecast in the Feasibility Report of the increase in visitor traffic which would warrant the installation of 10 new car parking spaces. If these parking spaces are not required, then it is an unnecessary expense and consideration should be given to reviewing the necessity for additional parking spaces.</p>	1	<p>The proposed car parking area shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process</p>
51	<p>The proposed parking facilitates more car traffic and appears to conflict with the aim of encouraging low-impact access. CDP's recreation and amenity objectives expect that proposals enhance the environment for users of trails and green infrastructure, not degrade it with an increase in traffic. In this regard the parking spaces have the potential to degrade the quiet, visitor-friendly character of the trail.</p>	1	<p>The additional parking was put in to recognise that there may be some additional traffic in the area and this needs to be facilitated. Presently some of the commonage is being used for unofficial parking which detracts from the appearance of the area. The provision of 10 spaces with a natural grass finish does not detract from the area as is designed to do the opposite.</p>
52	<p>The County Heritage Plan (2019-2025) sets out as a key aim the recognition "of the value and opportunity of Kildare's unique heritage resource, and to manage, conserve and protect it". The proposal for new car parking appears at odds with that aim insofar as it</p>	1	<p>The car parking is to be a reinforced grass area which is designed to have low visual impact and not to impact of the heritage and landscape of the area.</p>

	risks damage to heritage and landscape values			
53	Future opportunity to expand the trail to its former route of years ago.	1		Any potential expansion of the scheme is not part of the current proposal.
54	We view this as a positive development that will enhance local heritage, improve accessibility, and encourage active travel.	4		No response
55	supportive of the proposal to reopen the closed section of the Hacklow Road to pedestrian and cycle traffic. This would create a safe and convenient link from Calverstown village to the new heritage trail, allowing residents to walk or cycle towards Kilcullen without having to travel on the main R418 route	1		No response
56	inclusion of traffic calming, car parking, and biodiversity improvements is also welcome and will contribute to a safer and more enjoyable environment for residents and visitors alike.	3		No response
57	Signage will detract from the area	1		The detail design will include signage design and ensure that the signage is appropriate to the location.
58	Signage will make moving heavy machinery more difficult.	1		The detail design will include signage design and ensure that the signage is appropriate to the location.
59	The plan will make it more difficult to transport heavy machinery at Thompsons Cross which is already a blind spot	1		The design for the scheme has been subject to a road safety audit. The entry to the trail off the R448 near Thompsons Cross has been narrowed to reduce the speed of

				vehicles entering the trail. No issues in the road safety audit highlighted issues with black spots.
60	Flying tipping on R448 is already a problem	1		The creation of this route will provide more passive supervision which will deter this type of behaviour. Reopening the Hacklow Road to only pedestrian and cycle traffic will also prevent any fly tipping.
61	Lack of car parking facilities shouldn't go ahead	1		Car parking is being provided as part of the proposal. An alternative location has to be identified as part of the detail design for the scheme.
62	Phase 3 – access over Private laneway – owner will not be allowing access.	1		Phase 3 does not form part of the current proposals.
63	Access through agricultural lands has not been assessed. Considered fencing being tampered with. This has already happened	1		There are no plans to access agricultural lands as part of the current proposals.
64	Risk of trips and falls due to the existing condition of the road.	1		The existing road surfaces will be assessed as part of the detail design.
65	Accidents on private land will result in increased cost for landowners	1		There are no plans to access private land as part of the current proposed phase of development. Any access across private land as part of potential future phases will examine liability.
66	The car parking provision is excessive and should be omitted.	3		Car parking at the Round Tower is not adequate for the scheme as the sightlines are poor. Therefore, there needs to be additional parking provided. 11 spaces have been indicated and this is not considered

67	Question the level of interest in the heritage of the area.	1	excessive. They are designed to be low impact reinforced grass areas. The proposal for this route came from the local community association. The archaeological history of this area is extensive and the trail can promote and highlight this.
68	Safety of children playing on the open space	1	The proposal will not impact children playing on the open space or commons area
69	Additional parking would worsen congestion and would block it for residents to access safety in and out of our home.	2	The proposed car parking area shall be omitted from the project. Any future car parking area required for the Heritage Trail shall be subject to a separate process
70	Environmental and quality of life impact: More vehicles will mean more noise, exhaust fumes, and rubbish. This would significantly affect the quality of life for my family and neighbours, as well as reduce property values.	1	The scheme is designed to promote cycling and pedestrian traffic and slow traffic. Therefore, it should improve the quality of life in the area. It will provide an additional amenity in the area which should add to property values.
71	Trail will upset mares and foals	1	The current proposals are on existing roads so will not impact on livestock.
72	The creation of this Heritage Trail will allow us to share our local heritage and the long history of County Kildare with visitors and future generations alike. Implementation of the design is sensitive to a rural area	4	Agreed
73	Safer parking and traffic measures for visitors and residents	2	Agreed

74	Removal of the fencing around the commons area is not practical as the area is used for grazing and the animals need to be kept safe.	1	The removal of fencing will be omitted from the current proposals and examined separately.
75	The proposal will impact on nature in the area	1	Protection and management of the existing biodiversity are proposed as part of the proposals
76	No meaningful engagement has taken place with local residents along the route.	1	An in-person consultation event was run in March 2023 when the draft design for the proposals were under preparation. This was in addition to the current consultation as well as the current Part 8.
77	The local community would be better served by more general amenities which benefit a broader demographic	1	The current proposal will benefit the broader demographic catering for walking and cycling which all age groups can participate in.