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ATTIREESH GREENWAY LINK

PART 8 PARTICULARS REPORT

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Attireesh Greenway Link

Part 8 Particulars Report

1. INTRODUCTION

1.1 Site Location

The Attireesh Greenway Link is located in Deerpark East Townland, Westport in County Mayo as illustrated in the Site Location Plan in the Plan Book accompanying this application.

1.2 Background

In consideration of the application by Mayo County Council for the development of the N5 Westport to Turlough Road Project and in respect to the Environmental Impact Statement and Natura Impact Statement An Bord Pleanála in their decision, Reference Number 16.HA0042, conditioned the following requirement.

“A grade separated crossing (underpass or over bridge) with appropriate signage and road markings shall be provided across the N5/N59 link road (between chainage 2+000 and 2+300) to facilitate a continuity of movement for pedestrians and cyclists to and from the Great Western Greenway and the Western Way.”

A cycle underpass at approximate chainage 2+280 was provided in the construction of the N5 Westport to Turlough Road Project to satisfy this condition imposed by An Bord Pleanála. The grade separated underpass crossing was linked to the Active Travel network on the N5 with a 2.5m 2-way cycle track on the southern side of the N5 with a sidelong drop along the embankment to meet the invert level of the cycle underpass provided.

The extension of the cycle track on the north side of the new N5 from the cycle underpass to connect to the Great Western Greenway and the Western Way was considered not to be included in the condition above imposed by An Bord Pleanála and was therefore not included in the construction of the new N5.

1.3 Proposed Development

The proposed Attireesh Greenway Link development will provide a connection on the north side of the new N5 from the cycle underpass to the Great Western Greenway and the Western Way at its junction with the Attireesh Road, L6813. This provision will serve as an alternative to using the Attireesh Road to access the Great Western Greenway and the Western Way thus removing the majority of pedestrian and cycle traffic using the residential Attireesh Road. In conjunction with this it is proposed to provide a better connection from the greenway route from Westport Town via the severed Attireesh Road to the cycle underpass located to the south of the N5. Additionally, the project is planned to provide a landscape design appropriate for a greenway within an urban/semi-urban setting and ancillary works on the proposal.

The extent of the project is demonstrated in the Site Location Plan in the Plan Book accompanying this application and includes both sides of the N5 at Deerpark East, Westport.

The proposal includes:

- A 3m wide paved shared pedestrian/cycle greenway from the north side of the N5 cycle underpass at Deerpark East designed in accordance with National Transport Authority's Cycle Design Manual
- A 3m wide paved shared pedestrian/cycle greenway link from the north side of the severed Attireesh Road linking to the Active Travel facility to the south of the N5.

2. NEED FOR THE SCHEME

2.1 Connections to Existing Routes

The proposed Attireesh Greenway Link will provide a connection from the underpass, provided as per the An Bord Pleanála condition described above, and the N5 Active Travel Route built in conjunction with the N5 Westport to Turlough Road Project.

This link will also form a defined entrance to the Great Western Greenway and Western Way from Westport Town. An amenity area with Greenway Information will be provided along this link to inform cyclists and walkers.

2.2 Objectives for the Project

National, regional and local policies seek to improve climate impact, quality of life, air quality and physical and mental health by making active travel better and more accessible.

The provision of greenway projects in general will:

- promote cycling and walking and sustainable mobility / smarter travel
- improve road safety by segregating vulnerable road users from vehicular traffic
- reignite and renew the economy through tourism
- promote more physical exercise among all sections of the community
- promote compact and sustainable growth of our towns and villages
- strengthen Rural Economies and Communities
- enhance Amenities and Heritage by supporting transformational public realm initiatives from a cultural, tourism and promotional perspective.

The objectives for the scheme are as follows:

1. to improve safety for all users of this route with particular emphasis on vulnerable road users;
2. to provide a facility that caters for commuting and school trips as well as for recreational and tourism use;
3. to be part of the entrance of the 49km Great Western Greenway from Westport to Achill;
4. to connect with key nodes in the area, the town centre, community facilities, businesses, housing developments, schools and hotels;
5. to provide a facility which is well designed and comfortable while also being consistent, attractive and interesting while also being integrated in the surrounding environment;
6. to provide a dedicated Cycle and Pedestrian route along the new N5 and provide a safer crossing point of the new N5.

2.3 Planning Policy

The need for the Attireesh Greenway Link has been identified and/or is consistent with the following European, National, Regional, and Local planning documents set out below.

2.3.1 European Planning Policy

2.3.1.1 EU Cycling Strategy (2017-2030)

The EU Cycling Strategy constitutes the first consolidation of a systematic review of all EU policies related to cycling. It reviews the current scenario and trends in cycling in the EU and identifies the

benefits offered by greater uptake of cycling. It subsequently sets out its vision for cycling in the EU to 2030 through its four overall policy objectives, as follows:

1. “Cycling should be an equal partner in the mobility system. Users pay for the full external costs of motorised transport while the societal benefits of active mobility are fully taken into account in transport planning and investment decisions. In addition, it will show the path towards prioritising cycling over individual motorised transport.”
2. “Cycle use in the EU will increase by 50% in the decade from 2019/2020–2030. Its share in the transport modal split will be at least 12%, which means 0.48 cycle trips per person per day on average.”
3. “The rates of fatalities and seriously injured among cyclists (per kilometre cycled) will be halved in the decade 2019/2020–2030.”
4. “The EU should double its investments in cycle projects to EUR 3 billion during the Multiannual Financial Framework 2021–2027 (from EUR 1.5 billion in 2014–2020) and aim for another doubling to EUR 6 billion during the 2028–2034 period.”

In order to achieve these objectives, the Strategy sets out a suite of recommended policy changes for EU, national, regional and local levels, including to “Develop and maintain regional and local cycle route networks”.

By providing the greenway link from the Great Western Greenway and the N5 Active Travel Routes, the proposed development will contribute to the achievement of the policy objectives of the EU Cycling Strategy.

2.3.2 National Planning Policy

2.3.2.1 ‘Project Ireland 2040’ National Planning Framework

Project Ireland 2040 is the Government’s overarching policy for spatial planning and development in Ireland to 2040. It is comprised of two major policy documents, the National Planning Framework to 2040 (NPF) and the National Development Plan 2021 – 2030 (NDP). The NPF presents a broad national-level policy to guide strategic planning and development across Ireland, while the NDP sets out the 10-year public capital investment strategy required to support its implementation.

The NPF also contains 10 National Strategic Outcomes (NSOs) which are the overarching goals of the National Planning Framework.

The proposed greenway link supports the NPF NSOs. Key among them is the NSO 1 Compact Growth, NSO 4 Sustainable Mobility and NSO 8 Transition to a low carbon and climate resilient society.

NSO 1 - Compact Growth focuses on delivering a greater proportion of residential development within existing built-up areas. NSO 1 states the following in relation to active travel and greenways:

“Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within smaller towns and villages and rural areas”.

NSO 4 – Sustainable Mobility aims to provide a well-functioning, integrated public transport system, and enable sustainable mobility choices for citizens. NSO 4 states the following in relation to active travel and greenways:

“Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.”

NSO 8 –The scheme supports the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. The objective is supported by the proposed development in that it will support more sustainable transport choices and has the potential to reduce the emissions from short journeys by car (particularly to/from schools) over the coming decades, in line with the climate policy and commitments.

The National Planning Framework also sets out a number of National Policy Objectives (NPOs) in relation to walking and cycling, which are as follows:

NPO 26: Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy. (p. 82)

NPO 27: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages. (p.82)

NPO 64: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions. (p.167)

The proposed development will provide safe cycling facilities from the Great Western Greenway to Westport and the N5 Active Travel Route, as well as a pedestrian walkway, which supports and is consistent with the policies and objectives of the National Planning Framework.

2.3.2.2 ‘Project Ireland 2040’ National Development Plan 2021-2030

The National Development Plan (NDP) 2021-2030 supports the National Planning Framework and details the governments priorities for investment in infrastructure projects over the lifespan of the plan, with particular emphasis being placed on housing, climate, transport, healthcare and job growth. The NDP outlines the governments investment across a variety of sectors including active travel and greenway infrastructure and introduces the new ‘National Active Travel Programme’ which will receive €360 million annually between 2021-2025. The National Active Travel Programme aims to provide enhanced regional connection between towns and villages through the provision of greenway and active travel infrastructure (walking and cycling infrastructure). Active travel is designated as a ‘Strategic Investment Priority’ supporting the NPF National Strategic Objective 2, 3 and 4 relating to: Enhanced Regional Accessibility, Enhanced Regional Accessibility and Sustainable Mobility respectively.

The proposed development is consistent with the strategic investment priorities of the National Development Plan as it will provide greenway and active travel infrastructure, connecting villages with urban areas and providing sustainable transport alternatives to private car use.

2.3.2.3 Sustainable Mobility Policy

The Department of Transport Sustainable Mobility Policy sets out a strategic framework for greenway and active travel (walking and cycling) and public transport journeys to help to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The policy target is to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy is centred upon three overarching principles:

- Safe and Green Mobility
- People Focused Mobility, and;
- Better Integrated Mobility.

The new policy is closely aligned with the NPF and in particular support

- NSO 1: Compact Growth;
- NSO 2: Enhanced Regional Accessibility;
- NSO 3: Strengthened Rural Economies and Communities;
- NSO 4: Sustainable Mobility and;
- NSO 8: Transition to a Low Carbon and Climate Resilient Society.

It will also support the actions in the Climate Action Plan to reduce transport emissions in line with necessary EU and Irish targets in respect of greenway/active travel and public transport. The proposed development supports and is consistent with Sustainable Mobility Policy through the linking of existing walking and cycling away from the road infrastructure and improving safety and connectivity between the Great Western Greenway to Westport and the N5 Active Travel Route and supporting safe active travel.

2.3.2.4 Road Safety Authority Road Safety Strategy 2021-2030

The Government's new road safety strategy 'Road Safety Strategy, 2021-2030', seeks to build on its predecessor, which saw Ireland achieve the lowest number of annual road deaths since records began and the second lowest rate of road deaths in the EU in 2019.

The new strategy is deemed to be the first step in achieving the 2020 Programme for Government commitment of bringing Ireland to 'Vision Zero' – eliminating all road deaths and serious injuries on Irish roads by the year 2050.

The plan seeks to reduce the deaths on Ireland's roads from 144 to 72 or lower by the year 2030. The plan also seeks to reduce serious injuries from 1,259 to 630 or lower by the same year. The Strategy outlines a Safe System approach with seven areas of intervention to achieve the targets as follows: -

1. Safe roads and roadsides;
2. Safe speeds;
3. Safe vehicles;
4. Safe road use;
5. Post-crash response;
6. Safe and healthy modes of travel; and
7. Safe work-related road use.

The actions outlined for Safe roads and roadsides will focus on progressively embedding the Safe System approach into the national, regional and local road networks over the next decade and will be

achieved by assessing the safety quality of Ireland's road network and implementing priority engineering treatments to reduce fatalities and serious injuries.

The Attireesh Greenway Link will support the Road Safety Strategy through the provision of new pedestrian and cycling infrastructure, segregating vulnerable road users from vehicular traffic.

2.3.2.5 National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) published by the Department of Transport will ensure that future investment in the transport network will support the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework. Future transport investment and sectoral strategies e.g., NTA City Strategies and Regional Spatial and Economic Strategies, will be required to align with this framework. The framework acknowledges that to achieve decarbonisation of the transport sector, investment will be required to promote sustainable modes of transport and states it will support "investment in public transport, walking and cycling to encourage modal shift away from the private car". This framework sets out a modal hierarchy for transport in Ireland, which is as follows:

1. Active Travel
2. Public Transport
3. Private Vehicles

The document also highlights some key issues with transport in Ireland, such as:

"The transport sector is a significant contributor to air pollution in Ireland. It is the primary source of nitrogen oxide emissions, with passenger cars and heavy goods vehicles the most significant emitters,"

"Transport currently accounts for approximately 18% of Ireland's greenhouse gas (GHG) emissions".

The proposed development will address the above key issues and supports the modal hierarchy outlined in this framework. By providing walking and cycling infrastructure, the proposed development has the potential to reduce the need for car-based travel between the Great Western Greenway and Westport and promote environmentally sustainable modes of transport.

2.3.3 Regional Planning Policy

2.3.3.1 Northern and Western Regional Assembly Regional Economic and Spatial Strategy (2020-2032)

The Northern and Western Regional Assembly Regional Spatial and Economic Strategy (NWRA RSES) supports the implementation of the NPF and the relevant economic policies and objectives of Government and provides a strategic development framework for the Northern and Western Region to 2032 and beyond.

The vision of the strategy is:

"To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live".

The Northern and Western RSES acknowledges that sustainable transport can be extremely beneficial for health and wellbeing, while also potentially reducing carbon emissions. The Strategy

aims to promote sustainable modes of transport including walking and cycling and reduce the dependency on the private car by delivering improved sustainable transport options.

Objectives (RPOs) of the Strategy are as follows:

RPO 6.26: The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle through: (b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual. (p. 226)

RPO 6.29: The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life. (p.228)

RPO 6.50: Continue to encourage Active Travel initiatives and where possible leverage technology and digital platforms to enhance the delivery of cycleway and walking infrastructure, particularly in our urban centres. (p. 243)

RPO 7.9: Promote the provision of high quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling. (p.255)

The proposed development will aid in achieving the aforementioned RPOs by providing a safe pedestrian walkway and cycle track and amenity area which will act as a sustainable transport linkage between the Great Western Greenway, Westport town and the N5 Active Travel Routes.

The Regional Spatial and Economic Strategy has classified Westport as a location with strategic development potential of a regional scale due to its large industrial base, its enterprise economy and the strength of Westport's tourism industry, as well as its potential marine resources, enables it to be a regional driver within the context of the RSES. Westport provides important administrative, service, and economic roles and functions to its hinterland.

The RSES considers Westport to be one of Ireland's premier visitor destinations and is considered an "Always On (Year Round)" destination for the Wild Atlantic Way and RPO 4.4 of the strategy promotes the upgrade and improvement of cycling routes to cater for the growth in visitors. It continues to identify the Great Western Greenway as an exemplar example of a project that has stimulated the demand for developing a network of multi-activity recreational trails for locals and visitors alike. It continues that:

Such facilities will significantly add to the overall recreational offer and present a cultural and socio-economic dividend, whilst improving the health and well-being of our communities. The success of these networks may best be harnessed by connecting people with places of natural and built heritage, along lakes, canals, railway lines (used, and disused), rivers, forest trails, and scenic routes. (p.161)

The proposed development supports and is consistent with the objectives and policies of the Northern and Western Regional Assembly Regional Economic and Spatial Strategy by providing safe cycling and walking facilities from the Great Western Greenway to Westport and the N5 Active Travel Route. This link will form a defined entrance to the Great Western Greenway and Western Way from Westport Town for locals and tourists alike.

2.4 Local Planning Policy

2.4.1 Mayo County Development Plan 2022-2028

The Mayo County Development Plan 2022 - 2028 provides a roadmap for the overall proper planning and sustainable development of County Mayo. The plan provides for and manages the physical, economic, and social development of the County. It sets out the overarching strategic aims, and development objectives for the county across various sectors such as including, but not limited to, housing, tourism development, movement and transport, sustainable communities, natural environment etc.

Westport is identified as a 'Strategic Growth Town' in the County hierarchy and is the third largest town in Mayo. Westport justifies its inclusion in the top tier Core & Settlement Strategy due to providing important administrative, service and economic roles and functions to its hinterland and has a reputation as being one of Ireland's premier visitor destinations.

Settlement Strategy Policies and objectives include:

SSP7 To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.

SSO 12 To ensure the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to – (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, (ii) reduce anthropogenic greenhouse gas emissions, and (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development.

The Mayo County Development plan sets out several Strategic Aims, the key one of relevance to the proposed development is:

Movement and Transport: To support increased use of sustainable modes of transport; the integration of spatial planning with transport planning; enhanced county and regional accessibility; the transition to a low carbon energy efficient transport system; and the development of a safer, more efficient, effective, and connected transport system within Mayo.

The Plan supports the development of sustainable transport including cycling and walking facilities and the implementation of road safety measures. This is evidenced through the following planning objectives and policies:

Strategic County Development Plan Objectives

SO4 Low carbon and Climate Resilience: To transition to a low carbon and climate resilient county, by promoting sustainable settlement patterns, the integration of landuse and sustainable modes of transport, encourage walking, cycling and public transport, increasing reliance on green energy sources, encouraging urban and rural communities to facilitate effective change and by building climate change resilience and climate action into all services and functions of Mayo County Council.

SO5 Development of Sustainable Communities: To support and develop sustainable communities and competitive county that enhances the health and

wellbeing of our people and places from rural to urban, with access to employment opportunities, accessibility to high quality housing and physical, social and community infrastructure, including quality transport infrastructure and new digital technologies, where people of all ages can enjoy a good quality of life and a sense of pride in their place.”

SO11 Urban Renewal and Regeneration: Continue to enhance the towns and villages of County Mayo, through renewal and regeneration, improvements to public realm infrastructure, healthy place-making and by improving the visual amenity, urban design, viability, vibrancy of these areas so that people can live, work and invest in these areas.

SO12 Integrated Land Use and Transportation Planning: Integrate land use planning and sustainable transportation planning, promote the consolidation of development, encourage sustainable travel patterns by reducing the need to travel particularly by private transport, while prioritising walking, cycling and public transport.

Settlement Strategy Policies

SSP 6 To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.

SSP 7 To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.

Integrated Land Use and Transportation Policies

MTP 3 To support and facilitate any ‘Smarter Travel’ initiatives that will improve sustainable transportation within the county, including public transport, electric and hybrid vehicles, car clubs, public bike schemes, improved pedestrian and cycling facilities, as appropriate.

Sustainable Mobility Policies

MTP 7 To support sustainable mobility, enhanced regional accessibility and connectivity within County Mayo in accordance with the National Strategic Outcomes of Project 2040 and the Regional Spatial and Economic Strategy for the Northern and Western Region.

MTP 8 To promote the transition to a low carbon integrated transport system by firstly reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and subsequently to shift to environmentally sustainable modes of transport.

Sustainable Mobility Objectives

MTO 5 To retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility.

Pedestrian and Cyclist Policies

MTP 11 To support safer cycling/walking routes to encourage people to be more physically active for transport and leisure purposes.

MTP 12 To promote the design and construction of new developments to create low carbon, walkable neighbourhoods and workplaces containing high quality green and blue infrastructure.

MTO 8 To encourage and facilitate the maintenance and further development of the public footpath network, walking and cycling routes and associated infrastructure and where possible the retrofitting of cycle and pedestrian routes into the existing urban road network.

MTO 11 To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town/neighbourhood centres, residential, educational, employment, recreational developments and other uses, with the design informed by published design manuals, including the Design Manual for Urban Roads, Streets and the NTA Cycle Manual and TII Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads, or any amending/superseding national guidance or manuals.

MTO 15 To seek to advance the walking/ cycling projects listed in the table 6.4 below.

Walking and Cycling Projects
GWG IMPROVEMENTS, IMPROVED TOWN LINKAGES INCLUDING NEWPORT TUNNEL

Figure 1-1 Extract from Table 6.4 – List of Walking and Cycling Projects. Source: Chapter 6, Mayo County Development Plan 2022-2028

2.4.2 Draft Westport Local Area Plan 2023-2029

The Draft Westport Local Area Plan, currently being reviewed following public consultation, sets out an overall strategy for the proper planning and sustainable development of Westport in the context of the Mayo County Development Plan 2022-2028; the National Planning Framework (2018), the Regional Spatial and Economic Strategy for the Northern and Western Region, and the Mayo County Council Climate Change Adaptation Strategy 2019-2024. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA); an Appropriate Assessment/Natura Impact Report (AA/NIR), and Strategic Flood Risk Assessment (SFRA). The Plan has also been informed by a Local Transport Plan.

Intrinsic to the plan's goals is to prioritise cycling and walking within the town. The plan sets out a Development Strategy Objective, DSO5, to promote and facilitate sustainable modes of transport prioritising walking, cycling and public transport, whilst protecting and improving existing road infrastructure.

2.4.3 Westport Local Transport Plan

Mayo County Council has developed a Local Transport Plan for the town of Westport and its environs, which forms part of the Westport Local Area Plan and will be a guide to future transport investment. The Local Transport Plan is a short to medium-term plan that sets out the town's transport strategy for

the period to 2029, but also looks beyond 2040. The strategic aim of the Local Transport Plan is to provide for the planning and delivery of transport infrastructure and services in Westport Town and its environs over the period of the Westport Local Area Plan (LAP) (2023 to 2029) and beyond, which will: *"co-ordinate transport and land use planning, reduce the demand for travel and the reliance on the private car in favour of public transport, walking and cycling"*

2.4.4 Mayo County Council Climate Adaptation Strategy 2019-2024

The Mayo County Council Climate Adaption Strategy 2019-2024 outlines the strategic priorities, measures, and responses for adaption for Mayo. This is the first strategy of its kind to be prepared by MCC which aims to identify the risks, challenges and opportunities that must be considered and take coordinated action.

The Strategy outlines 5 overarching goals, each of which has a series of objectives and actions. The goals of the Strategy are as follows:

1. Establish a Climate Adaption Governance Structure to ensure successful implementation of the adaption strategy.
2. Increase the resilience of critical infrastructure & buildings to climate change by planning and implementing appropriate adaption measures.
3. Increase the resilience of natural and cultural capital.
4. Increase the resilience of Water Resources and Flood Risk Management.
5. Increase the resilience of Community Services.

The Strategy acknowledges that Ireland aims to reduce CO2 emissions across energy generation, built environment and transport by 80% on 1990 levels by 2050 and that the private car is the primary form of transport in the region. The proposed development will help facilitate decarbonisation of the transport sector by providing safe walking and cycling options for all road users travelling route. The scheme will also deliver resilient critical road infrastructure and act as community infrastructure over the long-term.

3. PROPOSED DESIGN

3.1 General Considerations

The design of the proposed development is based on the following criteria:

1. Provision of a greenway link from the underpass provided by the N5 Westport to Turlough Road Project to the Great Western Greenway north of the underpass at Deerpark East, Westport and therefore removing the existing Great Western Greenway traffic from the Attireesh residential area.
2. Provision of a raised boardwalk, approximately 70m, over an existing wetland area.
3. Provision of an amenity area along this greenway link to provide cycling facilities for the Great Western Greenway and Western Way
4. Provide a more direct link to the N5 Active Travel Route and N5 underpass/greenway link from Westport via the southern severed Attireesh Road. This includes a relocation of a hammerhead turnaround area and the provision of a greenway bridge across the Coolbarren Stream.
5. Reshaping the existing mound left from the N5 Westport to Turlough Road Project to a more organic shape and using material from the reshaping to provide a mound to shield the attenuation pond within the area under consideration.
6. Provision of landscaping to give a visual lead from the N5 Active Travel Route to the Greenway Link via the underpass.
7. Additional landscaping to screen residential properties using native woodland trees and shrubs to encourage wildlife habitats and biodiversity links within the site.

3.2 Cycle Design

The design of the Attireesh Greenway Link and associated elements will be designed in compliance with the current National Transport Authority (NTA)/Department of Transport (DoT) Cycle Design Manual, the DoT Design Manual for Urban Roads and Streets (DMURS) and Transport Infrastructure Ireland (TII) Publications, as required.

The design speed for the cycle facility will be 30km/h, the recommended standard design speed for all cycling facilities.

The proposed horizontal alignment will follow the 30km/h design speed geometric alignment recommendations for a Shared Active Travel Facility/Greenway. In areas where the proposed links tie-into existing provisions for the N5 Active Travel or the Great Western Greenway the proposed horizontal alignment will broadly follow the existing geometry.

The proposed vertical alignment for the Attireesh Greenway Link will consider the comfort and attractiveness of cycleways and the physical limitations of the users. The proposed maximum gradients will be between 3% (Desirable maximum) and 5% (Absolute Maximum), as required to suit the local topography and boundary constraints.

The minimum width of the Attireesh Greenway Link shall be 3m and on gradients greater than 3% the width shall increase by 0.25m to allow for greater lateral movement. There shall be a 0.5m verge width/ clearance from edge of the greenway to boundary fencing, signposts and other obstacles. The

crossfall of the link shall be between 1% to 2% to allow for adequate over the edge drainage. A typical cross section is provided in the Plans with this application.

The Attireesh Greenway Link shall terminate at its junction with the Attireesh Road, L6813, 20m to the southwest of the entrance to the Great Western Greenway access on the Attireesh Road.

Fencing, where required, will be timber post and rail fencing. A landscaping plan is included with this application.

As the land is owned entirely by Mayo County Council no land acquisition will be required.

4. ENVIRONMENT ASSESSMENT

4.1 EIA Screening Report

The likely significant environmental impacts have been assessed as part of the EIA Screening Report.

This EIA Screening found that there are no likely significant effects arising from the proposed development. There will be imperceptible to slight, temporary effects during the construction phase. These can be avoided or reduced by the employment of standard construction measures and mitigation which will be implemented by the contractor. The operational effects are likely to be positive, permanent effects.

The EIA Screening Report, prepared by Roughan & O'Donovan Consulting Engineers, recommended to Mayo County Council as the competent authority that the proposed development would not be likely to have significant effects on the environment by virtue of its characteristics, location, size, or potential impacts and does not require an Environmental Impact Assessment Report to be undertaken.

A copy of Mayo County Council's Determination on the need for an environmental impact assessment is included in Appendix A of this report. The EIA Screening Report is in the suite of documents for this planning application.

5. APPROPRIATE ASSESSMENT

5.1 Appropriate Assessment Screening Report

In accordance with Article 6(3) of the Habitats Directive and Part XAB of the Planning and Development Acts, the relevant case law, established best practice and the Precautionary Principle; an Appropriate Assessment (AA) Screening Report was prepared by Roughan & O'Donovan Consulting Engineers to examine the details of the proposed development and the relevant European Site, the Clew Bay SAC. This report has concluded, on the basis of objective information, that the proposed development, either individually or in combination with other plans or projects, is not likely to give rise to impacts that would constitute likely significant effects in view of the Conservation Objectives of this site.

In light of this conclusion, it is considered in the report, that the Competent Authority, Mayo County Council, may find in completing its AA Screening in respect of the proposed Attireesh Greenway Link, that the proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on any European site, in view of best scientific knowledge and the Conservation Objectives of the sites concerned. It was recommended that Mayo County Council, as the Competent Authority may determine that Appropriate Assessment is not required in respect of the proposed development.

A copy of the Appropriate Assessment Determination is included at Appendix B of this report. The AA Screening Report is in the suite of documents for this planning application.

6. CONSTRUCTION PHASE

The construction phase of the scheme is likely to take approximately three months. The construction phase will be carried out within the confines of the site for the most part so that traffic disruption is kept to a minimum. Works to the reconfiguration of the Active Travel elements from the southern severed Attireesh Road may require traffic management measures or narrowing of the Active Travel Route for a very limited time. No road or Active Travel route closures will be permitted during the construction phase. It is proposed that the road and Active Travel Routes will remain open to traffic at all times during construction and that landowner access will be maintained during construction.

A potential construction compound has been identified within the extents of the project within the lands to the north of the new N5.

The construction sequence will generally be as follows:

- Vegetation clearance and topsoil stripping where required for the new route and amenity area and laying of subbase
- Construction and movement of necessary earthworks
- Proposed fencing and boundary treatment
- Construction of Active Travel reconfiguration at the end of the severed south Attireesh Road
- Surfacing works
- Installation of greenway facilities – signage, benches etc
- Accommodation works
- Installation of road signage and re-marking of lines
- Landscaping – topsoil and seeding of remaining verges and planting of trees and shrubs

7. PLANNING AND DEVELOPMENT REGULATIONS

A copy of the Newspaper and Site Notice for the proposed development as required by the Planning and Development Acts 2000 – 2021 and Planning and Development Regulations 2001 – 2021 is included in Appendix C.

8. CONCLUSION

This Part VIII Planning Report and supporting drawings and documents provides a description of the nature and extend of the proposed Attireesh Greenway Link.

The proposed development consists of the provision of a greenway link from the underpass provided by the N5 Westport to Turlough Road Project to the Great Western Greenway north of the underpass at Deerpark East, Westport, the reconfiguration of the Active Travel Route to provide a direct link to the Great Western Greenway, an amenity area and additional landscaping.

The proposed development will:

- directly facilitate active transport modes through the provision of dedicated facilities which link with wider existing and planned cycle and pedestrian routes
- achieve the safety objectives
- accords with the objectives of the European, National, Regional and Local policies
- enhance the connectivity between Westport Active Travel Routes and the Great Western Greenway through physical connectivity
- form part of the future wider active travel network
- have a minimum impact on the existing environment

We would respectfully request that permission is granted by Mayo County Council for these proposed works in accordance with the proper planning and sustainable development of the area.

APPENDIX A: ENVIRONMENTAL ASSESSMENT DETERMINATION



Comhairle Contae Mhaigh Eo
Mayo County Council

Environmental Impact Assessment Screening Determination Attireesh Greenway Link

An Environmental Impact Assessment (EIA) Screening Report was carried out on the proposed Attireesh Greenway Link.

A review of the characteristics and location of the proposed development, characteristics of potential impacts and the possibility of effectively reducing potential impacts was undertaken.

The proposed development is approx. 300m in overall length and includes the following:

- A 3m wide greenway connecting the N5 Active Travel Route via the N5 underpass to the L6813 Attireesh Road and Great Western Greenway;
- A 70m piled boardwalk 4m wide over wet grassland area;
- An amenity area with informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking
- A 3m wide wooden bridge over the Coolbarreen Stream
- A new connection from the severed south section of the L6813 Attireesh Road to the N5 Active Travel Route;
- Relocation of the vehicle hammerhead turnaround on the severed south section of the L6813 Attireesh Road.
- Landscaping scheme

The EIA Screening Report, concluded that the proposed development, is not likely to have significant effects on the environment.

Mayo County Council, having considered the EIA Screening Report, has determined that the proposed Attireesh Greenway Link does not require an EIA.

Dated this 15th day of APRIL, 2024.

Paul Dolan
Head of Roads

APPENDIX B: APPROPRIATE ASSESSMENT DETERMINATION



MAYO.IE

Comhairle Contae Mhaigh Eo
Mayo County Council

Appropriate Assessment Screening Report Determination Attireesh Greenway Link

An Appropriate Assessment (AA) Screening Report was carried out on the proposed Attireesh Greenway Link.

The aim of the AA Screening Report is to determine whether or not the proposed development, either individually or in combination with other plans and projects, has the potential to significantly affect one or more European sites in view of their conservation objectives.

The proposed development is approx. 300m in overall length and includes the following:

- A 3m wide greenway connecting the N5 Active Travel Route via the N5 underpass to the L6813 Attireesh Road and Great Western Greenway;
- A 70m piled boardwalk 4m wide over wet grassland area;
- An amenity area with informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking
- A 3m wide wooden bridge over the Coolbarreen Stream
- A new connection from the severed south section of the L6813 Attireesh Road to the N5 Active Travel Route;
- Relocation of the vehicle hammerhead turnaround on the severed south section of the L6813 Attireesh Road.
- Landscaping scheme

The AA Screening Report, concluded that the proposed development, is not likely to have a significant effect on any European site.

Mayo County Council, having considered the AA Screening Report, has determined that the proposed Attireesh Greenway Link does not require an AA.

Dated this 15th day of APRIL, 2024.

Paul Dolan
Head of Roads

APPENDIX C: PUBLIC CONSULTATION NOTICE



Comhairle Contae Mhaigh Eo
Mayo County Council



Oifig Bóithre Náisiúnta.
National Roads Office

Planning and Development Acts 2000,
Planning and Development Regulations 2001.

PROPOSED ATTIREESH GREENWAY LINK at DEERPARK EAST, WESTPORT, CO MAYO on behalf of Mayo County Council

Pursuant to the requirements of Section 179 of the Planning and Development Acts, 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended), notice is hereby given that Mayo County Council proposes to carry out a development, particulars of which are set out in the Schedule hereunder.

Schedule	
Location	Nature and Extent of Development
The Townland of DEERPARK EAST, Westport, Co. Mayo	<p>The 300m proposed greenway link consists of the following works:</p> <ul style="list-style-type: none"> • A 3m wide greenway connecting the N5 Active Travel Route via the N5 underpass to the L0813 Attireesh Road and Great Western Greenway; • A 70m piled boardwalk 4m wide over wet grassland area; • An amenity area with informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking; • A 3m wide wooden bridge over the Coolbarreen Stream; • A new connection from the severed south section of the L0813 Attireesh Road to the N5 Active Travel Route; • Relocation of the vehicle hammerhead turnaround on the severed south section of the L0813 Attireesh Road; • Landscaping scheme.

Plans and particulars of the proposed development, will be available for viewing on the online consultation portal <https://planning.localgov.ie> and also for viewing or purchase at the following Offices of Mayo County Council, during normal opening hours for the transaction of business, at a fee not exceeding the reasonable cost of making a copy:

- **Westport Municipal District Office**, Altamont Street, Westport, Co. Mayo F28 W248
- **Planning Office**, Mayo County Council, Áras an Chontae, The Mall, Castlebar, Co. Mayo F23 WF90

For a period from Tuesday, 07 May, 2024 until Wednesday, 05 June, 2024

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

Online at <https://planning.localgov.ie> or

In writing to Senior Planner, Planning Section, Áras an Chontae, The Mall, Castlebar, Co. Mayo F23 WF90 not later than Thursday, 20 June, 2024.

Mayo County Council, as the competent authority, has carried out an Appropriate Assessment (AA) Screening Report and a determination was made that a Stage 2 Appropriate Assessment is not required.

In accordance with Parts 1 & 2 of Schedule 5 of the Planning & Development Regulations, an Environmental Impact Assessment is not applicable in this regard.

Dated: 07 May, 2024.
Paul Dolan, Head of Roads
Mayo County Council,
Áras an Chontae,
The Mall,
Castlebar, Co. Mayo
F23 WF90



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

