



N25 GLENMORE BUS STOP RELOCATION SCHEME

Kilkenny County Council

Project Report

September 2026



An Roinn Iompair
Department of Transport

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1 INTRODUCTION

Kilkenny County Council are proposing to relocate an existing online bus stop on the N25 at Glenmore, Co. Kilkenny with a new offline bus stop.

Currently, the Glenmore Hill Bus Stop is located on the verge of the existing N25 and is located to the east of Glenmore Village. With the existing arrangements, buses utilising this stop are required to pull over in the east bound lane and westbound nearside climbing lane to pick up and drop off passengers. Subsequently, passengers are required to:

- Cross the N25 which, at that location consists of two west bound lanes (including climbing lane), east bound lane and a right turn pocket. There is no refuge for pedestrians to cross at this location. The width of the N25 at this location is approximately 20m wide.
- Wait on the hard stirp / verge whilst waiting for buses to arrive

The current arrangement presents a significant safety concern for pedestrians. In addition, there are also further safety concerns with regard to the movement of buses that are pulled over in the carriageways. The speed limit of the N25 at the bus stop location is 100 km/h.

An alternative bus stop was constructed in 2018. The bus stop is located on the east bound carriageway. This allowed for busses to pull off the N25 to pick up and drop off passengers. There is also a mobile weighbridge incorporated into the bus stop. The bus stop has not been commissioned and remains closed as the Road Safety Audit has not been closed out.

Please refer to Figure 1 below for a location map of the existing bus stop location.



Figure 1 – Existing Bus Stop Location

The project is being submitted for planning consent to An Coimisiún Pleanála in accordance with Section 177AE of the Planning and Development Act 2000, as amended. This is due to the project requiring a Natura Impact Statement due to the location of an open drain onsite which discharges to the Oaklands River upstream of the River Barrow and River Nore SAC. In addition, the site works boundary is adjacent to the River Nore and River Barrow SAC boundary. Please refer to Section 5 for details on the Natura Impact Statement.

2 PROJECT OVERVIEW

The proposal entails the relocation of the existing N25 Glenmore Hill Bus stop to an alternative location in Glenmore. The preferred location is close to the existing location but is off the main N25 Roundabout. The preferred location shall have direct access from the L7539 and exit onto the L7510 local road network.

The lands for the proposed bus stop are in the ownership of Kilkenny County Council.

The following works are proposed as part of this scheme:

- Provision of new bus stop with island.
 - Circulatory roads to facilitate bus and car turning movements. It is proposed that a one-way system will be utilised. Circulatory carriageways will be surfaced with bituminous surfacing.
 - Design of Entry junction from the L7539 and Exit junction onto the L7510.
 - Provision of 13 parking spaces
 - Provision of 2 accessible parking bays
 - Provision of bicycle parking.
 - Provision of a Bus shelter and all associated signage.
 - A new 3m wide shared cycle pedestrian footpath is being developed by the Special Projects Department of Kilkenny County Council. The footpath will link the South East Greenway car park at Ballyverneen to Glenmore Village and will pass around the perimeter of the proposed Bus Stop and Car Park site. The internal footpaths will tie into the Special Projects Scheme at the entrance and exit points of the Bus Stop and Car Park. Internal footpaths will be concrete surface.
 - Provision of public lighting in accordance with TII Standard: Design of Road Lighting for the National Road, DN-LHT-03038.
 - Surface water will be disposed of on-site through suitably sized soakaways.
 - Landscaping in accordance with TII Standard: Guide for the Implementation of Soft Landscape in Towns and Villages on National Roads, DN-GEO-03001.
 - Provision of an electric vehicle charging point with 2 EV charging parking bays, one of which is accessible.
 - Provision of a vehicle restraint barrier around the proposed site.
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Please refer to Figure 2 below for a location map of the proposed bus stop location.



Figure 2 - Proposed Site Location

Please refer to Appendix A for drawings for the proposed bus stop.

3 SITE DETAILS

The site of the proposed bus stop is located in the townland of Jamestown, Glenmore, Co. Kilkenny. The site is currently overgrown with vegetation. The site area is 0.6 hectares.

The surrounding land use is agriculture.

The site characteristics were altered during the N25 New Ross Bypass scheme to incorporate the realignment of existing local roads and the creation of a new road to connect Glenmore to the N25 Roundabout.

The L7510 is partly a new road and partly a section of reconfigured L7539. The L7510 provides a link from the newly constructed N25 Glenmore Roundabout to Glenmore Village. The L7510 is a single carriageway road.

The L7539 is a reconfigured single carriageway road that was once accessed off the old alignment of the N25. The L7539 now passes beneath the N25. As such, the gradient of the L7539 dips in the order of a number of metres. Previously the L7539 was located within the proposed bus stop site boundary. The L7539 forms a T junction with the L7510 adjacent to the proposed bus stop site.

There is a bridge with a height restriction on the L7539. The posted height is 3.10m. This does not restrict access to the proposed bus stop site.

The site has a steep drop from the level of the L7510 down to the surrounding fields at the rear of the site. The drop in level is in the order of 8m. The site will be cut and filled to facilitate the bus stop.

4 FLOOD RISK ASSESSMENT

A flood risk assessment was carried out for the proposed bus stop. The flood risk assessment obtained information from the OPW Flood Risk maps.

The flood risk assessment indicated that the site is not at risk of flooding.

Please refer to Appendix B for a screenshot of the OPW Flood Risk maps.

5 ARCHAEOLOGICAL ASSESSMENT

An Archaeological Assessment of the proposed bus stop site was carried out by Transport Infrastructure Ireland on behalf of Kilkenny County Council.

The Archaeological Assessment has indicated that no additional assessments or mitigation measures are required. An extensive Archaeological Assessment was carried out in part of the site and the surrounding area during the N25 New Ross Bypass scheme.

Please refer to Appendix C for the Archaeological Assessment Report.

6 NATIONAL MONUMENTS AND PROTECTED STRUCTURES

A search of the surrounding area was carried out with regard to National Monuments and Protected Structures. A search of the following databases was conducted:

- Kilkenny County Council Record of Protected Structures
- National Inventory of Architectural Heritage

The search concluded that there are no National Monuments or Protected Structures within 750m of the proposed bus stop. The nearest protected structure is Glenmore Bridge (Ref: 12404106), located approximately 1km to the southwest of the site in Glenmore Village.

Please refer to Appendix D for a screenshot from the National Inventory of Architectural Heritage website.

7 NATURA IMPACT STATEMENT

An Appropriate Assessment Screening was carried out in accordance with the Planning and Development Act 2000, as amended. The screening determined that a Stage 2 Natura Impact Statement was required. This is due to:

- The open drain on site that discharges upstream of the River Barrow and River Nore SAC.
- River Barrow and River Nore SAC boundary is adjacent to the site boundary.

There are no works proposed to the open drain and no surface water will be discharged to the open drain. In addition, the ground surrounding the open drain will not be altered and for the most part, existing ground levels will be lowered, removing risk of inflow to the open drain.

No works will be carried out within the River Barrow and River Nore SAC and the existing hedge along the southeast boundary of the site will not be altered.

The following mitigation measures will be implemented to protect the River Barrow and River Nore SAC and its qualifying interests:

- Around the open drain and prior to any works beginning, a 2m buffer will be implemented. The buffer will be fenced off. The fence will also include silt fencing. In addition, a silt trap will be placed at the outfall of the drain from site. No material will be stockpiled within the 2m buffer zone. A weekly monitoring programme for the silt fencing and silt trap will be implemented.
- Along the southern boundary of the site, a 5m buffer zone will be fenced off prior to any clearance works. Site clearance and earthworks will only take place immediately before development works take place to minimise the generation of silt laden runoff. No stockpiling of material will take place within the fenced buffer zone.
- Concrete works will not take place near the open drain and will only take place in dry weather. Concrete will be delivered to site and no batching of concrete will take place on site. Concrete trucks and chutes shall not be washed out on site.
- Fuels, oils and lubricants will be stored in bunded compounds with no unauthorised access. Bunding shall not be less than 110% of the largest tank or drum within the bunded area or 25% of the total volume of substance that could be stored within the bunded area. Refuelling of plant will only take place in designated areas and drip trays will be used for refuelling plant and equipment. Spill kits shall be available onsite.
- The temporary site compound will be 25m from any drains or water features.
- Imported material (soil and subsoil) will be screened prior to acceptance to site for invasive species (Japanese Knotweed, Himalayan Balsam and Giant Hogweed).
- An Otter survey will be carried out 3 months prior to any works taking place and will be carried out within 150m of the proposed bus stop site. Should a breeding holt be identified within 150m of the site, the National Parks and Wildlife Service will be immediately consulted on the appropriate course of action.

Please refer to Natura Impact Statement Report for full details.

8 ENVIRONMENTAL IMPACT ASSESSMENT SCREENING (EIAR)

An Environmental Impact Assessment Screening in accordance with the Planning and Development Regulations 2001, as amended.

The Environmental Impact Assessment Screening has determined that an Environmental Impact Assessment is not required. Please refer to Appendix E for the Environmental Impact Assessment screening. The screening template was obtained from The Office of the Planning Regulator practice note PN02.

9 ROAD SAFETY AUDITS

A Stage 1 Road Safety Audit has been carried out for the proposed development.

The Road Safety Auditor's highlighted problems as part of the audit. The problems included:

1. Cycletrack signage:

The auditors highlighted a lack of signage with regard to the cycletrack. Additional signage has been added to the design drawings.

2. Public lighting column locations:

The auditors highlighted that lighting column locations were not provided. The auditors commented that should lighting columns be placed in the footpath, the reduction in the effective width of the footpath may result in pedestrians moving onto the carriageway. The designers have agreed to place lighting columns to the rear of the footpaths.

3. Fencing information:

The auditors highlighted the fencing around the bus park due to embankments. The designers have added a vehicle restraint barrier around the proposed bus park.

4. Exit geometry from the proposed bus park:

The auditors had concerns that busses exiting the proposed bus park may be in the path of vehicles turning left from the L7510 into the L7539, particular as the junction of the LP7510 with the L7539 is wide. The designers have reversed the flow of vehicles through the proposed bus park with vehicle now entering from the L7539 and exiting onto the L7510.

5. Cycletrack buffer:

The auditors commented on the lack of clarity regarding the proposed cycletrack around the proposed bus stop. The designers made it clear that this is a separate scheme and as such, cannot be commented on as part of the bus stop scheme.

The Stage 1 Road Safety Audit has been closed out and signed by the employer, auditors and designers.

Please refer to Road Safety Audit report for full details.

10 DESIGN METHODOLOGY

For the design of this development, several guidance documents and regulations were used.

The roads, structures and traffic elements of the scheme were designed using TII standards and guidelines, the Design Manual for Urban Roads and Street (DMURS) and the Cycle Design Manual.

Carriageways will be surfaced with bituminous surfacing. Carriageways along car parking areas are 6m wide. Standard car parking bays are 2.4m wide and 5m long. Accessible car parking bays are 2.4m wide and 4.8m long with a 1.2m wide hatch to the side and carriageway edge.

Internal footpaths are 3m wide. The bus waiting area is 3.5m wide. Internal footpaths are concrete.

It is proposed to install an electric car charging point. There will be 1 accessible car charging space and 1 standard car charging space.

All road markings and signage will be designed and installed as per the Traffic Signs Manual.

The surface water drainage will be disposed of to ground within the site boundary. Gullies will collect surface water and it will be conveyed through pipework to soak pits beneath the road and car park areas.

The site ground levels will be brought up using fill material. Due to the proximity of the River Barrow and River Nore SAC, material will need to be screened prior to being brought to site. The slope will then be seeded with grass and wildflower mixes.

The development will be illuminated using low energy LED streetlights. Lighting for the development will be in line with the Kilkenny County Council Public Lighting Manual and Product Specification 2021 -DRAFT. Lighting design will be carried out at detail design stage.

A bus shelter will be incorporated into the central footpath. The bus shelter will be similar to the one shown in picture 1 below. The bus shelter will have an electricity supply to facilitate the installation of an electronic timetable.



Picture 1 - Proposed Bus Shelter Type (Source: Kent Stainless)

It is proposed to install a bicycle shelter, accessed from the central footpath. The bicycle shelter will be similar to the one shown in picture 2 below.



Picture 2 - Proposed Bicycle Shelter Type (Source: Pittman)

APPENDICES

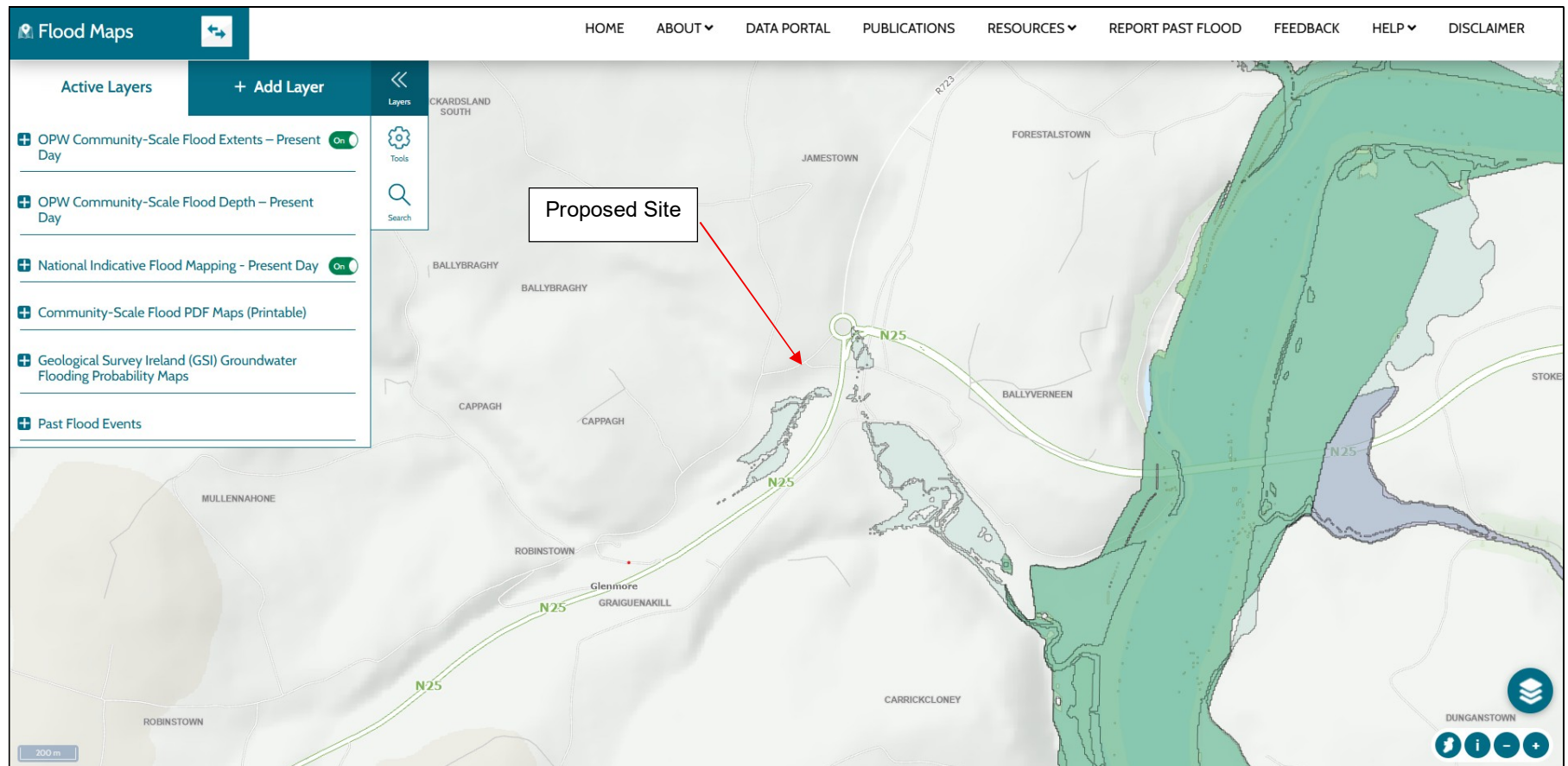
Appendix A

Drawings

(Please refer to accompanying drawings)

Appendix B

Flood Risk Assessment Map



Appendix C

Archaeological Assessment Report

N25 Glenmore bus stop relocation

Cultural Heritage Impact Assessment Report

Prepared by: James Eogan, Senior Archaeologist, TII

Checked by: Richard O'Brien, Archaeologist, TII

26/03/2026

1. Introduction

- 1.1. The feasibility of using an approximately 0.6 ha. site on the south side of the L7501 between the N25 Glenmore Roundabout and Glenmore village in Co. Kilkenny for the provision of a bus stop, set down area and carpark is being considered by consultants on behalf of Kilkenny County Council (KCC).
- 1.2. A design drawing was provided to the Project Archaeologist by KCC with a request to identify any potential cultural heritage impacts and to make recommendations for further cultural heritage impact assessment.
- 1.3. The site was inspected in Dec. 2023 and Mar. 2026.
- 1.4. A previous Cultural Heritage Impact Assessment Report was compiled for a site with a slightly smaller footprint in 2024.¹

2. Location

- 2.1. The site is located at the southern end of Jamestown townland, Co. Kilkenny (centroid ITM 667024E, 623560N) (Fig. 1).
- 2.2. It is situated on a south-east facing slope overlooking the valley of the Oaklands Stream.² It is located at an altitude of between approximately 8 m and 15 m OD.

¹ Eogan, J *N25 Glenmore proposed bus stop. Preliminary Cultural Heritage Impact Assessment* (Feb. 2024)

² EPA Catchments dataset https://www.catchments.ie/data/#/waterbody/IE_SE_14Q130860

3. Cultural heritage context

- 3.1. The closest designated archaeological monument is Forestalstown Castle (Record of Monuments & Places ref. no. KK041-042) which is approximately 1.39 km to the north-east.³
- 3.2. Extensive archaeological investigations were carried out in advance of and during construction of the N25 New Ross Bypass. This included the excavation of 938 linear metres of test trenches in Jamestown td. No significant archaeological remains were identified. The closest archaeological site uncovered on the New Ross Bypass is Ballyverneen 3, approximately 0.5 km east of the proposed bus stop site. This 221 m² area was investigated in 2013, a possible pit and a series of linear cut features were identified, neither of which produced any datable material.⁴
- 3.3. No structures of architectural heritage significance are located within the site boundaries or in close proximity to it. The nearest designated structures of architectural heritage significance are located in Glenmore village approximately 1 km to the south-west.⁵
- 3.4. Map regression analysis of historic cartographic depictions of the proposed bus stop site show that it was utilised as agricultural land and a road.
 - a) 1902, Ordnance Survey, Co. Kilkenny, sheet 41-10, 25-inch to 1-mile scale (Fig. 3)
 - b) 1838, Ordnance Survey, Co. Kilkenny, sheet 41, 6-inch to 1-mile scale (Fig. 4)
- 3.5. Examination of a number of visualisations derived from Lidar datasets did not reveal any archaeologically significant topographic anomalies in the 'greenfield' portion of the site.⁶

4. Current land use

- 4.1. The proposed development site comprises a number of plots with different current landuses (Fig. 2 and Plates 1 – 6). The land within the site can be categorised as follows:
 - a) the roadside verge, approximate area 389 m² (Plates 1, 3 & 5).

³ Sites and Monuments Record dataset <https://data.gov.ie/dataset/national-monuments-service-archaeological-survey-of-ireland>, release 23/08/2023

⁴ Archaeological excavation report, E4531 Ballyverneen 1, 2 and 3, County Kilkenny <https://doi.org/10.7486/DRI.v6936s258>, accessed 16/02/2023

⁵ National Inventory of Architectural Heritage (NIAH) dataset <https://data.gov.ie/dataset/national-inventory-of-architectural-heritage-niah-national-dataset>, release 11/10/2023

⁶ Lidar dataset: TII_1920, Open Topographic Data Viewer, downloaded 15/02/2024 (<https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b7c4b0e763964070ad69bf8c1572c9f5>) Visualisations, created using Relief Visualisation Toolbox, included Simple Relief Model, Sky View Factor, Slope and Hillshade

- b) lands developed during construction of the N25 New Ross Bypass, this plot incorporates the former alignment of the L7501 (Fig. 2). This plot was developed during construction of the N25 New Ross Bypass, approximate area 1,955 m². This area is now covered with scrubby vegetation and is partly occupied by an open drain (Plates 3 – 5).
- c) an L-shaped strip of pasture field along the west and south boundaries of the site, approximate area 454 m². (Plates 2 & 6).
- d) a steep slope covered with scrub woodland, approximate area 3,221 m² (Plates 2 & 6).

5. Previous archaeological assessments

- 5.1. The north-east corner of the proposed bus stop area was archaeologically tested during pre-construction archaeological assessment of the N25 New Ross Bypass project. No significant archaeological remains were identified.⁷
- 5.2. The area of scrub woodland was considered as a potential permanent spoil storage area by the New Ross JV during construction of the bypass. They commissioned a desk-based archaeological assessment from their consultants. This study concluded that there were no known archaeological features within this area and that it was of low archaeological potential.⁸ New Ross JV did not proceed with their proposal.

6. Archaeological assessment of proposed bus stop development

- 6.1. Approximately 2,344 m² of the proposed development area is within the boundary of the lands acquired for the N25 New Ross Bypass and has already been developed. This part of the site has no residual archaeological potential.
- 6.2. Approximately 3,675 m² of the proposed development area is previously undeveloped steeply sloping ‘greenfield’, currently occupied by scrub woodland and under pasture. While these lands are undeveloped the nature of the topography and the results of archaeological test excavations in the vicinity suggest that they are of low archaeological potential.

⁷ Doyle, L, Hackett, L, Hession, J, Marshall, M, Yates, D & Bolger, T 2010 *N25 New Ross Bypass Road Scheme, Cappagh, Co. Kilkenny to Knockroe, Co. Wexford. Archaeological Services Contract, Stage (i) – Standard Test Excavation, Wetland Test Excavation, Townland Boundary Survey and Architectural/Built Heritage Survey. Test Excavation Report, under Ministerial Directions Number A52 (E4067)*. Unpublished report by Headland Archaeology (Ireland) Ltd for Wexford County Council.

⁸ Tobin, M & Kavanagh, L 2017 *N25 New Ross Bypass Archaeological Assessment of Proposed Offline Areas 9 and 10. Ministerial Directions Number A052 (E004661)*. Unpublished report by Irish Archaeological Consultancy for NRJV (BAM Civil Ltd–Dragados).

7. Recommendations

- 7.1. In light of the small undeveloped 'greenfield' area proposed to be acquired for development of the bus stop, the steeply sloping nature of the terrain, the absence of any evidence for the presence of features of cultural heritage significance and the low archaeological potential of the site it is not recommended that any further cultural heritage assessment or mitigation is required.
- 7.2. If the boundaries or extents of the proposed development area are amended the Project Archaeologist should be consulted to ascertain if any additional cultural heritage assessment is required.

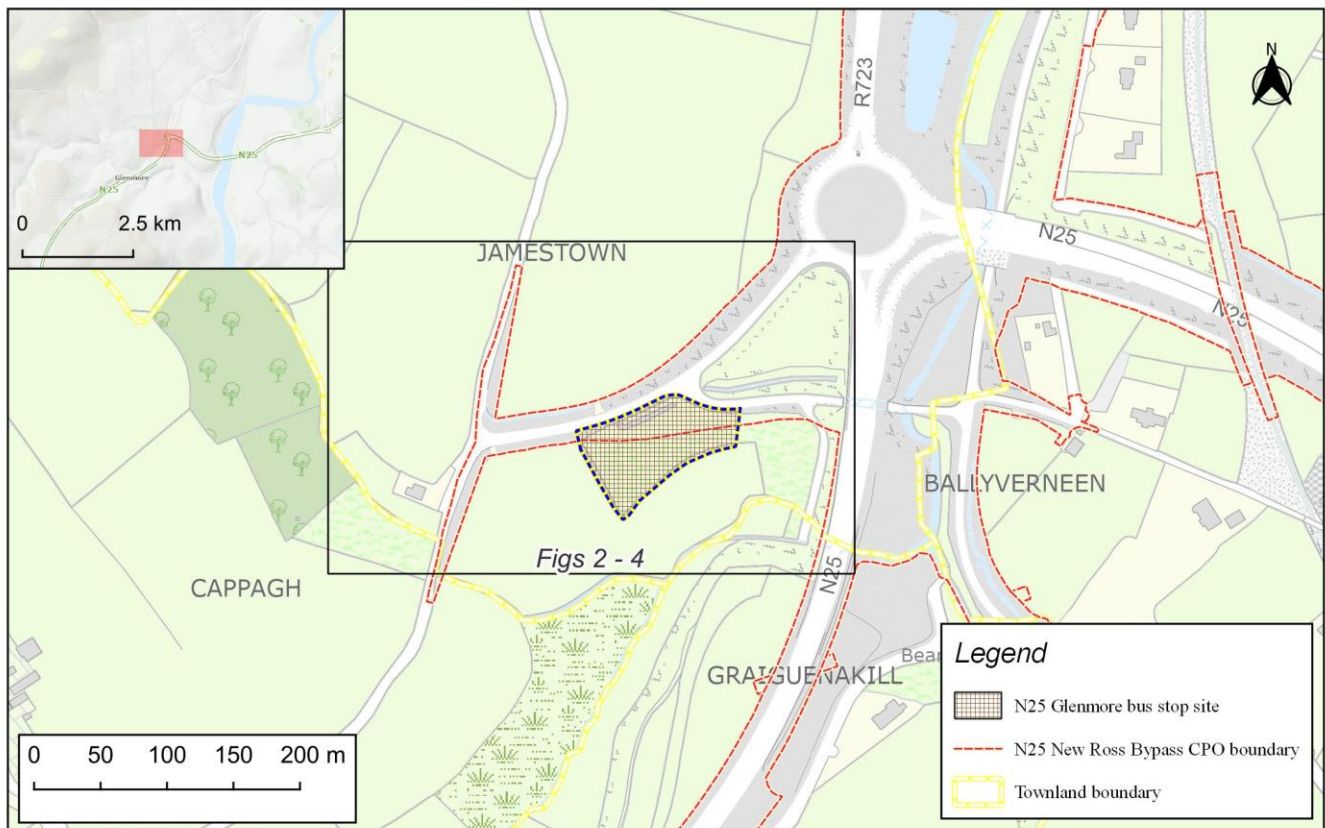


Fig. 1 Location map (basemap © National Mapping Division of Tailte Éireann CYAL50380562)



Fig. 2 Categorisation of land for proposed Glenmore bus stop. Extents of previous archaeological assessments (basemap © National Mapping Division of Tailte Éireann CYAL50380562).

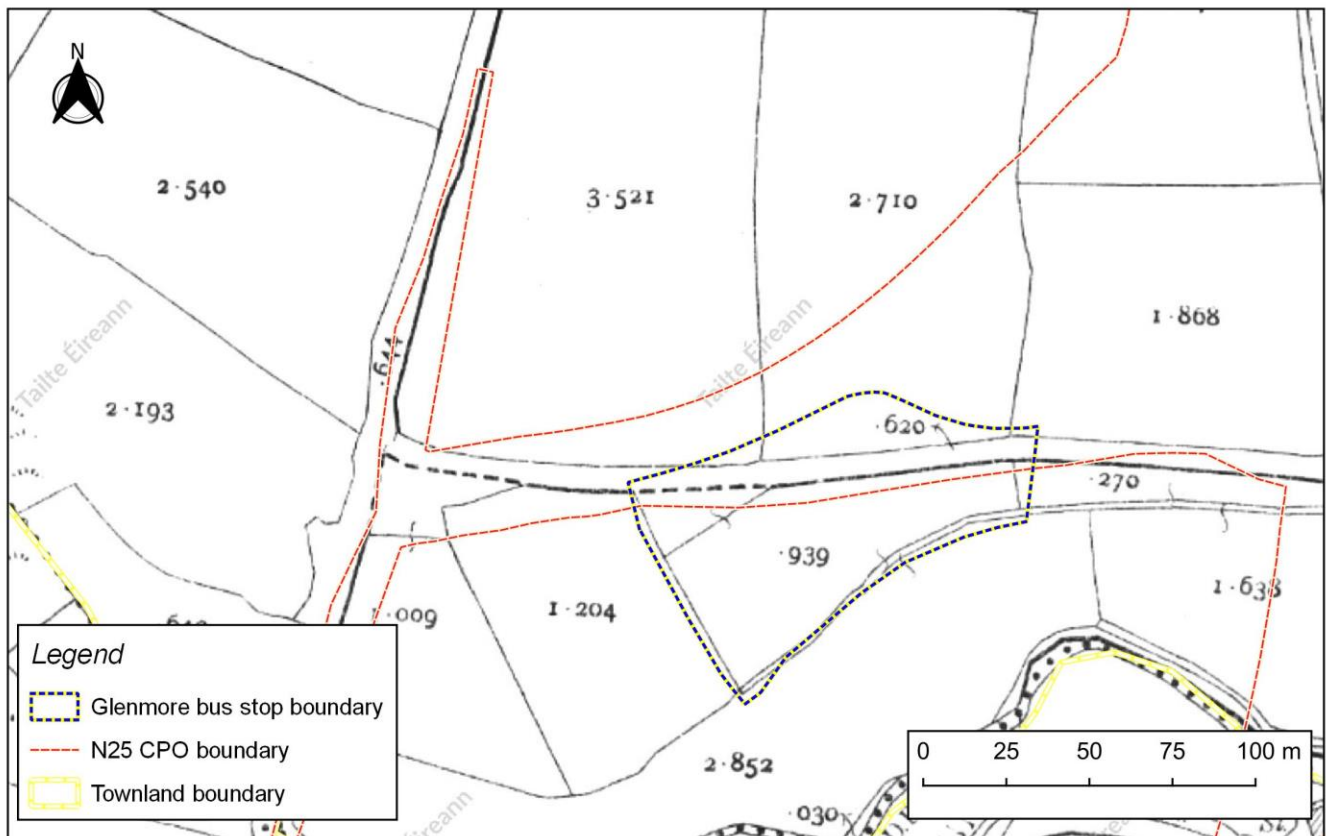


Fig. 3 Ordnance Survey, Co. Kilkenny, sheet 41-10, surveyed 1902 (original scale 25-inch to 1-mile).
 Basemap © National Mapping Division of Tailte Éireann CYAL50380562.

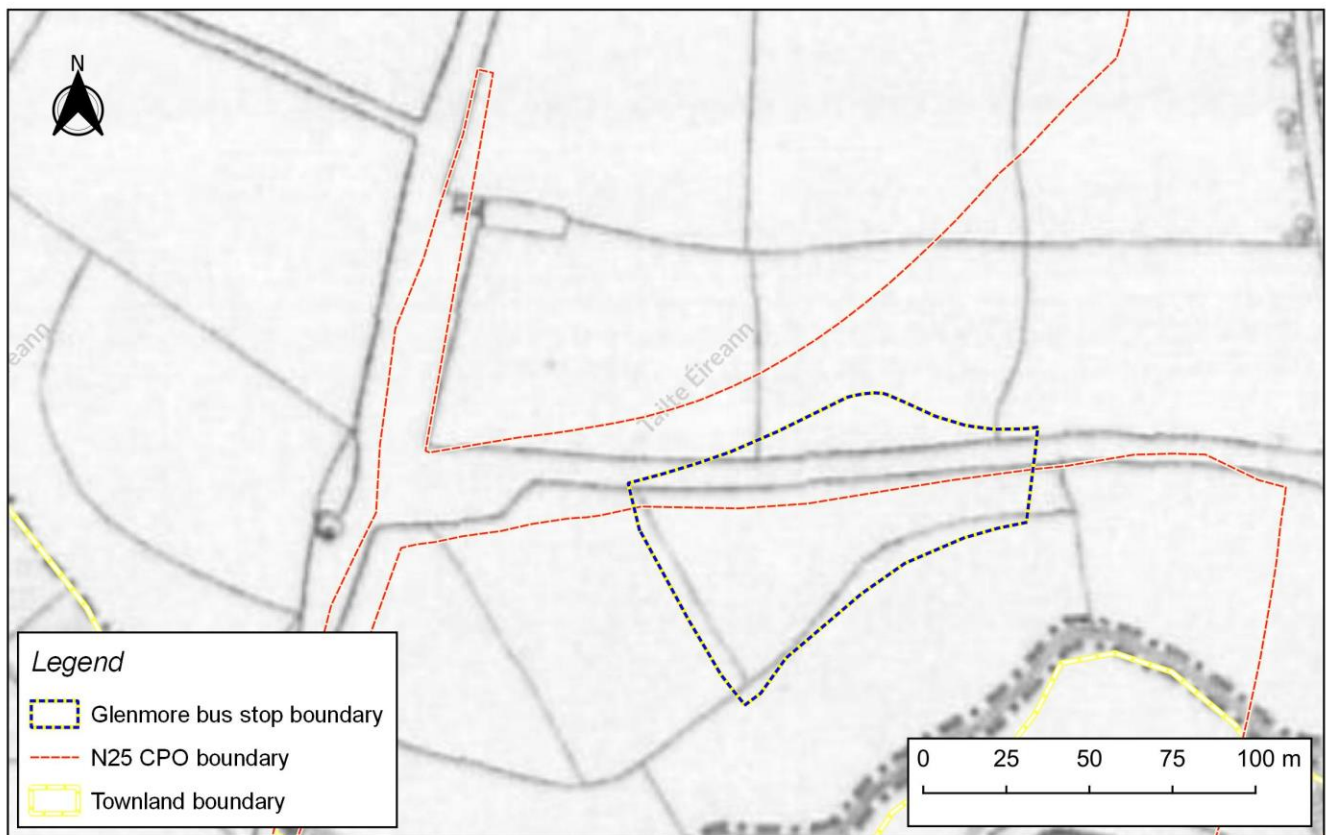


Fig. 4 Ordnance Survey, Co. Kilkenny, sheet 41, surveyed 1839 (original scale 6-inch to 1-mile).
 Basemap © National Mapping Division of Tailte Éireann CYAL50380562.



Plate 1 View from west side of proposed development area along existing road and verge.



Plate 2 View from west side of proposed development area along pasture field.



Plate 3 View of proposed development area from north.



Plate 4 View from within proposed development area across area filled during construction of N25 New Ross Bypass looking east.



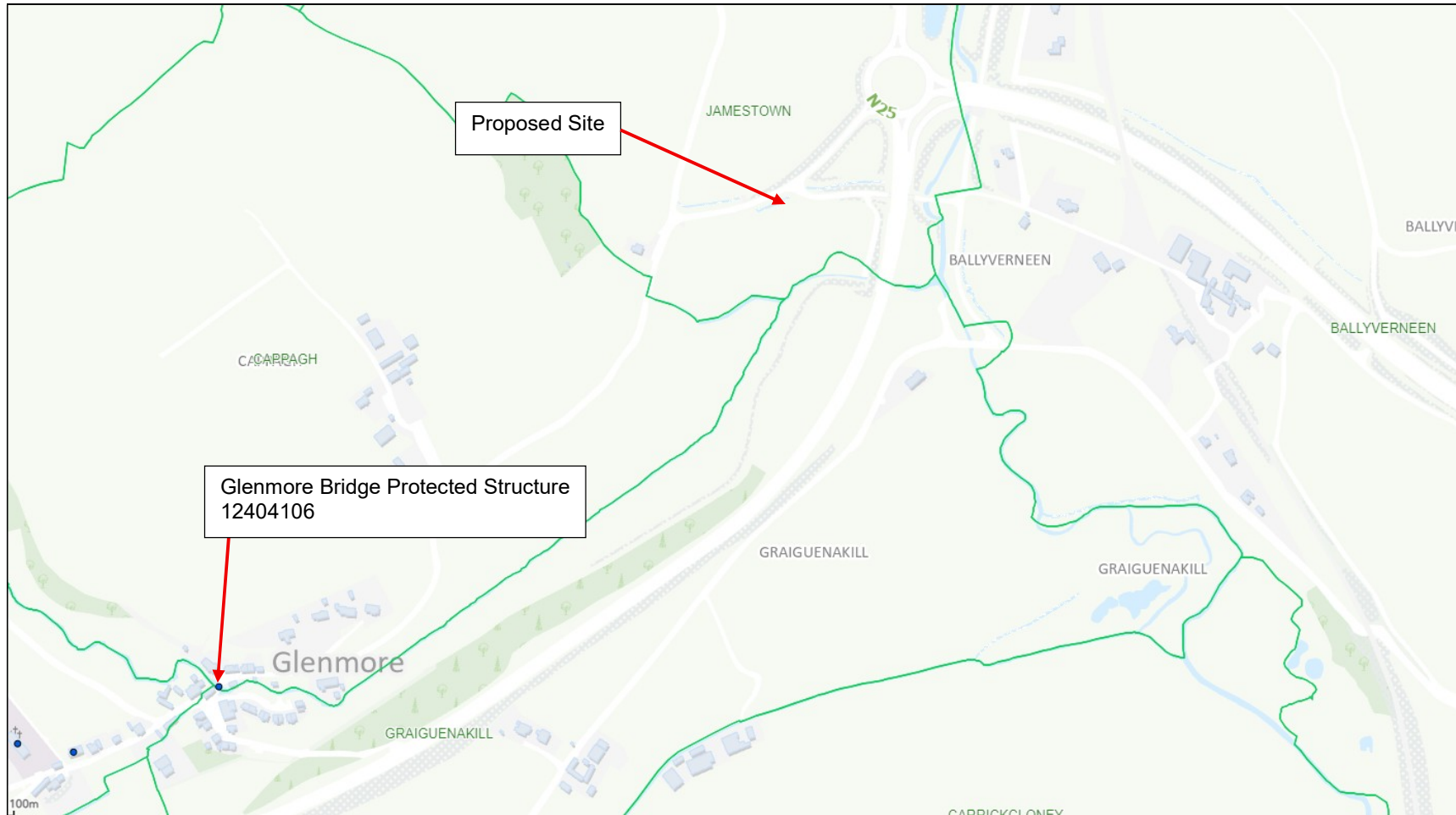
Plate 5 View from east within proposed development area across area filled during construction of N25 New Ross Bypass.



Plate 6 View from west side of proposed development area along pasture field from west.

Appendix D

National Monuments and Protected Structures Assessment



Appendix E

Environmental Impact Assessment Screening

EIA PN02: Template Screening Form

Form 1

Establishing if the proposal is a ' <i>sub-threshold development</i> ':	
Planning Register Reference:	N/A
Development Summary:	N25 Glenmore Bus Stop
Was a Screening Determination carried out under Section 176A-C?	☒ Yes, no further action required ☐ No, Proceed to Part A
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, Part 1 , of the Planning and Development Regulations 2001 (as amended)? (Tick as appropriate)	
☐ Yes, specify class <u> [insert here] </u>	EIA is mandatory No Screening required
☒ No	Proceed to Part B
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, Part 2 , of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)	
☒ No, the development is not a project listed in Schedule 5, Part 2	No Screening required
☐ Yes the project is listed in Schedule 5, Part 2 and meets/exceeds the threshold, specify class (including threshold): <u> [specify class & threshold here] </u>	EIA is mandatory No Screening required
☐ Yes the project is of a type listed but is <i>sub-threshold</i> : <u> [insert here] </u>	Proceed to Part C
C. If Yes , has Schedule 7A information/screening report been submitted?	
☐ Yes, Schedule 7A information/screening report has been submitted by the applicant	Screening Determination required
☐ No, Schedule 7A information/screening report has not been submitted by the applicant	Preliminary Examination required