



KILKENNY COUNTY COUNCIL

Waterford to New Ross Greenway



Preliminary Design Report - Aylwardstown – Chainage 11+930 to 12+500



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Client:
Kilkenny County Council
County Hall
John Street
Kilkenny

Planning - Part VIII

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REVISION HISTORY

Client	Kilkenny County Council
Project	Waterford to New Ross Greenway
Title	Preliminary Design Report on Section of Greenway at Alywardstown – CH11+930 to CH12+500

Date	Details of Issue	Issue No.	Origin	Checked	Approved
10/01/2018	Issued for Planning - Part VIII	PL1	PC	KS	NO'C

Abbreviations:

- PR** - Preliminary
- PL** - Planning
- F** - Fire
- TI** - Tender Issue
- TA** - Tender Approval
- C** - Construction
- AC** - As Constructed

SCOPE

This report should be read in conjunction with the "Waterford to New Ross Greenway Preliminary Design Report" as prepared by *Roughan O' Donovan Consulting Engineers* dated December 2016.

This report supersedes and replaces the information contained in section 4.3 of said report for the Greenway within the townland of Alywardstown, County Kilkenny and located along the proposed Waterford to New Ross Greenway between chainage 11+930 to 12+500.

This report relates to the proposed alignment of the Greenway to within the rail corridor along its entire extent and amends the proposal to divert the Greenway onto a public road at Alywardstown for the above chainages.

EXISTING ROUTE/RAIL CORRIDOR AND WORKS REQUIRED

At chainage 11+950 the route passes over the structure UBJ 443. The deck and parapets of this structure will be assessed and upgraded as necessary. The route then continues between private dwellings at chainage 12+025. The dwelling to the north is approximately 7m from the centre of the route, and therefore should have its privacy and security protected by the erection of a wall or railing to an overall height of 2.1m or similar as agreed in consultation with the property owner. A timber fence is proposed to the boundary of the dwelling to the south.

At chainage 12+050 to 12+200, the route passes between farm buildings. The farm buildings form one farming enterprise which is operated on both the north and south side of the route. Boundary treatment including walls, fencing and gated access will be constructed at the level crossing. The makeup and height of these boundaries should be agreed at detailed design stage in consultation with the landowner. Upgrade of the level crossing will be required to allow the land owner to cross the Greenway. The accommodation works at the crossing point will be agreed in consultation with Irish Rail and the landowner at detailed design stage, however it will typically consist of a gated arrangement which will separate the Greenway from the farm. When the land owner wishes to use the crossing point, gates will be utilised to temporarily close the greenway until the farmer completes his crossing. Pedestrian gates will also be provided at this location to allow the land owner to cross the greenway.



Image 1 – Location of crossing at chainage 12+080

Between Ch12+080 and Ch12+220 the route will again be separated from the farm structures and practices by the erection of suitable boundary treatment such as fence or wall as agreed with landowners.

At chainage Ch12+220, upgrade of the level crossing will be required to provide a secure gated crossing. At this point there are two parallel farm roads which are used by livestock, agricultural machinery to access private lands and a HGV milk collection tanker.

At chainage Ch12+500 to Ch14+180, the Greenway alignment remains as per the part 8 documents prepared by Roughan & O'Donovan.