Comhairle Chontae Chill Chainnigh
Kilkenny County Council

TIDY TOWNS
PORT AN CHALAIDH
FERRYBANK
AN TAIRBHE AS TARRAINGT LE CHÉILE

Ferrybank - Belview

Framework Plan Appendices: Technical Appendix 1

KPMG
Future Analytics

Scott Tallon Walker Architects

TRANSPORT
INSIGHTS

CAAS

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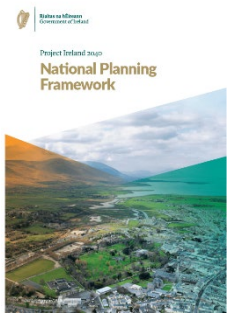
1 Policy Context Detail

Several relevant policy documents have been considered during the preparation of this Ferrybank/Belview Framework Plan ('the Plan'), and these are set out below.

1.1 National Policy Context

Government Policy at National, Regional, and County level includes an ambition for our towns to be attractive, vibrant places for people to live, work and to enjoy a high quality of life.

Project Ireland 2040: National Planning Framework



The National Planning Framework – Ireland 2040 Our Plan (NPF) is a high-level strategy that will shape Ireland's growth and development up to the year 2040. It sets out a population target for the Southern Region of 340,000-380,000 additional people i.e., a population of almost 2 million by 2040. While the NPF identifies the scope that exists for all large towns in Ireland, with detailed growth targets for these towns set out in the Regional Spatial and Economic Strategies (RSESs). A Metropolitan Area Strategic Plan (MASP) has been prepared for the Waterford Metropolitan Area through the Regional Spatial and Economic Strategy process. The current NPF states that the population for Waterford City & Suburbs should increase by at 30-35,000 people to at least 85,000 total by 2040. This is based on the CSO Settlements boundary for Waterford City & Suburbs.

On 5th November 2024, the Government agreed to publish a draft schedule of amendments to the National Planning Framework following public consultation held from 10th July to 12th September 2024. The Draft Revision of the NPF focuses on the need to update the Framework to appropriately reflect changes to Government policy that have taken place since its initial publication six years ago, such as climate transition, regional development, demographics, digitalisation and investment, and prioritisation. The Draft Revised NPF provides a target population figure for Waterford City & Suburbs of 88,000 by 2040.

Town Centre First Policy (2022)

Town Centre First (TCF): A Policy Approach for Irish Towns sets out proposed town structures to develop an overall 'town vision/ strategy' or 'Town Centre First Plan'. The Town Centre First Policy states that 'every town is different. Each town is unique and requires unique solutions to the challenges and opportunities they face'. One of the key priorities of this policy includes a 'Town Centre First Toolkit' which is a best practice model for developing TCF plans and provides access to all available TCF resources and funding. The toolkit will inform the approach to town regeneration and will encompass specific strands targeting key factors such as urban development, economic purpose (enterprise development), social function, culture, community, engagement, digitalisation, sustainable mobility, accessibility, and climate action.

Climate Action Plan 2024

The Climate Action Plan 2024 builds on the introduction of carbon budgets and sectoral emissions ceilings in Climate Action Plan 2023 and sets course for Ireland's targets to halve emissions by 2030 to reach net-zero no later than 2050. The Plan seeks to encourage and incentivise individual and societal changes necessary to protect future generations and safeguard natural habitats and biodiversity, with the recognition that collective action is imminent to securing a climate resilient future.

National Biodiversity Action Plan (NBAP) 2024

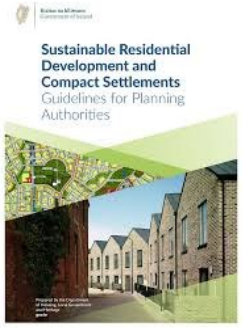
Ireland's 4th National Biodiversity Action Plan (NBAP) outlines the country's biodiversity strategy for 2023-2030 and aims to implement necessary changes in how we value and protect nature. All Local Authorities will have a Biodiversity Action Plan adopted by the end of 2026 which is subject to regular review and revision processes in line with relevant guideline standards. The Kilkenny Biodiversity Action Plan is currently in development. Future iteration of this Plan and any revisions of this Plan must take account of recommendations and actions in the Kilkenny Biodiversity Action Plan.

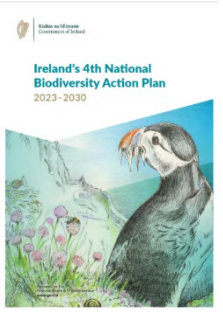
Ministerial Guidelines (Section 28)

Under Section 28 of the Planning and Development Act 2000, as amended, the Department of Housing, Local Government and Heritage (DHLGH) provides Ministerial Departmental Guidance for Planning Authorities to follow in the preparation and implementation of local policies. Relevant Guidelines include the 'Architectural Heritage Protection Guidelines' (DAHG 2011), Guidelines for Planning Authorities on Local Area Plans (DECLG 2013), and the companion document 'Manual for Local Area Plans', Development Plan Guidelines for Planning Authorities 2022, 'Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities' (DHLGH 2024).

Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities

The Sustainable Residential Development and Compact Settlements Guidelines establish national planning policies for urban and rural settlements, emphasizing sustainable residential development and compact communities. They replace the 2009 Sustainable Residential Developments in Urban Areas guidelines, updating them to reflect current Government policies and various considerations. The Guidelines detail policies on settlement growth, residential density, urban design, and introduce new housing development standards. Density ranges are tailored to settlement size and context, acknowledging differences between cities, towns, and villages. These standards promote flexibility, innovation, and a broader range of housing options.





The Guidelines provide area and density ranges for Dublin and Cork City and Suburbs, then for the city and suburbs area of Limerick, Galway and Waterford, followed by all towns and villages in the metropolitan areas of the five cities and outside of the city and suburbs area (including designated Key Towns in the metropolitan area).

For Waterford City the guidelines describe three areas and associated density ranges. These are:

- City – Centre, with a density range of 100 dph to 250 dph (net).
- City - Urban Neighbourhoods, with a density range of 50 dph to 200 dph (net.
- City - Suburban/Urban Extension, with a density range of 35 dph to 100 dph (net) open to consideration.

Further detail on how this applies to the study area is outlined in section 4.3 of the Plan.

Section 3.3 of the Plan provides density range based on settlement size and area type with some exceptions (Figure 1-1 provides these for Limerick, Galway and Waterford City and Suburbs).

Table 3.2 - Area and Density Ranges Limerick, Galway and Waterford City and Suburbs

City - Centre

The city centres of Limerick, Galway and Waterford, comprising the city centre and immediately surrounding neighbourhoods, are the most central and accessible urban locations in their regions with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 250 dph (net) shall generally be applied in the centres of Limerick, Galway and Waterford.

City - Urban Neighbourhoods

The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved over time to include a greater range of land uses, (ii) strategic and sustainable development locations; and (iii) lands around existing or planned high capacity public transport nodes or interchanges (defined in Table 3.8) – all in the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 200 dph (net) shall generally be applied in urban neighbourhoods of Limerick, Galway and Waterford.

City - Suburban/Urban Extension

Suburban areas are the low density car orientated residential areas constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development[9]. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations in Limerick, Galway and Waterford, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Figure 1-1 Table 3.2 on page 23 in Sustainable and Compact Settlements.

Section 3.4 of the Guidelines provides that the density ranges should be considered and refined, generally within the ranges set out. Step 1 is in relation to consideration of proximity and accessibility to services and public transport as set out in Figure 1-2.

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange

- Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail[11], light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'[12] stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

Intermediate Location

- Lands within 500-1,000 metres (i.e. 10-12 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services; and
- Lands within 500 metres (i.e. 6 minute walk) of a reasonably frequent (minimum 15 minute peak hour frequency) urban bus service.

Peripheral

- Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

Figure 1-2 Table 3.8 on pages 30-31 in Sustainable and Compact Settlements

'Development Standards for Housing' sets out policy and guidance in relation to the design of housing and standards to be applied in support of greater innovation within the housing sector and to facilitate more compact forms of residential development. The standards for housing include:

- SPPR1- Separation distances.
- SPPR2 - Minimum private Open Space Standards for Houses.
- SPPR3 - car parking requirements for the urban locations as defined in Chapter 3 including tables 3.2 and 3.8.
- SPPR4- Cycle Parking and Storage.

Other standards also apply including public open space, operation and management of development and daylight. These standards have informed the urban design and master planning vision and strategy, and detailed design principles set out in this Plan supported by illustrative examples of good practice to demonstrate the quality of urban design and placemaking and standards of placemaking that are being achieved across the country and internationally.

1.2 Regional Policy Context

Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy (RSES) for the Southern Region is a high-level document with the overarching aim of supporting the implementation of the NPF. It provides a strategic framework through which the policies and objectives of the NPF are delivered over a twelve-year period.

To achieve ambitious population targets for 60% population growth, the RSES highlights the importance of building the critical mass of Waterford city as a balanced '*Concentric Metropolitan Area, north and south of the River Suir*".[1]

To achieve this objective short- and long-term enablers are identified. The short-term enablers include "*(a) the development of a new bridge to link the City Centre to the North Quays, (b) relocation of the railway station to a new Integrated Transport Hub on the North Quays and (c) development of the Abbey Link Road in Ferrybank*"[2]. All three are currently being progressed and will be achieved within the lifetime of this Plan. The identified long terms goals include, "*building additional river-crossings for sustainable movement networks across the metropolitan area, increasing north-south connectivity, and creating attractive high-quality urban neighbourhoods with local amenities using LAP and Masterplan processes*".[3]

The RSES specifically focuses on the need for enhanced connectivity between Ferrybank and Waterford. In addition to the pedestrian bridge, a new road bridge from The Mall to Ferrybank, and *"an additional downstream crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing".*[4]

Waterford Metropolitan Area Strategic Plan

The Waterford Metropolitan Area Strategic Plans (MASP) seeks to develop a balanced concentric metropolitan area for Waterford, including significant expansion of the north side of the River Suir. The Waterford Metropolitan Area is located around Waterford Harbour and the River Suir. The Waterford Metropolitan Area also includes Ferrybank in South Kilkenny (see Figure 1-3).

[1] Regional Spatial and Economic Strategy for the Southern Region, page 324

[2] Ibid, page 324

[3] Ibid, page 324

[4] Ibid, page 326

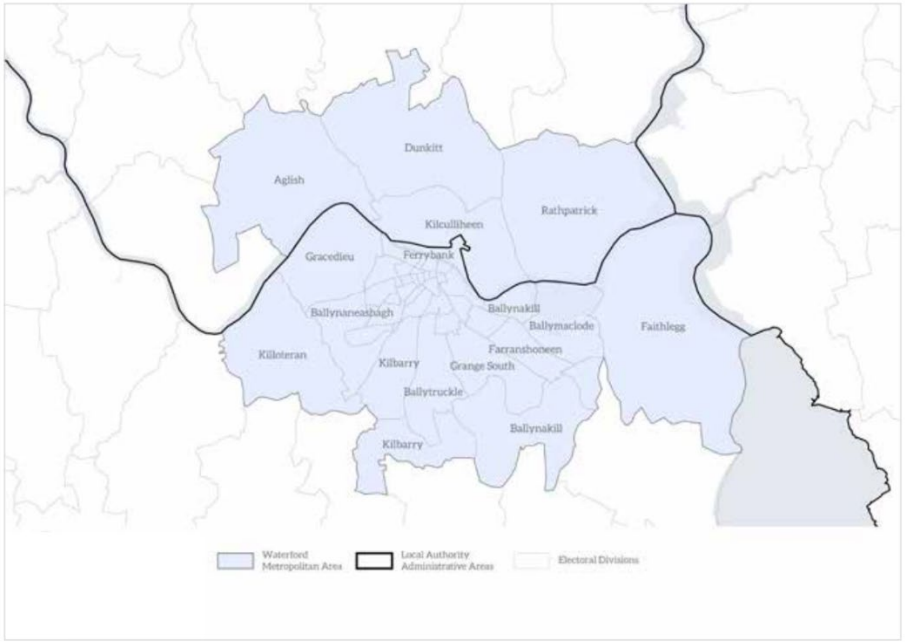


Figure 1-3 Waterford Metropolitan Area (Source: Southern Regional Assembly RSES)

The Waterford MASP sets out key objectives for the employment and population growth of the Metropolitan Area.

- Promote of the Waterford Metropolitan Area as a cohesive metropolitan area with the city centre as the primary location at the heart of the metropolitan area and region.
- Support the role of the Waterford Metropolitan Area as a primary economic driver for the Southern Region.
- Develop the Waterford Metropolitan Area as a Concentric City, with balanced and compact growth north and south of the River Suir, supported by integrated land-use and transportation.
- Ensure quality infrastructure and quality of place is prioritised as an incentive to attract people to live and work in sustainable settlement patterns in the metropolitan area.
- Support sustainable transport priorities in the Waterford Metropolitan Area.
- Support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure.

To rebalance the city, the Waterford MASP identifies the need for a high degree of co-ordination across the entire Metropolitan Area, with subsequent implementation structures overseeing a rebalancing of overall population in favour of higher growth and population allocations north of the river. The long terms goals include, building additional river-crossings for sustainable movement networks across the metropolitan area, increasing north-south connectivity, and creating attractive high-quality urban neighbourhoods with local amenities using LAP and Masterplan processes.

The Waterford Metropolitan Area Transport Strategy

The Waterford Metropolitan Area Transport Strategy (WMATS) sets out the framework for an accessible, high-quality, and integrated transport network that provides for the travel demand and supports the sustainable growth of the Waterford Metropolitan Area as a major growth engine of the Southern Region, and an internationally competitive European City Region as envisaged by the National Planning Framework 2040.

The WMATS was prepared by the National Transport Authority (NTA) in collaboration with Waterford City and County Council, Kilkenny County Council, the Southern Regional Assembly and Transport Infrastructure Ireland (TII). The WMATS is a metropolitan area-scale plan, which is directly informed by National and Regional Level policies, including the Regional Spatial and Economic Strategy (RSES) for the Southern Region and the Waterford Metropolitan Area Strategic Plan (MASP).

The WMATS will be instrumental in the regeneration and transformation of Waterford. It is envisaged that the development of a concentric city including north of the river Suir – the North Quays and other key locations will be

supported by integrated transport investment to create an attractive, liveable city, connecting city and suburbs, and building north-south linkages.

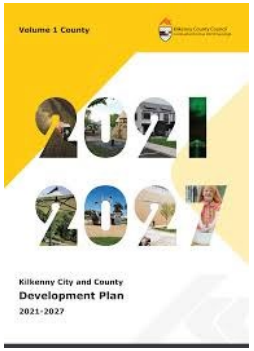
WMATS effectively replaces the previous Waterford Planning, Land Use and Transportation Study 2004-2020 (Waterford PLUTS).

Key WMATS measures include:

- Support for improvements to the pedestrian environment.
- Improve connectivity through appropriate road links, and provision of public transport and active travel infrastructure (where required) to service development areas.
- Providing for an additional downstream crossing to create a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, connecting the lands to the North and South of the Suir.

1.3 Local Policy Context

The Kilkenny City and County Development Plan 2021 – 2027

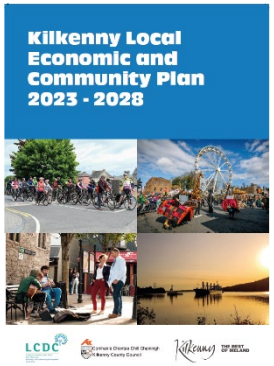


The Kilkenny City and County Development Plan 2021-2027 ("Kilkenny CDP") give support through relevant policy objectives to enable the delivery of the key growth enablers and the transformational change required across County Kilkenny as envisaged in the NPF, RSES and MASP.

Objective 4I of the Kilkenny CDP reaffirms the intention of the Council to support the growth of Waterford city as the principal urban centre of the South-East and the Waterford MASP with the objective for the city to become an important driver of national growth and a 'Regional City of Scale' within a defined Metropolitan Area.

The Kilkenny CDP acknowledges that Kilkenny County Council is committed to developing Ferrybank/Belview as part of a concentric city as envisaged in the Waterford MASP and remain conscious of maintaining the area's social, cultural, sporting, and political identity into the future.

Kilkenny Local Economic and Community Plan 2023 - 2028



Kilkenny's second Local Economic and Community Plan (LECP) runs from 2023 to 2028. The current LECP is built on Kilkenny LECP 2016-2021 and provides a new framework to deliver positive change within Kilkenny City and County. The LECP serves to ensure that economic and community strands are inter-related and aligned, recognising that progress against one will have material benefits for the other.

Goals are sub-divided under twin pillars of economic and community themes, but are cross cutting, responding towards the overarching commitment towards climate change. Climate change is recognised as a broad theme with its own high-level goal, objectives, and results. The LECP aims to create a more resilient economy and communities while simultaneously working to safeguard and enhance biodiversity and Kilkenny's natural heritage. The LECP implementation plan sets out a series of actions against each objective that will make an individual and collective impact in delivering the high-level outcomes.

Waterford City and County Development Plan 2022-2028

The Waterford City and County Development Plan 2022-2028 (Waterford CDP), prepared by the Waterford City and County Council Planning Authority, covers the whole local authority area for a six-year period from 2022-2028. The Waterford CDP refers to six neighbourhoods, one of which is Ferrybank. The joint administration of the Ferrybank area between Kilkenny and Waterford local authorities is highlighted, with *"a need for co-operation and joined up thinking between the two local authorities in the delivery of services, through the process of development*

management and planning for the future of the area"[5]. The strategic plans of the Port of Waterford are also supported.

The Waterford CDP includes a zoning map for the city[6], with zoning for the Ferrybank ED including Community Infrastructure, Existing Residential, Open Space and Recreation, General Business and Regeneration (Figure 1-4).

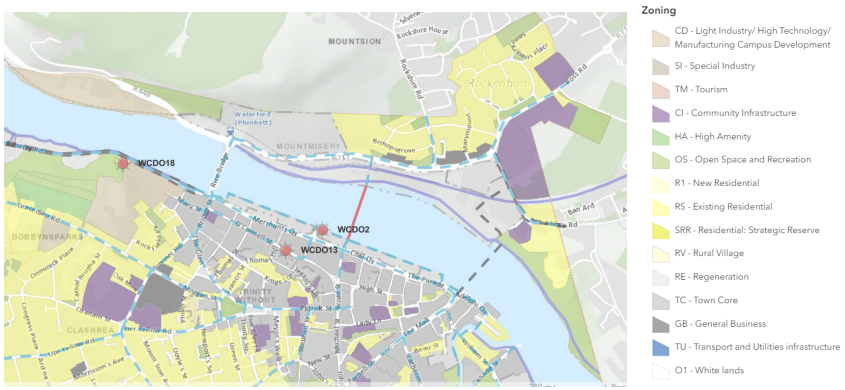


Figure 1-4 Waterford CDP Zoning Map for Ferrybank ED

Further relevant policy initiatives include:

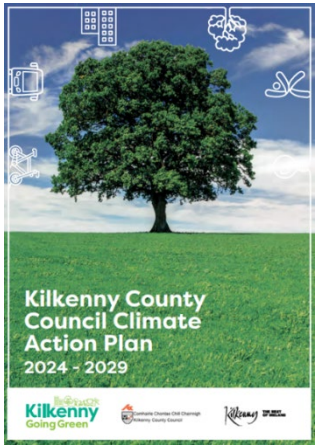
- Preparation of a Metropolitan Wide-Open Space and Greenbelt Strategy during the initial lifetime of the Waterford CDP to include a Blue Green Infrastructure Strategy for the City. (Currently underway as a joint project between KCC and WCCC).
- Joint Retail Strategy for the Waterford MASP Area (currently underway).
- Waterford City Decarbonising Zone (DZ).

Relevant Waterford City and MASP Policy Objectives include:

W City 27 Critical Transport and Mobility Infrastructure which states that the Council *"support the development of transformational infrastructure such as an additional city centre river crossing, a down-stream river crossing and an outer orbital route which will enable the concentric city to develop and the city centre to be fully reconfigured to cater for the needs of its visitors, residents and business community. Indicative locations and routes for these infrastructural elements will be finalised during the life of the Development Plan. Proposals for development shall ensure no adverse impacts on the integrity of the River Suir SAC"*[7].

W City 31 Ferrybank Collaboration *which states the Council "…recognise the independence of statutory planning in the Ferrybank area of South Kilkenny as expressed in the Ferrybank and Belview Local Area Plan 2018, we will collaborate with Kilkenny County Council and other key stakeholders in order to implement priority actions to deliver the shared vision, to achieve a concentric city and the enhancement of all our communities and neighbourhoods*[8].

Kilkenny County Council Climate Action Plan 2024-2029



The Kilkenny County Council Climate Action Plan 2024-2029 is a statutory 5-year Plan which outlines the measures that the Council will take to reduce energy use and carbon emissions, and adapt to the changing climate across its governance, services and operations. In addition, it sets out how the Council will facilitate, support and inspire stakeholder climate action in the County through leadership, collaboration and advocacy.

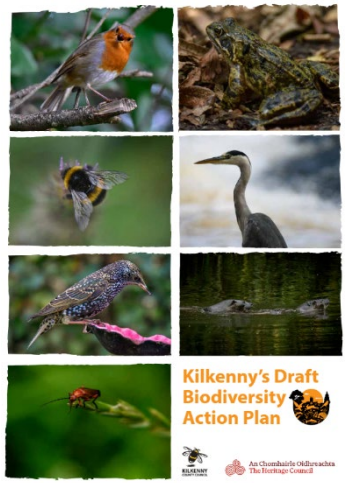
Kilkenny Biodiversity Action Plan 2025-2030

[5] Waterford City and County Development Plan 2022-2028, page 69

[6] Settlement and Zoning Maps (arcgis.com)

[7] Waterford City and County Development Plan 2022-2028, page 94

[8] Ibid, page 94



Kilkenny's County Biodiversity Action Plan aligns with the National Biodiversity Action Plan, aiming to record, conserve, and restore habitats. It seeks to enhance ecological connectivity by protecting and, where possible, restoring ecological corridors. Through the formation of the Biodiversity Working Group, the Council will facilitate coordination among stakeholders to identify synergies, opportunities, and create partnerships for biodiversity enhancement projects throughout the county. The Biodiversity Action Plan allows Kilkenny County Council to review its own practices and develop demonstration projects on nature-inclusive housing estate design, management of parks and open spaces for biodiversity, improvement of water quality, and enhancement of habitat diversity on public grounds. The Biodiversity Action Plan will support the integration of biodiversity protection into the Council's daily operations.

2 Demographic and Socio-economic Characteristics Detail

2.1 Age Profile

Social, community and educational facility requirements vary with age cohorts in a population, and consequently, their respective composition and growth in the study area play a key role in local decision-making. Age groups with significant growths in the intercensal period would require an adequate provision of services and facilities, which for young families could mean better childcare services, employment opportunities for the working group and old age care for the elderly. Table 2-1 compares change in the number of persons from the study area categorised into three age cohorts against figures from Co. Waterford and Co. Kilkenny.

Table 2-1 Population Change by Age Cohort for the study area, Co. Waterford & Co. Kilkenny (CSO, 2016-2022).

Age Group	Study Area			Co. Waterford			Co. Kilkenny		
	2016 %	2022 %	% Change	2016 %	2022 %	% Change	2016 %	2022 %	% Change
0-14	23.8 %	21.4 %	-3.2%	21.1 %	19.2 %	-0.3%	23.8 %	21.4 %	-3.1%
15-64	64.5 %	64.5 %	7.5%	63.9 %	64.3 %	10.2%	64.5 %	64.5 %	4.1%
65 years and over	11.7 %	14.2 %	30.4%	15.0 %	16.5 %	21.1%	11.7 %	14.2 %	21.4%

While the 'working' age cohort of 15-64 years is naturally the largest group across all three areas encompassing a broad range of people working/studying, it can be noted that the study area experienced a significantly higher increase (c.+30%) of the older age population (65+) between 2016 and 2022, compared to c.21% in both Co. Waterford and Co. Kilkenny. A subsequent decline of the younger age population (0-14 years) in the study area (c.-3%) can also be seen, which is consistent with the rest of Co. Kilkenny (c.-3%) where most of the study area lies, with Co. Waterford recording a negligible decrease in the same.

It can also be noted that the increase in the 'working age' cohort in 2022 for the study area (c.+8%) is nearly double that of the county average for Kilkenny (c.+4%), but still less than the county average for Waterford at c.+10%. Overall age cohort compositions in both census years for the study area remain largely consistent with the rest of Co. Kilkenny.

A significant increase in the population aged 65 years and over, during the intercensal periods is likely a reflection of the existing communities aging in place and a lack of substantial new housing development coming on stream. Were this trend to continue this may ultimately reduce demand on childcare and educational places, subsequently increasing attention on facilities that cater toward the elderly population.

Figure 2-1 displays the distribution of age groups across the study area, for both genders. It illustrates a relative uniformity in age cohorts, though highlights the ageing trend of the population.

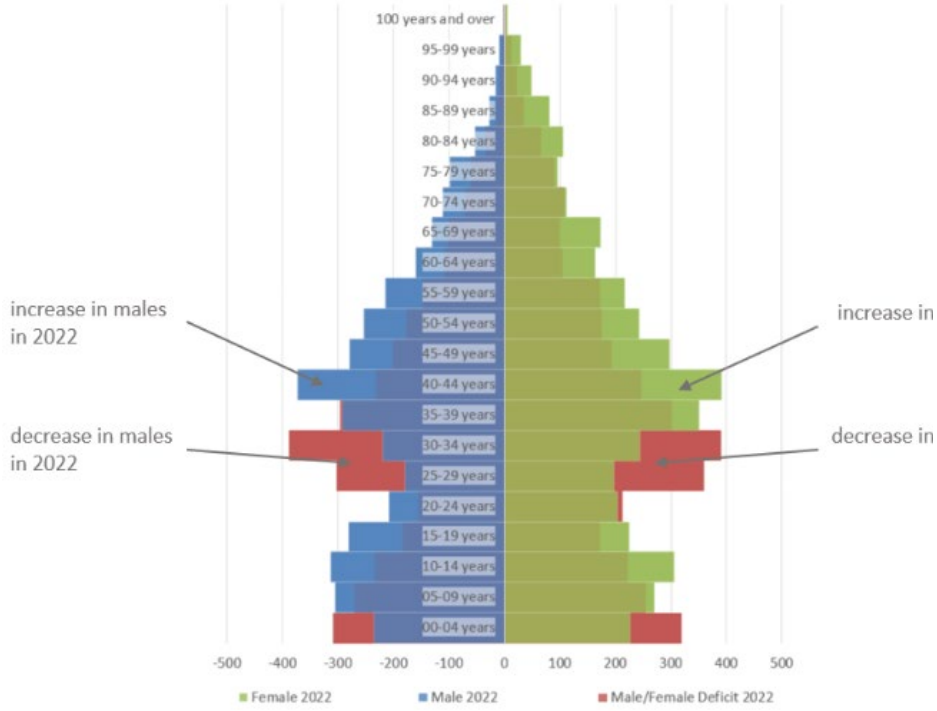


Figure 2-1 Population pyramid for the Plan study area, comparison of age groups 2011 and 2022

Educational Attainment

The educational attainment statistics (Table 2-2) reveal that the study area has a high number of persons with a third level degree and above (c.40%). There is a notable +36% increase in the proportion of 'Postgraduate' and higher degree holders within the Plan study area, which is slightly higher than the county average increase for Kilkenny (c.+34%), however, this remains less than the increase for Co. Waterford (c+41%). While the Plan study area composition remains largely consistent with Co. Kilkenny, it can be noted that the 'third level' degree holders are somewhat higher in the county overall (c.44%).

Table 2-2: Educational Attainment Levels in the study area, Co. Waterford & Co. Kilkenny (CSO, 2016-2022).

	Study Area			Co. Waterford			Co. Kilkenny		
Education Level	**2016 %**	**2022 %**	**Change %**	**2016 %**	**2022 %**	**Change %**	**2016 %**	**2022 %**	**Change %**
No Formal Education	1%	3%	121%	2%	2%	38%	2%	2%	50%
Primary Education	8%	6%	-21%	11%	8%	-19%	11%	7%	-29%
Secondary Education	49%	45%	2%	45%	42%	4%	45%	42%	-1%
Third Level Education	28%	32%	29%	28%	31%	25%	30%	34%	20%
Postgraduate Education or Higher	7%	8%	36%	8%	10%	41%	8%	10%	34%
Not Stated	7%	6%	5%	7%	7%	17%	4%	5%	18%

A decline in 'primary' education level among the population surveyed in the study area (c.-21%) is consistent with the dwindling population seen in the corresponding age profile previously, with this being a similar trend across the rest of Co. Kilkenny (c.-29%) and Co. Waterford (c.-19%).

Employment and Economy

The economic profile of the Plan study area (Figure 2-2) indicates a largely working population with over 50% of persons employed in some capacity and this is similar across both census years, but with a slight notable decrease in the number of unemployed persons in 2022 (c.6%) compared to 2016 (c.9%) and a very small dip in the student population.

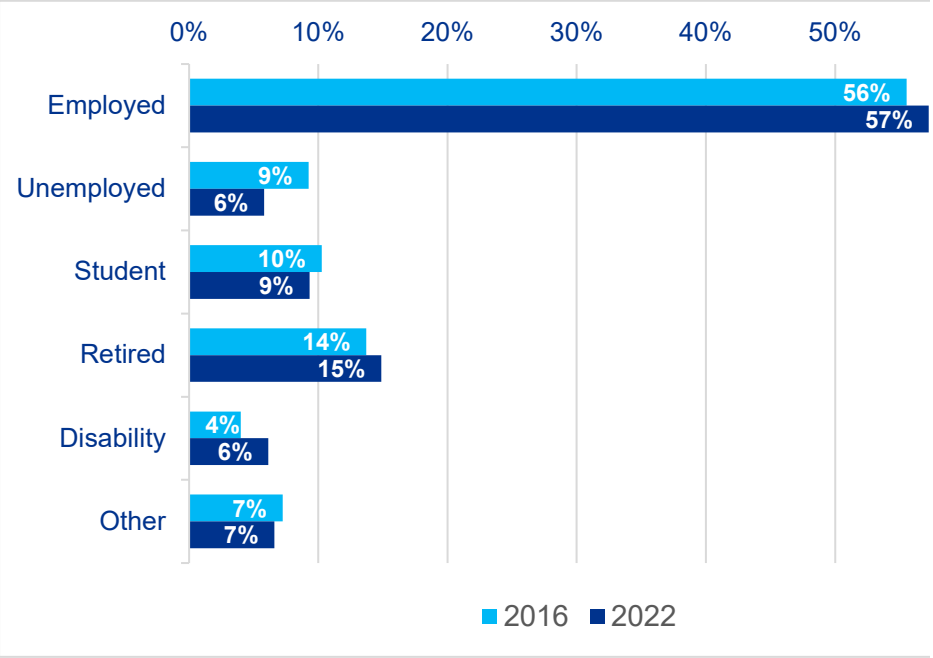


Figure 2-2 Principal Economic Status for persons in the study area (CSO, 2016-2022).

The decline in the proportion of 'Unemployed' persons can also be seen in the relative change of figures referenced in Table 2-3, with a -30% decrease or higher recorded across the study area and county averages for Waterford and Kilkenny possibly indicating significant improvement in economic conditions and employment opportunities across the areas. While the 'Employed' persons make up the majority, the study area noted a slightly higher increase in proportions (c.+14%) against the county figure for Kilkenny (c.+12%), with Co. Waterford recording the most significant increase (c.+21%).

Table 2-2: Change in Principal Economic Status across the study area, Co. Waterford & Co. Kilkenny (CSO, 2016-2022).

Study Area	Co. Waterford	Co. Kilkenny

Principal Economic Status	2016 %	2022 %	Change %	2016 %	2022 %	Change %	2016 %	2022 %	Change %
Employed	56%	57%	14%	50%	54%	21%	53%	56%	12%
Unemployed	9%	6%	-30%	9%	5%	-33%	8%	5%	-34%
Student	10%	9%	1%	11%	11%	9%	10%	10%	4%
Retired	14%	15%	20%	17%	18%	21%	15%	17%	19%
Disability	4%	6%	71%	4%	5%	25%	4%	5%	24%
Other	7%	7%	1%	9%	7%	-10%	9%	8%	-8%

While student population has not significantly changed in the study area and the two counties over the intercensal period, the higher number of 'Retired' persons in 2022 for the study area compared to 2016 (c.20%) can be correlated with the large increase in the elderly population (aged 65 years and above) as previously noted. This is again consistent with the county figures for Waterford (c.+21%) and Kilkenny (c.+19%) and should be a key factor to consider when assessing the types of facilities required.

Housing

Household characteristics for the study area from the latest 2022 Census show that most households comprise of families that are married with or without children (c.83%), while a further c.9% consist of single persons, with the rest belonging to cohabiting couples, non-related persons, etc. In terms of household size (Figure 2-3), the share of two-person households is the largest here, with the study area figures remaining consistent across the census years at c.29%, while single-person homes form the second-largest group at c.23% for 2022. Large households with 4 and 5+ persons are typically lesser (c.19% & c.11% respectively) and this has not varied considerably during the 6-year period.

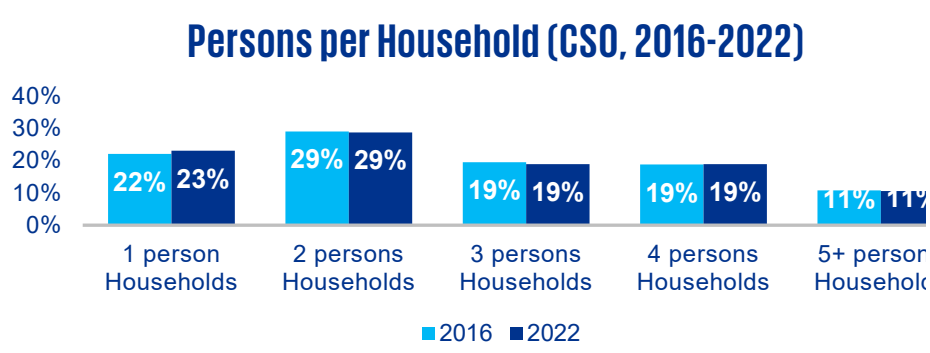


Figure 2-3 Persons per Household for the study area (CSO, 2016-2022).

The average household size in the study area is 2.7, which corresponds to the high proportion of two and three-person households seen above, with an average house construction year recorded for 1988, indicating that fewer homes were constructed since the 2000s. 'Owner Occupied' homes form the majority households by occupation in the study area (Figure 2-4), comprising c.65% of the total stock in 2022, a slight increase from c.63% in 2016. Privately rented homes and social housing notably form a similar composition with both at c.16% for 2022.

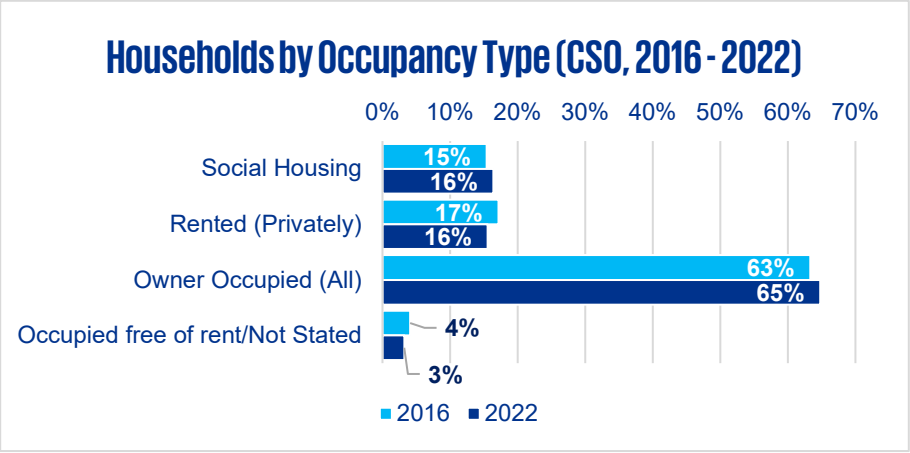


Figure 2-4 Proportion of Households by Occupancy Type for the study area (CSO, 2016-2022).

As can be seen in Table 2-4, there is an increase in 'Retired or Empty Nest Families' across the study area and in both Co. Waterford & Co. Kilkenny, which corresponds to the general increase in retired or older age population seen in the previous sections, with the study area recording a slightly higher increase (c.+13%) compared to the two counties. Another correlating trend is also observed with the decrease in families with young children (0-19 years) across all three areas.

Table 2-3: General Household Composition for the Study Area, Co. Waterford & Co. Kilkenny (CSO, 2016-2022).

Composition	Study Area			Co. Waterford			Co. Kilkenny		
	2016 %	2022 %	Change %	2016 %	2022 %	Change %	2016 %	2022 %	Change %
Families with Children (0-19 years)	53.2 %	48.4 %	-6.2%	45.6 %	41.2 %	-3.9%	46.4 %	42.2 %	-6.5%
Families with Young	39.0 %	33.9 %	-10.3 %	32.2 %	28.0 %	-7.3%	33.3 %	29.3 %	-9.4%

Children (Pre-Adolescent) (0-14 years)									
Retired or Empty Nest Families	16.2 %	17.8 %	13.2 %	22.9 %	24.0 %	11.3 %	21.0 %	22.9 %	12.1 %

Affluence/Deprivation

The Pobal HP Deprivation Indices (Figure 2-5) reveal a diverging trend on ED level with ED Kilculliheen and ED Rathpatrick having a higher level of deprivation in 2022 compared to 2016, ED Ferrybank having a lower level of deprivation in 2022 compared to 2016. These trends are in line with county trends, as Co. Kilkenny shows higher levels of deprivation and Co. Waterford shows lower levels of deprivation in 2016 compared to 2016.

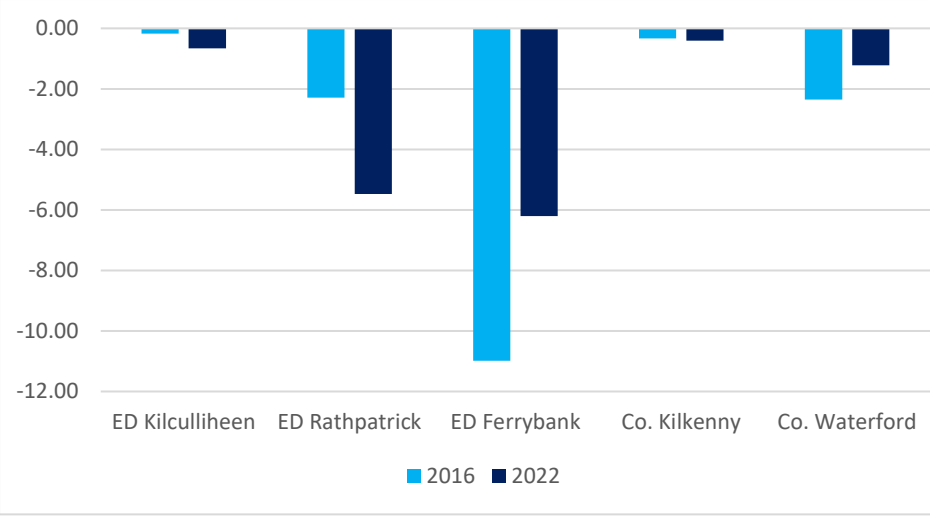


Figure 2-5 2016-2022 intercensal change of the Pobal HP Deprivation Index

As spatial references for the Pobal HP Deprivation Indices changed in several instances between 2016 and 2022, a comparison on SA level cannot be conducted. 2022 SA level data show pronounced differences between areas within the study area, with three areas classified as 'disadvantaged', fourteen as 'marginally below average', nine as 'marginally above average', and one as 'affluent' (Figure 2-6).

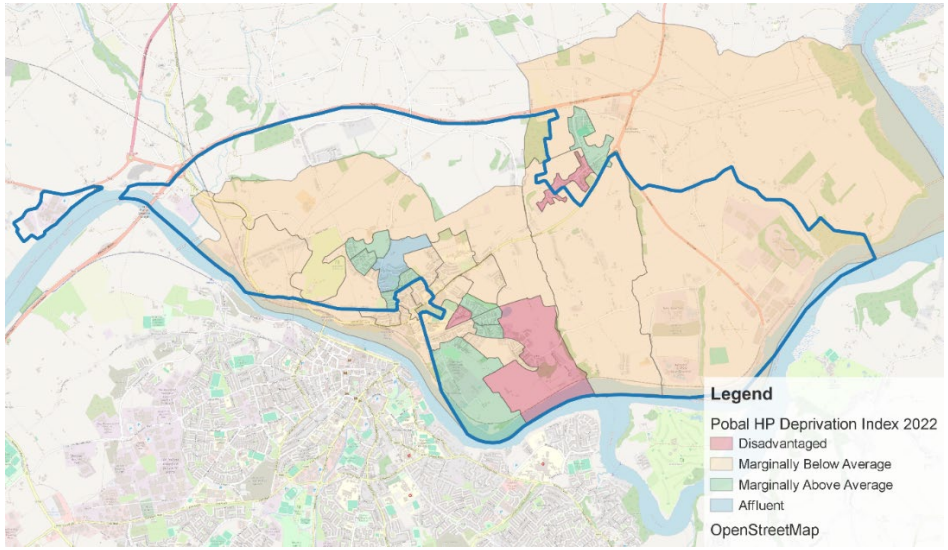


Figure 2-6 Pobal HP Deprivation Index 2022 by Small Area

Demographic Summary

While the population of the study area increased over the intercensal period 2016-2022, the population change was slower than in Co. Waterford but higher than in Co. Kilkenny. At the same time, there was a marked decline in the younger age population and a higher-than-average increase in the number of older persons for the study area, compared to the wider counties. An overall trend of increase in older age persons (65+ and/Retired) is apparent across all related demographics.

Economic development across the study area and both the wider counties followed a positive trend, with a general increase in the proportion of

persons with a third level degree and above, as well as growth in the number of employed persons during the intercensal period.

Households mostly constitute of 2-3 persons in the study area, with most of them being owner-occupied, indicating a large presence of young families as seen in the household composition mix, although this has declined slightly from 2016. Privately rented households form a smaller percentage of the occupancy and have also reduced marginally in 2022.

2.2 Commercial Profile and Vacancy

A review of the latest available Geodirectory data[9] (Q1 2024) which provides a detailed breakdown of area businesses by NACE code[10] to determine the level of existing commercial activity within the Ferrybank-Belview study area. Some 133 commercial sites were identified, which were primarily related to 'Wholesale and retail trade; repair of motor vehicles and motorcycles' (18%), 'Agriculture, Forestry and Fishing' (16%) and 'Transportation & Storage (9.5%) as can be seen in Figure 2-7.

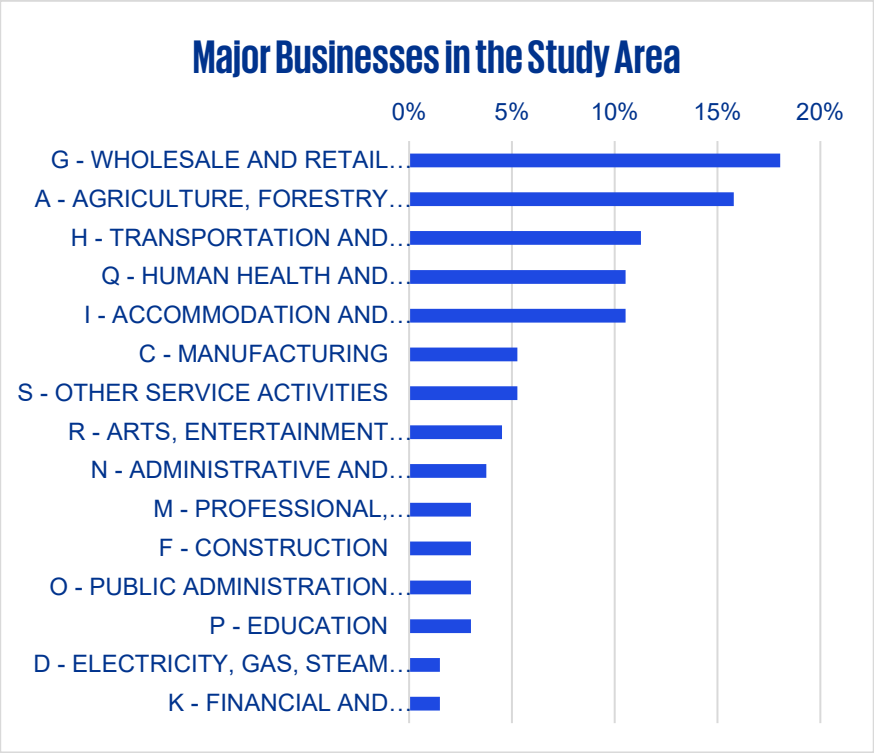


Figure 2-7 Commercial Profile of the Study Area (Geodirectory, Q1 2024).

Out of the 2,821 addresses in the study area (Commercial, Residential and Mixed), 33 addresses were found to be vacant (c.1%), indicating minimal vacancy/dereliction rate. This consisted of about 13 commercial and 20 residential addresses, mostly concentrated around the Abbeylands and Rathculiheen areas (Co. Kilkenny) as shown in Figure 2-8.

[9] Geodirectory Data covers only EDs Kilculiheen and Rathpatrick (Co. Kilkenny) from the study area.

[10] Source: https://nacev2.com/en

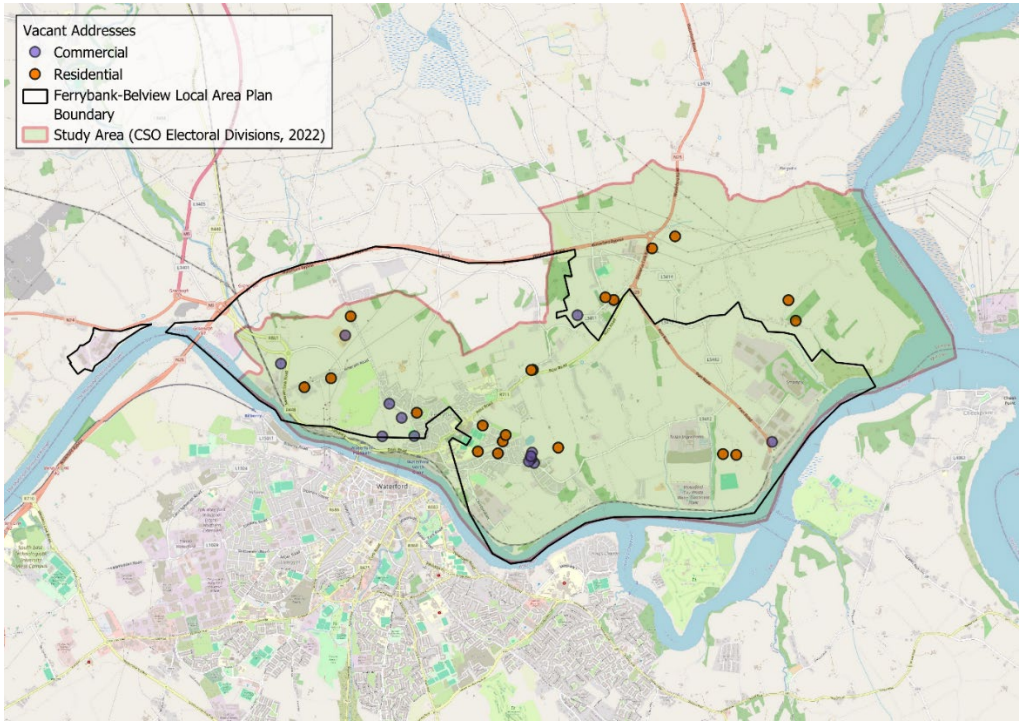


Figure 2-8 Spatial Distribution of Vacant Addresses (Geodirectory, Q1 2024).

3 Ferrybank Belview Heritage Audit

There are 33 structures (with associated outbuildings) within the bounds of the Plan study area listed as protected structures in the 2024 County Kilkenny Record of Protected Structures (RPS) (see table below). As a result, these properties are protected under the *Planning and Development Act 2000*. The number of structures is unchanged since the 2017 Local Area Plan.

A large proportion still function as housing (e.g. Newrath House, Rockshire House). Some have a tourist or recreation potential (e.g. the Napoleonic era watchtowers). Regardless, all are important elements in the landscape, helping to improve the area's aesthetic appearance, deepen pride in place, and supporting the creation of greater community cohesion.

Unfortunately, during the inventory of the various sites for this Plan some were discovered to be in various states of disrepair. Thankfully, most were in a good condition. A key factor in the condition of the various structures was if they were still in active use. A high-level assessment on the condition of each of the structures is contained in the appendices.

There are six structures listed in the National Inventory of Architectural Heritage (NIAH). Ascription in this inventory does not provide legal protection. However, the inventory is used to inform future judgment on whether as building should be listed as a protected structure. All six buildings listed on the NIAH were also protected structures.

There are no Architectural Conservation Areas (ACA) in the study area. ACAs are protected under the Planning and Development Act 2000. Inclusion in an ACA only provides possible restrictions when works are likely to affect the exteriors of structures and associated streetscape.

Structures listed on the RPS within the Ferrybank-Belview Framework Plan area

No.	Location	Description	Detailed Description	NIAH ref.	RPS ref.	RMP ref. (Archaeology)
1	Granny	Tower House	A late 14th century tower-house with later elements including a 17th century oriel window.		C432	KK043-034001-; KK043-034008-, National Monument
2	Granny	Thatched cottage	Detached three- bay single storey thatched cottage with dormer attic, c.1825.	12404309	C675	
3	Granny	Granny Bridge	Single segmental arch formerly carried Thomastown - Waterford road over Black Water.	12404314	D154	
4	Granny	Suir Railway Viaduct	Nine-span bridge, 1200 ft (367 m) in length, Viaduct. Of Pratt truss construction by Sir William Arrol of Glasgow, its spans are supported on twin cast-iron piers, the central span lifting to allow boats to pass through.		D11	
5	Newrath	Crossing Guard's House	Detached three bay single storey crossing guard's house, opened 1854.	12404323	C674	
6	Mullinabro	Mullinabro House (remains)	Remains of detached three storey country house, c.1750.	12404315	C370	
7	Mullinabro	Turret structure (located approx. 100m from the remains of Mullinabro House)		12404315	C673	
8	Newrath	Newrath House	Country House c.late 19th century.		C671	
9	Newrath	Mavis Bank House	House (late 19th century).		C667	
10	Newrath	Woodside House	One of a pair of structures, Woodside House (late 19th - early 20th century).		C668	
11	Newrath	Glendale House	One of a pair of structures, Woodside House (late 19th - early 20th century).		C669	
12	Newrath	House	Late 19th century - early 20th century house built in Arts and Crafts style.		C672	
13	Cloone	Water pump	Free standing cast iron water pump c.1900.		C666	

14	Ferrybank (Rockshire and Mountsion)	Watchtowers	Two watchtowers, one located off the Rockshire Road and the second situated at the summit of Rockshire Hill. Both towers are two- storey, roofless and circular in shape and were constructed as watchtowers during the Napoleonic period.		C456	
15	Rockshire	Rockshire House, Country House	Detached seven- bay two-storey over basement Classical-style house, c.1775.	12404605	C374	
16	Belmont		Brothers of Charity complex (formerly Belmont House)		C665	
17	Christendom	Rockland House, Country House	Detached three-bay, two-storey over basement house, c.1825, with substantial outbuilding range to the rear of the house.	12404601	C473	
18	Milepost (Slieverue)	House	Two storey semi detached house.		C661	
19	Milepost (Slieverue)	Terrace of houses	Terrace of single storey houses.		C662	
20	Milepost (Slieverue)	Post box	Wall mounted cast iron post box.		C664	
21	Milepost (Slieverue)	Public House, former	Power, former public house.		C663	
22	Kilmurry	Kilmurry Castle, Tower House	A small two-storey tower-house with an 18th/19th century three-bay, two-storey house attached. Attractive stone outbuildings to the rear.		C435	KK046-028----, KK046-028001-
23	Kilmurry	Larkfield House	Larkfield House and outbuildings		C655	
24	Kilmurry, Gyles Quay	Snowhaven House	House and outbuildings		C656	
25	Rathculliheen	Terrace of houses	Terrace of 2no. Houses		C657	
26	Kilmurry	Mill and cottage	Flour mill and mill cottage.		C658	
27	Kilmurry	Prospect House, Country House	Remains of walled garden and outbuildings that originally served Prospect House (18th century, now demolished) including the remains of a single- storey gate lodge.		C481	

28	Kilmurry, Slieverue	Farmhouse	Middle-size farmhouse.		C660	
29	Gorteens	Springfield House, Country House	The site of a mid eighteenth-century country house having historic connections with the O'Gorman, the Waring, and the Kelly families.		C482	
30	Gorteens	Bellevue House, Country House	Substantial ruins of Bellevue House (18th century), walled garden and outbuildings.		C480	
31	Gorteens, Slieverue	Gorteens Castle	Gorteens Castle (remains).		C659	KK047-001----
32	Gorteens	Glass House, Country House	The site of an early eighteenth-century glass-making factory established by John Head (b. c.1680-1739) with the produce sold by John Morris in nearby Waterford City.		C483	
33	Gorteens	Mill (Grain)	Ruinous shell of five storey flour mill, formerly with two waterwheels, but now devoid of machinery.		D136	

3.1 Archaeological Monuments

There are 45 archaeological sites listed within the Record of Monuments and Places (RMP) that are located within the study area (see table below). Being listed provides these places with protection under the *Historic and Archaeological Heritage and Miscellaneous Provisions Bill 2023*. When the owner or occupier of a property, or any other person, proposes to carry out any work at, or in relation to, a recorded monument, they are required to apply for a licence from the Minister for Housing, Local Government and Heritage.

By far the most common site type in the Ferrybank-Belview Framework Plan area are Bronze Age Fulacht Fias (likely cooking sites but may also have been used as sweat lodges and for brewing beer). There are several impressive medieval sites (e.g. Kilmurry Castle).

There is one site in the study area listed as being a National Monument (i.e. Grannagh/Granny Castle). This site is owned by the State. Despite this, it is not currently publicly accessible. The castle is protected under the *Historic and Archaeological Heritage and Miscellaneous Provisions Bill 2023*.

Archaeology sites as listed on the Record of Monuments and Places

RMP number	Site type	Location	Coordinates
KK043-034001-	Castle - tower house	Granny	52.280951, -7.160370
KK043-034008-	Bawn	Granny	52.280801, -7.160548
KK043-035----	Fulucht Fia	Rockshire	52.275493 , -7.104563
KK043-081----	Excavation - miscellaneous	Mullinabro	52.286606 , -7.126604
KK043-084----	Fulacht fia	Newrath	52.277886 , -7.132593
KK046-006001-	Fulacht fia	Newrath	52.270205 , -7.125856
KK046-006002-	Fulacht fia	Newrath	52.269922 , -7.125305
KK046-006003-	Fulacht fia	Newrath	52.269865 , -7.124764
KK046-006004-	Fulacht fia	Newrath	52.269433 , -7.126033
KK046-006005-	Fulacht fia	Newrath	52.269398 , -7.123675
KK043-098----	Enclosure	Newrath	52.276513 , -7.130422
KK043-099----	Enclosure	Newrath	52.276600 , -7.128823
KK043-097----	Fulacht fia	Killaspy	52.279791 , -7.098834
KK043-080----	Fulacht fia	Killaspy	52.285880 , -7.089989
KK043-070----	Standing stone	Ballinvoher	52.278345 , -7.085029
KK046-030----	Fulacht fia	Abbeylands	52.268403 , -7.095475
KK046-008----	Fulacht fia	Abbeylands	52.270421 , -7.090203
KK046-009001-	Fulacht fia	Abbeylands	52.270676 , -7.085964
KK046-009002-	Fulacht fia	Abbeylands	52.269888 , -7.086346
KK046-010----	Fulacht fia	Abbeylands	52.268515 , -7.087766
KK046-011----	Fulacht fia	Abbeylands	52.267570 , -7.086526
KK046-012----	Fulucht Fia	Abbeylands	52.266029 , -7.088330

KK046-035----	Concentric enclosure	Rathculliheen	52.263980 , -7.079142
KK046-013001-	Fulacht fia	Christendom	52.260039 , -7.092555
KK046-013002-	Fulacht fia	Christendom	52.259795 , -7.091226
KK046-014----	Fulacht fia	Christendom	52.260696 , -7.086857
KK046-015----	Fulacht fia	Christendom	52.259927 , -7.086170
KK046-031----	Hearth	Newtown (Kilculliheen By.)	52.259171 , -7.087226
KK046-032----	Excavation - miscellaneous	Newtown (Kilculliheen By.)	52.258869 , -7.086514
KK046-033----	Hearth	Newtown (Kilculliheen By.)	52.258561 , -7.086242
KK046-034----	Standing stone	Rathculliheen	52.274226 , -7.081275
KK043-037001-	Ritual site - holy well	Kilmurry (Ida By.)	52.275734 , -7.074078
KK046-028----	Castle - tower house	Kilmurry (Ida By.)	52.274744 , -7.072809
KK046-028001-	Chapel	Kilmurry (Ida By.)	52.274816 , -7.072778
KK043-038002-	Graveyard	Kilmurry (Ida By.)	52.275837 , -7.071145
KK043-038001-	Church	Kilmurry (Ida By.)	52.275837 , -7.071145
KK047-001----	Castle - unclassified	Gorteens	52.270432 , -7.044942
KK043-073001-	Enclosure	Kilmurry (Ida By.)	52.279233 , -7.055114
KK043-073002-	Enclosure	Kilmurry (Ida By.)	52.279233 , -7.055114
KK043-073----	Fulacht fia	Kilmurry (Ida By.)	52.279233 , -7.055114
KK043-074----	Kiln – corn-drying	Cloone	52.289567 , -7.117369
KK043-075----	Excavation – miscellaneous	Cloone	52.289567 , -7.117369
KK043-076----	Excavation – miscellaneous	Ballymountain	52.289926 , -7.113653
KK043-077----	Fulacht fia	Ballymountain	52.289997 , -7.111160
KK044-021----	Standing stone	Drumdowney Lower	52.279162 , -7.055189

3.2 Record of Protected Structures Inventory

Below is an inventory of the 33 sites on the 2024 Record of Protect Strictures in the Ferrybank Belview Framework Plan Area. The site visits were undertaken in May 2024. The only site that was not at least partially viewable was Grain Mill (D136). It lies within the area controlled by Waterford Port.

1. Grannagh Castle **C432**	 Tower house and bawn
	 Interior of castle enclosure
Coordinates	52°16'09.7"N 7°07'37.3"W
Address	Granny
Description	A later c.14th tower-house with later work including a c.17th oriel window, and partial restoration in the c.18th. Beside the tower is a medieval two-storey hall, and the whole is surrounded by a curtain/bawn wall. It is now a National Monument. It is the only National Monument in the Ferrybank Belview Framework Plan area.
Condition	Stabilised ruin in overall good condition.
Possible future uses	In consultation with owner, provide permissive access to the site. Another option is to purchase the area around the castle to allow public access. The site should be appropriately interpreted.
Protected Structure	C432

Record of Monuments and Places	KK043-034001-; KK043-034008-
National Inventory of Architectural Heritage	No
Other notes	Site not currently publicly accessible.
References / Further information	https://www.archaeology.ie/archaeological-survey-ireland/historic-environment-viewer-application *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

2. Thatched Cottage **C675**	 View of house without thatched roof

	 Outbuilding without slate roof
Coordinates	52°16'52.5"N 7°09'09.9"W
Address	Granny
Description	Between the last LAP survey in 2017 and September 2019 the thatch cottage and its associated outbuilding lost their roof. No evidence of fire was uncovered during the site visit. From looking at the 2004 NIAH survey images and the 2017 LAP images, no rethatching took place between those periods. In the 2017 LAP survey, it was noted that the structure was disused and in a dilapidated condition. However, it still had a roof. It was also noted that the cottage was a rare surviving example of the early nineteenth-century vernacular legacy of South Kilkenny. The NIAH entry describes the site as a 'detached four-bay single-storey lobby entry thatched farmhouse with dormer attic, extant 1839, on a rectangular plan off-centred on single-bay single-storey flat-roofed projecting

	porch… An adjacent limewashed outbuilding continues to contribute positively to the group and setting values of a self-contained ensemble making a pleasing visual statement in a rural street scene.' Construction date given in the 2024 Record of Protected Structures as c.1825.
Condition	Roofless ruin. Wall heads now exposed. Windows smashed, doors removed. Mud mortar of cottage are now degrading. Cottage walls at risk of eventual collapse.
Possible future uses	House, holiday cottage.
Protected Structure	C675
Record of Monuments and Places	No
National Inventory of Architectural Heritage	12404309
Other notes	–
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404309/granny-granny-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

3. Granny Bridge **D154**	 Bridge

	Bridge arch
Coordinates	52°16'47.4"N 7°08'32.2"W
Address	Granny
Description	According to the NIAH the site is described as a 'single-arch rubble limestone road bridge over river, c.1800. Random rubble limestone walls with dressed limestone rounded coping to parapets. Single round arch with dressed limestone voussoirs, and rubble limestone soffits. Sited spanning Black Water River with part-overgrown grass banks to river.' The shallowness of the arch necessitated later reinforcement to cope with additional traffic.
Condition	Although it was not possible to conduct a comprehensive visual appraisal, the fabric that was visible appeared to be in good overall condition.
Possible future uses	Continued use a bridge
Protected Structure	D154
Record of Monuments and Places	No
National Inventory of Architectural Heritage	12404314
Other notes	Very difficult to access around the bridge.

References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404314/granny-bridge-newrath-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

4. Grannagh / Granny Railway Bridge / Suit Valley Viaduct **D11**	 Bridge in the distance from the east bank

	 Looking east from the west bank
Coordinates	52°16'29.1"N 7°08'35.0"W
Address	Granny
Description	Nine-span bridge, 1200 ft (367 m) in length, Viaduct. Of Pratt truss construction by Sir William Arrol of Glasgow, its spans are supported on twin cast-iron piers, the central span lifting to allow boats to pass through. Once part of the Rosslare-Mallow trainline.
Condition	Largely unknown. Viewing of bridge only possible from west end or from a distance. Central span removed from bridge and stored in nearby railway yard.
Possible future uses	Unknown. A Conservation Management Plan would be advisable to guide future use of the structure. Perhaps if reinstated, the line could be used by the Waterford Suir Valley Railway to bring passengers directly from Waterford Train Station to Kilmeaden and Mount Congreve.

Protected Structure	D11
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	Full visual appraisal not possible. Viewing of bridge only possible from a distance or from west end.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

5. Crossing Guard's House **C674**	 Front elevation

	 Gable and rear elevation
Coordinates	52°16'47.4"N 7°08'32.3"W
Address	Newrath
Description	In the National Inventory of Architectural Heritage the building is a described as a 'detached three-bay single-storey crossing guard's house, opened 1854, with square-headed open internal porch to centre. Part refenestrated. Hipped slate roof with clay ridge tiles, rendered chimney stacks, and iron rainwater goods on slightly overhanging rendered eaves. Painted rendered walls. Square-headed window openings with cut-limestone sills, and six-over-six timber sash windows having one replacement uPVC casement window. Square-headed door opening under square-headed open internal porch with glazed tongue-and-groove timber panelled door. Road fronted with sections of iron railings to front.' Building is associated with the Great Southern and Western Railway.

Condition	The roof is in good condition. However, it is evident from looking at previous images that the site has been left to gradually degrade over time. Windows are boarded up. Render is beginning to fall off and the rainwater goods are in poor condition. When the building was surveyed in 2005 for the National Inventory of Architectural Heritage it was noted that the building had been reasonably well maintained. Regrettably, that is no longer the case.
Possible future uses	Site would benefit from focused Conservation Management Plan to chart its care and possible future use.
Protected Structure	C674
Record of Monuments and Places	No
National Inventory of Architectural Heritage	12404323
Other notes	Site only partially viewable.
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404323/newrath-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

6. Mullinabro House Remains **C370**	 Front elevation of larger outbuilding with basement Rear elevation arcade of larger outbuilding with arcade

	 Smaller outbuilding with brick arch entrance
Coordinates	52°17'04.8"N 7°08'06.0"W
Address	Mullinabro
Description	Ruined house and farm complex. C1800. Previously there was a three storey bowed end of the house remaining with exposed foundations. The three storey bowed end was not visible during the site visit. According to the 2017 LAP, the three storey bowed end was demolished in recent years. Two fine stone farm buildings still stand. The larger rendered single storey over basement building has a stone arcade to the rear. The arcade partially covers the basement level. To the immediate northwest, is a two storey stone outbuilding with an elegant brick arch entrance. It has a simple corrugated iron roof.

Condition	Larger building with arcade has partially collapsed roof. Wall heads are in disrepair. There is a partial at the east end of the building. The smaller outbuilding benefits from an intact roof. As a result, it is in a reasonable condition.
Possible future uses	Store buildings. Larger building in particular would benefit from conservation management plan to chart its use and conservation.
Protected Structure	C370
Record of Monuments and Places	No
National Inventory of Architectural Heritage	**12404315**
Other notes	–
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404315/mullinabro-house-mullinabro-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

7. Turret **C673**	 Exterior of tower Interior of tower
Coordinates	52°17'08.9"N 7°07'57.7"W

Address	Mullinabro
Description	According to the 2017 LAP: 'this freestanding turret (pre-1840) is the most intact remaining element of the mid 18th century Mullinabro country house estate. It is composed of random rubble stone walls with rubble stone crow-stepped parapet. The openings consist of square-headed slit-style windows and a pointed-arch door opening with rubble stone voussoirs.' Likely folly. Concrete roof with steel supports. Concrete block infill.
Condition	Reasonable condition. Requires some conservation to stone.
Possible future uses	Tower would benefit from a conservation management plan to guide long term conservation and use.
Protected Structure	C673
Record of Monuments and Places	No
National Inventory of Architectural Heritage	**12404315**
Other notes	–
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404315/mullinabro-house-mullinabro-kilkenny

	Ferrybank Belview Local Area Plan 2017, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

8. Newrath House **C671**	 View of side elevation and front elevation of house

	 Front elevation
Coordinates	52°16'16.4"N 7°07'52.5"W
Address	Newrath
Description	Attractive five bay, two story over basement country house overlooking the Suir. Associated walled garden and outbuildings. A substantial amount of its early fabric remains despite some alterations. According to the 2017 LAP 'it would appear that this house has been standing in its present form since the late 19th century, prior to this there was an 18th century house on the site, part of which may have been incorporated into the existing Newrath House. The front façade of this house is enhanced by the retention of features such as the timber sash sliding windows, the carved stone pediments above the ground floor windows and the decorative piers alongside the entrance staircase.'
Condition	In overall good condition and in use as a house. Wall of walled garden in need of conservation work.

Possible future uses	Continued use as house.
Protected Structure	C671
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

9. Mavis bank House **C667**	

	Front facade
Coordinates	52°16'23.4"N 7°07'44.3"W
Address	Newrath
Description	Late 19th century two storey house with original sliding sash windows and cast iron rainwater goods. According to the 2017 LAP, 'the shouldered architrave to the dormer window and gabled breakfront adds interest to the façade of the house.'
Condition	Appeared to be in good condition.
Possible future uses	Continued use as house.
Protected Structure	C667
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

10. Woodside House **668**	 Front facade
Coordinates	52°16'24.1"N 7°07'41.9"W
Address	Newrath
Description	With Glendale House, one of a pair of structures. According to the 2017 LAP, 'Woodside House (late 19th - early 20th century) represents an attractive example of domestic architecture at the turn of the nineteenth century. The retention of original sliding sash windows, and the attractive entrance porch with its cat-slide roof, contributes to the appeal of this house. The projecting gable fronted bay elevates the appearance of this structure, adding variety and interest.'
Condition	Appeared to be in good condition.
Possible future uses	Continued use as house.
Protected Structure	C668

Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

11. Glendale House **C669**	 Front facade
Coordinates	52°16'24.2"N 7°07'41.2"W
Address	Newrath

Description	With Woodside House, part of a pair of houses. Late 19th-early 20th century in date. Does not contain as much original details as its neighbouring house. Nonetheless, it does have at least one original sliding sash window and the original iron entrance gates.
Condition	Appeared to be in good condition.
Possible future uses	Continued use as house.
Protected Structure	C669
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

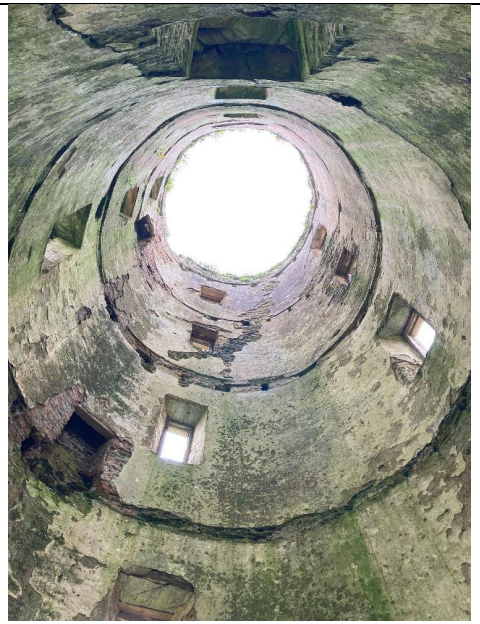
12. House **C672**	 House from a distance Entrance gates
Coordinates	52°16'09.7"N 7°07'37.4"W

Address	Newrath
Description	According to the 2017 LAP this is a 'late 19th – early 20th century house built in the Arts-and-Crafts-style. Notable features include the clay roof tiles and the red brick chimneys. The entrance to this house features an attractive set of iron gates.'
Condition	Good condition.
Possible future uses	Continued use as house.
Protected Structure	C672
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

13. **Water Pump** **C666**	 Pump on concrete platform Looking out on to the road

Coordinates	52°17'17.3"N 7°06'56.3"W
Address	Mullinabro
Description	Free-standing cast-iron water pump, installed c.1900. Pump consists of a banded cylindrical shaft with moulded cylindrical head. Site shown as 'well' on 25 Inch OS map.
Condition	Although missing end of pump handle, overall, in good condition. Not in working order.
Possible future uses	Continued use as ornamental addition to public realm.
Protected Structure	C666
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

14. Pair of watchtowers **C456**	 Exterior of western tower

	 Interior of western tower

	View towards eastern tower from western tower. The western tower is now hidden behind trees. Western tower in middle of photo hidden behind trees
Coordinates	Western tower 52°16'12.4"N 7°06'44.9"W. Eastern tower 52°16'20.5"N 7°06'15.4"W
Address	Ferrybank
Description	According to Record of Protected Structures entry: 'Two watchtowers, one located off the Rockshire Road and the second situated at the summit of Rockshire Hill. Both towers are two-storey, roofless and circular in shape and were constructed as watchtowers during the Napoleonic period.' Date from late 18th-early 19th century. Interior of tower to west of Rockshire Road is rendered and has remains of internal fireplaces at multiple levels.
Condition	Only the western tower off Rockshire Road was accessible. The eastern tower at the top of Rockshire Hill was only viewable from a distance. Western tower used as a place for anti-social behaviour. Overall, in reasonable condition although serious cracking observable at upper levels which need urgent repair. Condition of eastern tower is unknown, although it still is standing to a hight of several levels.
Possible future uses	Viewing platforms. Would benefit from conservation management plan to chart care and possible reuse of the towers.
Protected Structure	C456
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	Eastern tower not accessible.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

15. Rockshire House **C374**	 View of house from distance Rear elevation
Coordinates	52°16'11.4"N 7°06'20.1"W
Address	Rockshire

Description	According to its entry on the National Inventory of Architectural Heritage Rockshire House is a 'detached seven-bay two-storey over part basement house, extant 1837, on a symmetrical plan including two-bay (three-bay deep) two-storey bow-ended wings. Adapted to alternative use, 2001'. House now used for apartments. Surrounding lands have been heavily remodelled.
Condition	Good condition.
Possible future uses	Use as offices or accommodation.
Protected Structure	C374
Record of Monuments and Places	No
National Inventory of Architectural Heritage	**12404605**
Other notes	House within a gated compound. Access was not possible during visit.
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404605/rockshire-house-rockshire-road-rockshire-ferrybank-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

16. Brothers of Charity Complex – originally Belmont House **C665**	 Front elevation Front elevation with modern extension
	 Looking across the front elevation towards the church Rear elevation

	 Rear elevation
Coordinates	52°16'23.4"N 7°05'34.7"W
Address	Belmont
Description	According to the 2017 LAP: 'the Brothers of Charity complex appears to have been built on the site of Belmont House (c.1800), with modern agricultural buildings associated with the Charity occupying the site of the original walled garden'... 'The house became a hospital in the mid 19th century (known as St. Patrick's Institution). However, little remains of Belmont House today, with most of the building having been gutted by a fire in the early 20th century'… 'Many of the buildings retaining much of their early fabric. However, a number of new buildings have been added to the complex, with many of these being inappropriate in design and character. The church (c.1920) in particular contributes to the architectural significance of this site, displaying a fine roundel window.'
Condition	Large complex that although they appear in overall reasonable condition are gradually degrading due to lack of care. Most of the historic structures appear now longer in use. This is not conducive to their long-term preservation.
Possible future uses	A conservation management plan charting the care and reuse of the historic elements of the complex is advisable.
Protected Structure	C665
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

17. Rockland House **C473**	 Front elevation with entrance piers
Coordinates	52°15'38.5"N 7°05'52.1"W
Address	Christendom
Description	According to the 2017 LAP: 'a middle-size house incorporating pleasing proportions with a centrally placed Classically- detailed doorcase. Despite having been extensively renovated and extended, the house still retains a substantial quantity of historic fabric. There is also an outbuilding range to the rear of the house. Although now disused, this outbuilding range contains some attractive features such as the elliptical headed carriage ways to the ground floor'. The prominent outbuilding was previously a coach house cum stable building. According to the National Inventory of Architectural Heritage, the house was constructed c.1810. Building extended in 1999 for likely hotel use. Now a nursing home.

Condition	Overall good condition. At least one outbuilding – the former coach house – in need of some conservation work.
Possible future uses	Continued use as nursing home. Alternatively, hotel use or office use.
Protected Structure	C473
Record of Monuments and Places	No
National Inventory of Architectural Heritage	12404601
Other notes	–
References / Further information	https://www.buildingsofireland.ie/buildings-search/building/12404601/rockland-house-christendom-ferrybank-kilkenny *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

18. Two storey house **C661**	 Front elevation and side elevation Front elevation with neighbouring increasingly dilapidated single storey house
Coordinates	52°16'32.2"N 7°04'55.5"W
Address	Slieverue

Description	According to the 2017 LAP: 'it is a good example of a vernacular house, retaining much of its early fabric and displaying an informal fenestration pattern.'
Condition	Overall, reasonable condition. Roof appears in good condition. However, house appears to no longer be occupied. This is not conducive to its long-term preservation. With a collapsing roof, the neighbouring single storey house is in a state of disrepair.
Possible future uses	House
Protected Structure	C661
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

19. Terrace of single storey houses **C662**	 Front elevation Front elevation and side elevation
Coordinates	52°16'33.1"N 7°04'51.6"W
Address	Slieverue

Description	This terrace of single storey houses represents an example of traditional vernacular architecture in a village setting. They remain reasonably intact and retain much of their early fabric. The most eastern house has brick window dressings.
Condition	Most of the terrace appears to be in reasonable condition. Although missing some slates, overall, the roofs are in reasonable condition. However, the terrace is gradually degrading. The windows are boarded up. The rainwater goods are in poor condition. Vegetation growth at the west end of the terrace is severe and likely causing damage to the structure. None of the houses are occupied. Lack of use is not conducive to the long-term preservation of the terrace.
Possible future uses	Housing
Protected Structure	C662
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

20. Postbox **C664**	
Coordinates	52°16'33.9"N 7°04'49.9"W
Address	Slieverue
Description	Wall mounted cast iron post box. “VR” indicates installed during the reign of Queen Victoria.
Condition	Overall, good condition. Requires removal of rust and appropriate painting.
Possible future uses	Continued use as post box.
Protected Structure	C664
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

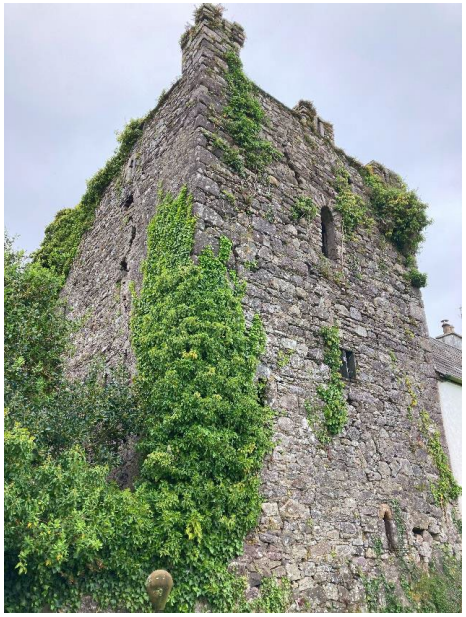
21. “Power”, Former Public house / bar **C663**	 Front elevation

	 Side elevation with recent extension
Coordinates	52°16'34.0"N 7°04'48.8"W
Address	Slieverue
Description	Previously a pub. Between April and September 2009, the structure was gutted by fire. According to the 2017 LAP: 'the upper floor was used for residential purposes and that entry to the pub was through the porch. This porch contains pleasing decorative details such as the sash windows, bargeboard, iron finials and simple signage.'
Condition	Previously derelict and gutted by fire, it has been sensitively rebuilt for use as a home.
Possible future uses	Continued use as a house.
Protected Structure	C663

Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

22. Kilmurry Castle **C435**	 Tower and church, now used as a family home

Outbuilding, tower and former church



	South facing elevation of tower
Coordinates	52°16'29.1"N 7°04'22.1"W
Address	Kilmurry, Slieverue
Description	Modest medieval tower house with adjoining medieval church. There is also a range of 19th century outbuildings to the immediate northwest. The church has been sensitively converted for use as a house. It retains much of its original features, including window openings. The tower house has a high degree of intactness. The ground floor stone vault has had supports sensitively installed. There is also a simple roof installed to protect the structure. The stone staircase and window openings are still in position. However, the tower is now in danger of partial collapse.
Condition	The church section of the structure is in excellent condition. In previous decades the tower has had some works done to protect its fabric (i.e. simple roof installed and shoring of ground flood stone vault). However, serious cracking was observed. These cracks have widened in recent years to such an extent that the structure is now in danger of partial collapse. Outbuilding appears in reasonable condition, although needs some stonework repairs.
Possible future uses	Continued use as a home. Eventual expansion of home into the tower or use of the tower for tourist accommodation.
Protected Structure	C435

Record of Monuments and Places	KK046-028----, KK046-028001-
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	https://www.archaeology.ie/archaeological-survey-ireland/historic-environment-viewer-application *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

23. Larkfield House and outbuildings **C655**	 Larkfield House front elevation from road

	 Front elevation
Coordinates	52°15'57.0"N 7°04'17.6"W
Address	Slieverue
Description	According to the 2017 LAP: 'although this house has been substantially refurbished with a new roof, render, entrance porch and new windows, it appears to retain its original form and setting… There are a number of stone outbuildings to the rear, which along with the fine entrance avenue and entrance gates, add character to the setting of this house.'
Condition	Appeared to be in good condition.
Possible future uses	Continued use as a home.
Protected Structure	C655
Record of Monuments and Places	No

National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

24. Gyles Quay – house and outbuildings **C656**	 Main entranceway

	 House, previously likely servants' quarters as part of Gyles Quay House Farmyard with outbuildings

	 Grain processing equipment in one of the outbuildings
Coordinates	House 52°15'34.7"N 7°04'07.5"W. Outbuildings 52°15'38.1"N 7°04'11.8"W
Address	Rathculliheen
Description	The remaining two storey house appears to the only upstanding remains of what was once Stonehaven House. Local knowledge indicates that the remaining house were servant's quarters. Flagstones for adjacent rooms are visible to the immediate south of the standing house. All the windows have been replaced. The decorative cut stone gates to the house remain. The farmyard to the north has a high degree of intactness. It retains grain processing equipment, and barn stalls for feeding and milking cows. Entry is through an elegant arch.
Condition	House in good condition. Outbuildings in need of conservation work.

Possible future uses	House continued to be used as a home. Outbuildings conserved and brought back into use for agriculture.
Protected Structure	C656
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

25. Terrace of two houses **C657**	

	Front elevation of houses Setting of the houses with sewage infrastructure in foreground
Coordinates	52°15'31.5"N 7°04'14.3"W
Address	Rathculliheen
Description	According to the 2017 LAP: terrace of two houses (late 19th century), retaining much of their early fabric… Both houses feature exposed stone walls to the front, with iron gates to entrance. Notable features include the intact timber sash windows and the iron bars to the ground floor windows.' Although it has been previously put forward that the houses were built to serve a function associated with the nearby Beacon Quay, local knowledge indicates that they may have been associated with the railway.
Condition	Good condition.

Possible future uses	Continued use as housing.
Protected Structure	C657
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

26. Mill and cottage **C658**	

	Front elevation of mill Mill cottage with mill in the background
Coordinates	52°15'34.9"N 7°03'49.0"W
Address	Rathculliheen
Description	According to the 2017 LAP: 'both these structures appear on the first edition Ordnance Survey maps. The flour mill has undergone extensive renovation, having been inappropriately refenestrated. It also appears that the crenelations above the string course are a later addition. Despite the fact that the original appearance of this mill has been greatly altered, it is an important reminder of the industrial heritage which was once associated with the surrounding area. The mill cottage has also been refurbished, retaining few of its original features.'

Condition	Both mill and cottage appear to be in good condition. For mill, some window repair and ivy management needed. Mill now used as a house.
Possible future uses	Continued use as a house for cottage. Housing or offices for mill.
Protected Structure	C658
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

27. Prospect House **C481**	 Site from main entranceway Outbuildings from road
Coordinates	52°15'37.8"N 7°03'31.8"W
Address	Gorteens

Description	According to the 2017 LAP: 'remains of walled garden and outbuildings that originally served Prospect House (18th century, now demolished). The walled garden, now in a ruinous state and overgrown with greenery in parts, comprises random coursed stone walls with brick dressings to openings. The outbuildings, although in very poor condition, are reasonably intact. The remains of a single storey house, possibly once a gate lodge, can be seen at the entrance to the site.' Current condition of the structures is unknown.
Condition	A comprehensive appraisal was not possible. However, buildings viewable from a distance were in need of significant conservation work.
Possible future uses	Continued use as farm with outbuildings conserved and brought back into use.
Protected Structure	C481
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	Site not accessible.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

28. Farmhouse **C660**	 Front elevation House and entranceway
Coordinates	52°16'41.7"N 7°03'50.2"W

Address	Slieverue
Description	According to the 2017 LAP: 'a middle-size farmhouse of modest architectural aspirations retaining its original composition attributes. Set in its own grounds, with an attractive entrance lane and a low wall to the front of the house… There appear to be the remains of a walled garden in the field adjacent to the house.' Significant window replacement sensitively done with timber sliding sash. Fanlight over main entrance door.
Condition	Good condition.
Possible future uses	Continued use as house
Protected Structure	C660
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

29. Springfield House **C482**	 Front elevation looking out towards the Suir Springfield House in its wider setting
Coordinates	52°15'37.2"N 7°03'04.3"W
Address	Gorteens

Description	According to the 2017 LAP: 'ruins of Springfield House (18th century). The original setting of the house is now lost and a wastewater treatment plant has been constructed on the site. Only the shell of the house remains, with all the openings now blank. Despite its ruinous condition, it is still an impressive structure, with the bows to either end of the façade.' According to the Record of Protected Structures the house is mid 18th century.
Condition	Largely unknown condition. Site fenced and covered in ivy. Structure is now roofless. Likely to be in poor to very condition. Possible risk of main walls collapsing.
Possible future uses	Site would benefit from a conservation management plan to chart its future.
Protected Structure	C482
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	Site only viewable from a distance.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

30. Bellevue House **C480g**	 Southwest elevation Northeast elevation

	 Northeast elevation
Coordinates	52°15'43.1"N 7°02'32.5"W
Address	Gorteens
Description	Substantial ruins of Bellevue House (18th century), walled garden and outbuildings. Although it retains much of its impressive fabric and scale, much of the site is in a serious state of disrepair.
Condition	Overall poor to very poor condition, although some walling is in reasonable condition.
Possible future uses	Would benefit from conservation management plan to chart future care. Given its location, conservation as a ruin is likely long-term scenario.
Protected Structure	C480g

Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	–
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

31. Gorteens Castle **C659**	 Front elevation

	 Side elevation
Coordinates	52°16'13.3"N 7°02'41.6"W
Address	Slieverue
Description	The gate house is the only remaining upstanding element to larger medieval castle. According to the 2017 LAP: 'the upstanding ruin of this gate house is composed of random coursed stone walls with sandstone quoins to the corners. It is in a reasonably intact state and makes a strong visual impact on the surrounding landscape… The site at which it is located contains the ruins of a domestic house and farm-buildings.'
Condition	Poor condition. Missing stone, cracking and severe vegetation growth observed.
Possible future uses	Conserved ruin with roadside interpretation.
Protected Structure	C659

Record of Monuments and Places	KK047-001----
National Inventory of Architectural Heritage	No
Other notes	Only viewable from a distance.
References / Further information	https://www.archaeology.ie/archaeological-survey-ireland/historic-environment-viewer-application *Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

32. Glass House **C483**	 Looking towards the severely degraded ruins of Glass House

	 Wall with shoring
Coordinates	52°16'04.8"N 7°01'55.4"W
Address	Gorteens
Description	According to the 2017 LAP: 'the Glasshouse, an early 18th century house, was occupied until the early 1990s, but has since fallen into a state of neglect. The Port of Waterford is now located in direct proximity to this house; hence much of its original setting has been obliterated. Apart from a couple of sash windows, there are few remaining intact features, with many of the openings having been blocked up in recent years.' According to the Record of Protected Structures it is 'the site of an early eighteenth-century glass-making factory established by John Head (b. c.1680-1739) with the produce sold by John Morris in nearby Waterford City.' The site was only partially accessible. Although some conservation work was visible, given the level of

	vegetation, it is likely that the structure has degraded further since 2017.
Condition	Accessing the site was difficult. Only a partial appraisal could be made. Regardless, the former Glass House appears to be a severely degraded ruin.
Possible future uses	Preserved ruin and associated park for use by workers and locals. Would benefit from a conservation management plan with a focus on possible creation of park.
Protected Structure	C483
Record of Monuments and Places	No
National Inventory of Architectural Heritage	No
Other notes	Site only partially accessible.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

33. Grain Mill **D136**	 Google Maps image with ruined mill in the centre
Coordinates	52°16'18.1"N 7°01'34.3"W
Address	Gorteens
Description	According to the Record of Protected Structures it is a 'ruinous shell of 5-storey flour mill, formerly with two waterwheels, but now devoid of machinery.'
Condition	From satellite imagery, the structure looks like it is in serious state of disrepair. In the 2017 LAP the building was recorded as being overgrown with trees and in a very dilapidated condition.
Possible future uses	Conservation management plan needed to ascertain future care and possible use.
Protected Structure	D136
Record of Monuments and Places	No

National Inventory of Architectural Heritage	No
Other notes	Site not accessible.
References / Further information	*Ferrybank Belview Local Area Plan 2017*, Kilkenny County Council *2024 Kilkenny County RPS*, Kilkenny County Council

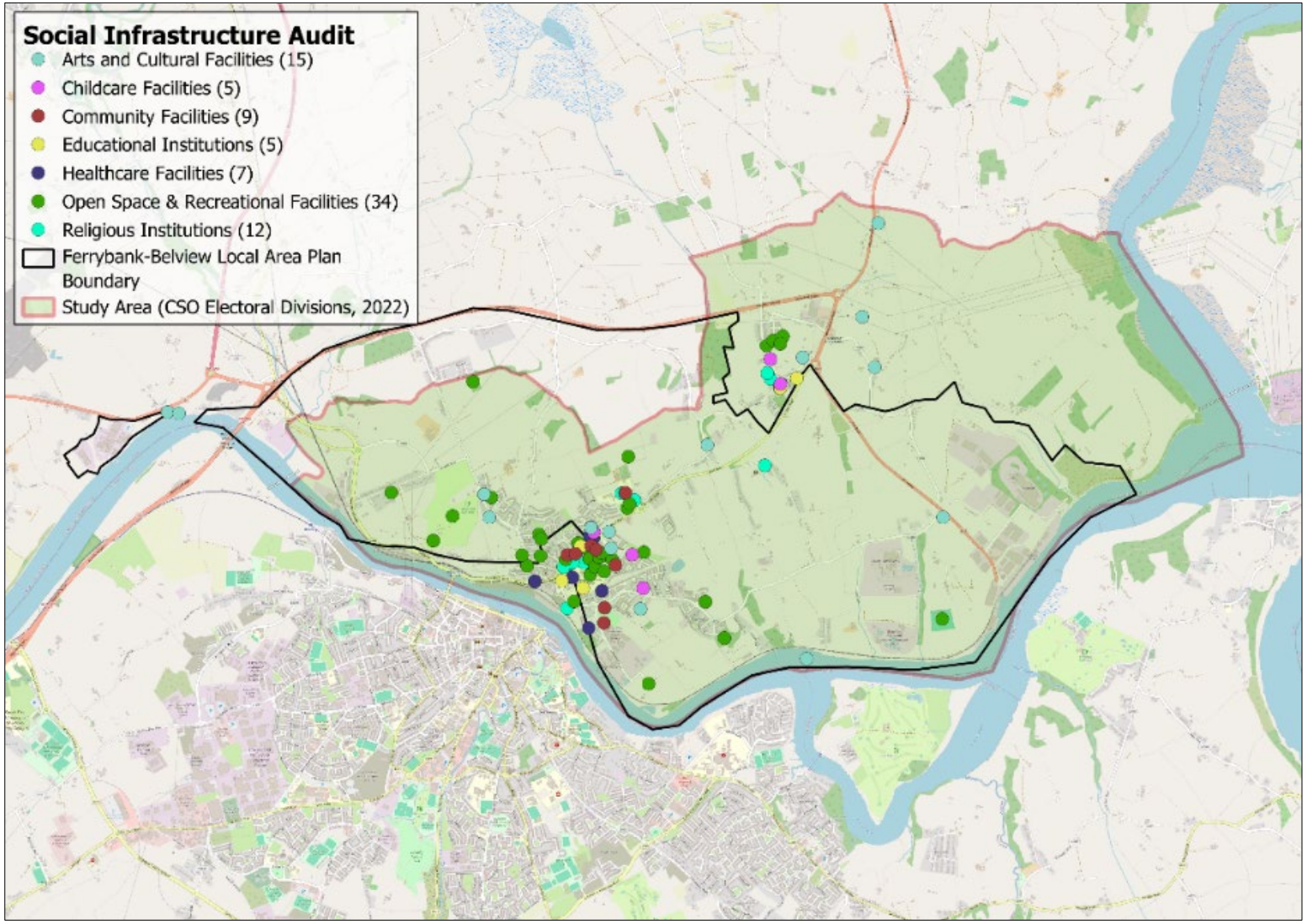
4 Sustainable Infrastructure Audit

4.1 Introduction

Community and Social Infrastructure includes a wide range of services and facilities that contribute to quality of life within an area. It is part of the key fabric of an area, not just in terms of wellbeing, but also in terms of creating a sense of place for the population within an area and forms part of the local identity. An array of services and facilities have been considered for the purpose of this Plan and considered as essential to supporting both current and future population of the area. The study area for this community and social infrastructure assessment covers the same extent as defined in Section1.3 of the Plan and comprises of ED Kilculiheen, ED Ferrybank and ED Rathpatrick.

The extent of facilities and services identified, therefore, falls outside of the Plan boundary into the Ferrybank central area within the Co. Waterford administrative boundary (see *Figure 5-1*).

Figure 5-1 Existing Community and Social Infrastructure within the Plan Study Area



As noted, majority of the social and community infrastructure is concentrated closer to the Ferrybank central area, and a portion of this area falls within the Co. Waterford administrative boundary. There is another small cluster of services and facilities to the north east of the Plan boundary (in Slieverue), which consists of a mix religious, childcare, arts and culture facilities alongside open space and recreational facilities. However, these are all located outside the Plan boundary. The Plan area does not contain dedicated spaces for arts performance activities, such as music, dance, or drama.

The Plan area, albeit somewhat dispersed, has a certain mix of facilities, including, art and cultural facilities, childcare facilities, several open space and recreational facilities, community, education, and religious facilities.

4.2 Community Facilities

Community facilities are an important part of any local area, as they provide the space for people from different age groups and backgrounds the opportunity to socialise, learn and participate in local / community activities. It is essential to the well-being and functioning of populated areas. Community facilities include healthcare facilities, libraries, churches, libraries, educational facilities, community centres, burial grounds, etc. The Plan area has a total of 26 facilities that broadly fall within these categories and 87 facilities overall. The Kilkenny CDP identifies that the primary role of the Planning Authority is to reserve sufficient lands within the settlement centres to meet likely future demands for community infrastructure.

1	Diamond Hill Country House	Tourist accommodation	Arts & Cultural Facilities
2	Rosewood Bed & Breakfast	Tourist accommodation	Arts & Cultural Facilities
3	Rathpatrick Ringfort	Tourist accommodation	Arts & Cultural Facilities
4	Rhu Glenn Country Club Hotel	Tourist accommodation	Arts & Cultural Facilities
5	Rathpatrick Church Ruin	Tourist attractions	Arts & Cultural Facilities
6	The Suir Triangle	Tourist attractions	Arts & Cultural Facilities
7	Gorteens Castle	Tourist attractions	Arts & Cultural Facilities
8	Round Tower	Tourist attractions	Arts & Cultural Facilities
9	El Roi Guesthouse	Tourist accommodation	Arts & Cultural Facilities
10	Rockshire Residence	Tourist accommodation	Arts & Cultural Facilities
11	Shari's Shells & Crafts	Tourist attractions	Arts & Cultural Facilities
12	Belmont House Bed & Breakfast	Tourist accommodation	Arts & Cultural Facilities
13	Ferry Fun Kilkenny	Tourist attractions	Arts & Cultural Facilities
14	Grannagh Castle	Tourist attractions	Arts & Cultural Facilities
15	Grannagh Boatclub Slipway	Tourist attractions	Arts & Cultural Facilities
16	Bumbles Bees Creche	Full Day, Part Time, Sessional	Childcare Facilities
17	FerryFun Childcare & Afterschool Centre	Full Day, Part Time, Sessional	Childcare Facilities
18	Nurture and Grow	Full Day, Part Time, Sessional	Childcare Facilities
19	Green Acres	Full Day, Part Time, Sessional	Childcare Facilities
20	Slieverue Community Play Group Ltd.	Part Time, Sessional	Childcare Facilities
21	Abbey Community College	Post-primary	Educational Facilities
22	Jonah Special School	Primary (special)	Educational Facilities
23	OUR LADY OF GOOD COUNSEL GNS	Primary (mainstream)	Educational Facilities
24	S N MUIRE AN PORT MOR	Primary (mainstream)	Educational Facilities
25	SLIEVERUE MIXED N S	Primary (mainstream)	Educational Facilities
26	Hillsfield Community Centre	Community Centres and Meeting Halls	Community Facilities
27	Brothers of Charity Services, Kilkenny	Senior and Youth Centres	Community Facilities

28	Abbeylands Community Centre	Community Centres and Meeting Halls	Community Facilities
29	Ferrybank Men's Shed	Senior and Youth Centres	Community Facilities
30	Clover Field Social Centre	Community Centres and Meeting Halls	Community Facilities
31	Ferrybank Garda Station	Civic Services	Community Facilities
32	Ferrybank Library	Libraries/Book Clubs	Community Facilities
33	Kilkenny County Council, Ferrybank Area Office	Civic Services	Community Facilities
34	Ferrybank Post Office	Civic Services	Community Facilities
35	Mulligans Pharmacy	Pharmacies	Healthcare Services
36	Ferrybank Primary Care Centre	Health Centres	Healthcare Services
37	Mulligan's Pharmacy Ferrybank	Pharmacies	Healthcare Services
38	The Keogh Practice	Doctors and Specialty Clinics	Healthcare Services
39	St. Joseph's Nursing Home	Nursing Homes	Healthcare Services
40	SignaCare Nursing Home	Nursing Homes	Healthcare Services
41	Gmax Massage Waterford	Mental Health services and other therapy providers	Healthcare Services
42	Abbey Community College Sports Pitch	Playing Pitches	Open Space & Recreational Facilities
43	Ferrybank GAA Club Kilkenny	Sports centres and Clubs	Open Space & Recreational Facilities
44	Ferrybank GAA Club Pitch	Playgrounds	Open Space & Recreational Facilities
45	Ferrybank GAA Club Pitch	Playing Pitches	Open Space & Recreational Facilities
46	Ferrybank AFC Kilkenny	Sports centres and Clubs	Open Space & Recreational Facilities
47	Ferrybank AFC Pitch	Playing Pitches	Open Space & Recreational Facilities
48	Ferrybank AFC Pitch	Playing Pitches	Open Space & Recreational Facilities
49	Ferrybank AFC Pitch	Playing Pitches	Open Space & Recreational Facilities
50	Bellfield Green	Parks	Open Space & Recreational Facilities
51	Abbey Woods	Parks	Open Space & Recreational Facilities
52	Abbey Road Gardens	Parks	Open Space & Recreational Facilities
53	Bishops Grove Green	Parks	Open Space & Recreational Facilities
54	Ferrybank Pitch and Putt	Playing Pitches	Open Space & Recreational Facilities
55	Ferrybank Neighbourhood Park	Parks	Open Space & Recreational Facilities
56	Ferrybank Neighbourhood Playground	Playgrounds	Open Space & Recreational Facilities
57	Waterford Golf Club Kilkenny	Sports centres and Clubs	Open Space & Recreational Facilities
58	Waterford Golf Pitch	Playing Pitches	Open Space & Recreational Facilities
59	Blackthorn Hills Playground	Playgrounds	Open Space & Recreational Facilities
60	Fairways Green	Playing Pitches	Open Space & Recreational Facilities
61	Fairways Green	Playing Pitches	Open Space & Recreational Facilities
62	Castle Oaks Green	Parks	Open Space & Recreational Facilities
63	Rockenham Green	Parks	Open Space & Recreational Facilities
64	Tennis Pitch	Playing Pitches	Open Space & Recreational Facilities
65	St Mary's Boys NS Sports Pitch	Playing Pitches	Open Space & Recreational Facilities
66	St Mary's Boys NS Sports Pitch	Playing Pitches	Open Space & Recreational Facilities
67	Ferrybank Allotments Community Garden	Parks	Open Space & Recreational Facilities
68	Slieverue GAA Club	Sports centres and Clubs	Open Space & Recreational Facilities

69	Slieverue GAA Club Sports Pitch	Playgrounds	Open Space & Recreational Facilities
70	Slieverue GAA Club Sports Pitch	Playgrounds	Open Space & Recreational Facilities
71	Slieverue GAA Club Sports Pitch	Playgrounds	Open Space & Recreational Facilities
72	Belview House	Parks	Open Space & Recreational Facilities
73	Majicafit	Gyms and Training Facilities	Open Space & Recreational Facilities
74	Mullinabro Woods	Parks	Open Space & Recreational Facilities
75	Tailblazers Dog Park	Parks	Open Space & Recreational Facilities
76	Abbeylands Church	Church	Religious Institutions
77	Church of the Sacred Heart	Church	Religious Institutions
78	St. Killian's Cemetery	Burial sites	Religious Institutions
79	Ferrybank Church Graveyard	Burial sites	Religious Institutions
80	Brothers of Charity Community Cemetery	Burial sites	Religious Institutions
81	Kilmurry Graveyard	Burial sites	Religious Institutions
82	Church of the Assumption	Church	Religious Institutions
83	Rathpatrick Graveyard	Burial sites	Religious Institutions
84	Ferrybank Parish Centre Kilkenny	Church	Religious Institutions
85	St. Michael's Catholic Church	Church	Religious Institutions
86	John O'Donovan Parish Centre	Church	Religious Institutions
87	RCCG - Sanctuary Parish	Church	Religious Institutions

Community Centres

There are currently three facilities that can be termed as a community centre or meeting hall. This includes the Hillsfield Community Centre, the Ferrybank Library in the Ferrybank District Centre, Ferrybank Parish Centre.

Hillsfield Community Centre: Hillsfield Community Centre is located off Belmont Road, in the Ard Daire estate opposite the Ferrybank District Centre. This space was developed as a community centre for all residents and group activities, contributing and creating a sense of identity within Ferrybank. The community centre also has a childcare centre 'Ferryfun Childcare' on the ground floor, which was opened in 2008. Moreover, the meeting room has a capacity of no more than 50 people and lacks capacity for larger events and gatherings.

Ferrybank Library: Kilkenny County Council opened the library in the Ferrybank District Centre in 2012 and includes a community room of c. 50 sq. metres, with a seating capacity to accommodate around 30 people. This space is primarily used for community and library events within the local area. These include craft groups, book clubs, short courses and workshops.

Ferrybank Parish Centre: The Ferrybank Parish Centre, run by Ferrybank and Slieverue Parishes has a hall for small groups and activities, however this needs renovation, and does not provide sufficient capacity for events and a range of activities.

A further facility is located at Abbeylands Youth & Community Centre, however this is located in two converted houses and is fully occupied by the PACT Youth Justice Project which works with young people between the ages of 12 and 18 who are at risk of or are involved in offending behaviour. As such this does not function as a community centre.

In addition to the analysis above, discussions with the local community and the public workshop held to inform this Plan highlighted the urgent need for a dedicated community centre to enable community gatherings as well as to facilitate local group meetings, acting as a hub and meeting place for the local community. It would be ideal if such a facility could cater for large

gatherings, provide space for multiple workshops and classes, and a place for youth activities.

This community centre, which could be located with a leisure centre might also function as a 'Social Inclusion Hub' which could be used for a variety of purposes such as a business incubation centre, wellness and community café. A facility such as this must be centrally located and easily accessible to as much of the community as possible.

Healthcare Facilities

At present the Plan area is serviced by a total of seven healthcare facilities, and this includes two nursing homes – St Joseph's and SignaCare Waterford. St. Joseph's Home on Abbey Road is run by the Little Sisters of the Poor and comprises of a 48-bed nursing home and 22 apartments for the elderly. SignaCare Waterford, located in Rocklands, Ferrybank, has a maximum occupancy of 64 residents. Engagement to inform this plan suggested that extensive waiting lists existed for nursing homes places, and that nursing homes were providing services to a larger catchment area outside of Plan.

Given this level of demand, and the closure of the Rockshire Care Centre in 2022, the provision of eldercare will need to be addressed. Furthermore, demographic analysis suggests that the Plan area population has been ageing over the last intercensal period. Between 2016 and 2022 the experienced a significantly higher increase (approx.30%) of the older age population (older than 65) between 2016 and 2022, compared to c.21% in both Co. Waterford and Co. Kilkenny.

The 2017 LAP laid emphasis on the fact that there was a lack of health and medical facilities for the area and that the HSE were investigating the development of a primary care centre in Ferrybank. This has since been delivered and is now the Ferrybank Primary Care Centre.

The HSE suggest that a standard primary care centre can serve a population of 10,000 to 20,000 people, dependent on resourcing. The CDP core strategy targets that the Plan area's population will increase from 5,766 people in 2022, to 7,608 by 2027.

Within the Ferrybank/Belview area the Keogh Practice usually have around three GPs working in the Ferrybank Primary Care Centre with capacity for 1-2 additional GPs. The area is also served by two pharmacies.

Brothers of Charity

The Brothers of Charity is a large complex located in the grounds to the north of Belmont Road. There is also a protected structure, 'Belmont House' (Ref. C665) which was designed in 1789 and purchased by the Brothers of Charity in 1883 to run as a hospital. By 1908 the hospital was licensed to have 73 patients. The chapel was opened in 1927 and is still operational. Currently there is a community-based group home on site which was opened in 1982 and provides residential and day services to persons with intellectual disability. This day service operates under the umbrella group of Cairdeas Services, with Parkside Services managing day services at a site in Waterford Citty and at Belmont. Parkside Day Services provide supports for people with varying needs, some of whom can present with behaviour which challenges. Parkside Day Services consists of a farm, a wholesale garden centre, allotment, training and crafts and a resource centre. The site is of central importance to the Ferrybank area, containing a variety of community uses and has an attractive landscaped setting. Lands in the ownership of the Brothers of Charity have been zoned for Residential use in this plan.

Religious Facilities

A total of twelve religious facilities have been identified within the study area, with around four facilities located within the Plan area. This includes two cemeteries – Brothers of Charity Community Cemetery and Kilmurry Cemetery and two religious' facilities – a Parish and St. Michael's Catholic Church. Kilkenny County Council estimate that there are approximately 262 burial plots remaining in Mooncoin cemetery. Based on engagement with Ferrybank Parish, it is estimated that capacity for burials will likely be

reached within the next ten years, and that a space for future burials should be identified.

4.3 Educational and Childcare facilities

Childcare and education facilities are considered a strategic social infrastructure requirement to enhance children's early learning experiences and encourage participation within society, specifically enabling access to employment, education, and social networks.

Childcare Facilities

National policy on childcare facilities is set out in the *Childcare Facilities Guidelines for Planning Authorities*[11], with an aim to enhance the quality of childcare services for the community.

The Kilkenny CDP (section 6.13) provides detail on childcare and the policy of the Council with regards to facilitating the provision of childcare and early childhood facilities in a sustainable manner in appropriate locations

There are presently a total of five childcare facilities serving the Plan area, with a maximum enrolment of around 292 as per the latest TUSLA record in 2023.

Development Management requirements for childcare facilities are set out in Section 6.13.1.1 page 84 of the Kilkenny CDP. This plan supports the Waterford Learning City Plan.

Educational Facilities

The study area has a total of three schools – which includes two Primary and one Post Primary school. The Plan area has only one school, which is the Post Primary School – Abbey Community College. Two Primary Schools – St Mary's Boys National School (Scoil Mhuire) and the Good Counsel School for Girls are within the Ferrybank area, albeit both schools fall within the Co. Waterford administrative boundary.

Provision has previously been made for the expansion of the St Mary's Boys National School, with a zoning of c. 0.9 hectares immediately to the east of the existing school for community facilities. This site is in the ownership of Waterford City and County Council. Facilitating the expansion of St Mary's BNS at this location would provide additional capacity, and an opportunity to link the site to the Primary Health Care facility and care park to the east.

Abbey Community College was previously granted planning permission for a two-storey extension and redevelopment of the site, leading to an increase in its capacity to accommodate c. 1000 students. It is noted that this college is now over-subscribed and with high demand for within Ferrybank and surrounding areas.

Primary: Extra school capacity could be provided through the extension of existing facilities where possible. In the case of St Mary's Boy's School, an adjacent site of 0.9ha has been zoned for this purpose. In the context of potential and significant long term population growth materialising beyond the lifetime of this Plan, the DOE has identified the potential need for a further two new primary schools. It is noted that if playing fields are included, the approximate size of each site could be 1.6 hectares.

Post primary: Extra school capacity could be provided through the extension of existing facilities, where possible. In the context of identified projected growth in the Plan and potential and significant long term population growth materialising beyond the lifetime of this Plan, the DOE has identified the potential need for a further post-primary school. (This would require a site of approximately 4.5ha.) This school should be centrally located, while avoiding generating additional town centre traffic.

This Plan has provided zoning for a new 4.5ha co-located post primary and primary school, which is near the urban village, Bus Connects

[11] gov - Childcare Facilities Guidelines (www.gov.ie)

route corridors, and the future Ferrybank Relief Road. This would be developed in tandem with new significant new residential development. (see Figure 5-4 Draft Ferrybank/Belview Zoning Map).

A further primary school site would be located at the future Newrath Neighbourhood Centre, which would be developed in conjunction with future residential development at that location.

Further Education and Training

Kilkenny-Carlow Education and Training Board (KCETB) operate the Local Training Initiative Ferrybank within the Plan area. KCETB Training Services offer a Healthcare Traineeship in Ferrybank. This is a QQI level award in Healthcare Support which runs for 28 weeks. The Brothers of Charity, based in Ferrybank, support the work experience element of this programme.

KCETB also engage with Amarach Nua Ferrybank, the Ferrybank Library, and Slieverue Active Retirement to provide programmes. Programme subjects include exercise, art and self-expressions through art, feltwork classes, and Tai Chi. KCETB have also provided adult literacy classes in the Ferrybank Library.

4.4 Open Space and Recreational Facilities

A key aim of this Plan, as described in Chapter 5: Vision and Chapter 10: Heritage and Environment, is to protect the environmental character and the long-term provision of open space. This strategy prioritised the protection of the Rockshire Hill ridgeline and the River Suir setting. Accordingly, this Plan has zoned these areas Passive Open Space/Green Links/Biodiversity Conservation. This zoning ensures the preservation of these lands for possible future development as publicly accessible open space.

Hierarchy of Open Space in Ferrybank/Belview

Recreational space is provided in parks of various sizes throughout the Plan area ranging from local parks down to smaller pocket parks, private gardens, as well as intensive recreational, amenity and community facilities. This Plan aims to achieve a hierarchy of high quality, attractive and secure public and private open spaces that will provide for the current and envisaged population growth of Ferrybank/Belview.

Guidance for open space and play provision

Guidance developed by Fields in Trust based in the UK and considered applicable to Ireland, indicate metrics of benchmarking for formal outdoor space as illustrated in Table 5-6, and informal outdoor space in Table 5-7.

Table 5.6 Recommended Benchmark Guidelines for formal outdoor space (Source Fields in Trust)

Open space typology	Quantity Guidelines (hectares per 1,000 population)	Walking Guidelines (walking distance: metres from dwellings)
Playing pitches	1.20	1,200
Equipped/designated play areas[12]	0.25	LAPs – 100m LEAPs – 400m NEAPs – 1,000m
Other outdoor provision (MUGAs[13] and skateboard parks)	0.30	700m

[12] To include LAP's: Local Areas for Play, aimed at very young children, LEAPs: Locally Equipped Areas for Play, aimed at children who can go out to play independently; and NEAPs: Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children.

[13] Multi Use Games Areas

Table 5-7 Recommended Benchmark Guidelines for informal outdoor space (Source Fields in Trust)

Open space typology	Quantity Guidelines (hectares per 1,000 population)	Walking Guidelines (walking distance: metres from dwellings)
Parks and Gardens	0.80	710m
Amenity Green Space	0.60	480m
Natural and semi-natural	1.80	720m

Public parks and Playgrounds

KCC has recently completed the development of the Ferrybank Neighbourhood Park which includes a playground. The lack of a child/toddler area within the park was highlighted as an issue at the public consultation meeting for the preparation of this Plan. Only one housing development (Blackthorn Hills, Rockshire) in the plan area has a purpose-built playground. This Plan recommends the provision of equipment for younger children within the Ferrybank Neighbourhood Park.

With a step change in the scale of residential development within the study area comes an essential requirement for recreational facilities including parks and playgrounds. In the context of facilitating 10-minute neighbourhoods then each neighbourhood needs provision of local play facilities, sports facilities and access to open space. To serve the existing and new neighbourhoods several locations for provision of informal and formal outdoor space have been identified.

This includes:

- **Rockshire Road, the former Pitch and Putt site**. Development of this site as a public park could include formal play facilities as well as the provision of playing pitches and/or MUGA/skatepark facilities subject to site acquisition and a feasibility study. This site is 0.29ha.
- **Abbeylands to the north-east of Ross Abbey Neighbourhood Centre**, and to the south of the greenway corridor, which includes a public open space with opportunity for play facilities, linking to the Belmont Road via a linear Park. This site is 4.42ha.
- **Abbey Road**, an existing informal green space which could be developed as a pocket park or playing pitch. This site is 2.1ha.

Playing Pitches and Sports facilities

Existing sports facilities in the Ferrybank area include Ferrybank A.F.C.'s soccer grounds located in Abbeylands, Ferrybank G.A.A. club are in Waterford's administrative area, adjoining the Plan boundary, this site is zoned as Open Space within Waterford CDP. As part of a recent planning permission for the Abbey College site, a condition was included to set aside provision for a future pedestrian/cycle link between the school property and adjoining Ferrybank GAA lands. This link remains an objective of this Plan. Existing facilities also include Waterford Golf Club located at Newrath, and this forms a significant land user with an area of 48.16ha.

The Clover Social Centre is in Christendom. With transfer of ownership to Kilkenny County Council, the redevelopment of the overall site for sports and amenity uses is being explored. A masterplan for the site has been commissioned and the first round of public consultation on potential uses has occurred.

Active recreational infrastructure must be developed in tandem with large scale residential development to ensure public facilities are provided commensurate with population growth. Such population growth will in turn provide a business case for investment in such facilities.

The Department of education has indicated that an additional secondary school will be required to cater for an expanded Ferrybank which would ideally be co-located with a primary school, and with provision of public playing pitches.

As indicated above, a site has been indicated for a new 4.5ha co-located post primary and primary school (shaded purple on Figure 9-2. Lands to the south of this location, shaded dark green on Figure 5-2, have been zoned for Active Open Space, and which are envisaged to be public playing pitches. This location means the pitches will be accessible from the school, public transport, existing and new residential areas, and the new greenway.

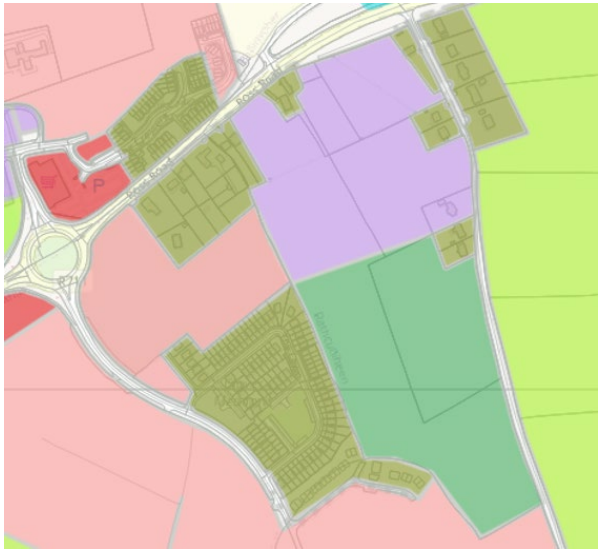


Figure 5-2 Proposed location of new secondary school and public playing pitches

Existing sports pitches at Ferrybank A.F.C. and Ferrybank G.A.A comprise 3.47ha. The Clover Social site is 3.0ha, while lands zoned for active open space next to the proposed school site (Figure 5-2) comprise 5.5ha.

Given the strategic nature of the Ferrybank/Belview Plan study area and the need to provide recreation facilities commensurate with a balanced concentric city, it is considered prudent to identify sites for future recreational development over the next 10-15 years i.e. to 2040. There are several sites which could effectively contribute to the provision of additional sport pitches including provision of pitches at the Rockshire Road former Pitch and Putt site, the site discussed above at Abbey Road, and lands adjacent to the Clover Social site, which have all been zoned for Active Open Space. Further development of active recreational infrastructure is envisaged to be developed in tandem with future residential development.

Informal Open Space

A significant amount of additional open space has been zoned as part of this Plan, with specific objectives indicated for different areas.

The Waterford Blue Green Infrastructure Strategy (Waterford BGI Strategy) indicated the potential for four strategic projects that will provide additional open space within the Plan study area:

- Greening North Quays (Strategic Project WCCC).
- Ferrybank Park (Strategic).
- Grannyferry pNHA (Strategic KCC).
- Ard Ri Park (Strategic KCC and WCCC).

Currently access to the River Suir is constrained with few public access points. Development of a River Suir Blueway, as indicated above, should include consideration of access for angling and active water sports such as kayaking.

4.5 Social Infrastructure Requirements

Table 5-8 Ferrybank Belview Framework Plan Social Infrastructure Requirements (Source KPMG Future Analytics analysis)

Themes	Zoning	Land use	Requirements over Plan Period	Potential Location	Delivery Mechanisms
Community					
Community Centres	Community Services /Facilities	Community and Education	Large space which could cater for gatherings, workshops,	Ferrybank Shopping Centre North Quays	KCC Private developer-led.

			classes, and arts / culture.	Development (Phase 2)	
Healthcare					
Primary Care Centres	Community Services /Facilities	Health Centre	Review of existing Ferrybank Primary Care Centre capacity with population growth.	On existing primary care centre site.	KCC coordinating with HSE.
General Practitioners	Community Services /Facilities	Medical Consultant	Target of 12 GPs per 10,000 population.	Within Ferrybank Primary Care Centre, or as part of Newrath Neighbourhood.	Private developer-led.
Age-friendly services / facilities	Community Services /Facilities	Nursing home	Additional nursing home spaces and/or age-friendly housing.	TBC subject to private sector provision	Private-developer led. KCC
Educational and childcare facilities					
Childcare	Refer to zoning matrix	Childcare Facility	Approximately an additional 1,000 to 1,500 square metres of childcare facility space. To be developed in tandem with	Within proposed core Ferrybank neighbourhood area, and as part of Newrath neighbourhood.	Private developer-led.
			new residential developments.		
Primary	Community Services /Facilities	Education	4.5ha zoned for co-located post-primary and primary school near urban village on Ferrybank Relief Road. Extension to St.Mary's at 0.9ha site.	Existing St. Mary's Boys School extension New primary co-located with secondary to the south of R711 and east of Clover Meadows. Future primary school site at Newrath.	Department of Education.
Post-primary	Community Services /Facilities	Education	4.5ha zoned for co-located post-primary and primary school near urban village on Ferrybank Relief Road.	South of R711 and east of Clover Meadows.	Department of Education.
Open Space and Recreation					
Public Parks and Playgrounds	Active Open Space	Public and Open Spaces	Two-three additional neighbourhood parks.	Rockshire Road at the former Pitch and Putt site.	KCC

				Abbeylands, with link from to Belmont Road across the new Greenway. Abbey Road site	
Public Open Space	Passive Open Space	Public and Open Spaces	Feasibility study to consider future regional park location near Christendom.	Lands currently in private ownership to at Christendom.	KCC
Sport and Leisure Facilities	Active Open Space	Open Space and Amenity	Feasibility study for leisure centre with community centre.	Lands near Ferrybank Shopping Centre which are adjacent to Ferrybank A.F.C.	KCC
Playing Pitches	Active Open Space	Playing pitches	Develop active recreational infrastructure in accordance with agreed masterplan for Clover Social Club lands and facilitate public use of the	Clover Social Club	KCC

			associated open space. Develop active recreational infrastructure at new municipal play pitches site lands adjacent to the new co-located primary and secondary school site.	South of R711 and east of Clover Meadows.	

5 Settlement Capacity Audit

5.1 Introduction

This report aids in the development of the Ferrybank/Belview Framework Plan 2025-2027 (the Plan), focusing on infrastructure delivery and suitable land zonings as per the National Planning Framework (NPF[14]). The NPF outlines a tiered method for land zoning:

- Tier 1: Serviced Zoned Land includes areas that can connect to existing services with available capacity, thus capable of supporting new development; and
- Tier 2: Serviceable Zoned Land encompasses areas not yet fully serviced but have potential to be within the plan's duration.

For Tier 2 lands, the NPF requires the planning authority to detail how necessary services will support new developments in both draft and final local area plans (while noting that the Ferrybank/Belview Plan will be a Framework Plan rather than a Local Area Plan due to the transition between Planning Acts).

An Infrastructural Assessment must align with investment programmes from relevant delivery agencies or have written commitments from these agencies to provide the needed infrastructure within the plan's timeline. Alternatively, the planning authority might deliver the infrastructure through its own funding programme.

5.2 Methodology

Further detail on the requirements for, and approach to the Settlement Capacity Audit (SCA) is provided in "Development Plan Guidelines for Planning Authorities", which notes that the SCA must:

- "*…include an examination of the capacity for new residential development within the built-up footprint of existing settlements in line with compact growth priorities of national planning policy*".
- Identify "*Broad assumptions regarding the residential yield to be delivered on substantial individual sites…together with estimates of smaller-scale infill housing growth, such that a robust estimate of overall development potential can be formulated*".
- "*provide data on development sites within settlements including service status, i.e. whether classified as 'Tier 1 Serviced Lands' or 'Tier 2 Serviceable Lands', as well as potential housing yield estimates*".

The guidance further notes that the SCA will comprise:

(i) a table providing, for each settlement >1500 people, or where lands are zoned in settlements of <1,500, existing population, potential housing estimates for (a) Tier 1 Serviced Lands (b) Tier 2 Serviceable Lands

(ii) accompanying maps that identify Tier 1 and Tier 2 lands or sites with potential for residential development in the individual settlements, with the existing built-up footprint (CSO Built Up Area boundary has been used for the purposes of this SCA) also indicated.

This report provides detailed assessment of residential and employment development potential in accordance with the Development Plan Guidelines.

This report:

- Identifies sites with residential potential.
- Assesses infrastructure needs for servicing these sites.
- Evaluates site suitability for future development based on compact growth priorities of national planning policy.
- Grades each site's planning and infrastructure readiness to allocate a Tier.

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[14] Project Ireland 2040: National Planning Framework, Appendix 3 (2018) Department of Housing, Planning and Local Government.

- For Tier 1 or Tier 2 lands, specifies necessary development services and provide an indicative timeframe for delivery (short, medium, or long term).[15]

Discussions were held with the Transportation Department, Water Services Department, Environment Department and Community Department within Kilkenny City and County Council, as well as with Uisce Éireann and the ESB. This consultation has informed the assessment and infrastructural needs within the plan area. Both the Council's internal departments and Uisce Éireann were requested to identify the specific delivery services required to service the lands, relevant to their respective areas of responsibility. In addition, they were requested to:

(i) confirm if funding for service delivery has been identified in relevant budgets and is aligned with the local area plan period; and

(ii) consider a reasonable estimate for the full cost of delivery of these services.

The Transportation Department of Kilkenny City and County Council has given reasonable cost estimates.

Data from Kilkenny City and County Council, Uisce Éireann and ESB were analysed to understand the underlying conditions and infrastructural issues. The findings are detailed in Section 6 of this report.

[15] These are identified in "Development Plan Guidelines for Planning Authorities" as road access, footpath access, cycle access (including public lighting provision for each) and for foul sewerage drainage, water supply, surface water drainage (in terms of capacity for the settlement and network access).

5.3 Areas for Review in Settlement Capacity Audit

To support the preparation of the Plan, KPMG Future Analytics assessed lands currently zoned for residential and employment development, along with potential residential and employment development lands for zoning suitability.

The sites that were assessed for residential development are illustrated in Map 3.1 and listed in Table 3.1 below.

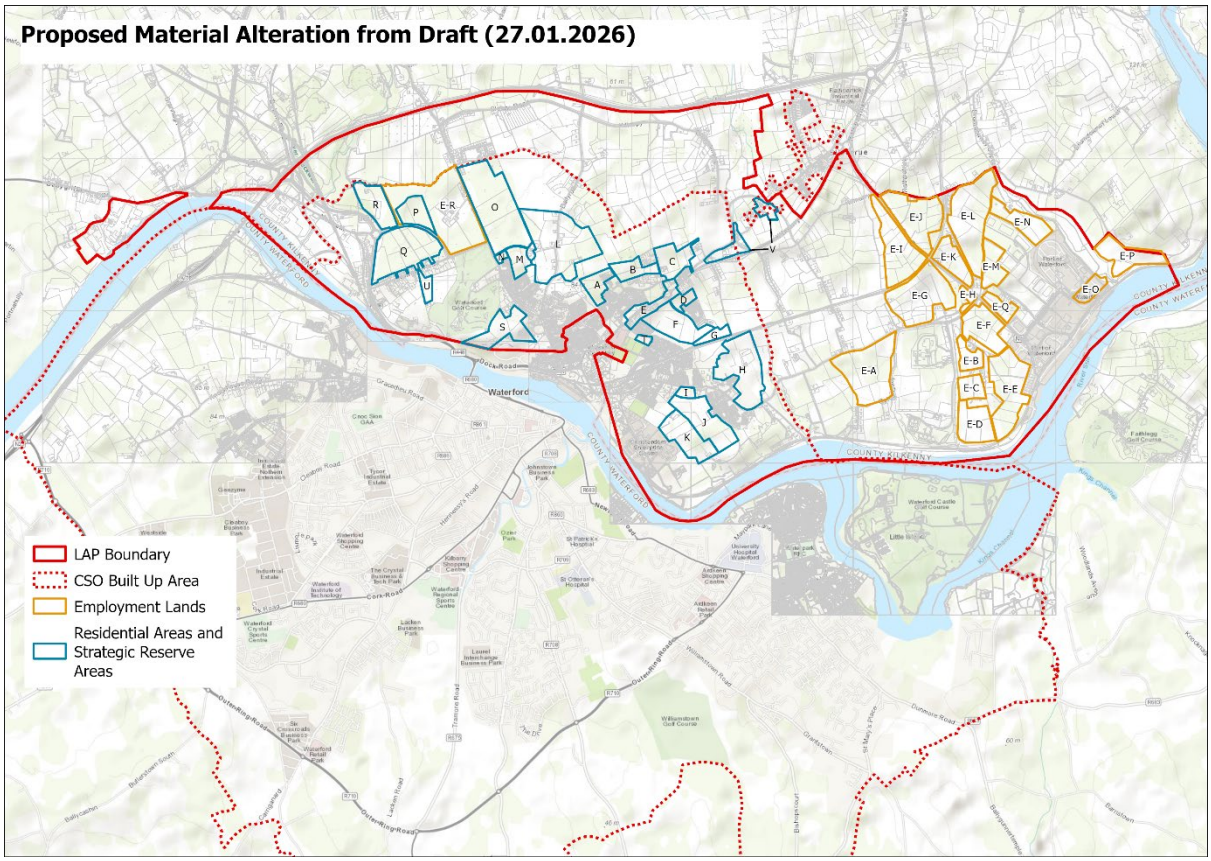


Figure 3-1 Residential Settlement Capacity Analysis Sites

Table 3-1 Areas for Review for Residential Settlement Capacity Audit

Site ID	Site Reference	Size (ha)
A	West of Willow Grove	5.3
B	Brothers of Charity area	5.36
C	North of Aldi	10.29
D	Clover Avenue north east	2.91
E	District Centre	5.21
F	Clover Meadows	11.45
G	North of Greenway corridor	3.93
H	Abbeygate	22.67
I	Abbey Road	1.51
J	Christendom	15.55
K	Christendom	14.1

L	Rockshire north east	34.13
M	Rockshire	5.18
N	Rockshire Road	0.94
O	Newrath north	35.8
P	Newrath west	3.03
Q	Newrath road north	23.09
R	Newrath northwest	7.75
S	Ard Ri site (residential)	14.7
T	East of Ferrybank Shopping Centre	0.48
U	Adjacent to Waterford Golf Course	2.72
V	Milepost	8.25

The sites that were assessed for employment development are illustrated in Map 3.2 and listed in Table 3.2 below.

Table 3-2 Areas for Review for Residential Settlement Capacity Audit

Site ID	Site Reference	Size (ha)
E-A	IDA site	24.51
E-B	Site to the east of Tirlan	5.3
E-C	Site to south east of Tirlan	5.06
E-D	Site adjacent to River Suir	12.18
E-E	Site to south-west of Belview Port	22.59
E-F	Site to south of Gorteens Castle and adjacent to N29	13.88
E-G	Site north of Tirlan	23.93
E-H	Corner site to the northwest of Gorteen castle	1.96
E-I	Site north of greenway corridor and west of N29	20.83
E-J	Site south west of Drumdowney and east of N29	20.04
E-K	Site to the north of Gorteens castle	8.51
E-L	Site to south east of Drumdowney	27.88
E-M	Site to south west of Suir Shipping	7.4
E-N	Site to north east of Suir Shipping	9.04
E-O	Site to south east of Smartply	3.98
E-P	Site to east of Smartplay and adjacent to River Suir	10.45
E-Q	Site to north west of Marina Point	4.8
E-R	Site of western portion of Mullinabro lands	38.16

5.4 Infrastructural Overview

Water services

Uisce Éireann were contacted regarding the capacity of the water services infrastructure in Ferrybank/Belview and ongoing or planned projects required to improve services and facilitate future growth. Details were provided on provision or proximity of water and wastewater networks for specific sites and are included in Appendix 1. Uisce Éireann highlight the following points:

1. This is a desktop study for new residential sites and strategic reserve sites based on PDF provided by KPMG and based on available GIS data at the time of the study and is indicative only and subject to change.

2. Capacity of the network to serve the site must still be validated through hydraulic model analysis, etc. The extent of works required, if any, will depend on the size, type and location of the development and the exact requirements will be determined as part of Uisce Éireann's Pre-Connection Enquiry process. Sites have been assessed on an individual rather than cumulative basis. If multiple sites are developed in the same area, this increases the likelihood network reinforcements will be required.

3. Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.

4. There are proposed zoned sites in which Uisce Éireann assets are present. In these instances, Uisce Éireann assets must be protected and access maintained, and where an Uisce Éireann asset is altered or diverted a Diversion Agreement is required. Details on this process can be found at https://www.water.ie/connections/developer-services/diversions/ .

5. Given the long lead-in time to programme Uisce Éireann works, continued early engagement with regard to planned public realm schemes is essential in order to minimise disruption to the public.

6. There are areas with no or incomplete GIS data. We will follow up with Kilkenny County Council/Uisce Éireann Operations and revert if we get any updates.

7. Third-party agreement will be required where it is proposed to service a new development via private property or private water services infrastructure e.g. via estates not yet taken in charge.

Water Supply

Uisce Éireann is responsible for the delivery of water service infrastructure. The Ferrybank and Belview area is served by the South Kilkenny Water Resource Zone (WRZ). Currently it is envisaged that capacity is available in the WRZ to cater for growth.

Residential sites: Uisce Éireann data indicates that eleven of the residential sites have an existing connection to the public water mains (A, C, D, E, F, G, H, I, L, S, T, U, V), while six residential sites are located immediately adjacent to or near public water mains (B, J, M, O, P, Q). Two residential sites (K and R) do not have public water mains connections within the site or nearby.

Employment sites: Uisce Éireann data indicates that one of the employment sites (E-I) has an existing connection to public water mains, while ten employment sites are located immediately adjacent to or near[16] public water mains (E-A, E-E, E-F, E-G, E-H, E-J, E-K, E-M, E-Q, E-R). Seven employment sites (E-B, E-C, E-D, E-L, E-N, E-O, and E-P) do not have public water mains connections within the site or nearby.

Uisce Éireann advises that capacity assessment swill be required for all sites where existing watermain connections are available within the site or nearby – see notes above in relation to Uisce Eireann's Pre Connection Enquiry Process. Uisce Éireann advises that this initial assessment is indicative only and based on a desktop exercise to identify the location of adjacent local network.

[16] Sites in the review that are either referenced as 'Short extension required' or 'Extension required' (which might be up to 150m).

Wastewater

Uisce Éireann is responsible for the delivery of wastewater service infrastructure. Ferrybank / Belview is served by the Waterford City Wastewater Treatment Plant (WWTP) in the townland of Gorteens, Belview. The WWTP serves Waterford City and its environs, including Belview and Slieverue. Currently it is envisaged that capacity is available in the WWTP to cater for growth.

The ongoing Waterford City Drainage Area Plan (DAP) will assess existing network capacity in the city plus the Ferrybank/Belview area and identify any local network upgrades required to cater for particular sites. All such work would be developer funded in accordance with the UE Connections Charging Policy. The DAP is currently at Stage 3. UÉ part funded the Ferrybank Wastewater Pumping Station (WWPS) upgrade project, which involved the relocation and upgrading of the Ferrybank WWPS which is sized to cater for growth in the Ferrybank area.

Residential Sites: Uisce Éireann data indicates that eight of the residential sites have an existing connection to the public water mains (A, C, D, E, F, J, K, T, V) while four residential sites are located immediately adjacent to or near public water mains (B, G, H, S). Eight residential sites (I, L, M, N, O, P, Q, R, and U) do not have public water mains connections within the site or nearby.

Employment Sites: Uisce Éireann data indicates that two of the employment sites (E-B, E-D) have an existing connection to public sewers, while eleven employment sites (E-A, E-C, E-E, E-F, E-G, E-H, E-J, E-K, E-L, E-M, E-Q) are located immediately adjacent to or near public sewers[17]. Five sites (E-I, E-N, E-O, E-P, and E-R) do not have public sewer connections within the site or nearby.

Uisce Éireann advises that capacity assessments will be required for all sites where existing wastewater connections are available within the site or nearby – see notes above in relation to Uisce Eireann's Pre Connection Enquiry Process. Uisce Éireann advises that this initial assessment is indicative only and based on a desktop exercise to identify the location of adjacent local network.

Drainage/SuDs/Flooding

Local surface water management is the responsibility of Kilkenny City and County Council. Any drainage works on site will generally be developer led.

Residential Sites: There is a constraint on the combined drainage system in Ferrybank that runs from the Rockshire Road through the general vicinity of residential sites A, B, D, E and F to a pump station on the Abbey Road beside the Clover Road Junction. A separate combined sewer that runs along Abbey Road from Co. Waterford leads to the same pumping station. This frequently backs up, leading to frequent flooding of the area and frequently resulting in road closures and occasionally flooding property. A small, dedicated surface water system in the area has very limited capacity.

There has been recent flooding of the stream that flows westwards along the BUA (Built Up Area) line to the northeast of site L. There have been pluvial floods where this stream crosses the Ballyrobin Road (that runs through site L) and further flooding that affected houses in the Mullinabro Woods Housing Estate, immediately north of site O. These areas were badly affected on 23/10/2023. Houses forming ribbon development further north of Mullinabro Woods and on the Cloone Road (outside of the BUA line) all rely on individual septic tanks, many of which frequently flood. Pluvial floods have affected houses to the south of site Q. Runoff arose on from higher ground to the south of these houses.

A full reliance on infiltration could require significant areas for percolation to cope with the emerging increased rainfall intensity, which could impact on densities on these plots. The scope for positive drainage systems that avoid existing drainage systems should be explored to provide resilience for more extreme rainfall events.

Employment Sites:

[17] Sites in the review that are either referenced as 'Short extension required' or 'Extension required' (which might be up to 150m).

A. Attenuation facilities installed through private development works – IDA Business Park west of E-B and Smartply, north of E-O.

B. Flooding history where two properties at Ballyvalla (Eircode X91 W8X4 and X91 C6Y6) were flooded. The latter occurred most recently on 23/10/23, when the residents had to be rescued and evacuated by the Fire Service. The Local Primary Road LP3412 flooded frequently to the west of these properties. The bridge on the LP3412 between the two properties was replaced in early 2024 with a larger flow capacity, which may alleviate the risk. Local residents held the view that works on Plot E-I and E-J contributed to the flood events.

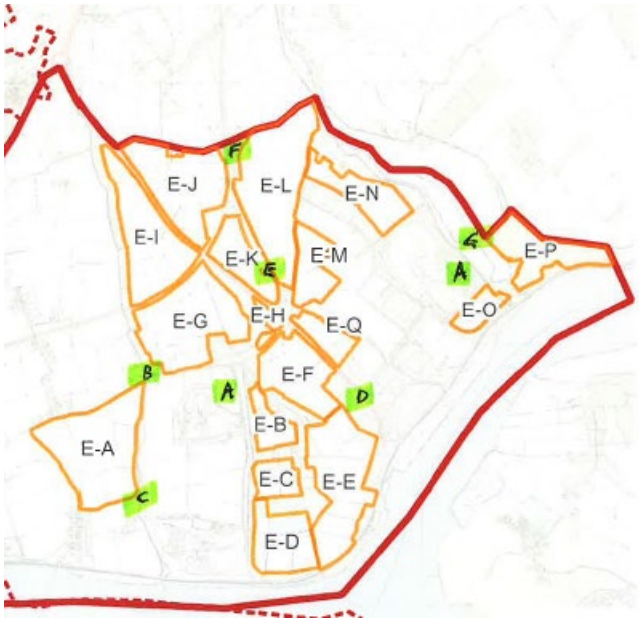
C. The bridge on the Local Secondary Road LS7476 was repaired in early 2024 and appears to have ample capacity.

D. The N29 positive drainage system can become overwhelmed at its junction with the LS7582 leading to Smartply. Spilled fertiliser from Port operations and mud from illegal truck parking along the N29 verges exacerbate the issue.

E. Eircode X91 W2VO in Gorteens flooded extensively on 23/10/23 from water emerging from plot E-L. Works were carried in 2024 on in that land (open drain behind roadside boundary ditch) and at the flooded property (kerbing and ramps to divert water along the road and to existing drainage system) to reduce the flood risk.

F. Run off from lands to the north of Plot E-J flowed through railway bridge on LP3415, entering Eircode X91 HX09 in Drumdowney Lower, destroying boundary walls and flooding several properties. Works to reshape the LP3415 to convey water further along the LP3415 and avoid the affected properties was completed in 2024.

G. These reclaimed lands are prone to flooding. The landowner believes this was a result of the development of the Port, but 25" maps indicate "liable to floods".



Future development should provide for areas of nature-based solutions to surface water management. Sites identified as potential locations for Nature-Based Management Areas should be incorporated into open spaces reserved to ensure development does not hinder implementation of the areas.

UÉ encourages the inclusion of policies and objectives on the use of Sustainable Urban Drainage Systems and Green-Blue Infrastructure in new developments including the public realm and retrofitted in existing developed areas, in line with NPO 57 of the National Planning Framework. These measures

can provide a cost effective and sustainable means of managing stormwater and water pollution at source, keeping surface water out of combined sewers (thus increasing capacity for foul drainage from new developments), while providing multiple benefits for example, improved air quality, amenity and noise reduction.

UÉ would be happy to discuss potential opportunities to collaborate on projects that would remove stormwater from combined sewers. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers are not permitted. The removal of stormwater from combined sewers as part of roads, public realm, residential or other developments is strongly encouraged; this is particularly relevant to the achievement of compact growth objectives.

Drainage works on site will be developer led. There are no planned works associated with an approved infrastructural investment programme.

Electricity Supply

The Ferrybank area is currently supplied from Mount Misery 38kv substation. There is currently no issue with capacity. There is no option to expand this substation due to site constraints.

To advise on capacity limitations then ESB can only respond to definite planning applications. Waterford North Quays will require 4.5MW of capacity for Phase 1 and 1A (current phases). ESB advised future phase 2 and 3, together with phase 1 & 1A would require 10MW, which is not currently available and would require a new 38KV substation. ESB have advised that Phase 2 and phase 3 cannot proceed without a new substation.

The quantum of new residential development envisaged over the lifetime of the Plan would mean that a new Ferrybank 100Kv sub station would be required to supply power to the Ferrybank area. While development in the order of under 500 units could be supplied from the existing substation, new development of 500-1,000 units + would require additional capacity. ESB are now seeking a new site for a substation. ESB need a site within the built-up area of Ferrybank. This is due to the need for proximate transmission i.e. low voltage lines need to be close to large new supply areas. An approximate timeline, from site acquisition would be 1 year for planning consent, and three years for construction and operation.

Belview is supplied from a separate substation fed from Great Island Power Station. There is no issue with current of future capacity there, and it would be relatively easy to upgrade supply there from Great Island in tandem with future off shore wind generation.

Active Travel and Transport Infrastructure

Kilkenny City and County Council is responsible for the delivery of local road infrastructure. To support Ferrybank/Belview's sustainable growth, ongoing investment in active travel and transport infrastructure is essential. The National Transport Authority has funded walking and cycling projects, progressing during the Plan's timeframe. The Ferrybank Relief Road, crucial for improving connectivity and reducing congestion, will open prime development land. Funded by both local and national sources, including the Urban Regeneration and Development Fund, the Council will work with landowners to deliver the Relief Road. Additionally, localised investments in footpaths, cycle paths, junctions, and public lighting will support new developments identified through the Development Management process.

The study area and key locations need better connectivity to promote walking, cycling, and public transport. Ferrybank/Belview's Local Transport Plan aims to solve this. Vulnerable road users face infrastructure gaps, especially in cycle lanes. The Ferrybank/Belview Local Transport Plan prioritises walking, cycling, public transport, and road upgrades to create a connected network, reduce congestion, enhance safety, and support green travel. Improvements works along Belmont Road and Abbey Road (c.3km of works) has funding of €2.5m for footpaths, cycle tracks, lighting.

Most sites have existing road access from the adjoining public roads, apart from sites J and M. All sites would require provision of internal road infrastructure including provision for footpaths and cycle paths, which in general would be developer-led.

Development of significant residential development at sites O, P, Q and R would result in a negative impact on increased road traffic on Rockshire Road. Development should follow implementation of Bus Connects and construction of the Ferrybank Relief Road. Road improvement works comprising of footpaths and cycle paths are required at each of these sites.

Parks and Recreation

Responsibility for Delivery

Public open spaces are managed by Kilkenny City and County Council. The Social Infrastructure Audit (SIA) carried out as part of the preparation of the Plan considered the parks and recreation facilities required to meet the needs of the future population. Recreational space is provided in parks of various sizes throughout the Plan area ranging from local parks down to smaller pocket parks, private gardens, as well as intensive recreational, amenity and community facilities. This Plan aims to achieve a hierarchy of high quality, attractive and secure public and private open spaces that will provide for the current and envisaged population growth of Ferrybank/Belview.

This Plan recommends the provision of additional play components that would cater for junior children within the Ferrybank Neighbourhood Park.

To serve the existing and new neighbourhoods several locations for provision of informal and formal outdoor space have been identified in the draft Plan. This includes:

- The Clover Social Centre is in Christendom. With transfer of ownership to Kilkenny County Council, the redevelopment of the overall site for sports and amenity uses, with retention of the social centre, is being explored. Kilkenny County Council has commissioned a masterplan for the future development of a high quality, community centred and multifunctional local park on the 9.5 acre site in Christendom. The joint Waterford Blue and Green Infrastructure Strategy indicates a strategic project to develop a “Ferrybank Park” in the Christendom Area. The masterplan can address the points made in the BGI Strategy including the focus on responding to community needs.
- A site has been indicated for a new 4.5ha co-located post primary and primary school, as indicated above. Lands to the south of this location have been zoned for Active Open Space, and which are envisaged to be public playing pitches. This location means the pitches will be accessible from the school, public transport, existing and new residential areas, and the new greenway.

Existing sports pitches at Ferrybank A.F.C. and Ferrybank G.A.A comprise 3.47ha. The Clover Social site is 3.0ha, while lands zoned for active open space next to the proposed school site (Figure 8-2) comprise 5.5ha.

Delivery of projects may also be secured through funding opportunities and / or local authority delivery (i.e. via the Development Contributions Scheme).

Social Infrastructure

Public bodies (Health Service Executive, Department of Education), Kilkenny City and County Council and developers are responsible for the delivery of social infrastructure.

Schools

A total of seven education and training facilities were identified in the Plan study area. This included two primary schools, one post-primary school and one further education facility. There are presently a total of five childcare facilities serving the Plan area, with a maximum enrolment of around 292 as per the latest TUSLA record in 2023. It is essential that childcare facilities are provide in tandem with new residential developments within the study areas during the lifetime of the plan.

The DoE have indicated that to cater for the envisaged growth at post primary level there would be a requirement for an additional post primary school. This would require a site of approximately 4.5ha. This school should be centrally located, while avoiding generating additional town centre traffic.

To cater for envisaged population growth at primary level, some new capacity could be provided by an extension to the existing St Mary's Boy's School, for which an adjacent site of 0.9ha has been zoned for this purpose, with playing pitches already available on the existing school site. The DoE have indicated that to cater for the envisaged long-term growth two new primary schools would be required, with each site approximately 1.6ha including playing fields.

This Plan has provided zoning for a new 4.5ha co-located post primary and primary school, which is near the urban village, Bus Connects route corridors, and the future Ferrybank Relief Road. This would be developed in tandem with new significant new residential development.

Healthcare

At present the Plan area is serviced by a total of seven healthcare facilities, and this includes the Ferrybank Primary Care Centre, and two nursing homes – St Joseph's and SignaCare Waterford. St. Joseph's Home on Abbey Road is run by the Little Sisters of the Poor and comprises of a 48-bed nursing home and 22 apartments for the elderly. SignaCare Waterford, located in Rocklands, Ferrybank, has a maximum occupancy of 64 residents. Engagement to inform this plan suggested that extensive waiting lists existed for nursing homes places, and that nursing homes were providing services to a larger catchment area outside of Plan.

The area is also served by two pharmacies, one speciality clinic and one mental health service / therapy provider. The Brothers of Charity as noted above run a centre in Belmont Park, Ferrybank for people with intellectual disabilities, providing a range of day and residential services designed to meet the needs of adults and children.

Given this level of demand, and the closure of the Rockshire Care Centre in 2022, the provision of eldercare will need to be addressed. Furthermore, demographic analysis suggests that the Plan area population has been ageing over the last intercensal period. Between 2016 and 2022 the experienced a significantly higher increase (approx.30%) of the older age population (older than 65) between 2016 and 2022, compared to c.21% in both Co. Waterford and Co. Kilkenny.

Childcare

There are presently a total of five childcare facilities serving the Plan area, with a maximum enrolment of around 292 as per the latest TUSLA record in 2023. It is essential that childcare facilities are provide in tandem with new residential developments within the study areas during the lifetime of the plan. The Kilkenny County Childcare Committee (Kilkenny CCC) suggest that there is a clear need for additional Early Learning and Care (ELC) services within the area. Considering Kilkenny CCC's overall assessment of a present need for more childcare spaces, and the estimated growth in the population of 0 to 6 years old, there is a clear need for increased childcare capacity in the Plan area.

Community Centres

There are currently three facilities that can be termed as a community centre or meeting hall. This includes the Hillsfield Community Centre, the Ferrybank Library in the Ferrybank District Centre, Ferrybank Parish Centre. A further facility is located at Abbeylands Youth & Community Centre, however this is located in two converted houses and is fully occupied by the PACT Youth Justice Project which works with young people between the ages of 12 and 18 who are at risk of or are involved in offending behaviour. As such this does not function as a community centre.

There is an urgent need for a dedicated community centre to enable community gatherings as well as to facilitate local group meetings, acting as a hub and meeting place for the local community. It would be ideal if such a facility could cater for large gatherings, provide space for multiple workshops and classes, and a place for youth activities. This community centre, which could be located with a leisure centre might also function as a 'Social Inclusion Hub' which could be used for a variety of purposes

such as a business incubation centre, wellness and community café. A facility such as this must be centrally located and easily accessible to as much of the community as possible.

Costings for the delivery of social infrastructure is dependent upon planning consent and will be achieved through State/Local Government allocations alongside private sector delivery and new residential or commercial development.

5.5 Criteria and Assessment Scoring

Infrastructure Availability

Categorising Lands as Tier 1 or Tier 2

Tier 1 lands are serviced areas with necessary transport and water infrastructure, typically within or adjacent to Ferrybank's built-up footprint[18].

Tier 2 lands need infrastructure investment for development. Some large land parcels reviewed may only partially need additional infrastructure depending on the proposed development's nature and scale.

A traffic light matrix indicates infrastructure deficiencies:

Green: Infrastructure/services available.

Amber: Further investment required, likely within the Plan's duration.

Red: Infrastructure/services unavailable and unlikely during the Plan's duration.

This is indicated on the first part of Assessment tables below for the following criteria:

Criteria	Assessment
Access to roads and active travel options	Existing and planned road access, footpath access, cycle access (including public lighting provision for each)
Access to water supply services	Existing or planned servicing of the site, and proximity of existing public water main
Access to wastewater services	Existing or planned servicing of the site, and proximity of existing public wastewater network

Site Suitability Considerations

The NPF acknowledges that infrastructure availability is not the only criteria in determining the suitability of a site for development. Other factors include location, proximity to and availability of services and amenities, accessibility to transport, and environmental issues such as flooding.

All the sites (both Residential and Employment) within the study area were identified and analysed against a set of site suitability criteria. Taking this into account it was decided to merge the infrastructure assessment with a land use evaluation to provide a more coherent overview of the suitability of lands for development in each settlement.

A matrix setting out the criteria that each site is to be assessed against was prepared. These criteria are as follows:

- Proximity to District Centre or existing neighbourhood centre
- Contribution to the delivery of consolidated, compact growth
- Proximity to social infrastructure including schools, and healthcare facilities
- Proximity to parks and recreation facilities
- Drainage and Flood Risk

The assessment for each of the criteria is as follows:

Criteria	Assessment

[18] It is noted that the RZLT Guidelines provide a definition of Serviced Land' as *'…the land must have access to or be connected to relevant services. This includes lands which already have made connections to services, or where provision has been made in existing infrastructure for connection to the land'.* On this basis sites that have existing roads, water and waste water services within and/or adjacent to the site are included in Tier 1.

Proximity to District Centre or existing neighbourhood centre	Based on walking distance and connectivity with district and neighbourhood centres
Contribution to the delivery of consolidated, compact growth	If development of the lands would result in a more compact, sustainable settlement.
Availability of public transport	Location of the lands along a public transport corridor, proximity to bus/rail stops, and location on planned Bus Connects corridor
Proximity to social infrastructure including schools, and healthcare facilities	Distance of the lands to existing schools and services and the likely mode of transport used.
Proximity to parks and recreation facilities	Proximity to existing public park/recreation facility, and whether development would impact on existing open space provision
Drainage and Flood Risk	Whether lands are at risk of flooding and ability of site to deliver nature-based drainage solutions

Figure 5-1 Assessment Criteria

The tables below detail the Settlement Capacity Audit, including Site Suitability Assessment for the lands reviewed as part of this evaluation.

Residential Sites

Table 5-2 Site Assessment for residential sites A-J

Site Number	A	B	C	D	E	F	G	H	I	J	K
Infrastructure Criteria											
Access to roads and active travel options											
Access to water supply services											
Access to wastewater services											
Tier 1 or Tier 2 or not suitable for development (-)	**1**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**2**
Site Suitability Assessment Criteria											
Proximity to District Centre or existing neighbourhood centre											
Contribution to the delivery of consolidated, compact growth											
Availability of public transport											
Proximity to social infrastructure including schools, and healthcare facilities											
Proximity to parks and recreation facilities											
Flood Risk											

Table 5-3 Site Assessment for residential sites K-S

Site Number	L	M	N	O	P	Q	R	S	T	U	V
Infrastructure Criteria											
Access to roads and active travel options											
Access to water supply services											
Access to wastewater services											
Tier 1 or Tier 2 or not suitable for development (-)	-	2	1	-	-	2	-	1	1	2	1
Site Suitability Assessment Criteria											
Proximity to District Centre or existing neighbourhood centre											
Contribution to the delivery of consolidated, compact growth											
Availability of public transport											
Proximity to social infrastructure including schools, and healthcare facilities											
Proximity to parks and recreation facilities											
Flood Risk											

Employment Sites

(ii) Assessment criteria refined for 'employment sites' – merging of assessment criteria to enhance relevancy.

Assessment criteria scoring has been adjusted based on the latest information on available services or potential for services to serve sites 'Sites E-B, E-C, E-D, E-E & E-F'. These sites are located between the active Port area (to the southeast) and the operating facilities of Tírlán and Kilkenny Cheese and the WWTP to the west. Sequentially these lands are appropriately located, and services can be readily extended to service these sites. Bus Connects routes are also proposed to serve the area. Further, the historical zoning of the site, the strategic nature of the Port and the importance of indicating preferred landbanks to facilitate future development, as advocated in planning policy, strengthens the case for bringing forward these lands as Tier 1.

Table 5-4 Site Assessment for employment sites E-A to E-J

Site Number	E-A	E-B	E-C	E-D	E-E	E-F	E-G	E-H	E-I	E-J
Infrastructure Criteria										
Access to roads and active travel and public transport options										
Access to water supply services										
Access to wastewater services										
Availability of local services										
Flood Risk										

Tier 1 or Tier 2 or not suitable for development (-)	**1**	**2**	**2**	**2**	**2**	**1**	**1**	**1**	**2**	**2**

Table 5-5 Site Assessment for employment sites E-K to E-R

Site Number	E-K	E-L	E-M	E-N	E-O	E-P	EQ	E-R		
Infrastructure Criteria										
Access to roads and active travel and public transport options										
Access to water supply services										
Access to wastewater services										
Availability of local services										
Flood Risk										
Tier 1 or Tier 2 or not suitable for development (-)	**1**	**2**	**1**	**1**	**1**	**1**	**1**	**2**		

5.6 Findings

Categorisation

Sites identified for the SCA are assessed against the following tier-based objectives:

- Lands with strong planning and serviceability levels are classified as Tier 1, able to connect to existing services and support new development.
- Lands with medium levels of planning and infrastructure, or potential for future upgrades, are Tier 2, not yet ready but can be fully serviced within the plan's timeline.
- Lands not fitting Tier 1 or 2 are not planned for development.

Residential Sites

The site assessment findings for sites with potential for residential development are summarised in Table 6-1.

Table 6-6 Site Assessment Findings

Site Reference	Site Description	Size (ha)	Estimated capacity based on minimum 40 units per ha.	Site Category (Tier 1 or Tier2)	Proposed Zoning[19]
A	West of Willow Grove	5.3	212	Tier 1	Resi
B	Brothers of Charity area	5.36	214	Tier 2	S/R
C	North of Aldi	10.29	412	Tier 1	Resi
D	Clover Avenue north east	2.91	116	Tier 1	Resi
E	District Centre	5.21	208	Tier 1	DC
F	Clover Meadows	11.45	458	Tier 1	Resi
G	North of Greenway corridor	3.93	157	Tier 1	S/R Part Resi
H	Abbeygate	22.67	907	Tier 1	Resi
I	Abbey Road	1.51	60	Tier 1	Resi
J	Christendom	15.55	622	Tier 2	S/R
K	Christendom	14.1	564	Tier 2	S/R
L	Rockshire north east	34.13	1365	N/A	S/R
M	Rockshire	5.18	207	Tier 2	S/R
N	Rockshire Road	0.94	38	Tier 1	Resi
O	Newrath north	35.8	1432	N/A	S/R
P	Newrath west	41.19	1648	N/A	S/R Part BETP
Q	Newrath road north	23.09	924	Tier 2	S/R
R	Newrath northwest	7.75	310	N/A	S/R

[19] Proposed zoning in the Draft Ferrybank/Belview Framework Plan, taking account of the Settlement Capacity Audit and strategic considerations.

S	Ard Ri site (residential)	14.7	588	Tier 1	Regen Part Resi
T	East of Ferrybank Shopping Centre	0.48	19.2	Tier 1	Resi 1
U	Adjacent to Waterford Golf Course	2.72	108.8	Tier 2	S/R
V	Milepost	8.25	330	Tier 1	Milepost Infill

All 22 residential sites have been extensively examined and appraised. Whilst it is acknowledged that all the sites could potentially present strategic opportunities for development in the long term, the assessment indicates that 12 sites are suitable to potentially deliver housing over the lifetime of the plan, including the Opportunity site at Ard Ri.

It is noted that site H is a brownfield site, as is part of site C and G. There are no other significant brownfield sites in the study area. The opportunity for infill development, on sites other than those identified above, is considered limited in scale.

As a result of the findings of this Settlement Capacity Audit, 12 sites are deemed Tier 1, and 6 sites are deemed Tier 2. The remaining sites are deemed to not be suitable for development during the lifetime of the Plan, considering their serviceability and assessment against sustainable planning principles. This primarily relates to lands at Newrath, north of Rockshire Road, which, while capable of providing significant numbers of residential units, require provision of water and wastewater servicing, and completion of the Ferrybank Relief Road before development is considered appropriate.

It is recommended that sites are zoned 'Residential' and 'Regeneration', with remaining sites zoned Strategic Reserve.

Employment Sites

The site assessment findings for sites with potential for employment development are summarised in Table 6-2.

Site Reference	Site Description	Size (ha)	Estimated capacity based on minimum 50 sq. m per employee and 80% net developable area	Site Category (Tier 1 or Tier2)	Proposed Zoning[20]
E-A	IDA site	24.51	392	Tier 1	BETP
E-B	Site to the east of Tirlan	5.3	85	Tier 2	PFI
E-C	Site to south east of Tirlan	5.06	81	Tier 2	PFI
E-D	Site adjacent to River Suir	12.18	195	Tier 2	PFI
E-E	Site to south-west of Belview Port	22.59	361	Tier 2	PFI

[20] Proposed zoning in the Draft Ferrybank/Belview Framework, taking account of the Settlement Capacity Audit and strategic considerations.

E-F	Site to south of Gorteens Castle and adjacent to N29	13.88	222	Tier 1	PFI
E-G	Site north of Tirlan	23.93	383	Tier 1	BETP
E-H	Corner site to the northwest of Gorteen castle	1.96	31	Tier 1	BETP
E-I	Site north of greenway corridor and west of N29	20.83	333	Tier 2	BETP
E-J	Site south west of Drumdowney and east of N29	20.04	321	Tier 2	PFI
E-K	Site to the north of Gorteens castle and east of N29	8.51	136	Tier 1	BETP
E-L	Site to south east of Drumdowney	27.88	446	Tier 2	PFI
E-M	Site to south west of Suir Shipping	7.4	118	Tier 1	PFI
E-N	Site to north east of Suir Shipping	9.04	145	Tier 1	PFI
E-O	Site to south east of Smartply	3.98	64	Tier 1	PFI
E-P	Site to east of Smartplay and adjacent to River Suir	10.45	167	Tier 1	PFI
E-Q	Site to north west of Marina Point	4.8	77	Tier 1	PFI
E-R	Site of western portion of Mullinabro lands	38.16	610	Tier 2	BETP

All 18 employment sites have been extensively examined and appraised. All sites have the potential for strategic opportunities. The assessment indicates all sites can potentially deliver employment over the lifetime of the plan. Sites are categorised as Tier 1 and Tier 2 - where there is a deficient of infrastructure it will be developer led.

It is recommended that:

- Sites E-A, E-G, E-H, E-K, E-I, and E-R are zoned 'Business Enterprise and Technology Park (BETP)'.
- Sites E-B, E-C, E-D, E-E, E-F, E-M, E-N, E-O, E-P, E-Q, E-J and E-L are zoned 'Port Facilities and Industry (PFI)'.

This Settlement Capacity Audit assesses the transportation, water management, electricity and social infrastructure, and utility needs to support land use zoning and future development. The success of the Ferrybank/Belview Framework Plan relies on timely infrastructure delivery. It is critically important that a suitable site is identified for a new 100Kv electricity substation within the built up area.

Funding Sources

This Settlement Capacity Audit outlines the strategic and local infrastructure needed for development in the Plan area. Funding sources include:

- **Developer:** Provides or funds the infrastructure directly.
- **State:** LIHAF, Urban/Rural Regeneration Development, Smarter Travel, Uisce Éireann, TII, NTA, OPW, Department of Education, LEADER/SICAP, other government departments.
- **Kilkenny City and Council:** Development Contribution Schemes and the KCC Capital Works Programme.

Implementation

A significant element in implementing the Ferrybank/Belview Framework Plan is securing the necessary funding and partnerships to achieve key objectives such as infrastructure projects. Kilkenny City and County Council is committed to taking a proactive approach to advance the Plan's objectives. Consequently, an Implementation and Delivery Schedule will be included in the Written Statement of the Plan, outlining the essential infrastructure required for the designated zoned sites based on this audit.

The development of new residential and employment areas under this Plan relies on Core Strategy housing allocations associated with population growth. The Settlement Capacity Audit assesses the necessary infrastructure for developing lands suitable for residential and employment purposes. This Audit informs the decisions that will be established through the preparation of the written statement of the Ferrybank/Belview Framework Plan.

Ferrybank-Belview Draft LAP

Uisce Éireann - Initial review of potential New Residential and Strategic Reserve zoned sites in the Settlement Capacity Audit as provided by Consultants preparing the Draft LAP for Kilkenny CC

December 2024

Note: This review needs to be read in conjunction with the notes plus the map provided below this table.

Site	Water Network Comments	Wastewater Network Comments
A	150mm dia watermain located within the site, near the southern boundary. This watermain connects to a 150mm dia watermain in the adjacent site to the west and a (potentially) abandoned watermain to the east, which is also located within the site. 100mm dia and 100mm dia watermains located in the eastern part of the site. Capacity assessment required.	225mm dia gravity sewer located in the eastern part of the site. Capacity assessment required.
B	Two 100mm dia watermains located in the road to the west of the site (Willow Grove). The western boundary of site B does not appear to abut Willow Grove; therefore, an extension of approx 40m may be required as well as access via third party land. Capacity assessment required.	225mm dia gravity sewer located in the road to the west of the site (Willow Grove). The western boundary of site B does not appear to abut Willow Grove; therefore, an extension of approx 40m may be required as well as access via third party land. Capacity assessment required.
C	150mm dia watermain located within the site, near the southern boundary. Also, 100mm dia watermain appears to be just within the eastern boundary of the site. Capacity assessment required.	150mm dia gravity sewer appears to be just within the eastern boundary of the site. The sewer is located in private properties and does not appear to connect to a sewer within the public road. GIS information may be incomplete in this area - there is potential that network exists but this cannot be confirmed since it is not on GIS. Capacity assessment required.
D	100mm and 200mm dia watermains located within the site. Capacity assessment required. GIS indicates that an abandoned watermain may run through the site.	Gravity sewers (unknown size) located within the site. To the southeast the sewers connect to a 225mm gravity sewer. Capacity assessment required.
E	100mm and 200mm dia watermains located within the site. Capacity assessment required. The R711 runs through the site - there is a 200mm dia watermain within this road. An abandoned watermain runs through the site.	225mm gravity sewer located in the western part of the site. Gravity sewers (unknown size) located in the eastern part of the site. Capacity assessment required.
F	150mm and 100mm dia watermains located within the site. Capacity assessment required.	300mm dia gravity sewers and 375mm/225mm gravity sewers located within the site. Capacity assessment required.
G	200mm dia watermain located in the western part of the site. Capacity assessment required. Also, GIS indicates an abandoned watermain is located near the northern boundary of the site - may be within the site.	Available GIS information does not show a sewer in nearby public roads. 225mm dia gravity sewer located in the road (Clover Meadows) to the north of the site, approx. 130m away. Also, 225mm sewer located in the adjacent site to the east (site F), approx. 110m away. Access may be required via third party land to both sewers. Capacity assessment required.
H	200mm dia watermain located in the western part of the site. Also, 150mm dia watermain in the road (Abbeygate) to the west of the site. Capacity assessment required.	225mm gravity sewer located at the junction of Abbey Road and an unnamed road that leads to Beacon Quay Pump Station - approx. 30m distance. Also, 375mm/450mm combined sewer located approx. 15m to the southwest of the site, on the opposite side of Abbey Road. Access may be required via third party land. Capacity assessment required.
I	50mm dia watermain located within the site, near the western boundary of the site. Capacity assessment required.	Available GIS information does not show a sewer in nearby public roads. 225mm combined sewer located within site J. Capacity assessment required.
J	125mm dia watermain located in the road to the east of the site. Also, AIB Meats Reservoir located in the adjacent site to the east, which may be privately owned.	225mm combined sewer located in the northern part of the site. Capacity assessment required.
K	Available GIS information does not show any watermains in public roads or private land near the site.	1350mm trunk sewer located within the site, near the eastern boundary, connecting to 400mm and 700mm rising mains, in the northern part of the site. Capacity assessment required.
L	Watermains located in the public road running through the site. 50mm and 100mm dia watermains are in the road at the southern end of the site, and a 3/4" watermain is in the road at the northern end of the site. Capacity assessment required. Available GIS information shows a gap in the water network in this road.	Available GIS information does not show a sewer nearby. The closest sewer appears to be in the road, approx. 220m south of the site (near the junction of the road running through the site and Arbourmount). Capacity assessment required.
M	100mm dia watermain located to the south of the site, in Arlington Grove. Access may be required via third party land. Capacity assessment required.	Available GIS information does not show a sewer nearby, although there is an existing housing area to the south of the site. Network connectivity to be confirmed. Potential that network exists but cannot be confirmed since not on GIS. Third party agreement likely to be required. Capacity assessment required.
N	200mm dia water trunk main runs along the western boundary of the site in Rockshire Road. 100mm dia watermain located in the housing area adjacent to the southern boundary of the site. Capacity assessment required. Rockshire WPS appears to be within the site.	Available GIS information does not show a sewer nearby, although there is an existing housing area to the south of the site. Network connectivity to be confirmed. Potential that network exists but cannot be confirmed since not on GIS. Third party agreement likely to be required. Capacity assessment required.

O	200mm dia watermain runs along the western boundary of the site in Rockshire Road. 100mm dia watermain located in the housing area adjacent to the northern boundary of the site, which connects to the watermain. Access may be required via third party land. Capacity assessment required. Rockshire WPS is located approx. 20m south of the site.	Available GIS information does not show a sewer nearby. Capacity assessment required.
P	125mm dia watermain in Newrath Road adjacent to the southern boundary of the site. Also, 200mm dia water trunk main in Rockshire Road adjacent to the eastern boundary of the site. Capacity assessment required.	Available GIS information does not show a sewer nearby. Capacity assessment required.
Q	125mm dia watermain in Newrath Road, adjacent to the southern boundary of the site. Capacity assessment required.	Available GIS information does not show a sewer nearby. Capacity assessment required.
R	Available GIS information does not show a watermain nearby. Capacity assessment required.	Available GIS information does not show a sewer nearby. Capacity assessment required.
S	150mm dia watermain located in the northern part of the site. Capacity assessment required. Mount Sion Reservoir is adjacent to the northern boundary of the site, incl. 450mm and 300mm dia water trunk mains	225mm gravity sewer , connecting to a 100mm dia pumping main at the junction of Hollybrook and Rockshire Road. Access may be possible via an existing access road - third party permission may be required. Capacity assessment required.

Notes:

1. This is a desktop study for new residential sites and strategic reserve sites based on PDF provided by KPMG and based on available GIS data at the time of the study and is indicative only and subject to change.
2. Capacity of the network to serve the site must still be validated through hydraulic model analysis, etc. The extent of works required, if any, will depend on the size, type and location of the development and the exact requirements will be determined as part of Uisce Éireann's Pre-Connection Enquiry process. Sites have been assessed on an individual rather than cumulative basis. If multiple sites are developed in the same area, this increases the likelihood network reinforcements will be required.
3. Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.
4. There are proposed zoned sites in which Uisce Éireann assets are present. In these instances, Uisce Éireann assets must be protected and access maintained, and where an Uisce Éireann asset is altered or diverted a Diversion Agreement is required. Details on this process can be found at https://www.water.ie/connections/developer-services/diversions/.
5. Given the long lead-in time to programme Uisce Éireann works, continued early engagement with regard to planned public realm schemes is essential in order to minimise disruption to the public.
6. There are areas with no or incomplete GIS data. We will follow up with Kilkenny County Council/Uisce Éireann Operations and revert if we get any updates.
7. Third-party agreement will be required where it is proposed to service a new development via private property or private water services infrastructure e.g. via estates not yet taken in charge.

Map provided by KPMG:

Belmont Road Ross Abbey Masterplan

Masterplanning and Urban Design Guidance

STW
Scott Tallon Walker
ARCHITECTS

Project Information

Client Name	**Kilkenny County Council**

Project Team

Design Team Lead	**KPMG Future Analytics**
Urban Design	**Scott Tallon Walker Architects (STW)**

Kilkenny County Council
Comhairle Chontae Chill Chainnigh

KPMG

Rev	Status	Initials	Checked by	Date
A	Draft	IH	PJ	24.06.25
B	Draft	IH	PJ	04.07.25
C	Draft	IH	PJ	15.07.25
D	Draft	IH	PJ	23.07.25
E	Final	PJ	PJ	04.06.26

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01

Introduction

Background

This masterplan was prepared by Scott Tallon Walker Architects to set out design principles for the development of Ross Abbey and Belmont Road lands. The masterplan is done in conjunction with Ferrybank Belview Framework Plan. The development strategy in the Framework Plan embraces the concept of a concentric city, with a balanced and compact growth north and south of the River Suir, as set out in the Waterford Metropolitan Area Strategic Plan.

The future concentric city approach recognises that urban neighbourhoods and their radial routes are connected by orbital routes. These radial and orbital routes create a connected concentric city network which promotes active travel and public transport connections. This approach guides the urban design and future development in Ferrybank.

The framework plan identifies two neighbourhoods, Ross Abbey and Belmont Urban Village area, as part of existing with new infrastructure planned for delivery within the timeframe of the framework plan. A new link road, South–North Access Road between the neighbourhoods is being progressed with part 8 approval. It will create a new access between the existing access road serving the Clover Meadows Housing Estate and the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre.

In preparation of this plan, an exercise with landowners was done to reflect ideas for the areas and further demonstrate the goals of placemaking set out in the Framework plan. This led to consensus to maintain a flexible approach in the plan, whilst keeping the core principles of design embedded in the plan.

Existing Character

Analysis of the existing areas in Ferrybank Belview Framework Plan describe Ross Abbey as a modern residential cul-de-sac development located on lands along Abbey Road. Walls and roads between residential estates lead to impermeability and car-dependency. Proximity of industrial sites appears incongruous with the high-quality landscape, small-scale residential and quiet country lanes. Character of Ross Abbey needs improved sense of place and better local identity.

The analysis noted that there is opportunity for densification of residential zoned lands and potential to improve walking and cycling access to urban centre. Proposed bridge leading to Waterford Hospital would introduce valuable connections to surrounding areas of Ross Abbey, improving its potential as a location for employees in the area to reside.

The analysis of existing Belmont Road and environs describes it being primarily designed around vehicular movement where the wide main road, roundabouts and car-parking separate residential clusters. The area is an established central point with mix of services, schools, church, creche, limited retail and open space. Belmont Road is the main vehicular route into city centre (R711) with numerous vacant sites along wide main road with large roundabouts. The street frontage along Belmont Road is blank with Ferrybank shopping centre being largely empty and most of the residential areas facing their backs to the road.

There is potential to improve pedestrian network and reduce car dependency by redesigning the main road R711 as an urban boulevard through the central area with active street frontages, urban scale and mix of uses as a ‘main street’. Also improved bus connections and promotion of active travel would reduce the use of vehicles.

Aim

This masterplan is underpinned by guiding principles and informed by examples of precedents. To ensure a high quality of the design, all proposals should align with guidelines such as the Design Manual for Urban Roads and Streets (DMURS), Urban Nature-based Solutions, and Urban Design Manual - A best practice guide.

The design principles for the lands between Ross Abbey and Belmont Road promote a well-connected, inclusive, and vibrant development that integrates into its natural and local context. Key priority is to provide high-quality, safe, and accessible pedestrian and cyclist infrastructure that links to surrounding neighborhoods, schools, bus stops, and the Greenway. This should also foster the a coherent connection between the two neighbourhoods.

The layout should support legibility through a clear street hierarchy, visual landmarks, and varied building forms. A mix of non-residential uses, such as community facilities, shops, cafés, and green spaces, should be introduced to enhance vibrancy and social interaction.

The design should celebrate existing heritage elements, trees, and green areas, which would also support biodiversity and maintain landscape character.

Links

South-North Access Road Report

Design Manual for Urban Roads and Streets

Urban Design Manual - A best practice guide Part 1

Urban Design Manual - A best practice guide Part 2

02

Masterplan

Guiding Principles

The following checklist is to help a design team (including urban designers, architects, engineers, landscape architects, e and other specialists) to meet the design principles for Ross Abbey and Belmont Road area. The points in the checklist should be applied throughout the development. However, example locations/solutions to the points 1-10 are illustrated in ‘Figure 1 - Indicative Masterplan for Ross Abbey and Belmont Road’ on page 7.

Checklist of design principles for Ross Abbey and Belmont Road lands:

1 Ensure smooth connections in and out the new development. For example, pedestrians and cyclists should have comfortable access points to Nature Trail, existing street network of surrounding neighbourhoods, local amenities, and bus stops.

2 Design high-quality pedestrian/cyclist infrastructure that support active travel, encourage the use of the Greenway, and consider desire lines.

3 Provide safe routes for children to walk and bike to schools, e.g., by minimising the number of crossing points.

4 Ensure the street network, layout, and design of the blocks support legibility and navigation, e.g., through intermediate landmarks, sightlines, street hierarchy, identifiable building design and variety in heights.

5 Provide a range of non-residential uses and mixed-use components to enhance vibrancy, inclusivity, and liveliness of the neighbourhoods. For example, shops, cafés, creches, community centres, maker spaces, community gardens, scout halls, play areas, shared gardens, outdoor gyms, sports fields, community facilities, nature walk routes, water features etc.

6 Explore the opportunity to utilise the existing crossing points over the Greenway.

7 Preserve and celebrate local heritage elements; improve integration of natural and historical features in layout, e.g., integrate the Walled Garden into the design.

8 Integrate the existing green spaces, hedgerows, trees, and nature in the plan to support biodiversity and existing ecology. These are, for example, existing hedgerows defining field patterns, along with the trees and vegetation around the walled garden and triangular area south from it. Careful consideration should be given to the removal of existing nature.

9 Design the development boundaries carefully to integrate the new development with the existing landscape and character. Assess visual impact of views to the development as the new townscape created by the development should be of high quality.

10 Provide water management solutions that enhance sustainability without compromising architectural quality: e.g., green roofs, rain gardens, permeable paving, and swales.

11 Design the surface materials and paving to enhance the quality of public realm. For example, differentiate the different street hierarchies by using different materials, use materials that support pedestrians rather than vehicles, and/or identify focal points by surface treatment.

12 Create well-defined streets, avoiding building setbacks unless it adds to the urban realm quality and architectural character.

13 Provide adaptable building design for people’s changing needs throughout their lifetime.

14 Diminish vehicular dominance on the streetscape by offering a range of parking solutions, for example on-curtilage spaces or those integrated to the building footprint. Both on-street and off-street parking should be softened with trees or planting in between the spaces to enhance streeet frontage and public realm quality.

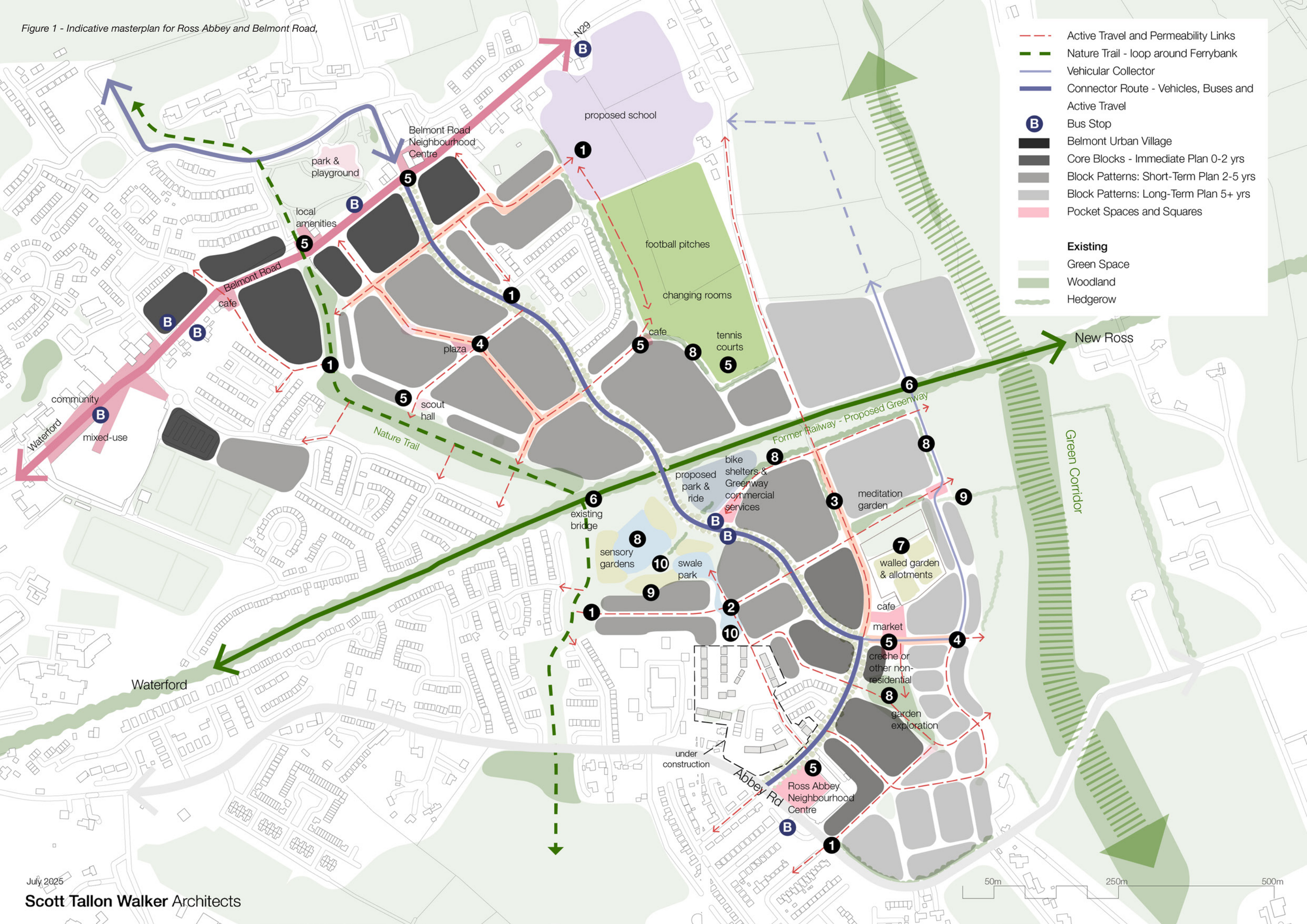
15 Create variety and diversity in architectural form, design, heights, and material palette through a considered approach that relates to place and visual appearance.

16 Create supervised and animated spaces, e.g., through passive surveillance, window orientation and nearby activities.

17 Ensure the design team is multi-disciplinary and has received input from urban designers, architects, engineers, landscape architects, ecologists and/or other specialists.

18 Ensure the design answers all the 12 criteria in the ‘Urban Design Manual – A best practice guide’ (a companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas). The criteria are: context, connections, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

Figure 1 - Indicative masterplan for Ross Abbey and Belmont Road,



July 2025

Scott Tallon Walker Architects

Masterplan

The essence of the masterplan is in promoting active travel, weaving into existing and creating a sense of a place. Permeable links ensure smooth connections in and out the neighbourhood. This provides easy navigation and enjoyable routes within the area.

Vistas and end views are also considered, highlighting key landscapes landscape or focal points to enhance the quality of public realm. For example, route alignments from the South-North Access Road open up views toward the high-quality landscape in the east (Green Corridor).

The active travel links connect the proposed Nature Trail with the neighbourhoods, offering enjoyable and active routes for people to use. The links ensure variety in walking and cycling routes and prevent limitations caused by cul-de-sacs.

A local vehicular collector route leads northeast toward adjacent lands and its character is distinquished from that of the Connector Route (South-North Access Road). The collector route serves local streets only, and it should not function as a bypass, would undermine the role of the Connector Route and reduce visitor traffic to the Belmont Urban Village.

The masterplan respects existing green spaces by incorporating them into the design. Also development boundaries follow field patterns and preserves existing hedgerows. New landscaping and green spaces, including gardens, swales, and allotment gardens, support different uses supporting inclusivity.

The masterplan identifies potential block patterns for both the long and short term. Core blocks locate areas of higher density, stronger urban feel and more community oriented uses. However, this does not constrain a developer from placing those elements outside of core blocks: it is encouraged that spaces for the local community are provided throughout the neighbourhood.

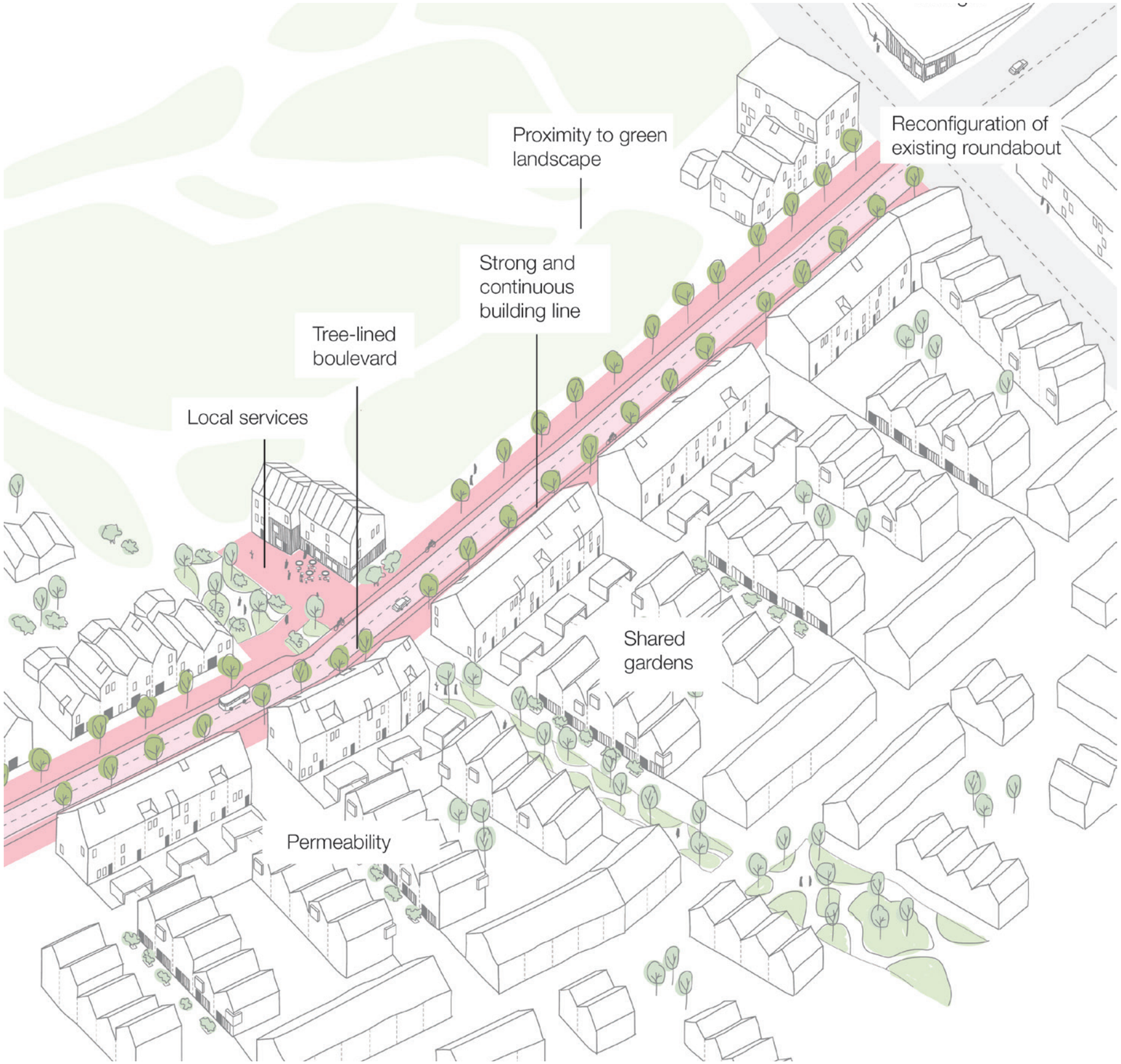


Figure 2 - Artist's impression of suggested Belmont Urban Village

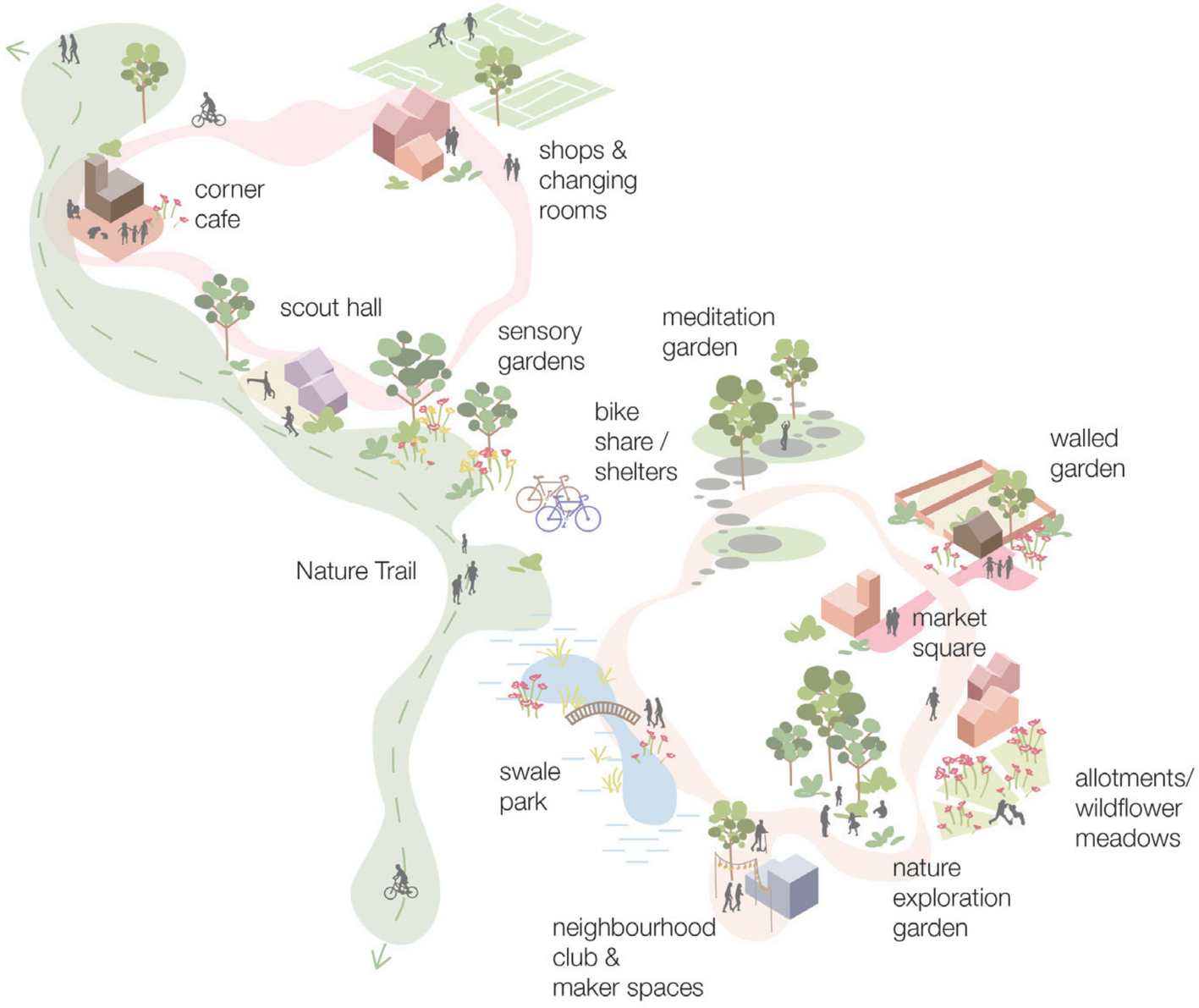


Figure 3 - A sense of a place: an abstrct illustration imagining potential activities in the neighourhood

Sense of a Place

The illustration in ‘Figure 3’ (left) provides an idea bank for various activities within the Ross Abbey and Belmont Road neighbourhoods. It is based on the concept of active travel - encouraging people explore the area by foot or bicycle and discover exiting elements along the way. Both neighbourhood loops connect to the Nature Trail, which ultimately weaves together the neighbourhoods and town centres within Ferrybank - supporting the strategy of a concentric city.

Urban Design Studies

Design Study A

This design study focuses on the junction of Abbeygate and new South-North Access Road, where the space is defined by strong building lines and end views. Activities, such as community market help create a sense of a place and provide places for meeting. The existing natural and cultural heritage is considered by integrating the walled garden and green areas into the design.

Design Study B

This study examines the edge of a new residential area, which follows existing field patterns and adds variety to the rhythm of building lines. Street alignment from the South-North Access Road opens up views to the surrounding landscape.

Design Study C

This design study connects a commercial service to the Greenway and the adjacent car park. Existing hedgerows and natural features help defining the residential areas. The study also explores the concept of a shared garden connecting the backyards of houses. Alternatively, the space could function as a non-private meandering route or green space.

Design Study D

This proposal ensures that parking spaces do not obstruct pedestrian permeability. This creates a smooth connection for pedestrians moving inside the area.

03

Examples

Marmalade Lane, Cambridge by Mole Architects

Variety in materials and architectural language

Pedestrian-friendly streets

Shared courtyard and garden

Wilkinsons Brook, Dublin by Proctor & Matthews Architects

Permeability within the development for pedestrians

Parking integrated in the building footprint

Horsted Park, Kent by Proctor & Matthews Architects

Intersection between the buildings and existing fields

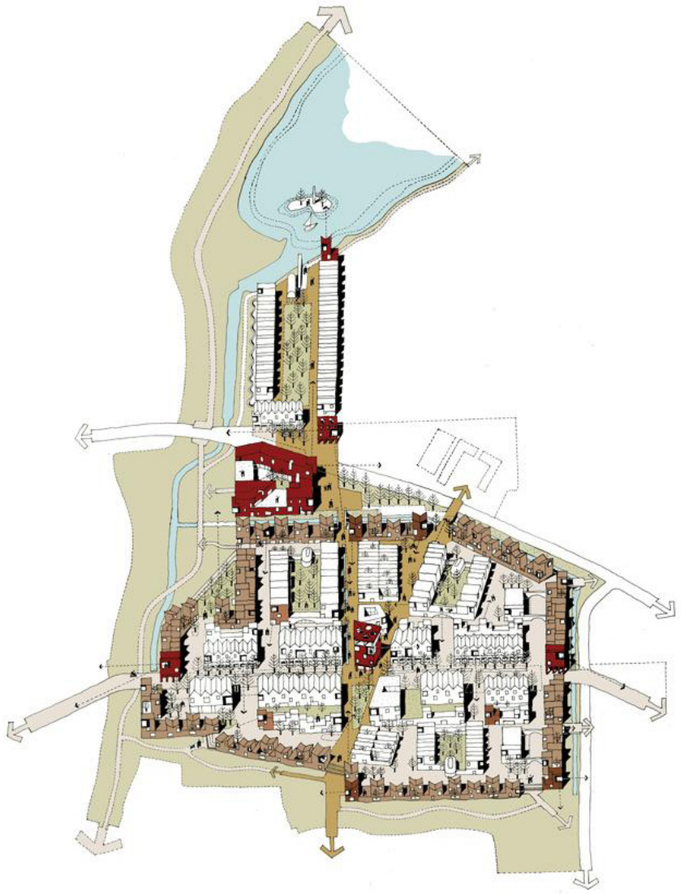
New development overlooking the existing landscape with a harmonous palette of colours and materials

Knights Park, Eddington, Cambridge by Pollard Thomas Edwards

Permeable paving

Swales and trees as part of water management

Marmalade Lane, Cambridge by Mole Architects



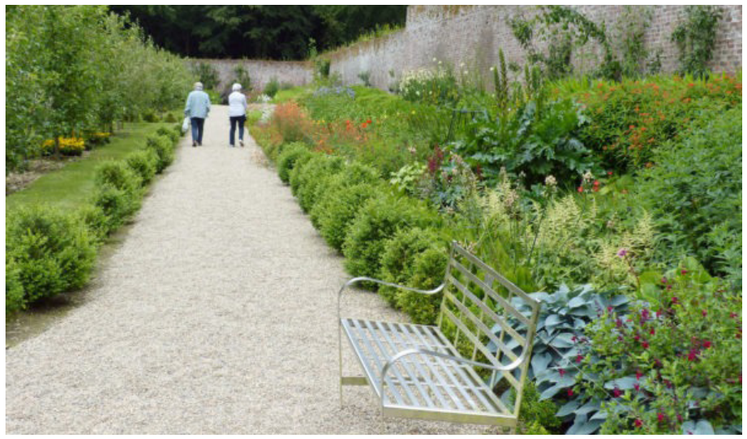
Differentiated nature of streets and routes within the neihgbourhood

Intermediate landmarks to guide orientation

Abode at Great Kneighton, Cambridge by Proctor and Matthews Architects

Permeability within the development

Human-scale design



Colcough Walled Garden in Tintern Abbey, Wexford

Sustainable drainage solution in Täby Park, Sweden by Funkia Landscape Architects

Colcough Walled Garden in Tintern Abbey, Wexford

Green Zone in Park van Buijsen project in Pijnacker-Nootdorp, Netherlands

The Kent Community Oasis Garden

Water management and attenuation in Bellway Homes, Abingdon-on-Thames, Oxfordshire

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Comhairle Chontae Chill Chainnigh
Kilkenny County Council

TIDY TOWNS
PORT AN CHALAIDH
FERRYBANK
AN TAIRBHE AS TARRAINGT LE CHÉILE

Ferrybank - Belview

Framework Plan Appendix 2: Local Transport Plan

DBFL
CONSULTING ENGINEERS

Kilkenny County Council
Comhairle Chontae Chill Chainnigh

Ferrybank-Belview Local Transport Plan

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Revision	Date	Description	Originator	Checker / Reviewer	Approver
0	30.08.2024	First Draft	JFC / MMC / SK	KB	
1	21.11.2024	Second Draft	JFC / MMC / SK	JE	KB
2	01.04.2025	Third Draft	SK	JE	KB
3	11.06.2025	Final Draft	JFC	KB	KB
4	20.04.2026	Final Local Transport Plan	MMC	KB	KB

1 Introduction

1.1 Project Background

The Ferrybank-Belview Local Area Plan 2017 (LAP) was adopted by Kilkenny County Council in December 2017 and has now expired. ***DBFL Consulting Engineers (DBFL)*** have been commissioned by ***Kilkenny County Council*** (KCC) to undertake an Area Based Transport Assessment (ABTA) to support the preparation of the new Framework Plan (FP) for the Ferrybank-Belview area.

The final output of the ABTA process will be the Ferrybank-Belview Local Transport Plan (LTP) – this report – which will form part of the evidence base for the Framework Plan. It is intended to underpin the future growth of the area, ensuring that the assessment of transport demand and its associated impact plays a role in informing future development patterns.

1.2 Scope of Study and Expected Outcome

The Study approach to the Ferrybank-Belview ABTA process is consistent with the methodology outlined by the National Transport Authority (**NTA**) and Transport Infrastructure Ireland's (**TII**) *'Area Based Transport Assessment Guidance Note'* issued in December 2018 and *ABTA Pilot Methodology*.

The scope of an ABTA follows 5 key stages:

1. Complete a **Baseline Assessment** of the Plan Area and the Surrounding Area
2. Establish the **Context** for the ABTA
3. **Options Development** / **Options Assessment**
4. **Refinement** and **Sensitivity Check**; and
5. **Finalise the ABTA Study** in conjunction with the statutory plans processes.

1.3 Supporting Documents

This report provides an overview of the supporting documents which together comprise the ABTA process which informed the Ferrybank-Belview LTP. These include:

- Ferrybank-Belview Baseline Conditions and Policy Context Report
- Ferrybank-Belview Context Report
- Ferrybank-Belview Options Development and Assessment Report

1.4 Report Structure

This document is structured into three sections:

- **Part A: Background**

Includes a summary of the evidence base for the LTP, including existing transport infrastructure and demand, a review of key land-use influences, and advance consultation.

- **Part B: The Strategy**

Presents the key recommendations of the LTP broken down by mode of travel and supporting measures.

- **Part C: Implementation & Outcomes**

Sets out a phased approach for the implementation of the Local Transport Plan's recommendations, and the anticipated outcomes of their delivery.

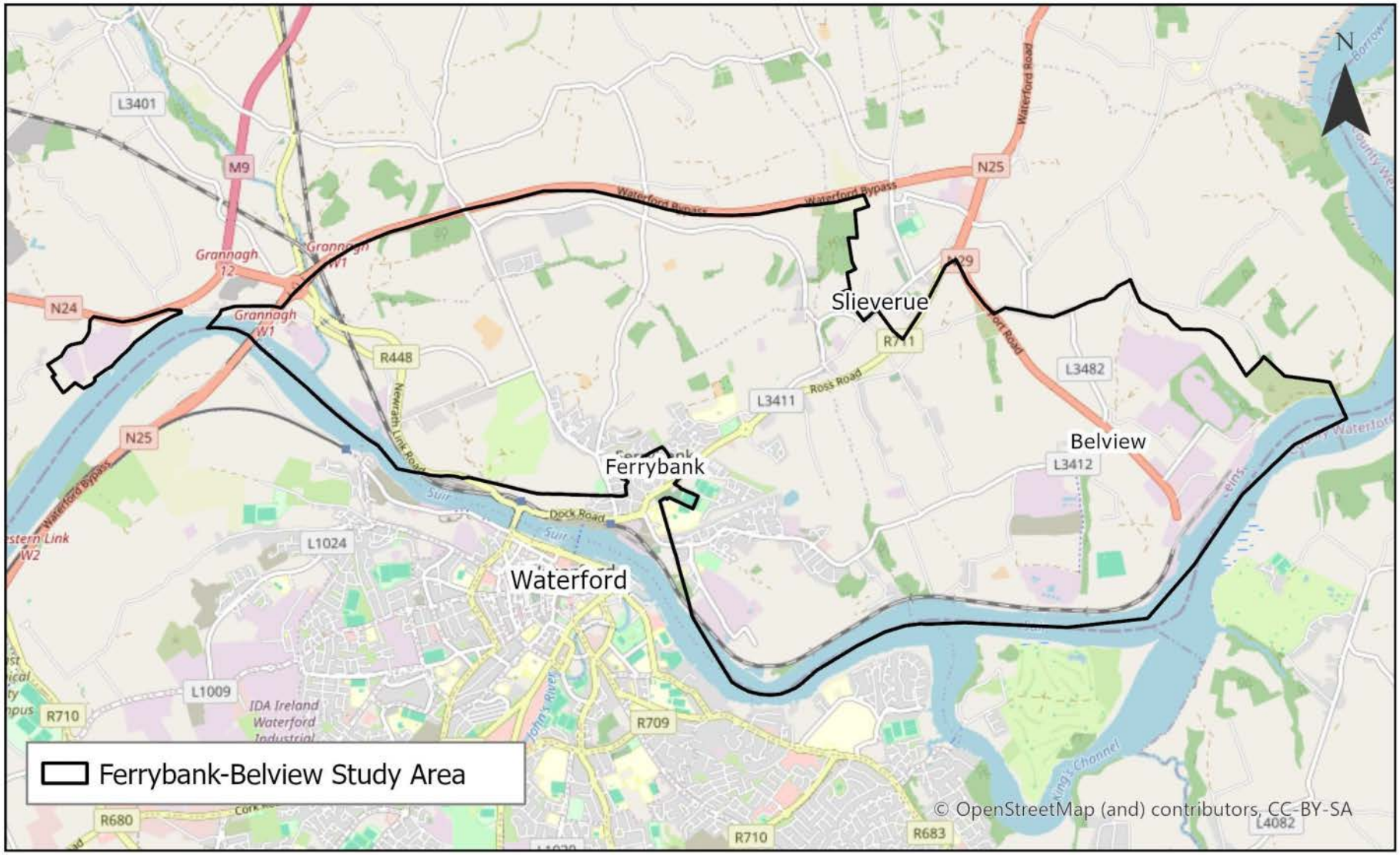


Figure 1-1 Ferrybank-Study Area Boundary.

Part A

Baseline Assessment

DBFL CONSULTING ENGINEERS

2 Ferrybank-Belview Today

2.1 Geographic Context

The Ferrybank-Belview Area is the second largest settlement in County Kilkenny after Kilkenny City. The Study Area lies entirely within the administrative boundary of Kilkenny County Council (KCC) however part of the wider Ferrybank settlement lies within Waterford City and County Council (WCCC) and includes the Integrated Transport Hub, North Quays SDZ and associated Sustainable Transport Bridge.

The further development of Ferrybank-Bellview is identified in national, regional and local policy framework as a critical element of the Concentric City vision in the Waterford Metropolitan Area Strategic Plan (MASP).

The Study Area comprises a relatively large spatial area extending from the business park at Grannagh in the west to Belview Port in the east. The northern boundary of the Study Area extends to the N25 Waterford Bypass and to the south the area is bounded by the North Quay SDZ, River Suir and Waterford City.

2.2 Physical Environment

Due to its dramatic topography and riverside location, the Study Area has a distinct physical environment and character. The River Suir bounds the Study Area to the south. Its sharp bends and dramatic turns offers unique vantage points from which to view Waterford City and Little Island. The River Blackwater flows through the townland of Granny/Grannagh is also present in the Study Area. Additionally, several smaller streams feed into the River Suir.

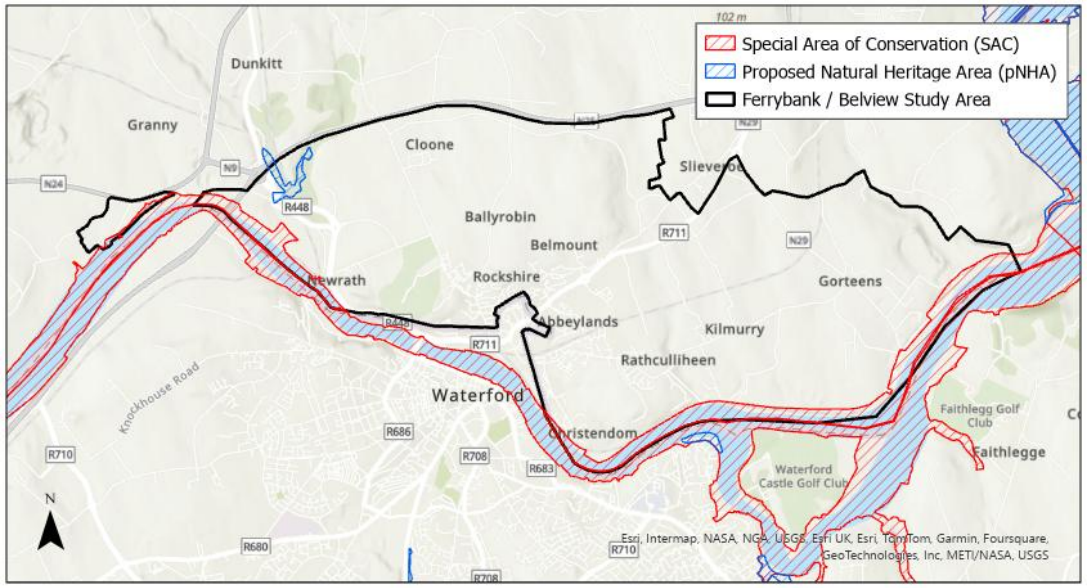


Figure 2-1: Ferrybank-Belview Study Area, and the Lower River Suir SAC and Granny ferry pNHA.

The area's striking topography is particularly dramatic. One of the most dominant components of the Study Area's physical landscape are the south facing slopes which overlook the River Suir. Sharp elevations are present west of the Study Area, with lands rising to a height of 80m above sea level across the Rockshire Hill ridgeline.

Figure 2-2: View of the Lower River Suir SAC from Grannagh.

By way of contrast, the eastern section of the Study Area comprises undulating, low lying land which extends alongside the river corridor. This portion of land gently rises to a maximum height of 40-50m above sea level, emerging as a memorable landscape feature.

Aside from its dramatic topography and riparian corridor, the majority of the Study Area is rural in character, containing tracts of gently sloping agricultural lands, partitioned by hedgerows and mature trees.

Lastly, the Study Area is bounded to the south by the Lower River Suir Special Area of Conservation (SAC). The Grannyferry Proposed Natural Heritage Area (pNHA) is located in the western edge of the Study Area.

2.3 Existing Land Use and Environment

Ferrybank's topography and relationship with the River Suir has largely determined its development. South of the Study Area, industrial buildings linked to Ferrybank's historical shipbuilding industry are concentrated along the waterfront, in the area now known as the North Quay SDZ. Early residential developments are located north of the old ferry crossing point and extend further north.

Subsequent linear housing development is situated along the Newrath Road and at minor roads, and a range of two storey semi-detached houses from the 1990's and 2000's are located along Mount Sion Road, Rockshire Road, Ross Road and Abbey Road.

A variety of key services, commercial retail outlets, and hospitality services are located on Fountain Street within the Waterford County Boundary. Additional amenities and facilities including Church of the Sacred Heart, St. Mary's Boy's National School and the Ferrybank GAA and football clubs are located along the R711. The presence of these amenities along a Regional road running through Ferrybank's town centre has resulted a heavily trafficked area in the core of the Framework Plan area. The main commercial area of Ferrybank is within Waterford County Council's boundary and its main town centre uses can be seen in **Figure 2-4.**

The Ferrybank-Belview LAP 2017 has identified that the area between the Belmount Roundabout and the Waterford County Boundary is to act as the '*focal point for the plan area*,' to include Ferrybank Neighbourhood Park, Hillsfield Community Centre, St. Mary's N.S., Ferrybank Primary Care Centre, Ferrybank Sports Ground and the District Centre (see **Figure 2-3**).

The District Centre is a large retail space east of the R711 built in 2009. It has remained largely vacant since its construction, with the local library and offices for Kilkenny County Council as its only tenants.

The former Jurys Ard Rí Hotel, a once iconic site overlooking Waterford City, is situated north-east of the Edmund Rice Bridge within the Study Area. This hotel opened in the 1960s and has remained vacant since its closure in 2006. It currently serves as a canvas for the Waterford Walls art projects.

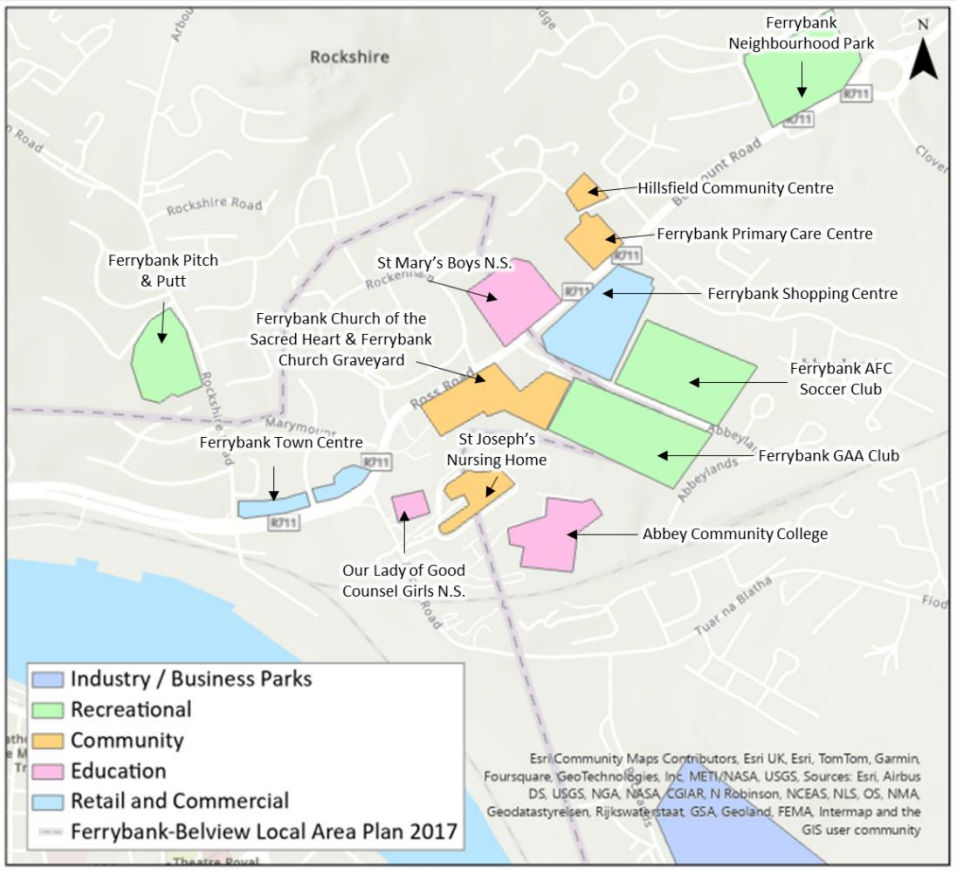


Figure 2-4: Ferrybank Town Centre, including the administrative areas of both Kilkenny County Council and Waterford City & County Council.

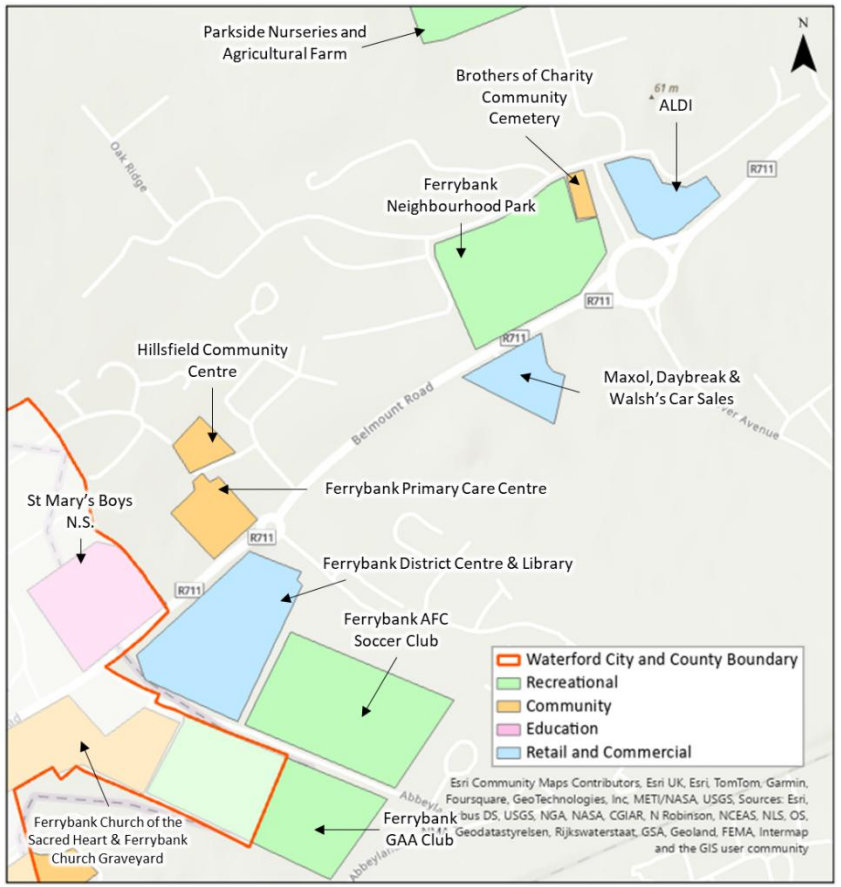


Figure 2-3: Existing Land Uses at the Proposed Main Street or Urban Village.

2.4 Area of Influence

The area of influence is considered to be the geographic area that could be affected by the implementation of the plan. It is crucial to define the Area of Influence beyond the Ferrybank-Belview Study Area to ensure that connectivity and movement between these areas by sustainable modes is considered during the LTP.

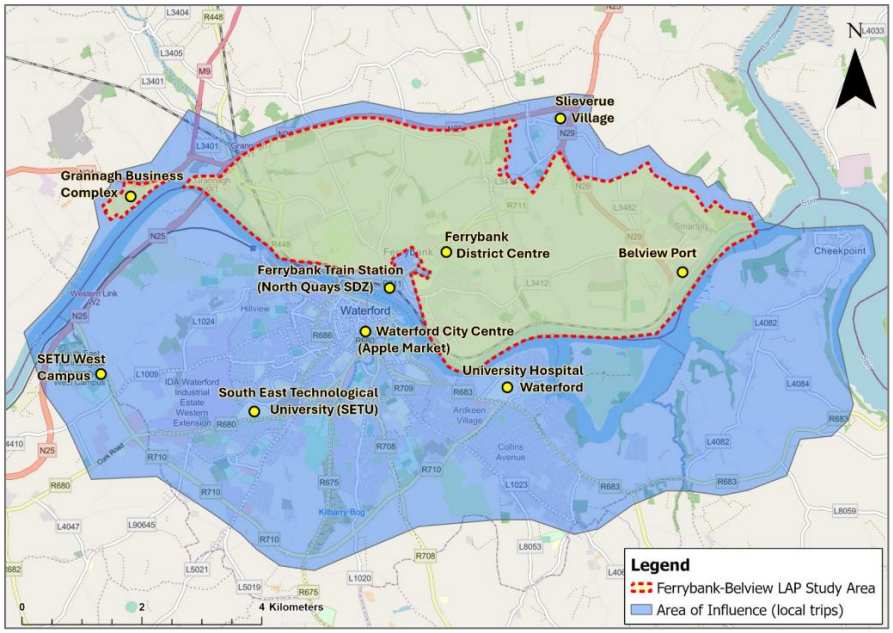


Figure 2-5 Area of Influence defined for the Ferrybank LTP

The area of influence has been partly influenced by *WMATS Desire line Analysis (Demand Analysis Report)* that suggested a strong functional relationship between the Study Area and Waterford City, Belview, SETU and other employment and education destinations across the wider Waterford Metropolitan Area.

Assuming that the existing and future land-uses are in accordance with the *Kilkenny City and County Development Plan 2021-2027's* land use objectives, the Area of Influence is considered to include surrounding key employment areas and neighbourhoods that will both generate and attract trips to / from the Study Area.

The LTP's Area of Influence encapsulates the portion of Ferrybank within the Waterford City and County Boundary, as well as the North Quays SDZ on the banks of the River Suir.

Also included is the wider Waterford City Area, including the core retail shopping area, the strategic economic corridor and several housing areas. The South East Technological University's (SETU) College Street Campus and West Campus are also within the Area of Influence.

2.5 Demographics

2.5.1 Electoral Divisions

The Study Area is partly or fully within the following three Electoral Divisions (EDs) – Kilculliheen, Rathpatrick and Ferrybank. Kilculliheen is fully within the Study Area whereas Rathpatrick is only partially covered by the Study Area. Rathpatrick includes Belview Port which is a significant employment centre for the LTP Area and for the region.

Ferrybank is outside the Study Area, however Kilculliheen and Ferrybank form a contiguous settlement area, and there is also a strong interconnectedness in particular for transport infrastructure between the two EDs. Some of the northern portion of the LTP Study Area is within the ED Dunkitt, and Grannagh Industrial Area is within the ED Aglish. However, these EDs consist of less than 5% of the LTP area population and are not included in the LTP Study Area.

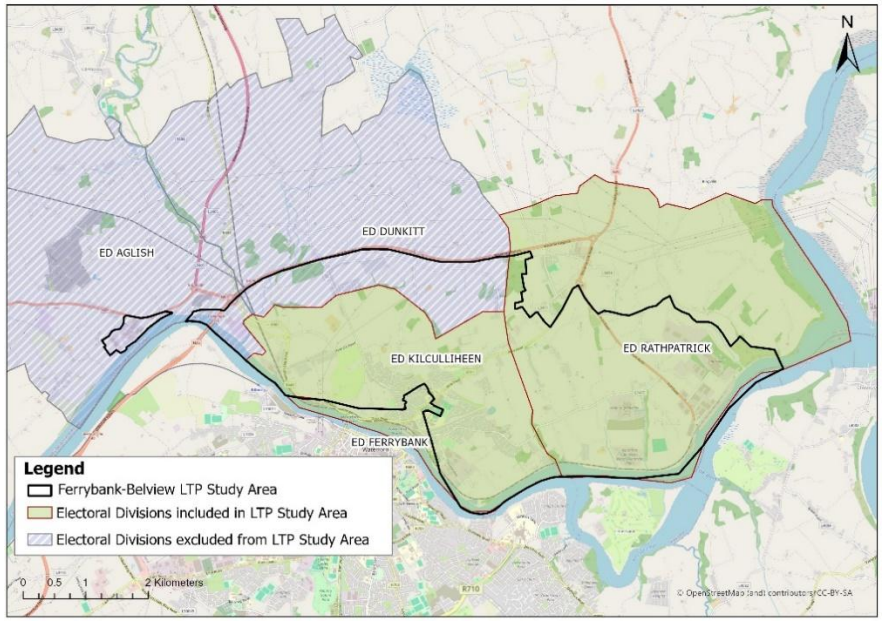


Figure 2-6 Ferrybank-Belview LTP Study Area and Relevant Electoral Divisions

2.5.2 Population

The population of the three EDs increased between the 2016 and 2022 Census, from 7,199 to 7,749. This represents over a 7.6% change and an increase of 550 people. Figures show that this increase is approximately 1.5 times the population increase of the rest of County Kilkenny, which recorded a 5% increase from 2016 to 2022.

2.5.3 Age Profile

Between 2016 and 2022, there was a 3.2% decrease in persons between the ages of 0-14 in the Study Area. The working age cohort (15-64 years) recorded a 7.5% increase which is higher than that for Co. Kilkenny which only saw a 4.1% increase. There was a significant increase in the population aged 65 years and over (30.4% increase) which was 10% higher than Co. Kilkenny (21.4%).

2.5.4 Employment and Education

The Study Area saw a 29% increase in the number of persons with a Third Level degree, and a 35% increase in persons with a Postgraduate Degree and above. There is a decline in the number of persons with a primary level education, consistent with the decline in population figures for those aged 0-14. Regarding employment figures, the LTP Study Area has a large working population with 57% of the population employed in some capacity. There is a decline in the number of unemployed persons between 2016 and 2022, going from 9% to 6%.

2.5.5 Housing

In 2022 Census, the average household size recorded was 2.7 people per household. Over 80% of households comprise of persons recorded as 'Married or with Children' while 9% consist of single persons. 'Owner Occupied' consist of the majority of households at 65% compared to 63% in 2016.

2.5.6 Car Ownership

In 2016, the total number of households with 1 or more cars in the Study Area totalled 2250. In 2022, the total number of households with 1 or more cars in the Study Area was 2,400, indicating a 6.6% increase in the number of households with 1 or more cars.

The number of households with no car has similarly fallen from 293 in 2016 to 286 in 2022 indicating an increase in the number of households with one or more cars.

2.5.7 Commuting Patterns

Journey Times

Census 2022 data suggests that the majority of people who live in the Study Area (42%) commute between 15 and 30 minutes to work, school or college. This is followed by 34.2% of people who travel under 15 minutes suggesting significant potential for sustainable transport. 15.5% of people travel between 30 and 45 minutes. The results from the assessment of modal split for trips to work and education originating in Ferrybank-Belview is summarised as follows:

Work Trips Modal Split

The modal split highlights the dependency on car travel to work with 73% of all trips by car (drivers and passengers). However, this is a decrease of 4% from 77% in 2016. Walking is the second most popular mode of transport (5.5%). This was a decrease from 5.8% walking in 2016. Lastly, trips by bus (3%) increased from 2016 figures (2.2%) however trips by bike remained the same at 1%.

Education Trips Modal Split

The modal split highlights the dependency on car travel to school or college, with 62% of all trips by car (drivers and passengers). This shows a 1% decline from 63% in 2016. Walking is the second most popular mode of transportation for those travelling to school or college with 19%. This shows a 1% decrease from the 24% in 2016. Trips by bus 6% and bike 1% account for 7% – a 1% decrease from 7% for bus and a 1% decrease from 2% for bike from 2016.

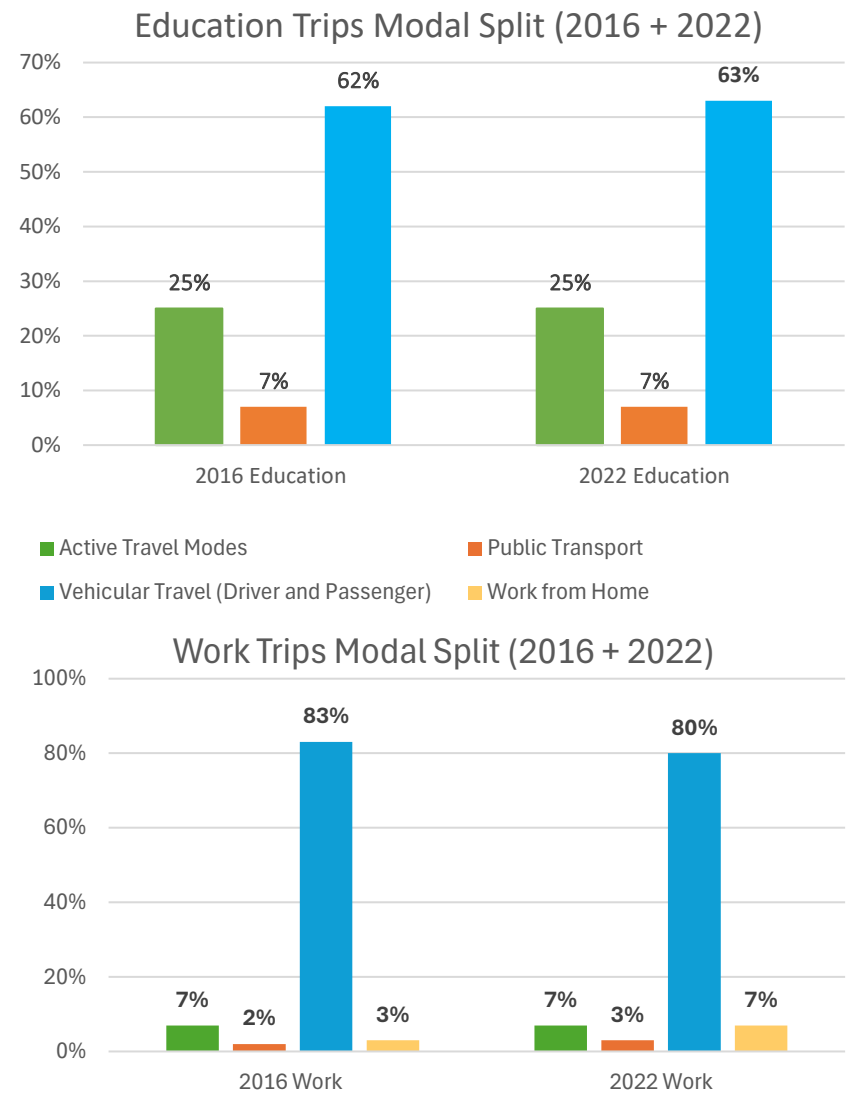


Figure 2-7: Modal Share of Education and Work Trips (2016 and 2022)

3 Review of Policy Context

3.1 Overview

This LTP is being developed within the strategic land-use and transport planning framework at a National, Regional and Local level. Policy objectives and targets established at National Level sit at the top of this framework, providing over-arching and strategic directions. These are in turn translated into Regional and Local Level policies to enable more place-specific objectives.

The key National, Regional, Metropolitan and Local policy documents underpinning the LTP are outlined adjacent, as well as National Guidance, Best Practice and Strategy Document. The **Baseline Conditions Report** provides a comprehensive review of these documents, some of which are detailed below.

3.2 National Level: Statutory Planning Policy

Project Ireland 2040: National Planning Framework (NPF)

The ***NPF*** was published in February 2018. It sets out the strategic vision and a long-term, over-arching framework for the future growth and spatial development of Ireland up to 2040.

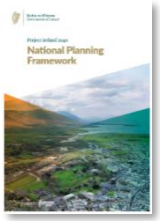
National Policy

Regional & Metropolitan Policy

Local Policy

National Guidance, Best Practice & Strategies

The NPF sets out key growth enablers for Waterford City, several of which are directly relevant to the Ferrybank-Belview Study Area given its location within the greater Waterford Metropolitan Area. These include:



- *Delivering the North Quays SDZ regeneration project for integrated, sustainable development together with supporting infrastructure, including a new pedestrian bridge or a pedestrian/public transport bridge over the River Suir.*
- *Progressing the sustainable development of new greenfield areas for housing and the development of supporting public transport and infrastructure.*
- *Provision of Citywide public transport and strategic cycleway networks.*
- *Enhanced regional connectivity through improved average journey times by road to Cork, Limerick and ports within the region.*

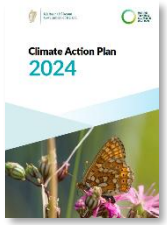
National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport created the ***NIFTI*** in Ireland as a framework for prioritizing future investment in the land transport network. This framework was provided to support the delivery of the NSOs.

The framework aspires to support Ireland's decarbonisation efforts, to facilitate vibrant and sustainable communities, to deliver a high-performing transport system, and to promote strong and balanced economic performance.

Climate Action Plan (CAP) 2024

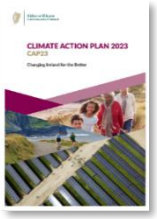
The ***CAP 2024*** represents the third annual update to Ireland's Climate Action Plan 2019. It sets out a major programme for change in response to reducing Ireland's GHG emissions.



The Plan makes a commitment to delivering an additional 500,000 public transport and active travel journeys daily by 2030. The measures recommended in this LTP will help support the Climate Action Plan's target of walking, cycling and public transport accounting for 50% of trips across Ireland by 2030, by identifying a transport network and other interventions that prioritise these modes and give them an advantage over the private car.

National Sustainable Mobility Policy

The ***National Sustainable Mobility Policy*** supersedes the Government's previous Smarter Travel Policy, and acts as a strategic framework for active travel and public transport journeys, to help Ireland meet its climate action obligations and to achieve a 51% reduction in carbon emissions by 2030.



The Ferrybank-Belview LTP will help achieve this by developing a plan to inform the future development of the area's transport network, prioritising connectivity for sustainable modes first in line with the NTA's *Design Manual for Urban Roads and Streets* (*DMURS)* User Hierarchy while also improving overall connectivity to Waterford City Centre, Belview Port, and other key surrounding areas.

TII Publications

TII Publications set the standards and design guidance for the national road network and associated infrastructure. TII Publications are the Government recommended design guidance for all roads with speed limits greater than 60km/h. *DMURS* is the recommended design guidance for all roads

and streets with a speed limit of 60km/h or less.

This ABTA is mindful of the requirement to safeguard the strategic function of the National Road Network. This ABTA will observe statutory design guidance outlined in TII Publications (Standards) and TII Publications (Technical) and will fully consider any potential impact to the surrounding national road network that may arise as a result of potential options from the ABTA process. TII Publications central to this ABTA include:

- *NGS Circular No. 2 re.* Application of Guidelines and Standards in relation to works on Public Roads in Ireland (2022).
- *Treatment of Transition Zones to Towns and Villages on National Roads* (DN-EO-03084)
- *Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes* (DN-GEO-03030).

3.3 Regional & Metropolitan Level Planning Policy & Guidance

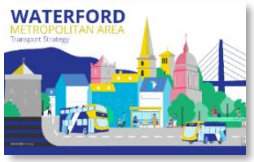
Regional Spatial and Economic Strategy for the Southern Region

The ***Regional Spatial and Economic Strategy (RSES) for the Southern Region i***s a strategic plan and investment framework to shape the future development of the Southern Region to 2031 and translates the objectives and strategic priorities of the NPF at a regional level.

The *RSES* highlights several regional and local **road and transport measures** which are required to strategically enhance regional connectivity within the region, including a proposal for a connection linking Abbey Road to Belmont Link Road – Ferrybank, and regional Policy Objective 140, which aims to maintain the strategic transport function of national roads, of which there are two within the Study Area.

Waterford Metropolitan Area Transport Strategy 2022-2042 (WMATS)

The overarching objective of ***WMATS*** is to facilitate the sustainable growth of the WMA, which includes the full extent of the Ferrybank-Belview Study Area, in accordance with national policy including, *inter alia*, the NPF, NDP, the *CAP* and the National Sustainable Mobility Policy.



3.4 Local Policy & Guidance

Kilkenny City and County Development Plan 2021-2027

The ***Kilkenny City and County Development Plan 2021-2027*** was adopted in 2021, superseding the Kilkenny County Development 2014-2020 and the Kilkenny City and Environs Development Plan 2014-2020.

The Plan highlights the importance of providing key infrastructure delivery in the LTP Study Area to support future population, including:

- the new Sustainable Transport Bridge to the North Quay SDZ,
- the relocation of the railway station to a new Integrated Transport Hub on the North Quays and;
- the development of the Abbey link road in Ferry bank.

4 Existing Transport Network

4.1.1 Pedestrian Network

The **Baseline Conditions Report** provides a comprehensive assessment of the existing transport network, which can be summarised as follows:

- A generally good quality of pedestrian connectivity to schools, shops, recreational facilities and residential developments in the immediate vicinity of Ferrybank-Belview.
- Absence of pedestrian crossings in key locations, particularly near accessways to schools, sports facilities and housing developments.
- Lack of footpaths on some roads, such on Belmont Road (R711) for approx. 2km.
- Community severance as a result of legacy road layouts, particularly on Fountain Street and Dock Road (R711).
- Some pedestrian crossing points do not follow desire lines, and others have barriers such as guardrails at Newrath Road / Link Road junction.
- Missing footpaths on both sides of some roads, or gaps in the network (e.g. Abbey Road, between Christendom and Nursing Home).
- Legacy road infrastructure & junctions incompliant with DMURS standards.

4.1.2 Cycle Network

As highlighted in **Figure 4-1,** there is a distinct lack of cycling infrastructure within the Study Area. The previous LAP notes that the number of people cycling in the plan area is '*almost negligible,'* and that the area is not cycle-friendly and dominated by cars.

The following cycling infrastructure exists in Ferrybank-Belview:

- Standard cycle track on the southern / eastern side of Belmont Road between the Belmont Roundabout and the Waterford County Boundary. These cycling facilities fail to provide access to the Ferrybank Neighbourhood Park, Ferrybank Primary Care Centre, and St Mary's National School, all of which are on the opposite side of the road
- Two-way cycle track within the IDA Science and Technology Park (approx. 1.4km)
- Standard cycle tracks extending from Belmont Roundabout down Clover Ave. towards the future greenway entrance.

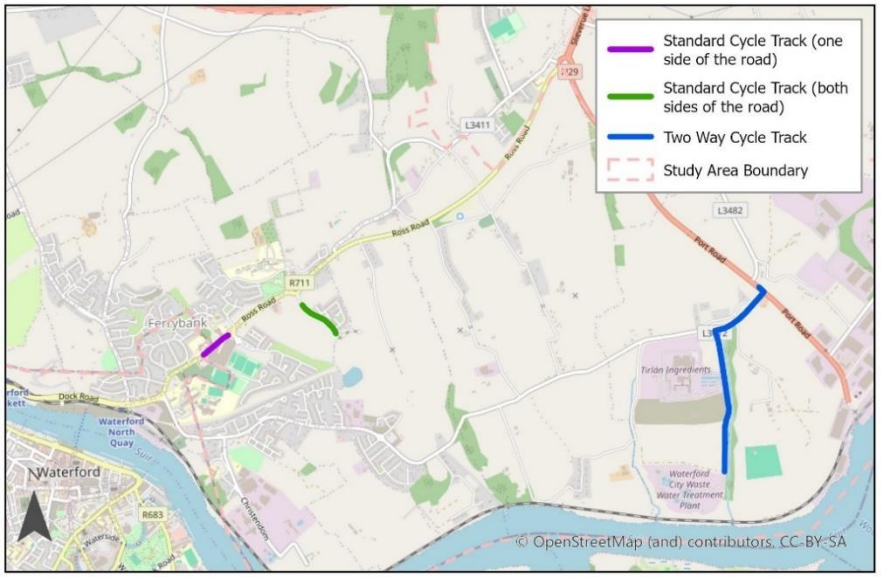


Figure 4-1 Existing cycling facilities in the Ferrybank-Belview Study Area.

Figure 4-2 Cycling Facilities in Ferrybank-Belview. Source: DBFL.

4.1.3 Greenways

The Study Area benefits from the proximity of the Waterford Greenway and the South East Greenway.

Waterford Greenway

The Waterford Greenway opened in 2017 and forms part of the wider Eurovelo 1 Atlantic Coast Route. The Waterford Greenway connects Waterford City to Dungarvan Town along an old railway route and travels along the River Suir to the south-west of the Study Area. The Greenway is Ireland's longest greenway at 46km in length and the route includes eleven bridges, three viaducts and a 400-metre tunnel. It

is a key recreational asset of the region, and according to the Waterford City and County Development Plan 2022-2028, it has recorded user numbers in the order of 250,000 per annum.

South East Greenway

The South East Greenway will provide a safe and desirable active travel corridor for the movement of pedestrians and cyclists to Mount Elliot in New Ross.

The 24km Greenway will be a key component to the success of pedestrian and cycling linkages throughout the Study Area. When complete, this greenway will connect the Study Area to New Ross along an old railway line along the River Barrow and will ultimately connect to the Waterford Greenway in Waterford City Centre.

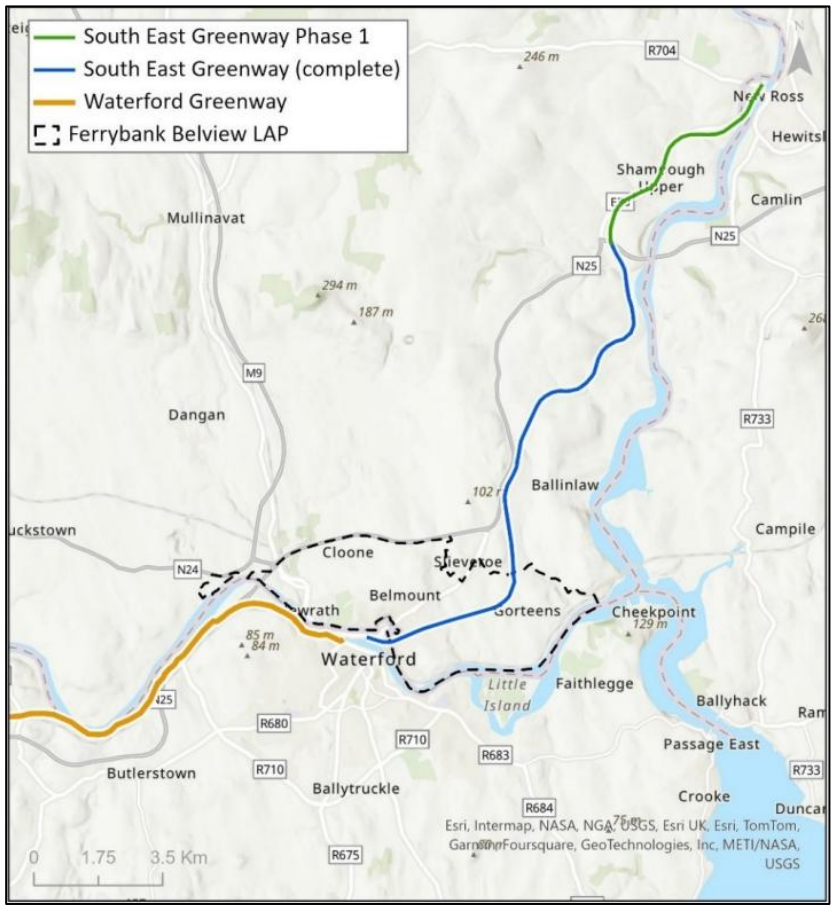


Figure 4-3: The Waterford, Phase 1 of the South East Greenway as well as the complete route of the SE Greenway can be seen in this map.

4.1.4 Public Transport Network

Bus Network

Bus services in the Ferrybank-Belview Study Area are relatively infrequent. The Study Area is served by the private operator J.J. Kavanagh's and the Local Link. Existing routes are as follows:

- **Route 607** operates from Ballygunner to Abbey Park
- **Route 617** operates from Ballygunner to Slieverue
- **Route 627** operates between Ballygunner and Waterford City

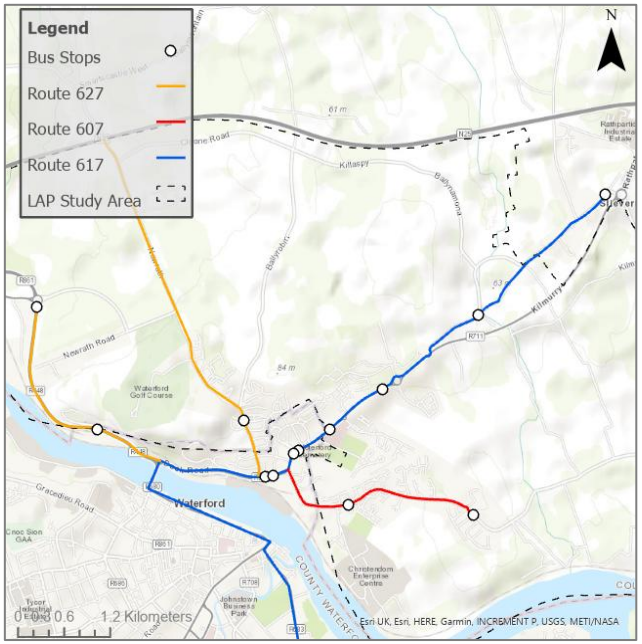


Figure 4-4: Existing Bus Routes.

These routes directly serve the Study Area; however, several routes are also available from Waterford City Centre Bus Station (Located just outside of the Study Area). Bus services and facilities can be generally summarised as follows:

- Bus stops present on R648, with one bus stop in Reticulines and one on Rockshire Road.
- Overall lack of bus shelters, real-time information & seating at bus stops.
- Lack of public bus services available from Grannagh Business Park or Belview Port into Ferrybank or Waterford City Centre.

The standard of existing bus stops and the absence of bus routes serving key destinations in the Study Area may reduce the effectiveness and willingness of residents to use public transport in the area.

Rail

Waterford (Plunkett) Railway Station is located to the immediate south of the Plan boundary within the Waterford County Boundary. Nevertheless, Plunkett Station has an impact on how residents in the Ferrybank-Belview area move around, and it is a significant interchange facility for Waterford and its Environs. The Station is the terminus for intercity services from Dublin Heuston and Limerick Junction.

Table 4-1: Rail services from Plunkett Station, Waterford.

Iarnród Éireann Service	Frequency (Mon. – Sat.)	Frequency (Sunday)	Origin (Inbound)	Terminus (Inbound)
Intercity	7 daily trains each way	4 trains daily each way	Dublin Heuston (Dublin-Waterford railway line)	Waterford (Plunkett) Station
Intercity	2 trails each way	-	Limerick Junction (Limerick-Rosslare railway line)	Waterford (Plunkett) Station

This rail station will be moved to the North Quays as part of the Strategic Development Zone's new Transportation Hub, with the new station due to be commissioned in 2026.

4.1.5 Road Network

National Roads

There is a variety of National Primary Roads bound by the ABTA Study Area, which are operated and maintained by TII These roads include:

The **N9** extends from the M9/N24 roundabout to the N25 junction at Grannagh.

The **N24** connects the cities of Waterford and Limerick via south Tipperary. There is currently a scheme being progressed by Kilkenny County Council, Tipperary County Council, TII, and the Department of Transport at Phase 2 Options Selection stage between Cahir and Waterford to enhance the strategic nature of the N24 corridor and improve accessibility to the town is passes through/by.

The **N25** Cork-Rosslare Road. This is a tolled road and extends from the north of the Study Area along the western edge of the Study Area where is meets the N9 and N24, as well as the M9 Motorway in the west.

The **N29** connects the Port of Waterford at Belview with the N25. The road is a 100km/hr road and currently has no public transport services. This is a key road, as it provides a connection between the N25 and Belview Port. It is an objective of Kilkenny City and County Development Plan 2021-2027 that the N29 is upgraded to enable lands to be released to facilitate the expansion of Belview Port:

- **Objective 12U –** Construct a roundabout on the N29 at the L3412 (Rathculliheen) Junction.
- **Objective 12V –** Provide for traffic calming measures between the roundabout and the port hate on the N29.
- **Objective 12W –** To introduce a 60km/hr speed limit on the section of the N29 between the roundabout and the port gate.

Figure 4-5 N29 / Port Road (left) and the N24 (right). Source: DBFL.

Regional Roads

Key Regional Roads within the Study Area include:

The **Newrath Link Road (R448, R861)** is a wide carriageway of approx. 23.4m wide, with two lanes in each direction. Footpaths are provided for pedestrians on both sides of the road. There is a signal-controlled pedestrian crossing with pedestrian guardrails at the junction with Newrath Road which features residential ribbon development.

The **R711 Ross Road / Belmont Road** which runs through the centre of the Study Area and onwards towards Waterford City via the Edmund Rice Bridge. Rockshire Road is situated to the north-west, with the Abbey Road being situated to its south-east.

The **R488 Sallypack Road** which extends west of Edmund Rice Bridge, providing a connection to the Newrath Road. The **R488** meets the R861 to the west before merging with the N25, N9, and M9.

Figure 4-6 R711 / Belmont Road. Source: DBFL.

Figure 4-7 Newrath Link Road

Link Roads

There are several link roads within the Study Area which provide important connections between residential neighbourhoods, key services and national and / or regional roads. Two of such roads include:

Rockshire Road, begins outside the Study Area, however the majority of the road is within the Kilkenny boundary. Rockshire Road extends north of Ross Road, and its primary role is to provide access to residential development in the north of Ferrybank. There are continuous footpaths on both sides of the road, and for the entire length of the road.

These are supplemented with a signal-controlled pedestrian crossing at the junction with the R711 and another at the junction with Marymount and Bishopsgrove. Opportunities to cross the road safely however are limited and community severance is an issue.

There are several instances of legacy road infrastructure and junctions that are not compliant with *DMURS* standards. The road layout lacks quality active travel and public transport options.

Abbey Road begins outside of the Study Area; however, the majority of the road is within the Kilkenny County Boundary. Abbey Road extends south of Ross Road and provides access to Our Lady of Good Counsel National School, Abbey Community College as well as St Joseph's Nursing Home

Figure 4-8 Abbey Road (left) and Rockshire Road (right). Source: DBFL.

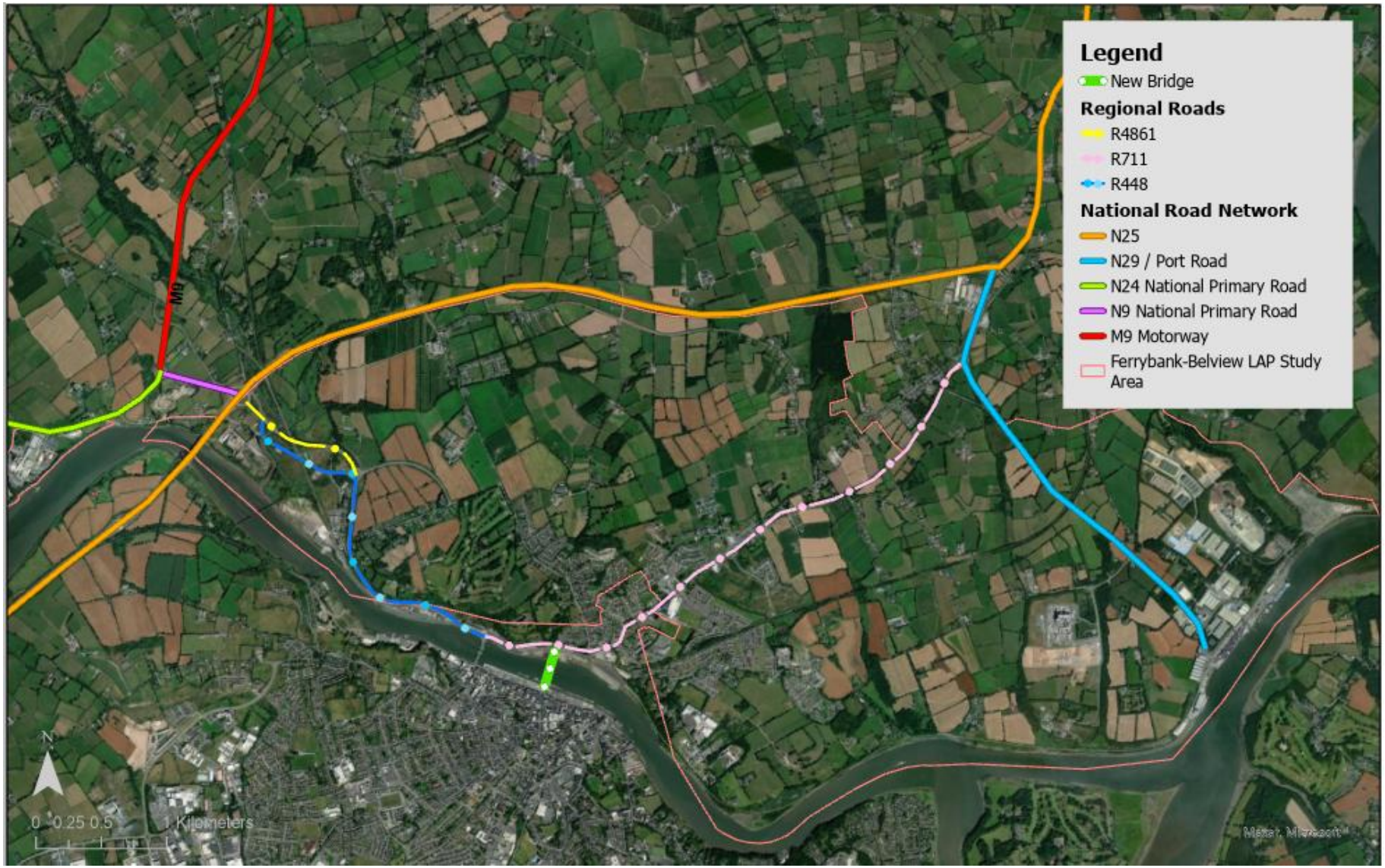


Figure 4-9: Map of the Study Area and the National and Regional Road Network.

4.2 Existing DMURS Hierarchy

The *Design Manual for Urban Roads and Streets (DMURS)* 'Road and Street Hierarchy' can be used to show the function and importance of movement of roads and streets within the Study Area. *DMURS* defines three types of roads and streets:

- **Arterial:** Major routes via which major nodes are connected.
- **Link:** Routes which provide the links to arterial streets or between neighbourhoods and/or suburbs.
- **Local:** Provides access within communities, & to arterial / link streets.

DMURS can also be useful for defining the context and place value of a road or street. For example, whilst sections of Arterial Roads of 60-80km/hr on the rural fringe of a town or city have low place values and higher vehicle priority, sections of Arterial Roads and Streets within the centre of a town or city have high pedestrian priority, with lower speeds of approx. 10-30km/hr.

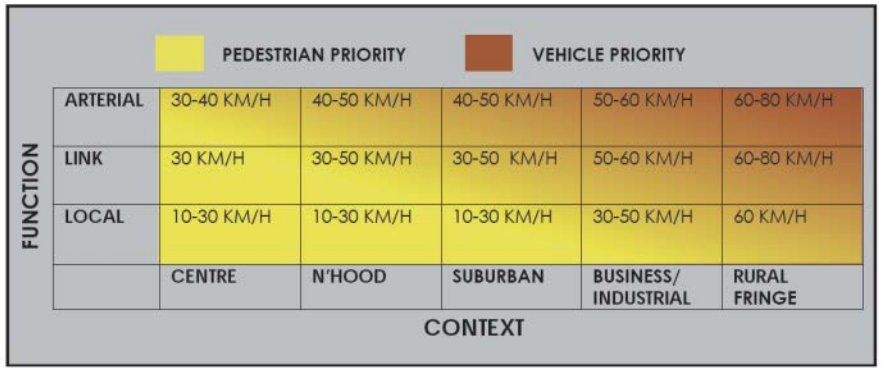


Figure 4-10 *Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions. Source: Table 4.1, DMURS.*

4.2.1 Ferrybank-Belview Road and Street Hierarchy

The roads and streets within the Ferrybank-Belview Study Area have been classified as follows:

Arterial Roads and Streets

- R711 (north East – West)
- R448 / Newrath Link Rd / Dock Rd (E-W)

Link Roads and Streets

- L3411 / Milepost (NE-SW)
- L3412 Abbey Road (E-W)
- Rockshire Road (N-S)

Local Roads and Streets

- Kilmurray & L7478 local roads
- Cloone Road & Ballynamona (W-SE northern link from Rockshire Road to the L3411)
- Christendom
- Rockshire / Ballyrobin
- Gyle's Quay

A map showing the *DMURS* Assessment of Ferrybank-Belview LTP Study Area can be found overleaf.

It should be noted that as *DMURS* addresses roads and streets with speed limits up to 60km/hr. Exceptions to this include the N29 / Port Road with a speed limit of 100km/hr as part of the National Road Network, and sections of the Newrath Link Road that are 80km/hr.

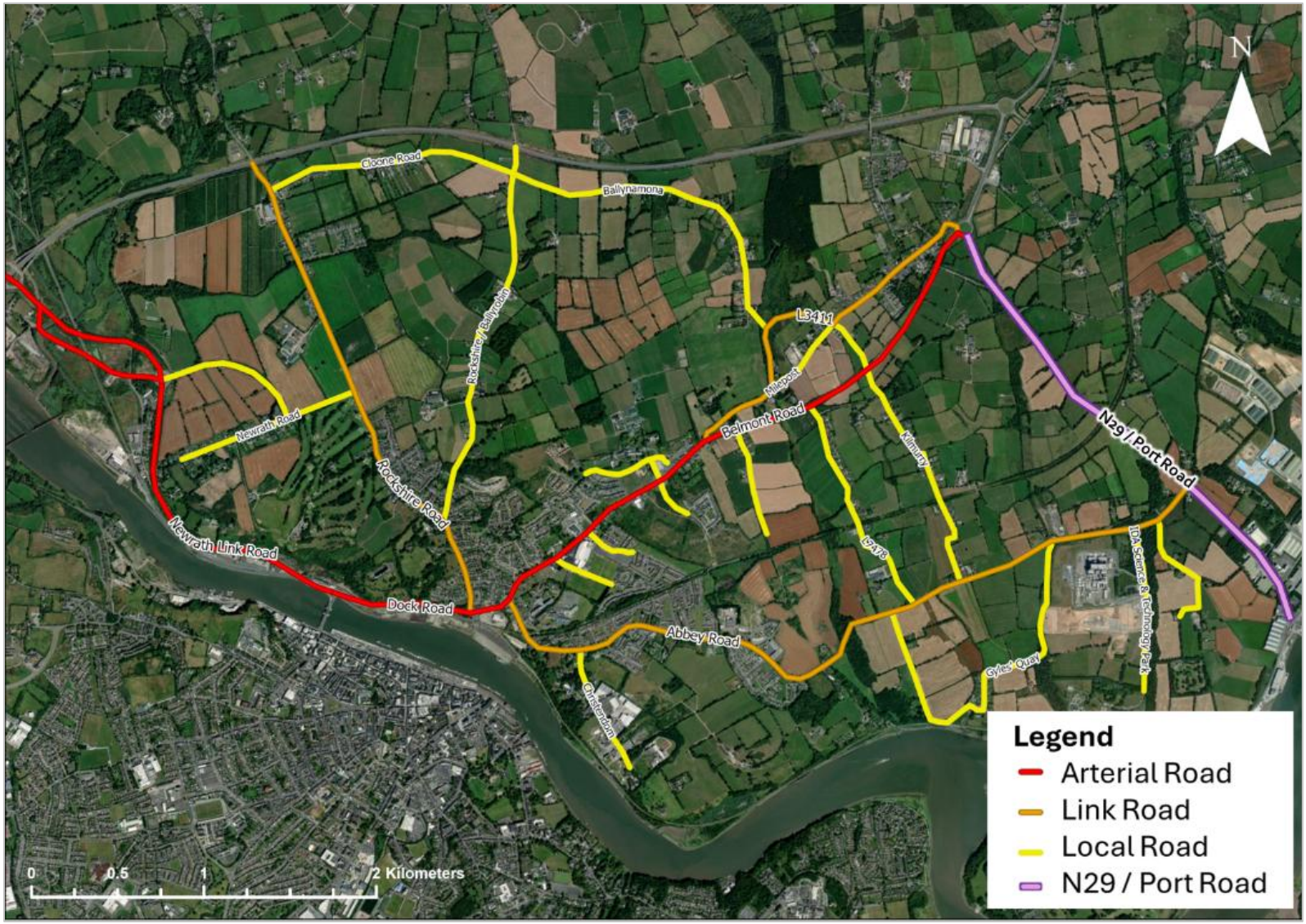


Figure 4-11 DMURS Assessment of the existing conditions in the Ferrybank-Belview Study Area.

4.3 Summary of the Strengths, Weaknesses, Opportunities and Challenges (S.W.O.C) Analysis

Strengths

- Second largest urban area in the County, after Kilkenny City.
- Strong National, Regional and Local policy mandate to promote sustainable mobility, compact growth, & climate action in Ferrybank.
- URDF funding secured to deliver several sustainable transport projects.
- Significant public transport investment in BusConnects Waterford.
- An established Bypass, Motorway and National Road Network which provides national and regional strategic connectivity to and from the Study Area, bringing economic and social benefits.
- Designated North Quay SDZ as a site for future regeneration which is to include the delivery active travel linkages and support an integrated bus and rail transport hub.
- Availability of zoned land to support residential and employment objectives. .

Weaknesses

- Lack of dedicated cycle infrastructure within the Study Area.
- Poor quality pedestrian environment, and pedestrian crossings.
- Lack of permeability in some residential areas.
- Poor quality & cluttered public realm, dominated by car-orientated design.
- Community severance as a result of wide carriageways and fast-flowing traffic at Fountain St, Belmont Rd, Rockshire Rd.
- Design of the junctions across the Study Area is generally not as per current standards of DMURS and the Cycle Design Manual.
- Lack of bus services and bus stops throughout residential areas.
- Lack of public transport to employment areas such as Grannagh Business Park and Belview Port.
- Topography and steep gradient limits opportunities for permeability improvements and may make active travel difficult for some.

Opportunities

- Improve permeability / access to existing and / or planned parks / amenity / recreation areas & greenways
- Potential to develop the Ferrybank District Centre as a mixed-use opportunity site/mobility hub with residential development
- Reallocate existing road space on key roads to support high quality public transport, walking and cycling movement
- Reduce community severance and improve road safety for all users, by identifying junction improvements and traffic calming measures.
- Opportunity to work in collaboration with Waterford CCC to maximise the potential of the Ard Rí Opportunity Site.
- Integrate the new train and bus station with residential and school uses.
- Safer routes to school.
- Establish sustainable transport connectivity to key regional destination including the TUSE University, Regional Hospital, IDA Campus, Waterford City Centre, Regional Sports Grounds.

Challenges

- Potential change to government investment and policy priorities which would impact on available funding to deliver the recommendations of the ABTA.
- Topography and steep gradient, particularly in the north-west of the Study Area limits opportunities for permeability improvements and is challenging to promote cycling.
- The continued use of the street network for HGV's and strategic traffic may result in delivery of the necessary reallocation of road space for sustainable travel.

5 Healthy Streets™ Check

5.1 Overview

The Healthy Streets™ Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. Developed by Lucy Sanders, the approach is based on 10 indicators of a Healthy Street which focuses on the experience of the people using the street.

The tool measures some of the most important factors in providing a healthy environment for people walking, cycling or taking public transport. Low scores on the indicator means that the street has been designed to prioritise the through movement of vehicles, often to the disadvantage of people walking, cycling or spending time on the street.

5.2 Healthy Streets™ Check Survey Methodology

The Project Team carried out an initial Healthy Streets™ Check focusing on two areas: **Belmont Road** and **Abbey Road** at **the Ross Abbey Neighbourhood Centre**. Using each of the ten indicators, a rating was applied from:

0 – Poor
1 – Good
2 - Excellent

A maximum score of 20 was possible.

Figure 5-1 The 10 Healthy Streets™ Indicators. Source: Lucy Saunders.

5.2.1 Belmont Road Results

Belmont Road scored a total of **8 out of 20.**

Table 5-1: Healthy Streets™ Check for Belmont Road.

Healthy Streets Score	Existing Layout Score	Reasoning
Everyone feels welcome	1	Some places to stop and linger, such as the Library / outside the Shopping Centre & the park; Long stretches of road
Easy to cross	1	Three signalised crossings along the road; No pedestrian crossings throughout; too many cars to cross safely
Shade and shelter	1	Lack of street trees; lack of awnings
Places to stop and rest	0	Lack of street furniture
Not too noisy	0	Noise from traffic; car dominated space
People choose to walk and cycle	1	Cycle lane on one side of the street , however it does not run the entire length of the road; no other cycle provisions.
People feel safe	1	Street lighting throughout; wide footpaths. Could be safer for cyclists and pedestrians at some points.
Things to see and do	2	The library offers something to do; There is a playground located along the road also; shopping available in Aldi and Maxol; Ferrybank Neighbourhood Park.
People feel relaxed	1	Car dominated space; lack of space to stop and linger
Clean air	0	Pollution associated with high volumes of traffic/congestion
Total score	8 out of 20	

This low score indicates that Belmont Road has been primarily designed for the through-movement of cars and other vehicles rather than in the interest of pedestrian and cyclist amenity.

The score suggests that the street could be much more pedestrian and cyclist-friendly, indicating the potential for street furniture to enable cyclists and walker to rest and linger, along with the introduction cycle lanes that run the entire length of the street. To make the streets safer for all, the score suggests a reduction in through-traffic is necessary, as well as the introduction of pedestrian crossings and more places for shade and shelter throughout.

5.2.2 Ross Abbey Neighbourhood Centre Results

The second location examined under the Healthy Streets™ Check is the section of Abbey Road outside the Ross Abbey Neighbourhood Centre. This can be seen in the table adjacent**.** It has a score of **3.5 out of 20.**

Similar to the Belmont Road Healthy Streets™ Check, it appears that the area outside the Ross Abbey Neighbourhood Centre is primarily designed for the through movement of cars and other vehicles. The scores suggests that the street could be much more pedestrian and cyclist friendly as there is a clear lack of continuous footpaths and cycle lanes, which make the street unsafe for pedestrians and cyclists.

The narrow footpaths and lack of street furniture add to this issue. There are also no signalised crossings along the road, particularly outside of the Ross Abbey Neighbourhood Centre which can inhibit the safe crossing of pedestrians and cyclists. This will need to be improved to create a more pedestrian and cyclist friendly street.

Table 5-2: Healthy Streets™ Check for the Ross Abbey Neighbourhood Centre.

Healthy Streets Score	Existing Layout Score	Reasoning
Everyone feels welcome	0	Lack of street furniture/places to stop and linger; Long stretches of road
Easy to cross	0	No signalised crossing available
Shade and shelter	0	Some street trees; lack of awnings
Places to stop and rest	0	No street furniture
Not too noisy	1	Not too noisy – residential area
People choose to walk and cycle	0	No cycle lanes available; footpaths available in most places, however lack of footpaths on one side for a section; narrow footpaths
People feel safe	1	Street lighting throughout; passive surveillance from the various houses/housing estates; however lack of consistent footpaths
Things to see and do	½	Ross Abbey Neighbourhood Centre
People feel relaxed	0	Lack of space to stop and linger along the route
Clean air	1	Low volume of traffic
Total score	3.5 out of 20	

6 Public Consultation

6.1 Framework Plan - Early Engagement

As part of the early engagement process for the FP, two public consultation workshops were held in the Abbey Community College on Wednesday 19th of June 2023 to obtain local insights on the challenges and opportunities facing Ferrybank and Belview. These contributions will help inform the FP and LTP.

Key transport-related *concerns* arising from the consultation:

- **Lack of pedestrian infrastructure** and **removal of street clutter** such as bollards. Abbey Road was also highlighted for its lack of footpaths, and the need to provide a continuous footpath to the Ross Abbey Neighbourhood Centre.
- **Lack of cycling facilities**, particularly on key roads and at key destinations.
- **Permeability links need to be improved**, particularly from residential areas and to Belmont Road and the current and future greenways.
- **Public transport services need to be improved to / from Belview Port**, and an increase in the frequency to every 20 minutes.
- **Traffic and parking management concerns** for Abbey Road and its junction with Fountain Street, as well as Belmont Road and the location of the identified Urban Village.
- **Child safety issues** and the need to **reduce traffic by schools**.
- The need for an **inclusive transport network** that is accessible and disability-friendly (ramps, grab bars etc).

An overview of the key transport-related opportunities can be found overleaf.

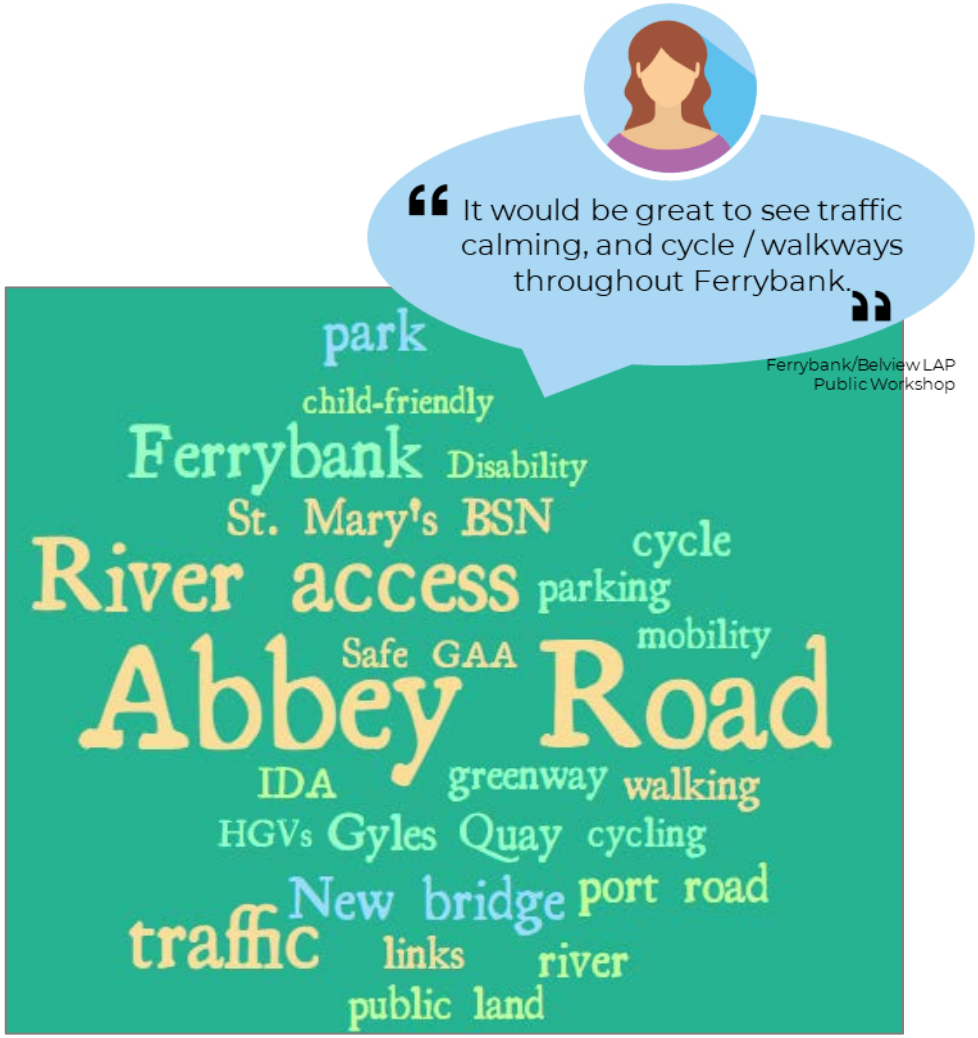


Figure 6-1: A word cloud depicting the most pertinent transport issues which emerged from the consultation.

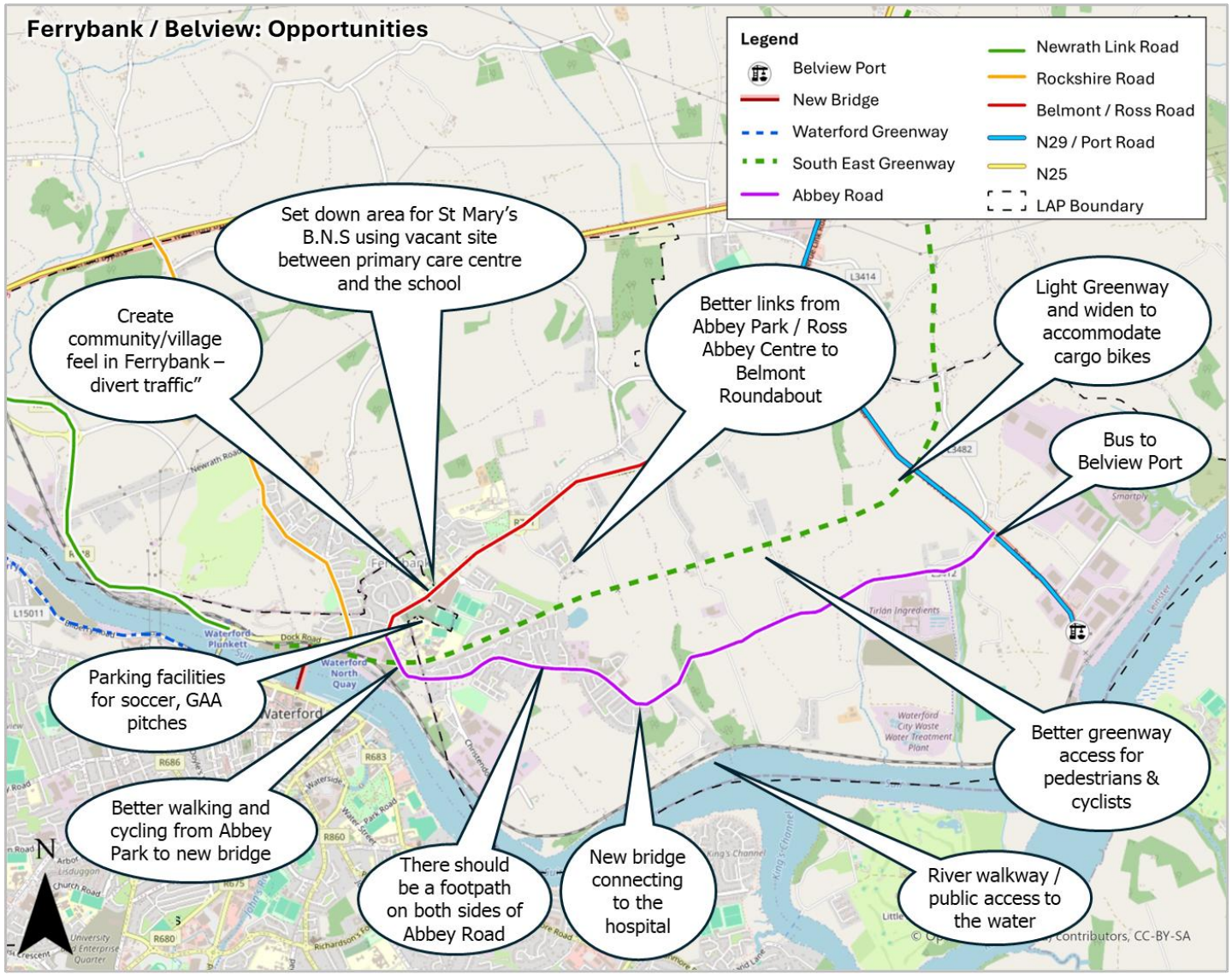


Figure 6-2: Summary of the **key transport-related opportunities** identified in the consultation.

7 Ferrybank-Belview Transport Objectives

In conjunction with the objectives set out by the international, national, regional, and local policies detailed in **Chapter 3 – Policy Review,** 5 key transport objectives have been identified for Ferrybank-Belview and have guided the progress of the Ferrybank Belview Local Transport Plan as a whole.

These objectives are designed to correspond with objectives set out in the *Kilkenny City and County Development Plan 2021-2027,* as well as other relevant policy documents

Table 7-1 Transport Objectives for the Ferrybank-Belview LTP.

Ferrybank-Belview LTP Transport Objectives
Transport Objective 1: Develop the 10-minute neighbourhood concept by providing a comprehensive and safe Active Travel Network that prioritises walking and cycling, particularly for shorter trips.
Transport Objective 2: Enhance the accessibility of public transport for longer trips, maximising committed infrastructure outlined in the Waterford Metropolitan Area Transport Strategy and in the BusConnects Waterford Network.
Transport Objective 3: Facilitate a more people-centric public realm through the Ferrybank- Belview area through the reallocation of existing road space.
Transport Objective 4: Identify key transport infrastructure which will underpin the future growth of the Ferrybank area and Belview Port.
Transport Objective 5: Safeguard the strategic function and levels of safety on the National Road Network in accordance with the requirements of official policy.

Some of the key principles identified in the *Context Report (Stage 2a)* for Ferrybank-Belview include:

- Providing **additional footpaths** and **improving existing footpaths** to create a contiguous and safe pedestrian environment throughout the Study Area. This should include the provision of pedestrian crossing facilities, particularly between existing and future residential areas and key services.
- Using the *NTA's CycleConnects* as a starting point for the Ferrybank-Belview LTP's recommendations on **cycling network improvements.** The LTP will supplement this network with additional cycle-friendly infrastructure such as filtered permeability, and Quietways. The LTP will also recommend ancillary cycle infrastructure such as cycle hubs, cycle parking, bicycle hire schemes, and other forms of micromobility.
- Reimagining the area identified as the **'focal point'** for Ferrybank on Belmont Road as envisaged by the 2017 LAP. Interventions that prioritise walking and cycling over car-use should be implemented.
- Implementing **speed reductions** within the Study Area (e.g., 50km/h down to 30k/h) to support the measures specified above.
- Provision of **enhanced pedestrian / cyclist permeability** measures to encourage a greater uptake of Active Travel trips both within and to / from the Study Area.
- Provision of **better opportunities to cross** at key places, such as Abbey Road, Belmont Road and Rockshire Road to reduce community severance and facilitate safer access to public transport stops, key services and recreational spaces

8 Options Development and Assessment

8.1 Overview

Following the Baseline Assessment and Context stages, **Parts 2b** and **3** of the ABTA process comprise what is referred to as the Options Development and Assessment phase. This phase seeks to identify options and address the weaknesses of each transport mode, supporting a permeable network and connectivity to surrounding areas, as identified in the baseline assessment.

The identified options are informed by existing policies and transport proposals set out in the earlier **Baseline Conditions** and **Context Reports** and addresses the weaknesses found in the Strengths, Weaknesses, Opportunities and Challenges (SWOC) analysis.

Following this, the Options Assessment stage then packages those options into scenarios for ease of comparison. The options are then assessed against the objectives of the LTP and MCA criteria drawn from the Department of Transport's *Transport Appraisal Framework (TAF).*

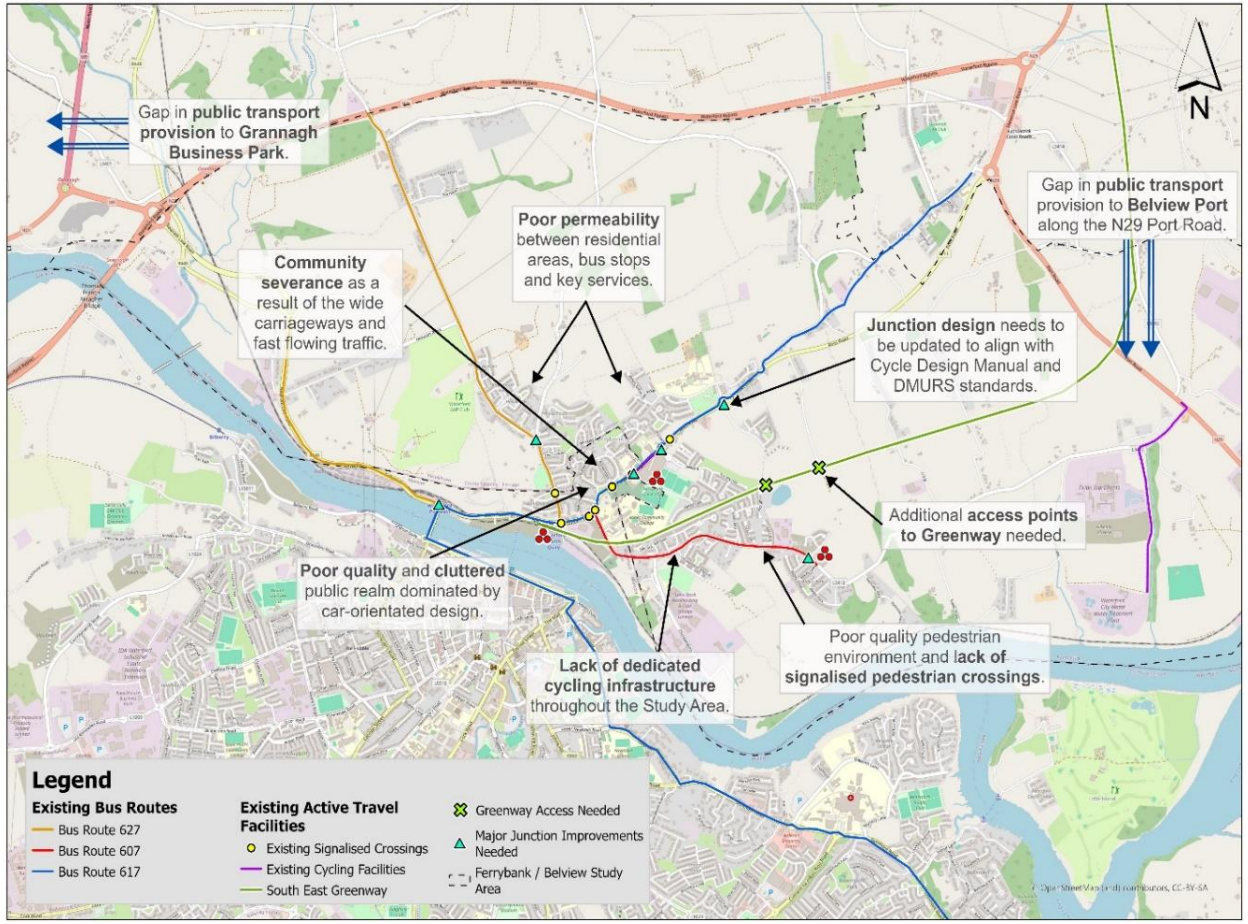


Figure 8-1: Overview of weaknesses addressed in the Baseline Conditions Report. Key attractors (Ferrybank District Centre, North Quays SDZ and the Ross Abbey Neighbourhood Centre) are illustrated by the red points.

8.2 Options Assessment

The Options Assessment process is split into two distinct steps – the Initial Sift of developed scenarios, followed by the Multi-Criteria Assessment (MCA). Scenarios that meet the objectives of the LTP and are deemed to represent a positive impact are then included in Part B of the LTP, which is itself prepared in Parts 4 and 5 of the ABTA process.

8.2.1 Initial Sifting

The Initial Sifting process sees the devised packages of options assessed against the ABTA's established set of overarching Transport Objectives. Those scenarios which were seen to align with all – or the majority – of Transport Objectives are then carried forward to the second step of the Options Assessment process – Multi-Criteria Assessment.

8.2.2 Multi-Criteria Assessment (MCA)

Options which successfully pass Initial Sifting are then further assessed against a range of criteria in what is referred to as an MCA or Multi-Criteria Assessment.

The eight MCA criteria are a combination of the four draft Transport Objectives, as well as four criteria taken from the NTA and TII's ABTA 'How-To Guide.' These four MCA-specific criteria consist of:

- Engineering Feasibility
- Acceptability
- Funding Potential
- Value for Money

Each proposed option is evaluated against the above criteria based on a five-point scale, as shown adjacent, with options scoring as 'Beneficial' through to 'Adverse.'

Table 8-1 TAF Five-Point Colour Ranking Scale.

Colour	Performance
	Beneficial
	Somewhat beneficial
	Neutral *(as compared to 'Do Nothing')*
	Somewhat adverse
	Adverse

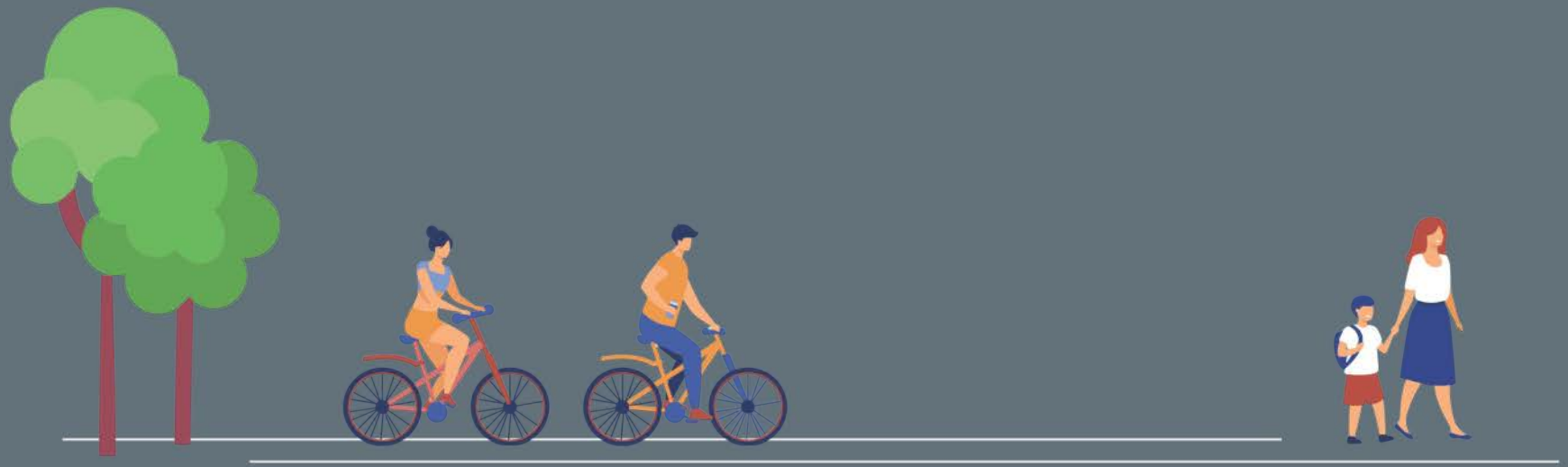
Options which score highly and are considered to offer significant benefits to Ferrybank's transport network pass the MCA process and are included in the LTP.

An indicative phasing of options is suggested that aligns with proposed land use outlined in the Framework Plan. In many cases, there are more than one emerging preferred options that take into consideration likely phasing of project timelines and propose interim measures that can be implemented in advance of significant infrastructure works.

All options incorporated into the Ferrybank-Belview LTP will be further refined through the public consultation process, with the phasing of individual projects to be agreed in consultation with KCC, and dependent upon a variety of factors including funding and environmental assessments.

Part B

The Strategy



DBFL CONSULTING ENGINEERS

9 Overview of Proposals

This chapter sets out an overview of the key proposals for the Ferrybank-Belview Study Area, with more detailed proposals set out by mode in the following chapters.

9.1 Summary of Proposals

The Ferrybank-Belview LTP aims to translate the vision of national and regional policy and plans at a local level. In order to achieve this, the proposals put forward build on committed transport schemes outlined in local, regional and national planning policy objectives for Ferrybank-Belview and the wider Waterford Metropolitan Area (WMA). As reflected in the LTP, these priority measures include:

- The fulfilment/enhancement of planned BusConnects Routes and the delivery of a city-wide public transport system.
- Improved connectivity between Waterford City, the North Quay SDZ and the Ferrybank-Belview Area.
- Improvements to the pedestrian environment as set out in Ferrybank Belview LAP.
- The provision of a safe, comprehensive and legible cycle network throughout the WMA.
- Improving sustainable access to Belview Port.
- Safeguarding and enhancing the function of national roads.
- Improving active travel access to the future integrated transport hub.
- Gradual HGV restrictions particularly in residential/mixed-use areas

Priority measures also include committed schemes such as BusConnects Waterford, the Active Travel Bridge and the South North Access Road, in addition to aspirational / longer-term transport schemes such as the Ferrybank Relief Road and the Downstream River Crossing.

The phased delivery of these proposals align with the Ferrybank-Belview Framework Plan (FP) horizons.

9.2 Public Realm, Active Travel and Placemaking Opportunities

A central goal of the LTP is to re-envisage Ferrybank as a vibrant, accessible and sustainable urban village, establishing it as an attractive place to live, work and play.

Much of the Study Area is characterised by legacy road layouts, reflecting its role as a former working port and the primary access route between Rosslare and the wider South-Western region of Ireland. The delivery of both committed and longer-term proposed transport schemes offer many opportunities to reshape the urban environment in planned growth areas such as near Belmont Road, Ballyrobin and Abbey Road.

To facilitate this, the LTP provides measures to:

- Create the conditions to enable the long-standing ambition of establishing an urban village at Belmont Road.
- Maximise accessibility between the North Quay SDZ, the future integrated transport hub, the Active Travel Bridge and the surrounding Ferrybank-Belview area.

- Prioritise the delivery of a high-quality active travel environment and connectivity to local neighbourhood centres at Rockshire Road and Abbey Road.
- Enhance the place-value and function of key arterial roads such as Rockshire Road in the short-medium term and Newrath Road in the longer term.
- Maximise the permeability opportunities presented by the South-East Greenway, existing and future road / street networks and the redevelopment of key locations such (e.g. Ard Ri Opportunity site).
- Provide high-quality public transport services to Belview Port and improved walking / cycling accessibility.

9.3 Cycling Infrastructure

The Ferrybank-Belview LTP prioritises the provision of safe, high-quality cycling infrastructure taking the network outlined in the NTA's CycleConnects network as a starting point and leveraging the South-East Greenway and development management process to maximise connectivity. A cohesive cycling network will enable residents to cycle between home, work, school, and other key destinations such as Belmont Urban Village and Ross Abbey Centre with greater ease and security.

Figure 9-1 Bus Stop outside Ferrybank District Centre. Source: DBFL.

Figure 9-2 Lack of footpaths on Abbey Road. Source: DBFL.

Figure 9-3 Existing filtered permeability. Source: DBFL.

9.4 Permeability / Greenways

Provision of Strategic Active Travel links can further facilitate pedestrian and cyclist permeability throughout the Study Area. These links connect key residential areas, service centres, bus stops, and Ferrybank's schools, encouraging sustainable alternatives to the private car for shorter local trips. Subject to collaboration with the NTA, TII and other key stakeholders, the LTP aspires to:

- Provide additional access points to the South-East Greenway at key locations. The 24km South-East Greenway will provide a safe and desirable active travel corridor for the movement of pedestrians and cyclists along an old railway line, from New Ross to the Waterford Greenway in Waterford City Centre.
- Provide improved connectivity between existing Greenways.
- Identify a series of permeability opportunities across the LTP Study Area to maximise connectivity and accessibility for people walking and cycling.

9.5 Safe Routes to School

A suite of School Street improvements along Abbey Road and Belmont Road are necessary to ensuring the safety of students, parents and staff commuting to Our Lady of Good Counsel G.N.S, St. Mary's B.N.S, and the Abbey Community College. A mixture of traffic-calming measures and street redesign, informed by DMURS and the Safe Routes to

School Design Guide and enhanced accessibility to the SE Greenway can boost numbers travelling to school by sustainable modes.

SRTS improvements will be supported to increase the percentage of primary and secondary school students walking, cycling or taking public transport to school.

9.6 Belmont Urban Village

Reimagining Belmount Road Urban Village as a traffic-calmed zone was first envisaged within the 2009 LAP for the area. The future provision of the Ferrybank Relief Road to the north will enable the opportunity to divert through-traffic away from the Urban Village, allowing interventions which prioritise walking and cycling over car-use, while still permitting access to buses, residents, delivery vehicles and emergency vehicles. Belmont Urban Village aims to:

- Create a main street that has an **attractive public realm** which provides a **focal point** for the community.
- Provide **pedestrian-friendly spaces** which will be achieved through **traffic-calming measures**, landscaping, bicycle parking, and an increase the mix of community uses in the area.
- Provide signage, wayfinding, public art, landscaping and other elements **that signal the arrival into the Urban Village** of Ferrybank-Belview.
- **Open the Ferrybank Shopping Centre** – the designated District Centre for the area – to help create the focal point for the area and stimulate business in the area.

9.7 Public Transport Service Improvements

Public transport infrastructure and services are underdeveloped in the Ferrybank-Belview Area at present with a lack of bus services to key employment areas in particular. Therefore, there is potential to significantly improve existing public transport services, which KCC proposes to achieve by building upon committed public transport infrastructure outlined in WMATS, including the delivery of the future Integrated Transport Hub and the forthcoming Waterford BusConnects. At the time of writing, BusConnects Waterford intends to commence several new services to and from the Study Area in the coming years:

- Route 2 (UHW to Rockshire Road; every 30 mins.)
- Route 4 (Outer Ring Road to Ferrybank; every 15 mins.)
- Route 4A (SETU Arena to Slieverue; every 30 mins.)
- Route 4B (Whitfield Hospital to Abbey Park; every 30 mins.)
- Route 4P (Slieverue - Belview Port: Peak Freq: 30 mins.)

KCC will seek to build upon the opportunities provided by the Waterford BusConnects programme and proposes additional services to provide a regular bus services to key employment areas at Belview Port and Grannagh Industrial Estate during weekdays and non-peak hours. This proposal will accommodate a wider range of the workforce in Belview Port, many of whom are rostered beyond peak hours. In turn, this will encourage a greater cohort to consider using public transport, while also supporting Belview Port's future expansion.

In conjunction with the above, KCC's strategy also puts forward several proposals to enhance rail access in Ferrybank-Belview and the wider WMA. These proposals include:

- Reinstating the disused railway line between Waterford and Rosslare Railway for both passenger and freight services, as outlined in the All-Ireland Strategic Rail Network.
- Utilizing disused railways for the delivery of parallel greenways and rail services.
- Improving access to the future train station in the North Quay SDZ.

9.8 Junction Upgrades

Junction design in Ferrybank, as is the case in most towns across Ireland, has traditionally prioritised motor vehicle movement. However, the *Design Manual for Urban Roads and Streets* (DMURS) and the *Treatment of Transition Zones to Towns and Villages on National Road*s (TII DN-GEO-03084) both state that a more balanced approach should be taken to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.

In order to reduce overall speeds and improve safety for all road users within the Ferrybank-Belview area, most junctions in the Ferrybank-Belview Study Area require improvements. Priority junctions to be upgraded include the 'Y junction' on Rockshire Road, Abbey Road close to the Ross Abbey Neighbourhood Centre and the reconfiguration of roundabouts on the Belmont Road.

Elsewhere, interventions will include carriageway narrowing and junction tightening at a minimum to provide pedestrian priority over local junctions.

9.9 Street and Road Network

Over the coming years, Kilkenny County Council envisions significant increases in the volume of pedestrians, cyclists and buses utilising Ferrybank's road network, along with correlated reductions in private car dependence. To support this, KCC proposes:

- **Reallocation of road space** to achieve a better balance between modes, and improve safety, accessibility and comfort, especially for people walking, wheeling and cycling.
- **Implementing changes to speed limits** across the Study Area, in line with the recent **Speed Limit Review (2023)** which recommends a **default 30km/h speed limit** in built-up urban areas.
- **Safeguarding the strategic function and safety of the National Road Network** in and around the Study Area, and ensure any proposals are in line with TII Publications.
- **Delivering the committed South-North Access Road**, which will facilitate north-west permeability and future development of zoned residential lands and enable the re-routing of traffic bound for Abbey Road away from the built-up core of Belmont Urban Village.
- Undertaking **Feasibility Studies** to determine viability of proposed **Ferrybank Relief Road**, **Downstream Crossing** and re-establishment of **Red Iron Bridge** for Active Travel purposes.
- **Reconfiguring junctions** to DMURS standards and removing physical barriers to movement such as pedestrian guardrails or bollards, in order to reduce vehicle speeds and promote safety.

*The proposals set out in this LTP each have their own individual I.D. and are summarised at the end of each section in **Measure Boxes.** A list of all proposals are recorded in **Appendix A - Summary of Proposals**.*

10 Active Travel

10.1 Introduction

Active Travel is the most sustainable form of mobility, offering a low-cost and healthier alternative to the flexibility and convenience of a private car. Active Travel is travelling with a purpose, using your own energy – such as walking, cycling wheeling and using a non-motorized scooter – to get to your destination.

Active travel can therefore form a key part of **every journey** – including walking to and from bus and train stops, or the future Integrated Transport Hub in the North Quays SDZ.

Land use planning and the design of the built environment are key determinants of someone choosing to walk, wheel or cycle. The advent of the private car changed the way in which our urban areas function – whilst car ownership was a symbol of freedom and wealth, our streets became increasingly car-dominated as a result and designed in a manner that prioritised car movement and storage.

There has been a step-change in recent years, however, to re-examine the role our streets play as places that support a much broader range of functions. This shift in focus aligns with recognition of the impacts congestion and emissions have on the environment and quality of life.

The *Design Manual for Urban Roads and Streets (DMURS)* road user hierarchy stipulates that the design of roads and streets should assign priority to the needs of pedestrians, followed by cyclists, public transport and finally cars. On this basis, it is the aspiration of KCC that key roads and streets within the Study Area are enhanced to provide the highest quality walking and cycling experience for pedestrians and cyclists possible. The following chapters set out these proposals.

Figure 10-1: A cyclist cycling towards Ferrybank Shopping Centre. Source: DBFL

10.2 National Active Travel Targets

Achieving a shift towards Active Travel modes is crucial to achieve the target of a **51% reduction in Ireland's greenhouse gas emissions** by 2030. This is highlighted in a range of national policy publications including:

- *Climate Action Plan (CAP) 2024;*
- *National Investment Framework for Transport in Ireland (NIFTI);*
- *National Sustainable Mobility Policy;*
- *NTA's Rapid Build Active Travel Facilities Guidelines 2023;* and
- *Waterford Metropolitan Area Transport Strategy (WMATS).*

10.2.1 Kilkenny Active Travel Programme 2024

Recent years have seen a marked increase in investment in Active Travel by the government, reflecting that broader interest in sustainable travel modes, as well as pursuing sustainability targets set out in key national policy guidance. By 2025, the NTA aimed to have delivered in excess of 1,200 projects equating to 1,000km of combined cycling and walking routes nationwide.

Kilkenny County Council (KCC) have been allocated **€3.0 million** in the 2025 grant**,** to be utilised in the delivery of a variety of Active Travel works across Kilkenny City and County. Waterford City and County Council (WCCC) have been allocated **€17 million**, which includes funding for the South Plaza of the River Suir Active Travel Bridge and part of the North Quays SDZ.

Although no specific projects are committed for the LTP Study Area, active travel projects identified within this LTP will inform future funding and active travel programmes in Ferrybank and Belview.

The future Ferrybank-Belview active travel network should therefore deliver a permeable, attractive and safe pedestrian and cycling environment suitable for all ages and abilities. It should be of high-quality urban design in line with *DMURS*, prioritising safer and more efficient pedestrian movement over that of the private car.

10.2.2 Existing Mode Share

The baseline WMATS model mode share for sustainable and active transport across the wider WMA, that includes the Study Area is as follows:

- **Walking:** 25%
- **Cycling:** 2%
- **Public Transport:** 4%
- **Car:** 69%

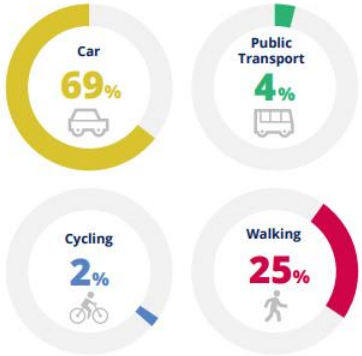


Figure 10-2 Mode share for the WMA region. Source: WMATS.

Within the Study Area*, Census 2022* confirms that approximately 76.2% of residents travel under 30 minutes to reach work, school or college. 73% of trips to work and 62% of trips to school are undertaken by car either as a driver or as a passenger.

There is significant potential to greatly reduce car-use for trips of less than 30 minutes. This can be achieved by meeting the proposed mode share targets below targets.

10.2.3 Proposed Mode Share Targets for Shorter Trips (<8km)

WMATS identifies the following 2040 mode share targets for the WMA:

- **Walking:** 30 – 35%
- **Cycling:** 10 – 15%

At a local level, the *Kilkenny County Council Development Plan 2021-27* identifies the following 2040 targets for the County:

- **Walking:** 20%
- **Cycling:** 15%

However, Ferrybank is a more urban area than the majority of County Kilkenny and has committed investment in sustainable transport. There is potential to not only meet but exceed County-wide targets through the

various projects and programmes that will be completed in the coming years, including:

- The South-East Greenway
- The Active Travel Bridge
- Waterford BusConnects
- Recommendations outlined in this Strategy

Therefore, more ambitious targets for shorter trips (<8km) have been set

- **Walking:** 20%
- **Cycling:** 15%
- **Public Transport:** 20%
- **Car:** 45%

Measure AT 1

Proposed Mode-Share Targets

The following mode-share targets have been applied to journeys less than 8km within the LTP Study Area by 2031:

- 55% Non-Car
- 45% Private Car

10.2.4 Safe Routes To School (SRTS)

A strategic suite of improvements are required to deliver safe, accessible and child-friendly walking and cycling infrastructure, throughout the Study Area, which are protected from and prioritised over vehicular traffic.

Whilst no schools within the Study Area are currently on the SRTS Programme, complementary interventions such as upgraded pedestrian crossings, improved permeability and multi-modal road and street networks can be delivered through other mechanisms, such as URDF funded schemes, and through masterplanning and the development management process, for example in the case of a new school proposed in the Urban Framework at Belmont.

These improvements will align themselves with the guidelines set out by the *Safe Routes to School (SRTS)* programme, developed collaboratively between the NTA, Green Schools and An Taisce. The three core aims of the SRTS programme as set out by the NTA are as follows:

- Improving safety at the school gate by providing **'front-of-school' treatments** to alleviate congestion and improve access.
- Improving **access routes** to school by improving walking and cycling infrastructure.
- Increasing the number of students who cycle to school by **increasing the amount of cycle parking.**

Over the last number of years, active travel interventions in schools and throughout the Study Area are being delivered. For example, in an effort to encourage the take up of cycling, WCCC recently supplied Abbey Community College in Ferrybank with a bike bunker, which can support up to six bikes. This initiative demonstrates ongoing efforts to encourage greater numbers of staff and students to cycle to and from school.

Figure 10-3 Bike Bunkers recently installed in the Abbey Community College. Source: Waterford City and County Council

Additional interventions, such as the delivery of the South East Greenway, can build upon this momentum. The delivery of the greenway will make it safer for children, parents and staff to walk and/or cycle to school from the eastern edge of the Study Area and from areas such as Slieverue. The greenway is discussed in detail in **Chapter 13 – Permeability and Greenways.**

Interventions to schools within the Study Area should consider the following:

- Delivery of **safer walking and cycling links** within 1km radius of schools.
- **Creating School Zones:** Restricting Front of School traffic movements at the during school opening and closing times
- Provision of bike bunkers and other forms of **secure** and **sheltered bicycle and scooter parking** in schools within the Study Area.
- **Junction upgrades** e.g. provide pedestrian priority over local junctions and formal crossings at desire lines.
- Improved accessibility from proposed Park and Stride locations particularly near the proposed new school site at Belmont District Centre

These measures should be implemented at:

- St Mary's Boys N.S.
- Abbey Community College.
- Our Lady of Good Council G.N.S.
- Proposed new primary and secondary schools at Belmont.

Should any additional schools be developed within the Study Area during the Plan period, it would be expected that the measures outlined above would likewise be implemented on the surrounding road network to facilitate safe school commutes there also. Detailed summaries of more specific Active Travel recommendations for individual roads and streets are set out in **Chapter 11 – Walking and Public Realm** and **Chapter 12 – Cycling and Micromobility** later in this Report.

Measure AT 2

Safe Routes to School

Kilkenny County Council (KCC) will facilitate safer, more accessible and more sustainable trips to and from Ferrybank-Belview's primary and secondary schools through the implementation of Safe Routes to School measures within the vicinity of the following schools;

- Abbey Road *(Our Lady of Good Counsel G.N.S.; Abbey Community College)*
- Belmont Road *(St. Mary's B.N.S.)*
- Proposed new primary and secondary schools at Belmont.

KCC will also ensure that all SRTS measures proposed for the Abbey Road will tie in with and complement the future improvements at the Fountain Street / Abbey Road Junction.

11 Walking and the Public Realm

11.1 Overview

Every journey begins with a walk. However, in a Study Area such as Ferrybank-Bellview, barriers such as a lack of pedestrian priority at junctions, lack of opportunities to cross, as well as car-dominated streets can discourage people from choosing to walk for the entire length of their journey and instead can encourage the use of the private car.

Well-designed facilities that follow desire lines and are legible to all users assist in enabling walking journeys and can improve the overall pedestrian experience.

This chapter aims to address pedestrian network issues in the Ferrybank-Belview Study Area to provide a safer, more direct network to schools, shopping areas, community facilities as well as key development sites such as the North Quays SDZ. It also suggests measures on how to improve Ferrybank-Belview's public realm to create a more attractive and vibrant place for residents and visitors to live, work and visit.

Did you know?

An Irish Study showed that residents living in walkable neighbourhoods exhibit **at least 80% greater levels of social capital** than those living in car-dependent ones.

Leydon, 2023

11.2 Existing State of Play

Walking has been proven to bring significant social, economic, environmental, and health and well-being benefits to society. Despite these benefits, a range of barriers to walking were identified in the initial Baseline Assessment of this ABTA, such as:

- Legacy road and street layouts that prioritise motorist speed & movement and are hostile to pedestrians.
- Vehicle dominated streets, impacting enjoyment, noise levels and safety.
- Lack of safe opportunities to cross, particularly on desire lines.
- Cul-de-sac developments that limit pedestrian and cycle permeability.
- Street clutter, such as pedestrian guardrails or poorly located lamp posts impeding pedestrian movement.
- Discontinuous or absent footpaths, particularly on sections of Abbey Road and N29 Port Road.

Figure 11-1: Poor quality pedestrian infrastructure presents barriers to walkability on Newrath Road. Source: DBFL.

11.3 Arterial, Link and Local Streets

A suite of recommendations is proposed to address challenges to walkability identified in Part A of the LTP. These recommendations follow the *Design Manual for Urban Roads and Streets* (DMURS) street classification, as discussed in **Part A** of this LTP with some examples presented below:

Arterial Roads: Belmont Road (West) presents a wide carriageway with a significant volume of fast-moving traffic, a hostile environment for pedestrians and cyclists, and a poor sense of arrival into the Study Area.

Link Street: Rockshire Road is a relatively steep road with a lack of safe opportunities to cross safely. The relatively wide carriageway and presence of redundant road engineering techniques in urban areas such as hatching serve to reinforce vehicular speed and hostile driver behaviours.

Local Streets such as **Christendom** and **Ballyrobin** suffer from limited footpaths, fast-moving traffic and dangerous driver behaviours. HGV movement at Christendom place vulnerable road users in additionally dangerous conditions despite strong evidence of a demand for cycling at employment centres.

While general measures such as traffic-calming, junction tightening, and signalised crossings can help to improve the walkability of all of the above, specific interventions required for each are addressed in more detail in **Table 11-1**.

Strategic permeability links also form an integral part of an accessible and interconnected walking network. Recommendations on permeability within the Ferrybank-Belview Study Area is discussed in detail in **Chapter 13 – Permeability and Greenways**.

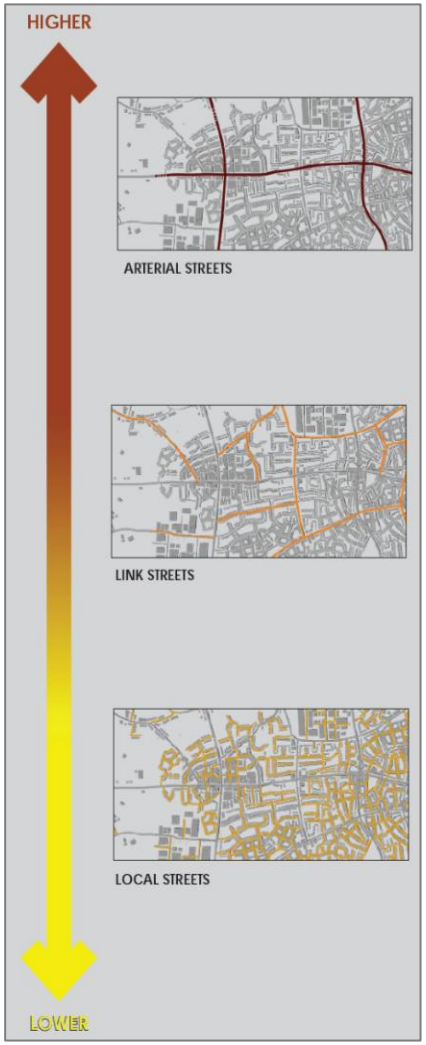


Figure 11-2 DMURS Street Classification, showing the function and importance of movement.

11.3.1 Walking Catchments

An analysis was undertaken to assess the 5, 10 and 15-minute walking catchments from specific points in the Study Area, including **Ferrybank District Centre, Ross Abbey Neighbourhood Centre, North Quays SDZ** and **Waterford City Centre**.

For each scenario, the Waterford Active Travel Bridge and future South-North Access Road have been included in the network. This analysis helped to identify existing opportunities 'through the existing network' and to identify opportunities to address barriers to pedestrian and cycle movement to local services.

Ferrybank District Centre

From the Ferrybank District Centre, the catchment analysis shows that walking connectivity within the Study Area is constrained. A legacy of dendritic, 'cul-de-sac' style residential development has undermined Ferrybank's overall legibility, reducing permeability and efficient walking routes. Clear gaps in permeability can be identified between adjacent areas such as Pine Grove and Greenoaks, Bellfield and Clover Avenue, and Abbeylands and the western end of Abbey Road.

Despite close proximity to Belmont Urban Village (as-the-crow-flies), many residents of lower Rockshire Road must walk over 10 min. to access the District Centre, via the busy Dock Road. Further afield, residents of Abbey Park must walk at least 15 min. to reach Belmont Urban Village. As evidenced in **Figure 11-3**, cul-de-sac development also prevents residents living north-west and south-east of the District Centre from directly accessing the services, necessitating a 15-minute walk.

To address this, new and improved walking linkages are proposed between residential areas and the heart of the Study Area. The delivery of the South-North Access Road will also support faster walking journeys between Belmont Road and Abbey Road. Additionally, improved access between residential areas on each side of the Greenway will also help to undo the barriers to walking which are associated with cul-de-sac development and the longer trips by foot they give rise to.

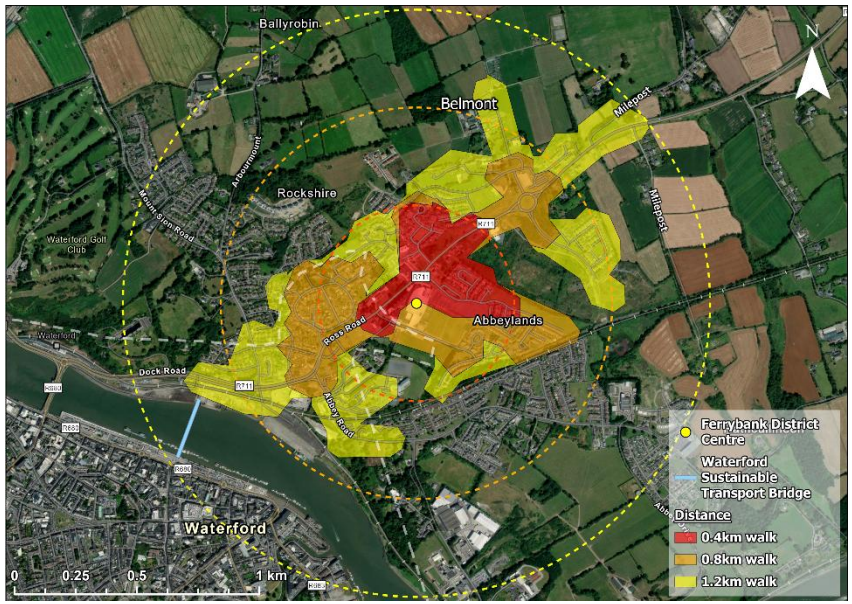


Figure 11-3 The 5-min. (0.4km), 10-min. (0.8km) and 15-min. (1.2km) walking catchments from Ferrybank District Centre. Source: DBFL.

Ross Abbey Neighbourhood Centre

As evident from **Figure 11-4**, walking accessibility to the Ross Abbey Neighbourhood Centre encounters similar barriers to those seen in the case of the Ferrybank District Centre. The most obvious barriers to pedestrians accessing the Neighbourhood Centre are the lack of safe crossing opportunities and gaps in footpath provision, particularly at the northern side of Abbey Road.

There is significant potential to improve accessibility to the Neighbourhood Centre through the future South-North Access Road at Clover Meadows and additional access points to the SE Greenway as proposed in **Chapter 13**. North-South links across the Greenway would significantly improve access for residents living in Abbeylands, Cedar Court, Blackthorn Drive or Bellfield to access facilities at the Ross Abbey Centre.

Figure 11-4 The 5-min. (0.4km), 10-min. (0.8km) and 15-min. (1.2km) walking catchments from Ross Abbey Neighbourhood Centre. Source: DBFL.

A clear gap in permeability is also identifiable between the future North-South Access Road and the residential cul-de-sac directly south of the Belmont Rd-Milepost Junction. A lack of permeability is also apparent between of Gyles' Quay and Rathview Park.

The inclusion of the future South-North Access Road in this analysis shows how this link will substantially improve pedestrian access to services at the Neighbourhood Centre for existing residents of Clover Meadows to the north (within 15 minutes on foot), and future residents of the neighbouring lands should they be developed in time.

North Quays SDZ

A walking catchment analysis was also undertaken from a point within the North Quays SDZ, showing the extent of residential areas within the Study Area which will be able to reach the SDZ's commercial and public transport services within a 15-minute walk, once it is opened.

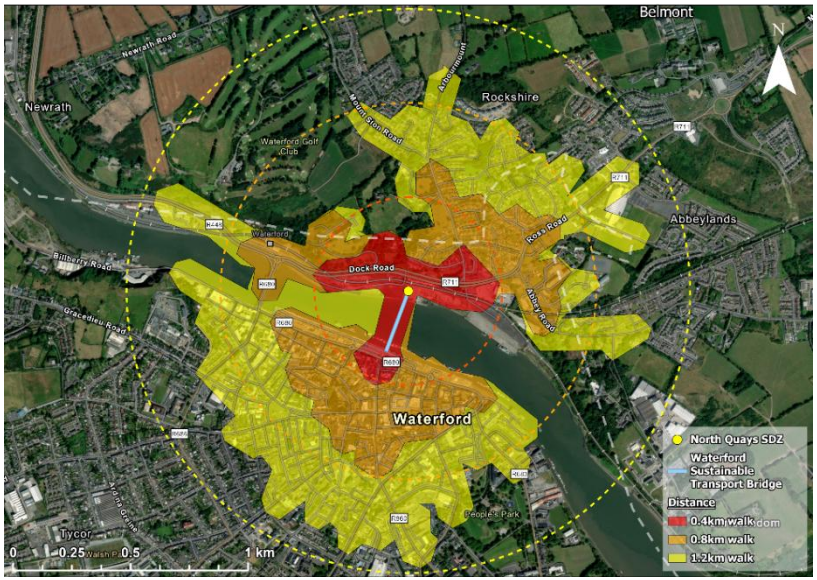


Figure 11-5 The 5-min. (0.4km), 10-min. (0.8km) and 15-min. (1.2km) walking catchments from the North Quays SDZ. Source: DBFL.

A substantial portion of the residential development on Rockshire Road is within a 15-minute walk, as are a majority of developments and services on the northern side of Belmont Road. However, residents on Abbey and Newrath Roads largely lie beyond the 15-minute catchment,

requiring either a longer walk or cycle, a bus ride, or a private car to reach the aforementioned services.

Gaps between the catchments indicate where possible permeability links may aid in improving accessibility for those walking to the SDZ in future. For example, providing a link northward onto the Rockshire Road from the Dock Road via the Ard Rí opportunity site could feasibly extend the northernmost catchments into additional residential developments, such as Brockton Drive, Arlington Grove and Berkeley Drive.

Waterford City Centre

A walking catchment analysis was also undertaken from a point within Waterford City Centre.

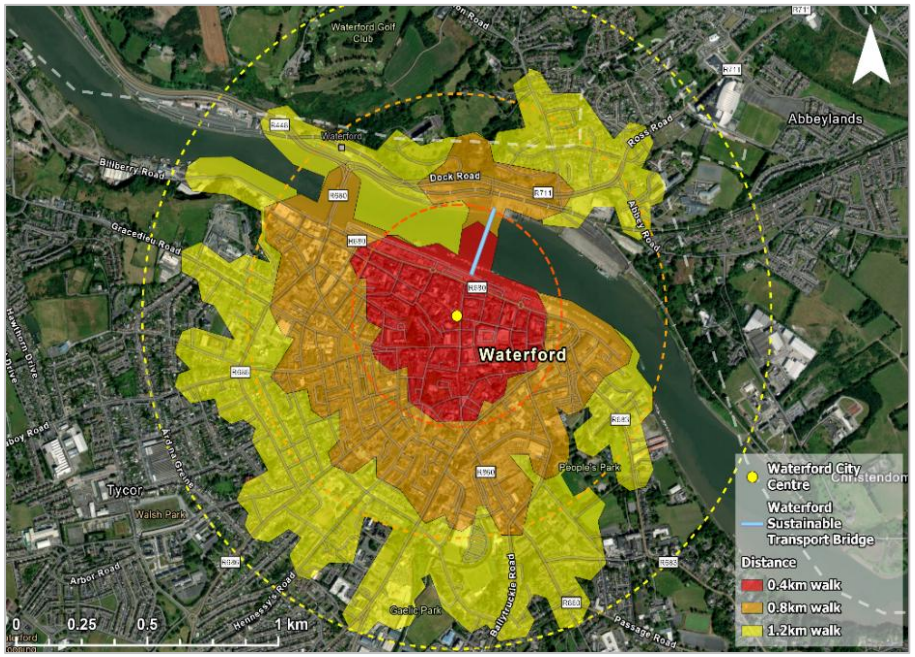


Figure 11-6 The 5-min. (0.4km), 10-min. (0.8km) and 15-min. (1.2km) walking catchments from Waterford City Centre (John Roberts Square). Source: DBFL.

Where previously the only means of reaching Waterford City Centre on foot from Ferrybank was via the Dock Road and Rice Bridge to the west, the opening of the Active Travel Bridge in 2025 linking the North and South Quays will significantly improve accessibility for pedestrians. Residents of the southern section of Rockshire Road will be within a 15-minute walk of the City Centre following the opening of the Active Travel Bridge, as will students and staff of Our Lady of Good Counsel N.S. at the northwestern end of the Abbey Road.

As in the case of the North Quays SDZ, the future development of the Ard Rí site and the creation of permeability linkages to the north would further extend pedestrian accessibility into Waterford City Centre to those living further north on Rockshire Road/Newrath areas.

Measure WK 1

Pedestrian Network Improvements

Kilkenny County Council (KCC) will work with key stakeholders, including TII and NTA, to improve the safety, attractiveness, liveability, and active travel function provided by the Study Area's roads and streets. This will include:

- Upgrading and retrofitting of existing footpaths.
- Providing new footpaths where necessary.
- Implementing new speed limits and traffic calming measures where necessary.
- Retrofitting cul-de-sac development and implementing filtered permeability measures.
- Implementing public realm improvements, such as soft landscaping, tree planting etc.
- Establishing permeability links between key locations, as identified in **Chapter 13 – Permeability and Greenways**.

11.4 Strategic Walking Network

This section provides a strategy for the improvement of key road and street network within the Study Area. These streets will form Ferrybank's core walking network, connecting residential areas to key amenities in Belmont Urban Village and beyond.

At present, Ferrybank's local road network is subject to significant traffic congestion and high vehicular speeds, both of which create an unsafe walking environment.

As such, the following subsections cover the key issues and opportunities presented by the local road network, with **Table 11-1** summarising KCC's proposals for each road.

The proposed Strategic Active Travel Network can be found in **Chapter 12 – Cycling.**

11.4.1 Belmont Road Urban Village

Belmont Road forms the urban heart of the Study Area, around which the existing and future residential areas of Rockshire Road, Abbey Road, and Bellfield will converge. The 2017 LAP identified this corridor as the "*heart of the plan area*", otherwise known as the Urban Village.

Belmont Road has significant potential to become a coherent and attractive main street, supporting a number of vital amenities and facilities, including a more vibrant Ferrybank Shopping Centre, Primary Care Centre, St. Mary's B.N.S. and Aldi. The future of the urban village will be contingent upon reducing the volumes of through traffic and re-shaping its public realm through reallocation of road space, traffic calming measures and sensitive place-making interventions.

The short-term delivery of the South-North Road at Clover Medows is likely to positively impact on the reduction of through traffic as will the more medium-to-longer term Ferrybank Relief Road. However, there is significant potential to improve the look and feel of the feel of the proposed urban village that is not contingent on the potential delivery of the Ferrybank Relief Road.

These improvements should ideally be delivered in tandem with the roll-out of BusConnects Waterford and are identified in WK 2.

Figure 11-7: Belmont Road's potential as an urban village is constrained by the significant presence of through traffic. Source: DBFL.

Measure WK 2
Strategic Walking Network - Belmont Urban Village

KCC will identify and deliver a suite of active travel and placemaking measures to support the aspiration of a traffic-calmed urban village on Belmont Road. These will include at a minimum:

- Removal and reconfiguration of the gyratory systems at Belmont Roundabout and Bellfield to support active travel
- Reducing maximum speed limits to 30km/h within the built-up section of the urban village itself
- Narrowing existing carriageway lanes to encouraging reduced speeds
- Removing street clutter, including guard rails and unnecessary signage.
- Provide better opportunities to cross on desire lines
- Implement junction tightening at minor junctions
- Enhance local permeability to Belmont Road from adjacent existing and future residential areas

11.4.2 Belmont Road East

The existing active travel network on Belmont Road East can be summarised as follows:

- Fast-flowing traffic.
- Lack of safe crossings at desire lines.
- Lack of dedicated cycling provision.
- Gateway / Transition Zone in need of upgrade.

In addition to the above, further considerations for Belmont Road East include the following:

- The finalised BusConnects Route 4A with an alignment via Milepost to Slieverue Village and the need to upgrade existing footpaths and active travel provision.
- The existing (if incomplete) 'Greyway' on the northern side of the R711 to Slieverue Roundabout.
- Connectivity between the Study Area and adjacent communities such as Milepost Village and Slieverue.
- Future connections with the Ferrybank Relief Road and Clover Meadows (South North Link Road) and the opportunity to strengthen the transition to urban area from the R711.
- The relatively high volumes and speed of traffic at present and expected in the future and the response required by the NTA's Cycle Design Manual (CDM).
- The need for dedicated cycling facilities and safe crossings at desire lines.

To address the identified issues on Belmont Road East and in order to provide a smooth transition to the proposed Belmont Urban Village, KCC proposes the following:

- Strengthening the existing transition zone at Milepost junction
- Reconfiguration of Belmont Roundabout to include formal crossing points.
- Dedicated cycling facilities in accordance with the CDM (Long-term.

SE Greenway - Southern Connectivity Link

In January 2025, Kilkenny County Council received Part 8 Approval to develop a Southern Connectivity link to the South East Greenway from Slieverue Village, via Kilmurry Lane / Hartley's Cross via an underpass at

Hartley's Cross. It is noted that the Road Safety Audit submitted with the Part 8 Planning pack made a number of recommendations to the original design including;

- A need to reduce the speed limit on the shared surface areas of Kilmurry Lane
- Implementation of low-level planting at bends to improve visibility.

CycleConnects further identifies Kilmurry Lane and Gyles Quay as secondary routes with a connection to the future Suir Greenway via Gyles Quay. There is an access point to the SE Greenway under construction between Peafield and Kilmurry Lane as of 2025.

KCC proposes leveraging this Part 8 westwards and providing an upgraded continuous active travel facility on the BusConnects Alignment on Belmont Road, extending from Milepost junction to Slieverue Village via Milepost village.

Although this proposal would provide a greater level of access to public transport and serves existing communities (value for money), it has a number of constraints relating to available road space and a likely requirement for land acquisition to achieve compatibility with NCM minimum standards. As such, it is considered a desirable but likely longer-term proposition.

Measure WK 3

Strategic Walking Network - Belmont East

KCC will undertake the following measures to provide a safer, more attractive environment on Belmont Road (east):

- Strengthen the existing transition zone at Milepost junction
- Reconfigure Belmont Roundabout to include formal crossing points.
- Deliver dedicated cycling facilities in accordance with the CDM (**Long-term**)

In the **longer term**, KCC will also provide an upgraded continuous active travel facility on the BusConnects Alignment on Belmont Road, extending from Milepost junction to Slieverue Village via Milepost village to align with the SE Greenway Southern Connectivity Link.

11.4.3 Abbey Road

Abbey Road is a heavily trafficked link road which extends from the junction at Fountain Street to the N29. The built-up area is characterised by a lack of continuous footpaths and opportunities to cross in areas linking residential areas to local services including schools and the Ross Abbey Neighbourhood Centre.

While the construction of the South-North Access Road (see **Section 11.5.2** below) may alleviate some of these issues, the recommendations set out in **Table 11-1** are largely concerned with addressing Abbey Road's current road characteristics and design, that discourage sustainable transport modes. This includes a short-term focus on providing continuous footpaths between the Abbey Community Centre and Ross

Abbey Neighbourhood Centre and providing additional opportunities to cross and local junction tightening as part of the BusConnects Waterford roll-out.

In the short-medium term, Active Travel connectivity between the Ross Abbey Neighbourhood Centre and Belview will be provided by the SE Greenway with additional access point near the IDA lands. In the longer term, KCC have identified a need for a dedicated pedestrian and cycle link east of Ross Abbey Neighbourhood Centre to cater for a strong demand for active travel connectivity between Ferrybank and the Belview Port area.

A reduced speed limit translates to a safer environment for pedestrians and cyclists, and a more enjoyable area for walking and cycling. To this end, KCC proposes introducing a 30km/h speed zone from the Fountain Street / Abbey Road Junction east as far as the Ross Abbey Neighbourhood Centre. It is recommended that gateway features and signage are provided to the east of the Ross Abbey Neighbourhood Centre, as well as implementation of SRTS measures in proximity to Our Lady of Good Counsel N.S. and Abbey Community College.

Measure WK 4

Strategic Walking Network – Abbey Road

KCC will undertake the following measures to provide a safer, more attractive environment at Abbey Road:

- Provision of continuous footpaths, prioritising the missing sections of footpath between Leaca Árd and the Ross Abbey Neighbourhood Centre, and the northern section of Tuar na Blátha.
- Local junction tightening at the entrance to all residential and local streets in alignment with DMURS standards.
- Upgrade of footpath widths and priority over private entrances to DMURS standards for new residential developments through Development Management.
- Redesign of the existing roundabout at the Ross Abbey Neighbourhood Centre to facilitate formal crossing facilities.
- The introduction of a 30km/h speed limit between the Fountain Street Junction and the Ross Abbey Neighbourhood Centre in line with the 2023 Speed Limit Review recommendations for urban areas.
- Deliver Safe Routes to School treatments in proximity to Our Lady of Good Counsel G.N.S. and Abbey Community College to create a safer environment for children to walk and cycle to school.
- Realigning carriageways in line with DMURS standards.
- Providing gateway and transition zone treatments to the east of the Ross Abbey Neighbourhood Centre to signal the approach into a low-speed, urban environment.
- Maximise permeability and accessibility opportunities between proposed bus stops, and existing and future housing estates.

Figure 11-8: Existing Conditions on Abbey Road. Source: DBFL.

Figure 11-9: Gateway provisions and speed reductions at key locations such as the Ross Abbey Neighbourhood Centre will help to facilitate a safer, speed-reduced environment for pedestrians and cyclists. Source: DBFL.

11.4.4 Rockshire Road

Rockshire Road extends north-west from the Dock Road / Fountain Street Junction and will support future residential development at Ballyrobin and Newrath areas. There are several instances of legacy road infrastructure, as well as junctions which fail to comply with DMURS standards. Owing to its challenging topography, high traffic speeds, and excessively wide carriageways, Rockshire Road in its current state presents a car-centric environment that is unattractive for Active Travel.

The roll-out of BusConnects similarly provides opportunity for the reallocation of road space from the wide vehicular carriageway – which ranges from 12m wide to 15m wide in places- to enhance its environment not least in providing better opportunities to cross. KCC also proposes improving the safety of key junctions, with particular emphasis on the Rockshire / Ballyrobin Y-Junction.

Figure 11-10: KCC proposes addressing excessively wide carriageways on Rockshire Road. Source: DBFL.

Measure WK 5
Rockshire Road

KCC will identify and deliver measures to support a safer environment for pedestrians and cyclists on Rockshire Road, including:

- Upgrade junctions to support pedestrians and cyclists, prioritising the 'Y-Junction' with the Ballyrobin Road.
- Explore opportunities for new crossing points at existing entrances and identified desire lines.
- Traffic-calming improvements, including introducing variable speed limits taking into account the topography of the road.
- Dedicated active travel provision
- Support local permeability between housing areas identified in **Ch. 13**.

Figure 11-11: Rockshire Road's Y-Junction, showing the dominance of vehicular traffic and a sub-optimal active travel environment. Source: DBFL.

11.4.5 Dock Road and Fountain Street

While situated just outside of the Study Area within the administrative area of Waterford City and County Council (WCCC) and classified as a Regional Road *(part of the greater R711)*, Dock Road and Fountain Street is noted here due to its nature as an integral connector between the key Belmont Road, Abbey Road and Rockshire Road axis discussed above.

These roads traditionally formed part of a legacy strategic road network facilitating both the former Docks in Waterford and connectivity between Rosslare Port and the SW of Ireland prior to the opening of the N25 Waterford by-pass. The layout of these roads and streets reflected this and previous interventions sought to prioritise the movement of through vehicles resulting in community severance and an often-hostile environment for pedestrians and cyclists within its immediate vicinity and other areas including Belmont Road.

Both roads form part of the strategic Active Travel network connecting the Study Area with key destinations including the Integrated Transport Hub, North Quays SDZ, Waterford City Centre and key destinations further afield such as the Waterford Regional Hospital and University.

WCCC are currently undertaking a suite of improvements to facilitate access to the Waterford North Docks SDZ and integrated transport hub. These works include a range of road and drainage works, cycle provision as well as a suite of public realm improvements. Both roads also form part of the future Waterford BusConnects network and Dock Road in particular, will see some of the highest frequencies as part of Core Bus Route 4 *(proposed 15-minute frequency)* further emphasising the need to improve pedestrian accessibility to bus stops and the transport hub itself.

There remains further opportunity for both Local Authorities to work together to reassess the future of the road layout particularly as key development sites such as the Ard Ri, Rockshire Road/Newrath Road and expansion of school sites are realised. At a minimum, future reviews should re-assess the need for proposed turning lanes, junction layouts, speeds and safer crossing opportunities.

Measure WK 6

Strategic Walking Network – Dock Road and Fountain Street

KCC will engage with Waterford County Council, the NTA, and all relevant stakeholders to review the layout and function of the Dock Road and Fountain Street with a view to further reducing their community severance effect and improving pedestrian and cyclist safety and desire lines to local services, schools and Waterford city centre on an on-going basis. At a minimum this should include:

- Further reduction in carriageway widths in-line with DMURS classifications for an urban street.
- Re-assessment of the need for left- and right-turn lanes onto the Dock Road at some intersections particularly at Rockshire Road and Abbey Road.
- Consideration of local junction tightening and continuous footpaths over minor junctions and private entrances.
- Consideration of 30km/h speed limits in built-up areas, but particularly within the vicinity of schools.

11.5 Strategic Walking Network – New Roads and Future Upgrades

This section presents recommendations regarding new road infrastructure needed in the Ferrybank-Belview Study Area, both to support the growth and interconnectivity of the Plan area, and to provide access to key lands for development.

11.5.1 Planned Upgrades: Fountain Street (R711) / Abbey Road Junction

As part of the North Quays Public Infrastructure Scheme, works to the Abbey Road / Fountain Street junction have begun as of 2024. This scheme, the *Part VIII Planning Scheme (P8 09/18 for road/junction realignment works at Dock Road/Fountain Street (R711) and Abbey Road (L90011)*, is being carried out by Waterford City and County Council and aims to upgrade the junction to provide extra capacity for anticipated traffic volumes at the North Quay SDZ's eastern access.

As seen in **Figure 11-12**, one component of this development entails realigning Abbey Road south of its current alignment, and widening approximately 350m of its route, commencing at the junction with Fountain Street before rejoining Abbey Road immediately east of the existing Abbey Bridge.

The realigned section of the Abbey Road will feature a four-lane carriageway at the eastern SDZ site access. A slip lane will also be provided to the northeast of this dual carriageway, providing local access to Our Lady of Good Counsel National School, the Abbey Community College, and St. Joseph's Nursing Home. While this scheme is currently under construction, it is considered that there is further opportunity to rebalance public space at this critical junction within the immediate

vicinity of large schools. In particular, there is further opportunity to reassess the requirement for dual lanes for private motor traffic and to reconsider the need for a roundabout that restricts the ability for vulnerable road users to cross safely.

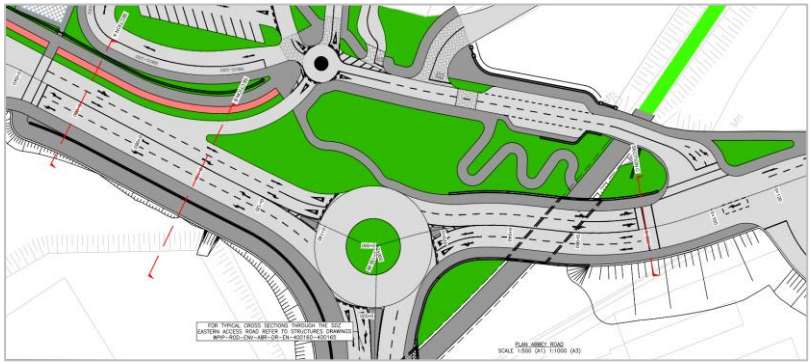


Figure 11-12: Indicative realignment of the Abbey Road as part of the North Quay SDZ Infrastructure Scheme. Source: Kilkenny County Council.

11.5.2 Ferrybank South-North Access Road

The committed South-North Access Road will provide improved connectivity between Abbey Road and Belmont Road. The access road will connect across the Greenway from Ross Abbey Neighbourhood Centre to the Clover Meadows Housing development. This URDF funded project will not only be supported by cycling infrastructure, but accessible and pedestrian friendly footpaths.

The delivery of this link will enable Abbey Road residents to access Belmont Urban Village in shorter, more efficient journey times, aiming to empower residents to consider walking as a primary transport mode by providing accessible and pedestrian friendly routes to vital amenities, including St, Mary's B.N.S., Aldi Belmont Road, and the Ferrybank Primary Care Centre. The South-North Access Road will aim to reduce pressures on the Abbey Road / Fountain St. Junction and provide an alternative route to and from Belmont Road. This will translate to less traffic congestion and an overall safer walking environment, both at the current Fountain Street Junction and the future South North Access Road.

Measure WK 7

Upgrades to the Fountain St. (R711) / Abbey Rd. Junction

KCC will collaborate with WCCC and the NTA to examine future opportunities to rebalance public space at this junction that should consider, at a minimum:

- Reassessing need for a roundabout at the junction of Fountain St and Abbey Road and to provide opportunities to cross.
- Assessing need to provide DMURS aligned carriageway reductions at the realigned Abbey Road to provide traffic-calming / speed reductions.
- Maximising safety treatments and landscaping opportunities close to the entrance of Our Lady of Good Counsel G.N.S. and Abbey Community College.

Measure WK 8

Strategic Walking Network – South-North Access Road

KCC will deliver a South-North Access Road, equipped with dedicated provision for pedestrians and cyclists, during the lifetime of the plan, in addition to:

- Providing site-specific traffic calming measures.
- Provide pedestrian and cycle priority over local junctions in accordance with the NTA's Cycle Design Manual.

Figure 11-13: Alignment of the South-North Access Road's route (blue). Source: Kilkenny County Council.

11.6 Note on Regional and National Roads

Ferrybank's wider road network consists of a combination of local, regional and national roads. KCC's proposals for all regional roads, and national roads, as well as proposed new roads, are covered in **Chapter 15 – Roads and Traffic Management**. These include:

- N29 / Port Road
- The Newrath Link Road (R448)
- Ferrybank Relief Road
- Downstream River Crossing Bridge
- The N25 Waterford to Glenmore Scheme
- N24 to Grannagh Business Complex

11.7 Improvements to the Existing Pedestrian Network

While the NTA's **CycleConnects** proposals concern the provision of safe cycling infrastructure, they also set out an indicative network of streets and roads that form an interconnected active travel network for Ferrybank. As such, the CycleConnects network forms the basis for organising improvements to the pedestrian network in Ferrybank.

Table 11-1 outlines the measures needed to improve pedestrian infrastructure on routes classified as primary routes in the current draft of CycleConnects. The secondary routes listed are primarily local access streets and generally have existing footpaths.

Table 11-1: Recommended Proposals for the Walking Network in Ferrybank-Belview Study Area.

Cycle Connects	Street / Road	Summary of Proposals
Primary	**Belmont Road West (Urban Village)**	▪ Maximise opportunities afforded by the South North Link Road and (future) Ferrybank Relief Road to re-shape the urban environment to enhance the safety, liveability and character of Belmont Urban Village ▪ Provide additional safe opportunities to cross at desire lines particularly at Bellfield junction ▪ Remove street clutter, including pedestrian guardrails ▪ Safe Routes to School Treatments near St. Mary's B.N.S and upgrade to Toucan crossing ▪ Local junction tightening junctions at: Rose Road, Newpark, Woodlawn Villas, Harpur's Lane, Elm Lawn
Primary	**Belmont Road East**	▪ Strengthen the existing transition zone at Milepost Road junction ▪ Reconfigure Belmont Roundabout to include formal crossing facilities for active travel users. ▪ Upgrade the existing Greyway from Bemont to the Slieverue Roundabout (short to medium term) ▪ Provide a continuous active travel facility on the BusConnects Alignment on Belmont Road, from Milepost junction to Slieverue Village via Milepost village to align with the SE Greenway Southern Connectivity Link (Long-term)
Primary	**Abbey Road West (Fountain St. to Ross Abbey)**	▪ Identify further opportunities to rebalance public space at the Abbey Road/ Fountain Street junction. ▪ Provision of continuous footpaths from Abbey Community College to Ross Abbey ▪ Provide additional Greenway Access points at residential areas *(Ard Glas, Fíodh Mór and Ross Abbey)* and schools *(Abbey Community College)* ▪ Provide opportunities to cross at Abbey Community College / Ross Abbey Neighbourhood Centre ▪ Provide additional connections to Belmont Urban Village
Primary	**Newrath Road**	▪ Provision of pedestrian footpaths on both sides of Newrath Road ▪ Tighten junctions at Newrath/Rockshire Road junction and Newrath/L3408 Roundabout.
Primary	**South-North Access Road**	▪ Provision of Active Travel infrastructure on the future South-North Access Road between Abbey Gate and Clover Meadows ▪ Provide appropriate opportunities to cross throughout ▪ Provide access onto the South East Greenway via the future Trailhead Carpark
Primary	**Ferrybank Relief Road**	▪ Provision of Active Travel infrastructure on the future Ferrybank Relief Road between Belmont Road and Rockshire Road ▪ Provide appropriate opportunities to cross throughout

Secondary	**Newrath Link Road**	▪ Footpath widening throughout ▪ Remove guardrails near pedestrian access point to Newrath Road ▪ Provide safe opportunity to cross at pedestrian entrance to Newrath Link Road and Sallypark Industrial Area *(Swan Plastics Ltd. etc.)* ▪ Traffic-calming on the approach to Ferrybank through implementation of gateway and transition zone treatments, as well as visual cues such as road-markings and tree-planting creating a boulevard-style approach road
Secondary	**Rockshire Road**	▪ Redesign junctions at Rockshire-Ballyrobin 'Y' Junction and Rockshire / Dock Rd. Junction ▪ Provide safe opportunity to cross at 'Y' Junction, Dock Rd. Junction, and other desire lines
Secondary	**Belmont Road East (Milepost Junction to Slieverue Roundabout)**	▪ Reconfiguration of the roundabout at Belmont Road/future North South to improve pedestrian crossings ▪ Provision of outer gateway treatments at Milepost Rd Junction ▪ Improvement of Transition Zone east of Milepost Rd Junction
Secondary	**N29 Port Road**	▪ Provide active travel access onto the South East Greenway ▪ Redesign of Gorteens Junction and Marine Point Junction to improve safety for pedestrians ▪ Provision of safe opportunities to cross at Gorteens Junction and Marine Point Junction
Secondary	**Abbey Road East (Ross Abbey to Gorteens Junction)**	▪ Removal of bollards and street signs restricting pedestrian activity ▪ Removal of pedestrian guardrail and fencing at Ross Abbey Neighbourhood Centre and Ross Abbey Roundabout ▪ Redesign of roundabout at Ross Abbey to improve pedestrian access ▪ Provision of active travel measures to DMURS standards between Ross Abbey and the N29 in the long-term ▪ Provision active travel access points to South East Greenway via Peafield, Kilmurry and Ballyvalla *(N. of IDA)*
Secondary	**Gyles Quay**	▪ Provide connectivity to the proposed Suir River Walkway ▪ Provision of buildouts at blind corners to enhance pedestrian safety ▪ Traffic-calming measures in the form of signage and road markings to remind drivers of possible non-motorised users on the roadway
Secondary	**Peafield and Kilmurry**	▪ Provision of active travel access to the South East Greenway at Kilmurry (short term) and Peafield (long-term) ▪ Traffic-calming measures including speed tables, improved visibility at junctions and reduction of speed limit to 30km

12 Cycling and Micromobility

12.1 Overview

Cycling and scooting are sustainable, healthy, and low-cost forms of mobility. The terms 'cycling' and 'scooting' are intended to be inclusive of anyone using any type of bicycle, scooter or mobility aid.

Delivering safe, coherent and attractive cycling networks is key to delivering Ireland's *Climate Action Plan 2024*, along with offering additional opportunities for moving and socialising, thereby improving physical and mental health.

The future cycling network of the Ferrybank-Belview Study Area should provide continuous and coherent routes between key trip generators and attractors. Cycling facilities should also be designed to the updated NTA's *Cycle Design Manual* standards, including expanded provision of cycle parking. Moreover, the future cycle network should endeavour to address the five main requirements for cycle-friendly infrastructure as noted in the *Cycle Design Manual*:

Figure 12-1: The 5 Requirements for cycle-friendly infrastructure. Source: NTA Cycle Design Manual.

KCC supports the implementation of cycle infrastructure as articulated in the *Waterford Metropolitan Area Transport Strategy 2040* as well as the more recent NTA's *CycleConnects Plan*. KCC further considers the possibility of improving the environment for cycling through leveraging committed infrastructure in BusConnects Waterford, the SE Greenway and the Waterford Active Travel Bridge as well as other forms of improvements to the cycling environment such as Quietways and site-specific traffic calming.

12.2 Existing State of Play

The LTP's Baseline Assessment highlighted deficiencies of the cycling network in and around the Ferrybank-Belview Study Area. The limited cycling infrastructure at present and low cycling mode share reflects the reality of existing conditions for cycling.

Dedicated cycle infrastructure across the Study Area is, as illustrated in Figure 12-2, is limited to the following:

- An inbound-only cycle track on the southern / eastern side of Belmont Road between Bellfield roundabout and the Waterford County Boundary. This is approximately 1.8m in width and extends for 200m.
- A two-way cycle track at Belview within the IDA Science and Technology Park (approx. 1.4km).
- Cycle tracks on both sides of Clover Avenue towards the future greenway that are segregated from the carriageway by a grass buffer.

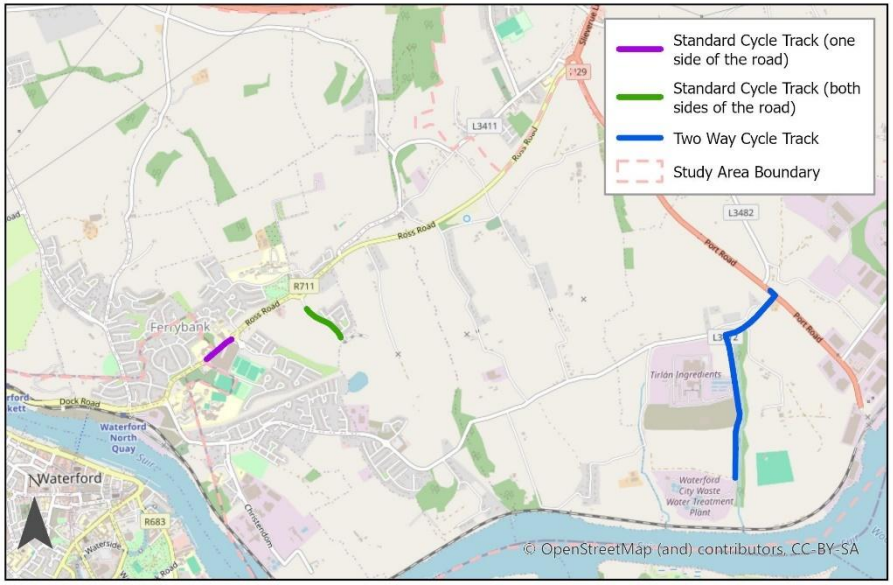


Figure 12-2: Existing Cycle Facilities in the Ferrybank-Belview Study Area.

12.3 Future Network Improvements

12.3.1 Waterford Metropolitan Area Transport Strategy 2040

The *Waterford Metropolitan Area Transport Strategy* (WMATS) proposed a hierarchy of cycle routes for an improved cycling network for the Ferrybank-Belview area, as illustrated in Figure 12-3.

Not only do these routes establish a network of interconnected streets and roads, but also enhanced pedestrian permeability and accessibility throughout the Study Area. Key WMA Cycle Network routes identified in the Ferrybank-Belview area are listed in Table 12-1.

Table 12-1: Key WMA Cycle Network routes in the Ferrybank-Belview Area.

Primary Routes	Abbey Road (W.)
	Belmont Road (W.)
Secondary Routes	Abbey Road (E.)
	Belmont Road (E.)
	Newrath Link Road
	Port Road
	Rockshire Road
Green Way	Southeast Greenway (*Abbey Rd. → Belview Port)*
	River Walkway (*Gyles Quay -> North Quay SDZ*)
Inter-Urban Routes	N24 to Grannagh Business Complex (G.B.C.)

ABBEY ROAD (W.)

The western section of Abbey Road *(Fountain St. Junction to Rathview Park)* is identified under WMATS as a **Primary Cycling Route**. Such routes are intended to cater for the highest level of demand and are typically direct routes providing medium-to-long radial connections to key destinations. In this case, the western section of Abbey Road links the centre of Ferrybank Village to the Ross Abbey Centre.

BELMONT ROAD (W.)

As in the case of Abbey Road, the western half of Belmont Road is identified as a **Primary Cycle Route** under WMATS, linking destinations

like ALDI Belmont Road and St. Mary's B.N.S. with services in Ferrybank village centre and to the train station on the Dock Road.

Abbey Road (E.)

Abbey Road's eastern section *(Rathview Park to the Port Road)* is identified as a **Secondary Cycle Route** within the proposed WMATS Cycling Network. This cycle route links residential, commercial and employment areas to the Primary Network – in this instance, employment locations at Belview Port to Ferrybank's wider cycle network. Secondary Routes will also tend to carry lower volumes of cycle traffic than Primary Routes.

Belmont Road (E.)

The eastern half of Abbey Road *(ALDI Belmont Road to Slieverue Village)* is also identified as a **Secondary Cycle Route** under WMATS. In this case, northeastern residential areas at Slieverue and Milepost would be linked by cycling facilities to Ferrybank village centre.

Newrath Link Road

Another **Secondary Cycle Route** identified by WMATS is the Newrath Link Road (R448). This route provides a link between the centre of Ferrybank and services near the Red Iron Bridge, employment sites at Grannagh, and residences along the Newrath Road.

Port Road

The Port Road (N29) also serves as a **Secondary Cycle Route** and, in tandem with Belmont Road, provides a direct link from key employment sites at Belview Port to both Ferrybank village centre and Slieverue.

Rockshire Road

Rockshire Road is identified as a **Secondary Cycle Route**, connecting residential developments in northern Ferrybank to the village centre and the wider network.

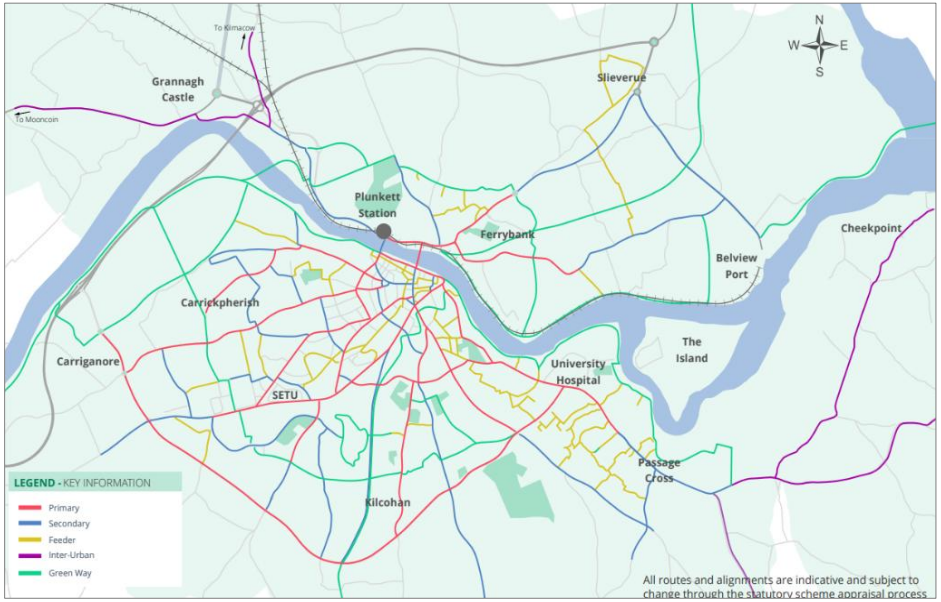


Figure 12-3: WMATS Proposed Hierarchy of Cycle Routes.

Suir River Walkway/Blueway

WMATS highlights the potential to deliver a greenway along the north-eastern section of the River Suir, from the future Active Travel Bridge to Gyles Quay. This project would run parallel to the currently closed Rosslare - Waterford Rail Corridor, the reinstatement of which has been suggested by the *All-Ireland Strategic Rail Review*.

This would provide a high-quality active travel route and amenity area for residents of Ferrybank-Belview, while also providing improved connectivity between Ferrybank, Belview and Waterford City.

12.3.2 NTA Cycle Connects

The NTA's *CycleConnects Plan* identifies cycle links largely similar to those proposed in the WMATS. An exception includes the reclassification of an E-W link from the Waterford Greenway and upgraded Red Iron Bridge utilising the Newrath Road and future Ferrybank Relief Road from Greenway to Urban Primary; reflecting the likelihood of the provision of dedicated cycle facilities on the future Relief Road.

- **Urban Primary Routes**: High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. Urban Primary Routes identified within the Study Area include the Newrath Road, a section of the Abbey Road, and the planned South-North Access Road – as well as a number of additional routes *(see Chapter 12- Walking and the Public Realm).*

- **Urban Secondary Routes**: Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas. Urban Secondary Routes identified within the Study Area include a section of the Abbey Road, a section of Belmont Road, Newrath Link Road, Rockshire Road, and Kilmurry.

- **Inter-Urban Routes**: On-road cycle route to link all key settlements and destinations outside urban areas. These may have potential to provide off-road/segregated routes parallel to the existing road in later years. Inter-Urban Routes identified within the Study Area include the north-west of Newrath Link Road and a section of the N24 to Grannagh.

- **Greenway Routes**: Off-road active travel route. These are typically located on old rail trails or Blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians. Greenway Routes identified within the Study Area includes the South-East Greenway – a waterfront Greenway and a connection from Newrath Link Road to Newrath Road.

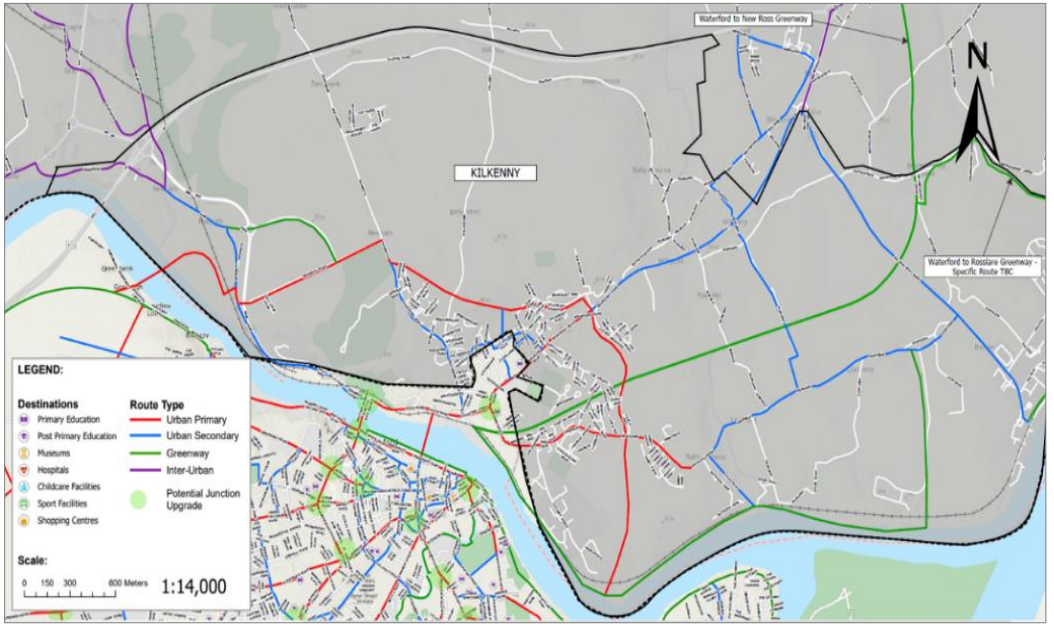


Figure 12-4: CycleConnects Cycle Network for the Study Area.

12.4 Proposed Ferrybank-Belview Cycle Network

The process of developing the LTP affirms the appropriateness of the proposed cycle networks outlined in WMATS and the CycleConnects and suggests a number of site-specific measures.

Some of the proposed improvements may be delivered with the roll-out of BusConnects Waterford and phased in the short-medium term on key roads and streets such as Abbey Road, Belmont Road and Rockshire Road and corresponds with those existing and future development areas where the demand for utility cycling is greatest.

Baseline investigations further identified opportunities to leverage the SE Greenway to provide access to schools and community facilities at Ferrybank and access to employment opportunities at the IDA site at Ballyvalla and Belview Port. Many of these are discussed in more detail in the next chapter.

12.4.1 Active Travel Strategy

Table 12-2 and **Figure 12-5** set out recommended measures for each of the roads in the Ferrybank-Belview LTP Study Area. It should be noted, the Belmont Road, Abbey Road and Rockshire Roads will be prioritised for improvements in the short-to-medium term in tandem with BusConnects where possible.

The remaining proposed improvements to the Study Area's road network will also be carried out on a phased basis over the lifetime of the Plan.

Measure CY 1

Ferrybank-Belview Cycling Network

Kilkenny County Council will work in collaboration with Waterford City & County Council, the NTA and TII to develop the Ferrybank-Belview Cycle Network prioritising the following:

- Belmont Road West (from South-North Road to boundary with Waterford)
- Abbey Road (to Ross Abbey Neighbourhood centre)
- Rockshire Road
- South-North Road at Clover Meadows
- SE Greenway links under construction at Kilmurry, Clover Meadows and Abbey Community College
- New links from the SE Greenway identified in Chapter 14 that support access to community facilities, schools and employment in the Ballyvalla/Belview Port area
- Enhance links from the Waterford Greenway at Bilberry to the SE Greenway

In the **medium-long-term,** dedicated Active Travel links will be investigated in the following areas:

- Rural Route Milepost Junction to Slieverue Village
- Abbey Road – Ross Abbey to N29
- N29 (see Roads chapter)
- The Suir Blueway and N-S links to Abbey Road/IDA site
- Newrath Link Road as a Boulevard approach (see Roads chapter)
- N24 Grannagh Castle to Business Centre– see Roads chapter.
- Waterford Greenway to Newrath via upgraded Red Iron Bridge

Priority areas may change subject to funding and alignment with other schemes, such as the roll-out of BusConnects.

Table 12-2: Proposals for the Ferrybank-Belview Cycling Network

CycleConnects Category	Street / Road	Proposed Measures
Urban Primary	**Belmont Road West** (R711)/ Urban Village	• Reduce speed limit to 30 km / h in order to improve the safety of Active Travel users. • Removal of roundabout at Bellfield and provide inner gateway treatment at the edge of the built-up area of Belmont Urban Village, as a visual cue to motorists of the change in context. • Provide appropriate Safe Routes to School improvements outside of St. Mary's B.N.S and future new primary & secondary school campus.
Urban Primary	**Abbey Road West** (West of Ross Abbey)	• Provide dedicated Active Travel facilities between Abbey Bridge and Ross Abbey Neighbourhood centre, reflecting CycleConnects proposals. • Reducing speed limits to 30 km/h in order to provide a safer and more enjoyable cycling experience, especially for children cycling to and from St. Mary's B.N.S and the Abbey Community College. • Provide appropriate Safe Routes to School improvements outside of the Abbey Community College and Our Lady of Good Counsel G.N.S. • Provide major junction upgrades at the Abbey Rd. / Fountain Street Jct., in order to provide a safer environment for AT users. • Provide Greenway access points at key destinations along Abbey Rd., including at Abbey Bridge and at Ross Abbey Neighbourhood Centre, in order to provide Active Travel users with off-road facilities, separated from traffic. • Provide minor junction improvements at Ross Abbey Neighbourhood Centre, in order to reduce the speed of fast-turning vehicles, creating safer walking and cycling environments.
Urban Primary	**South-North Access Road**	• Provide Active Travel infrastructure along the future South-North Access Road between Abbey Gate and Clover Meadows • Provide crossing points where appropriate along desire lines • Provide access onto the South East Greenway via the future Trailhead Carpark
Urban Primary	**Ferrybank Relief Road**	• Provide Active Travel infrastructure along the future Ferrybank Relief Road between Belmont Road and Rockshire Road • Provide signalised crossing points where appropriate along desire lines
Urban Secondary	**Belmont Road East** (R711)	• Reconfiguration of Belmont Road roundabout for dedicated Active Travel facilities • Provide dedicated Active Travel facilities/ improve existing Greyway to Slieverue in line with CycleConnects designation • Carry out local junction improvements to encourage slower vehicular speeds
Urban Secondary	**Abbey Road East** (E. of Ross Abbey)	• Provide additional access points onto the South East Greenway at Peafield, Kilmurry and Ballyvalla *(N. of IDA Park)* • Establish a clear transition zone east of Ross Abbey in order to improve driver awareness of cyclists and speed limits • Consider longer-term dedicated AT route on the Abbey Road itself to N29 Junction
Urban Secondary	**Rockshire Road**	• Provide Active Travel facilities on Rockshire Road in line with WMATS and CycleConnects proposals • Deliver junction improvements to reduce driver speed and certainty, making it safer for cyclists to navigate Rockshire Rd.

		• Use filtered permeability to provide cyclists with greater accessibility to existing residential areas and key destinations to either side of Rockshire Rd., creating greater incentives to cycle
Urban Secondary	**Newrath Link Road**	• Provide dedicated Active Travel facilities on the Newrath Link Road in line with WMATS and CycleConnects proposals • Traffic-calming measures in the form of gateway and transition-zone treatments, as well as visual cues such as tree planting and road markings to signal drivers to reduce speeds on the approach to Ferrybank
Urban Secondary	**N29 Port Road**	• Work with TII to deliver a longer-term dedicated off-road Active Travel Facility from Slieverue to Belview Port • Work with TII to deliver a future access from the SE Greenway to the Port Road Secondary Route • Deliver safe opportunities to cross at desire lines at Rathculliheen Junction in line with the N29 Port Access Strategy and Marine Point
Inter-Urban	**N24 to Grannagh**	• Work with TII to provide dedicated active travel facilities, providing safe and efficient AT movement between Grannagh Castle and the Business Complex ahead of longer-term delivery of IU route to Mooncoin.
Greenway	**South-East Greenway**	• Provide connected network of greenway access points from Abbey Road, Peafield, Kilmurry, Ballyvalla the N29 to support enhanced cycling accessibility
Greenway	**Suir River Walkway**	• Provide an active travel link along the northern bank of the River Suir from the IDA Park to Christendom via Gyles' Quay in the long-term, tying in with the proposed Downstream River Crossing
Greenway	**Waterford Greenway to Newrath**	• Investigating the feasibility of re-establishing the Red Iron Bridge as part of an Active Travel river crossing to create an Urban Primary Route from the Waterford Greenway to the Newrath Road/ future Ferrybank Relief Road

Figure 12-5 Ferrybank-Belview Active Travel Strategy. Any and all proposals are indicative and subject to further feasibility.

12.5 Quietways and Cycle Streets

The delivery of a network of Quietways and Cycle Streets is recommended to provide alternative routes for cyclists and pedestrians where the provision of dedicated cycle facilities is not feasible nor desirable. This is particularly beneficial where road space is limited, as the provision of Quietways can facilitate a safe and enjoyable walking and cycling experience, without the need for expensive and challenging construction projects.

Generally, Quietways utilise existing street networks with enhanced traffic calming measures and slow motorised traffic. They are particularly useful for journeys to school, especially for children who are mature enough to walk or cycle to school on their own.

Figure 12-6: Example of an existing Quietway, with local access and Filtered Permeability in Ferrybank-Belview. Source: DBFL.

Filtered permeability, discussed in **Chapter 13 – Permeability and Greenways**, is a key element of Quietways, making it easier for pedestrians and cyclists to reach their destinations and discouraging rat-running and inappropriate motor vehicle use.

Figure 12-6 provides an example of a filtered street at Marymount and Bishopsgrove within the administrative area of Waterford City & County Council and provides a relatively safe access to the cluster of schools at Abbey Road. The route is likely to become more attractive with the redevelopment of Ard Ri and housing in the Newrath area. Further enhancements are possible with the upgrading of the Rockshire Road crossing point to a toucan crossing and replacement of bollards with trees, soft-landscaping while retaining pedestrian and cycle access- see next chapter.

Measure CY 2

Quietways

KCC will work in collaboration with WCCC and other stakeholders to identify and enhance the development of Quietways/Cycle Street Networks

- At the Marymount /Bishopsgrove junction on Rockshire Road
- In existing residential areas between the Abbey Road and Belmont Road prioritising the enhancement of the existing link between Fiodh Mor and Bellfield and a new link to the future Greenway access at Clover Meadows
- Through the creation of permeable street networks in all development sites through the development management and masterplanning process

12.6 Micromobility and Shared Schemes

Recent innovations to the city mobility toolkit include e-bikes and other forms of micromobility including scooters and e-scooters. These are increasingly popular, but to date remain largely in private ownership.

Given recent changes to legislation, both of the above have the potential to become increasingly significant elements in the shared mobility systems network usually referred to as 'Mobility as a Service' *(MaaS)*. Given that around 50% of all trips in Ireland are 6km or less *(CSO National Travel Survey 2016)* there is undeniable potential for micro-mobility to enable more convenient and more flexible local mobility.

12.6.1 Shared Bike Schemes and E-Bikes / E- scooters

The Transport for Ireland (TFI) Bike Share Scheme has 14 bike stations with over 220 bikes across Waterford City. Although the Study Area falls within the Waterford Metropolitan Area, it has not yet been included in the TFI Bike Share Scheme *(see* **Figure 12-7)**.

There is therefore a significant opportunity to expand the availability of the TFI bike rental scheme to the Ferrybank-Belview Study Area – prioritising areas close to the Active Travel Bridge and North Quays SDZ/ Public Transport interchange initially with further extensions to the Ferrybank District Centre and Ross Abbey Neighbourhood Centre.

Other forms of Bicycle Shared Schemes (BSS) – including dockless bike schemes run by private companies such as Lime and Bolt, etc. – have extended operations to other towns in Ireland and may be more appropriate in peripheral areas where the roll-out or extension of a dedicated TFI Scheme is less feasible.

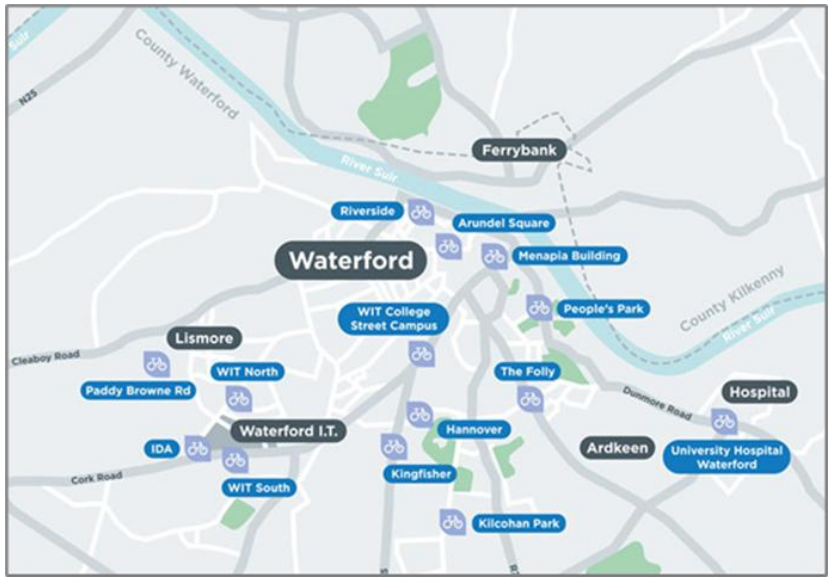


Figure 12-7: Map indicating the location of TFI bike stations across Waterford City.

The number of journeys using the Waterford TFI Bike Rental Scheme reached **over 9,600 journeys** in Waterford **between June and December 2022.**

Central Statistics Office, 2022

Similarly, E-bikes and E-scooters are an increasingly popular part of the mobility mix and facilitate linked trips with public transport where walking distances and conditions may be restricting. They have scope to significantly widen the Ferrybank-Belview catchment area for commuting, particularly in areas where the topography is more challenging such as Rockshire Road/Ballyrobin.

Measure CY 3 Bicycle Shared Schemes (BSS) and Micromobility

KCC will work with the NTA and Waterford City and County Council to:

- Identify locations in Ferrybank suitable for inclusion in the TFI Bike Share scheme, for consideration in any future scheme expansions. Such locations would prioritise the environs of the Active Travel Bridge, the SE Greenway and Ferrybank District Centre.
- Examine the feasibility of other forms of shared micromobility schemes such as e-bikes and e-scooters where the topography is particularly challenging.

12.7 Bicycle Parking

12.7.1 Overview

The provision of ample high-quality, secure, and dedicated cycle parking facilities for all types of micromobility is a key element in supporting active travel networks, holding equal importance when compared to other forms of infrastructure. In general, cycle-parking should be:

Fit for purpose: Meeting identified current and future demand, with an appropriate balance of short-stay and longer-stay provision, while accommodating a variety of cyclists.

Secure: Stands in visible, well-lit places have high levels of natural surveillance.

Well-located: Convenient, accessible, as close as possible to the destination, and sheltered from the elements.

Different types of cycle-parking solutions are required to cater for different types of users – depending on the location and trip purpose such as short and long-stay parking. Cycle parking should also make appropriate provision for different designs of bicycles and other forms of micromobility such as cargo bikes, adaptative bikes and scooters, etc.

12.7.2 Cycle Parking Facilities

There are a number of bicycle parking facilities across the Study Area, however for the most part these are either privately operated or not centrally located. This includes:

- **Abbey Community College**, as already noted, has a *'bike bunker'* for long-stay bike parking on the school grounds. This covered and secure shelter can accommodate up to 6 bikes.
- A secure outdoor bicycle parking facility is located across the road from ABP Food Group in the township of **Christendom**.
- The **Primary Care Centre** on Belmont Road has three covered bicycle shelters.

- The future **North Quays SDZ** will also provide additional bicycle parking spaces, which will be visible from Dock Road in order to maximise safety. The Transport Hub developed as part of the SDZ will also provide additional bicycle parking facilities.

Despite this, there is a lack of dedicated, secure public bicycle parking facilities in the Ferrybank-Belview Study Area. Transport Objective 1 of the LTP is to '*provide a **comprehensive** and **safe** Active Travel Network that **prioritises walking and cycling**, particularly for shorter trips*'.

Figure 12-8: Existing bicycle parking in Christendom for the employment centres on this road indicating significant demand for cycling. Source: DBFL.

12.7.3 Short-Stay Bicycle Parking

Short-stay bicycle parking is designed for ease of use by the public and visitors to a development. Short-stay spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit. The KCCDP 2021-2027 states that short-stay bicycle parking should ideally be situated no further than 25m from main entry points.

An uplift in provision (and quality) is required throughout the Study Area but particularly adjacent to the sports facilities at Belmont and near local shops at Ross Abbey.

12.7.4 Long-Stay Bicycle Parking

Long-stay bicycle parking is designed generally for residents of private developments or commuters, defined as more than 3 hours duration by the KKCDP. They should ideally be covered and located no further than 50m from the main entry points of a development.

Individual bike lockers, cycle hubs and shared on-street hangars offer security to cyclists and provide innovative solutions to cycle parking requirements for longer periods of time, particularly where internal storage space is limited. End-of-trip facilities should be provided for long-stay bicycle parking – these generally incorporate changing and / or shower facilities for users.

Figure 12-9: Bicycle parking could also come in the form of a green-roofed bicycle shelter. Green-roofed bicycle shelters can either be secure & enclosed, such as in private developments (**left**), or open-fronted in public areas (**right**).

12.8 Bike Parking Strategy

In the early part of the Plan period, Kilkenny County Council will develop a Cycle Parking strategy for the Ferrybank-Belview Urban Framework Plan, prioritising schools, employment centres and community uses.

Given the demand for travel to key education and employment centres in Waterford City, the cycle parking strategy will be developed in collaboration with Waterford City and County Council.

Figure 12-10: High-capacity bicycle kiosks/hubs. Source DBFL

Measure CY 4

Ferrybank-Belview Cycle Parking Strategy

KCC will work with Waterford City and County Council and the NTA to develop a Cycle Parking Strategy for the Ferrybank-Belview area to identify and deliver high-quality cycle parking throughout the Study Area at a range of key destinations, including but not limited to:

Within Ferrybank-Belview:

- Ferrybank Shopping Centre and sports complexes
- Ross Abbey Neighbourhood Centre
- Belview Port
- Grannagh Business Complex

Within the administrative area of Waterford City & County Council at:

- The Integrated Public Transport Hub
- Our Lady of Good Counsel G.N.S.
- St. Mary's B.N.S.
- Abbey Community College
- SETU Campuses
- IDA Industrial Estate, Waterford
- Waterford City Centre

In advance of a dedicated Cycle Parking Strategy being developed, KCC will prioritise the delivery of improved cycle parking facilities in areas of high demand in the short-to-medium term.

13 Permeability and Greenways

13.1 Overview

This chapter identifies a series of permeability opportunities across the LTP Study Area to maximise connectivity and accessibility for people walking and cycling. It also outlines proposals to maximise the opportunities associated with South-East Greenway to better link residents with employment, educational and recreational opportunities.

Figure 13-1: Filtered Permeability in Bishopstown, Cork. Source: DBFL

13.2 What is Permeability?

Permeability describes the extent to which an urban area allows the movement of people by either walking or by cycling. Permeability is not concerned with motor vehicles but rather it focuses on providing a competitive advantage to pedestrians and cyclists over the use of cars. A permeable street network is a key component of supporting more walkable environments.

13.2.1 Filtered Permeability

Filtered permeability is increasingly applied in towns and cities across Europe to prioritise active travel and limit car use.

Filtered Permeability techniques can include:

- Closure of existing streets to vehicular traffic using planting, bollards, etc.
- Providing a link for pedestrians and cyclists only via existing cul-de-sacs or through fences/blank walls.
- Providing a link for pedestrians and cyclists via green areas or along water courses.

Inversely, filtered permeability can also be established by removing existing barriers between key areas. Examples of this include opening a wall or fence to allow pedestrian and cycle movement through.

Filtered Permeability

Filtered permeability refers to point closures on residential streets and green areas using bollards or green infrastructure. This creates area-wide low traffic neighbourhoods that encourages cycling and walking but discourages through-motoring.

13.3 Opportunities to Create and Enhance Permeability

The *2017 Ferrybank-Belview LAP* identified a number of permeability links to address issues of pedestrian and cyclist severance across the Study Area:

- **PL 1:** In any redesign of The Beeches, to allow for connection from Passive Open Space to southeast.
- **PL 2:** Through WCCC owned site off the Belmount Road to connect from Belmont Heights, by the Hillsfield community centre, to Scoil Mhuire an Port Mór and the R711.
- **PL 3:** Oak Ridge → Ard Daire estates.
- **PL 4:** Oak Ridge → Green Oaks
- **PL 5:** Fíodh Mór → Leaca Ard
- **PL 6:** Abbey College → Greenway / GAA lands

Given that all of these links are yet to be realised, this LTP builds on these links and identifies a series of opportunities to retrofit permeability in existing developed areas across Ferrybank-Belview, to maximise connectivity and accessibility for people walking and cycling. This LTP recommends that **PL 2** is amended to connect St Mary's Boys N.S. with the Primary Care Centre.

13.3.1 Proposed Permeability Links

Permeability Links proposed by this LTP can be found in **Figure 13.3** overleaf in the context of the wider Ferrybank-Belview Active Travel Network (a map of which can be found in **Chapter 12**). This map includes examples of locations in the Study Area which could benefit from enhanced permeability, such as:

- Árd Glas → Abbeylands
- Bishopsgrove → Dock Road
- Brockton Grove → Rockshire Road
- Fíodh Mór → Bellview to Clover Meadows SE Greenway access
- Greenoaks → Oak Ridge
- Leaca Ard → Fíodh Mór

High-quality permeability techniques to restrict rat-running and facilitate Low Traffic Neighbourhoods, Quietways and play streets should also be considered from the outset in all future developments.

The NTA's *Permeability Best Practice Guide* should be followed when retrofitting permeability in existing areas and when designing permeability links in new developments. These measures will aim to shorten people's journey by walking or wheeling, reduce people's exposure to motor traffic and its associated noise and air pollution, and generally create a more people-friendly environment that is safe and attractive.

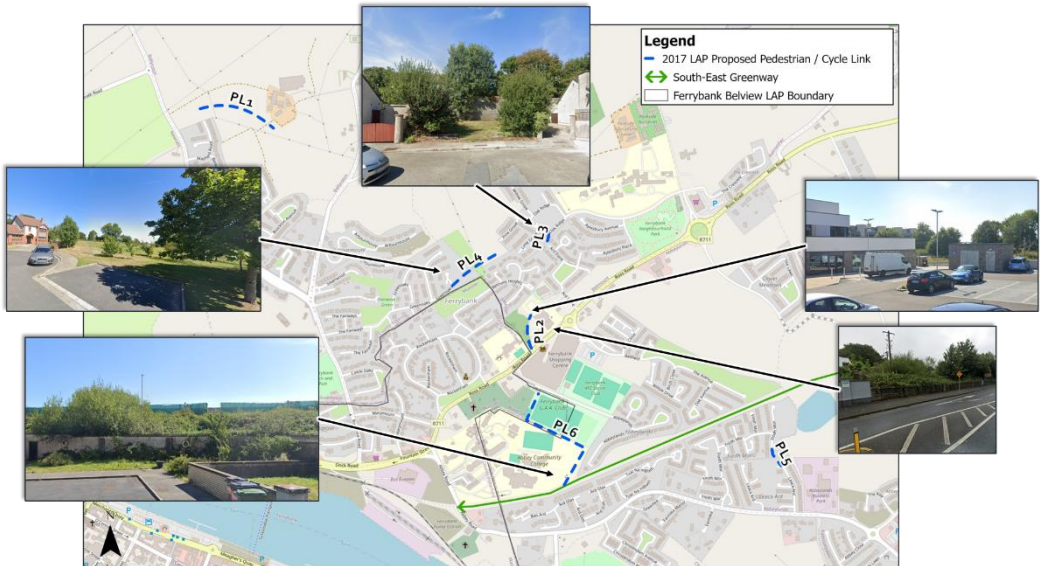


Figure 13-2 Permeability Links identified in the 2017 LAP.

Measure PG 1

Permeability Opportunities

Kilkenny County Council (KCC) will explore opportunities to identify and realise new permeability links through the development management process and greenway development. The NTA's *Permeability Best Practice Guide* shall be used as a guide in all instances.

13.4 Greenways

Greenways are generally off-road routes with no adjacent traffic for the majority of its route and are typically located along old railway lines. This section will discuss the importance of greenway and blueway routes within the LTP Study Area.

13.4.1 South-East Greenway

The South East (SE) Greenway is designed to provide a scenic walking and cycling route connecting Waterford City to New Ross. The project commenced in 2018 and is jointly funded by the Dep. of Transport, Transport Infrastructure Ireland (TII), Kilkenny County Council,, Wexford County Council and Waterford City and County Council.

The greenway is identified within the Waterford *Metropolitan Area Transport Strategy (WMATS)* and within the *Waterford Metropolitan Area Strategic Plan (WMASP)* as a 'Signal of Confidence' which will support the realisation of the vision for the WMA. Additionally, both the *Kilkenny County Development Plan* and *Waterford City and County Development Plan* 2022-28 highlight the importance of delivering this greenway (Policy Objectives *8J* and *BGI 07* respectively).

Figure 13-3 Indicative Permeability proposals for Ferrybank-Belview, as well as the Proposed & Planned Greenway Access Points, and an indicative route for the Suir River Blueway (subject to feasibility assessments).

As of 2025, sections of the SE Greenway are under construction within the Study Area and will connect to Waterford City via the new Active Travel Bridge. Three entrances to the SE Greenway are under construction at:

- Abbey Community College
- Killmurry Lane
- Via the future extension to Clover Avenue *(South-North Access Road)*

There is significant potential to leverage the SE Greenway to provide additional accessibility to strategic employment, shopping and education opportunities at Belview Port, Slieverue Village and elsewhere.

This will require further engagement with TII, KCC and the NTA to consider the feasibility of additional access points from the Greenway at;

- Ballyvalla- to improve access to the IDA Science and Technology Park
- The N29 Port Road- to link with proposed secondary route in CycleConnects
- A new access from Peafield
- Árd Glas/ Abbeylands to provide access to the Ferrybank GAA and Soccer Clubs and the District Centre

Figure 13-4 Greenway access point under construction at Abbey Community College. Source: DBFL.

Measure PG 2

South-East Greenway

In addition to committed access points to the South East Greenway, KCC will work with TII and the NTA to consider the feasibility of additional access points at the following locations:

- IDA Science & Technology Park (Ballyvalla)
- N29 / Port Road (longer term)
- Árd Glas/ Abbeylands
- Peafield

13.4.2 Waterford Greenway

The Waterford Greenway opened in 2017, and provides a major recreational asset to the region, with approx. 250,000 users per year. It is a key asset of the *Waterford Cycling Network* and has also been identified as a 'Signal of Confidence' in the *WMASP* to support the realisation of the Vision for the *WMA*.

This LTP supports the provision of connections between the Waterford Greenway and the active travel routes identified in the LTP Study Area, to support the growth of a strategic cycling network for the region.

Measure PG 3

Linking Waterford Greenway to the South-East Greenway

KCC, in partnership with WCCC, the NTA and TII will realise the completion of a legible and complete link from Grattan Quay *(at the Waterford Greenway)* to the beginning of the South-East Greenway within the LTP Study Area.

13.4.3 Suir Riverside Blueway

The River Suir has played a large role in shaping Ferrybank's past and present development, with its waterfront providing a functional location for a ferry crossing and shipbuilding, a legacy which continues today through operations at Belview Port.

However, despite the importance of the waterfront to Ferrybank's development, public access to this central amenity remains relatively restricted.

The *WMATS Cycle Network* identifies the northern bank of the River Suir as having potential for a future Greenway route, the indicative alignment of which runs between the western end of Abbey Road to the IDA Science & Technology Park.

The River Suir waterfront boardwalk at Grattan Quay in Waterford City is an example of a blueway in the vicinity of the Study Area. There is similar potential to mirror these interventions on the northern side of the River Suir.

The LTP therefore recommends capitalising upon the River Suir's potential by providing a Ferrybank Riverfront Blueway for residents within the Ferrybank-Belview Study Area.

This comprehensive and continuous Blueway would traverse the entire northern waterfront of the River Suir, extending from Belview Port / Gyles Quay to Newrath via Christendom/North Quay SDZ. There is also potential to link with the IDA Science and Technology Park, providing an additional commuting corridor alongside the South-East Greenway.

Collaboration between Kilkenny County Council and Waterford City and County Council will form an integral component of this recommendation, the results of which will not only support Ferrybank, but the WMA as a whole.

Measure PG 4

Suir Riverside Blueway

KCC will work with relevant stakeholders including the Port of Waterford, Irish Rail, the IDA, TII and the NTA, to support the provision of a greenway route connecting the Active Travel Bridge and Belview Port.

Figure 13-5 Although Gyles Quay remains closed to residential access, it presents a prime opportunity for creating a waterfront blueway. Source: DBFL.

Figure 13-6 Boardwalk in Waterford City Centre. Source: DBFL.

14 Public Transport

14.1 Overview

This is an exciting time for the development of sustainable transport in the Waterford Metropolitan Area (WMA). As the Ferrybank-Belview Study Area is within the WMA, it will benefit from projects identified in the ***Waterford Metropolitan Area Transport Strategy*** *(WMATS)*, as well as the **Waterford's BusConnects Programme**.

Additionally, the **North Quays SDZ** will deliver a new **Integrated Transport Hub** with the relocated Waterford Railway Station and a new bus station. The Study Area will also be more connected to Waterford City via the new **Active Travel Bridge** (*completion year 2026*). This Local Transport Plan (LTP) therefore seeks to maximise opportunities presented by these plans and projects and aims to deliver more localised benefits to overcome the currently limited and underdeveloped public transport system in the Study Area.

Modal split to work by bus in **2022** was **3%,** a slight increase from **2016** figures (**2.2%**).

Modal split to education by bus decreased between **2016** and **2022** from **7%** to **6%**.

Data Source: Census 2022 & 2016

14.2 Bus Network Overview

As presented in **Chapter 2** of this LTP, Census 2022 figures for modal split to work and education reflects the limitations of the existing bus network in the Ferrybank-Belview Study Area.

This points to a need to improve bus provision throughout the Study Area in order to support a modal shift for work and education trips.

14.2.1 Existing Bus Network

Figure 14-1 presents an overview of existing bus services and their destinations. The existing Bus Network (as detailed in Part A), includes the following hourly services, operated by J.J. Kavanagh and Sons:

- **Route 607** stops at:
  - Abbey Park bus stop (Abbey Road); and
  - Just outside the Study Area on Fountain Street.
- **Route 617** stops at:
  - Abbey Park bus stop (Abbey Road).
- **Route 627** only stops twice a day at 9.30 and 14.30 at
  - Ferrybank Fairways bus stop (Rockshire Road);
  - Mullinabro Cross bus stop (Rockshire Road);
  - Abbeylands Newrath Cross bus stop (Newrath Link Road); and
  - Abbeylands Sallypark bus stop (Newrath Link Road).

Additionally, Bus Éireann operates city service **Route 40** from Tralee to Rosslare Europort. This route extends towards S.E.T.U., however it also serves Belmont Road (R711) 6 times a day on weekdays and Saturdays, and 5 times a day on Sundays. There are currently no public bus services available from Grannagh Business Park or Belview Port into Ferrybank or Waterford City Centre.

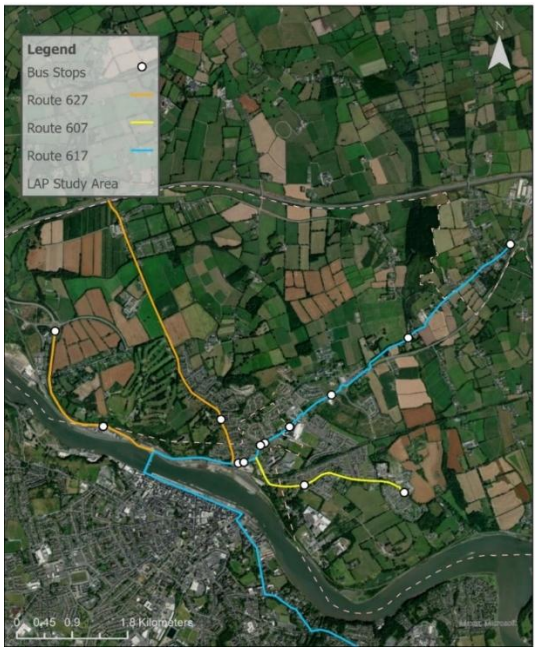


Figure 14-1 Existing Bus network serving the Ferrybank-Belview Study Area.

Table 14-1: Existing Bus Services in the Ferrybank-Belview Study Area

Service	Operator	Origin	Terminus
607	JJ Kavanagh & Sons	Ballygunner	Abbey Park
617	JJ Kavanagh & Sons	Ballygunner	Slieverue
627	JJ Kavanagh & Sons	Ballygunner	Waterford City Centre
40	Bus Éireann	Tralee	Rosslare Europort

14.2.2 Proximity to Bus Stops

Throughout the Ferrybank-Belview Study Area, there is a deficiency in bus shelters, real-time passenger information and seating at bus stops. Additionally, many residents are unable to enjoy greater access to existing services as a result of discontinuous footpaths and limited safe pedestrian crossing opportunities and linkages between bus stops and housing estates. The expanded provision and improvement of bus stops and services throughout the study area is therefore a key requirement within the scope of this LTP.

Transport for London's (TfL) guidance document *Assessing transport connectivity in London* assumes that people will walk up to 640m to a bus service, which equates to approximately eight minutes. However, in many towns across Ireland similar to Ferrybank, impermeable cul-de-sac layouts and walled boundaries can hinder direct movement and extend walking distances to bus stops.

In the case of Ferrybank-Belview however, it is not just cul-de-sacs and walled boundaries that prevent residents from accessing bus stops - the location of bus stops along the existing bus routes often do not serve the population of the Study Area. For instance, there are only two bus stops along a 2km predominantly residential stretch of Abbey Road, from the junction with Fountain St. in the west to Abbey Park in the east.

Figure 14-2 Residents living in Fíodh Mór must travel between 800m and 1km to either the bus stop at Ferrybank Men's Shed, or at Abbey Park

14.3 Future Bus Network Overview

14.3.1 BusConnects Waterford

The Ferrybank-Belview Study Area features within Waterford's BusConnects programme. **Table 14-2** and **Figure 14-3** present the planned routes for the Ferrybank-Belview Study Area, which are set to begin roll-out in 2026.

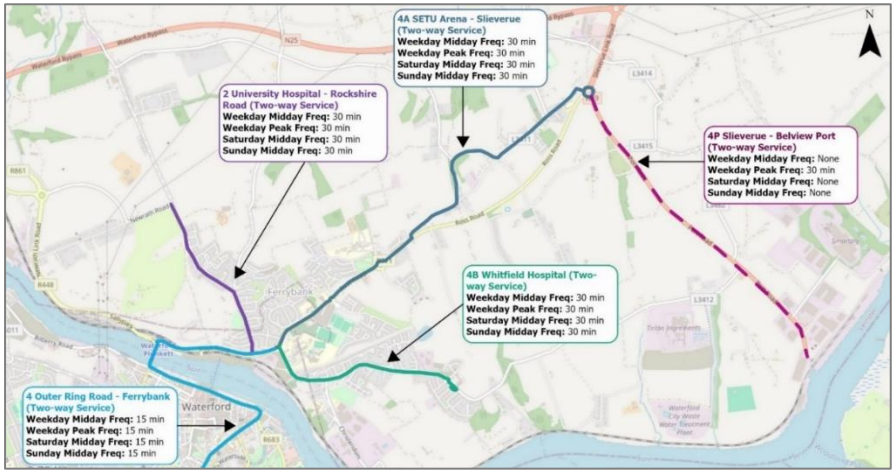


Figure 14-3 BusConnects Waterford Routes planned for the Ferrybank-Belview Study Area. Source: Waterford BusConnects.

Table 14-2 Waterford BusConnects Routes serving Ferrybank-Belview. Note: Routes 4A and 4B will deliver a combined frequency of 15 minutes between the two services.

Service	Frequency	Origin (Inbound)	Terminus (Inbound)
2	30 mins	University Hospital (Waterford)	Rockshire Road
4A	30 mins	SETU Arena	Slieverue
4B	30 mins	Whitfield Hospital	Abbey Park
4p (Peak)	30 mins - peak only	Slieverue	Belview Port (via N29)

This map also includes the Outer Ring Road service (**Route 4**) which is a cross-city service and one of four routes in the BusConnects plans to offer a 15-minute frequency. North of the river, branch **4A** would offer a service to Slieverue, whilst branch **4B** would offer a service to Abbey Road.

The Plans note that reaching Belview Port presents as a challenge as a result of the narrow eastern end of Abbey Road, which may be unsuitable for bus movement, and because the N29 currently has no provision for bus stops, pedestrian crossings and footpaths.

Route 4P (Peak route) is proposed to run during peak / rush hours and is to be provided as a separate shuttle or an extension of the Northern 4A branch through Slieverue. Furthermore, the BusConnects plans state that future works should improve the possibility of offering a regular public transport service to the port.

14.4 BusConnects Waterford

KCC supports the fulfilment of BusConnects' plans for Ferrybank-Belview, specifically Bus **Routes 4A** and **4B**.

Route 4P:

Additionally, KCC proposes that the planned **Route 4P** to Belview Port be extended to a regular service on weekdays, with a peak service on weekends. This would enhance connectivity to the Port and increase sustainable mode shares of port workers through the provision of a frequent, affordable and reliable sustainable transport option. Furthermore, this extension would provide more support to shift workers who work outside the regular 9-5pm compared to the current plans, which are for peak times / rush hours only.

Route 4B

Chapter 3 noted that the committed South-North Access Road will improve connectivity between Abbey Road and Belmont Road *(see **Section 13.5.2**)*. This road will be completed by 2026. It is recommended that consideration be given to extending BusConnects **Route 4B** via the South-North Access Road in the medium-to-long term as residential development is rolled out along this road and Clover Avenue.

Park and Ride:

One element of the BusConnects Waterford programme will be the delivery of Park and Ride (P+R) facilities. As an appendage to the future bus network in the Study Area, recommendations for Park and Ride facilities are discussed in detail in **Chapter 16 – Parking Management. Figure 14-9** at the end of this chapter illustrates these recommendations in map form.

Measure PT 1

Waterford BusConnects

Kilkenny County Council will liaise with WCCC, the NTA and other relevant stakeholders with a view to:

- Supporting the delivery of BusConnects Waterford's proposed routes within the Ferrybank-Belview area.
- Assessing feasibility of extending **Route 4B** from Abbey Road to Belmont Road via the South-North Access Road in medium-to-long term.
- Considering the extension of **Route 4P** service to Belview Port via the N29 to a regular weekday service.

Consideration will also be given to the provision of a bus turnaround facility layover space as part of any future development of lands a Mullinabro, north of Newrath Road.

14.5 Local Link Services

Extending bus services along routes that will not be served by BusConnects will be important in order to support modal shift to enhance public transport connectivity to outlying employment areas. A revision of existing Local Link services may be considered appropriate, including but not limited to the following:

Existing Local Link Services – Route 627 and Route 501

An assessment will be undertaken into the extension of Local Link no. 627 on Newrath Link Rd to Grannagh Business Complex. This would support future development in the areas zoned as Strategic Reserve (*areas provided for longer term expansion* in the *2017LAP*) located north and south of Newrath Road. Additionally, it would support shift work at Grannagh Business Complex.

Figure 14-4 The 2.8m bridge over the Local Road L7526, may be unsuitable for double decker and therefore a revision to Local Link services may be more appropriate to serve Grannagh Business Complex

Alternatively, it is proposed that a stop at the G.B.C. could be added to the existing Local Link 501 service from Mooncoin to Waterford, in tandem with an increase in bus frequency to better serve employees at the business complex.

New Local Link / Shuttle Service - Abbey Road:

An assessment will be undertaken of the long-term feasibility of providing Local Link services between Ross Abbey Neighbourhood Centre and Marine Point at Belview Port via Abbey Road. This would support employees at Belview Port who wish to commute more directly via Abbey Road, rather than take Bus Route 4A via Belmont Road. This service has potential to run at peak morning and evening times on weekdays.

***Figure 14-9** at the end of this chapter illustrates these recommendations in map form.*

Measure PT 2

New and Existing Local Link Services

In consultation with the NTA Service Planning Team and TII, Kilkenny County Council will undertake feasibility assessments to assess the viability of the following at a minimum:

- Expansion of Local Link No. 627 to serve Grannagh Business Complex, facilitating the future development of areas zoned for strategic growth / longer-term expansion and to provide a new bus link for employees at Grannagh.
- Increasing the frequency of the existing Local Link No. 501 Mooncoin to Waterford service and including a new stop at the G.B.C. to better serve employees.
- Provision of Local Link / Shuttle between Ross Abbey Centre and Belview Port via Abbey Road. This assessment should be undertaken in collaboration with the Port of Waterford and other key stakeholders.

14.5.1 Bus Stops and Shelters

Bus shelters play a valuable role in delivering accessibility and a sense of safety for passengers. KCC proposes that, where feasible, bus stops be upgraded with improved elements such as shelters, seating, lighting and waste disposal, as appropriate. Where deemed necessary, new bus stops should also be established within the Study Area. Bus stop improvements should follow *Transport for London* recommendations for designing a universally accessible bus stop:

- **Security:** Providing a covered shelter is important to protect people from the weather, and adequate lighting is needed to help them feel more secure. Passive supervision and clear lines of sight can also improve safety.
- **Key Information:** Providing up-to-date information can make users feel more comfortable and secure. This includes Real Time Passenger Information (RTPI) and maps.
- **Legibility:** The bus stop post, and signage are important aids of legibility.
- **Crossings:** It may be necessary to provide additional dropped kerbs and / or crossing facilities at a bus stop.
- **Seating:** Seating needs to be provided to assist mobility impaired passengers that do not use wheelchairs, such as older passengers. Space should be provided for wheelchair-users to easily position their wheelchair at the bus-stop.
- **Green Infrastructure:** Green Infrastructure (GI) at bus stops/shelters includes street trees, planters and green roofs. GI can deliver environmental, economic and social benefits.

Figure 14-5 Existing Bus Stop on Abbey Road. Source: DBFL.

Figure 14-6 J.J Kavanagh bus service on Abbey Road. Source: DBFL

Figure 14-7: Existing Bus Stop on Abbey Road. Source: DBFL.

Figure 14-8: Existing Bus Stop on Belmont Road. Source: DBFL.

Measure PT 3

Bus Stops and Shelters

KCC will carry out a feasibility study regarding:

- The upgrading of existing stops within the Study Area to include shelters, Real Time Passenger Information (RTPI), standardised bus stop signage, accessibility features, and landscaping where applicable.
- The provision of additional bus stops, bus layover and terminus facilities at high-demand locations.

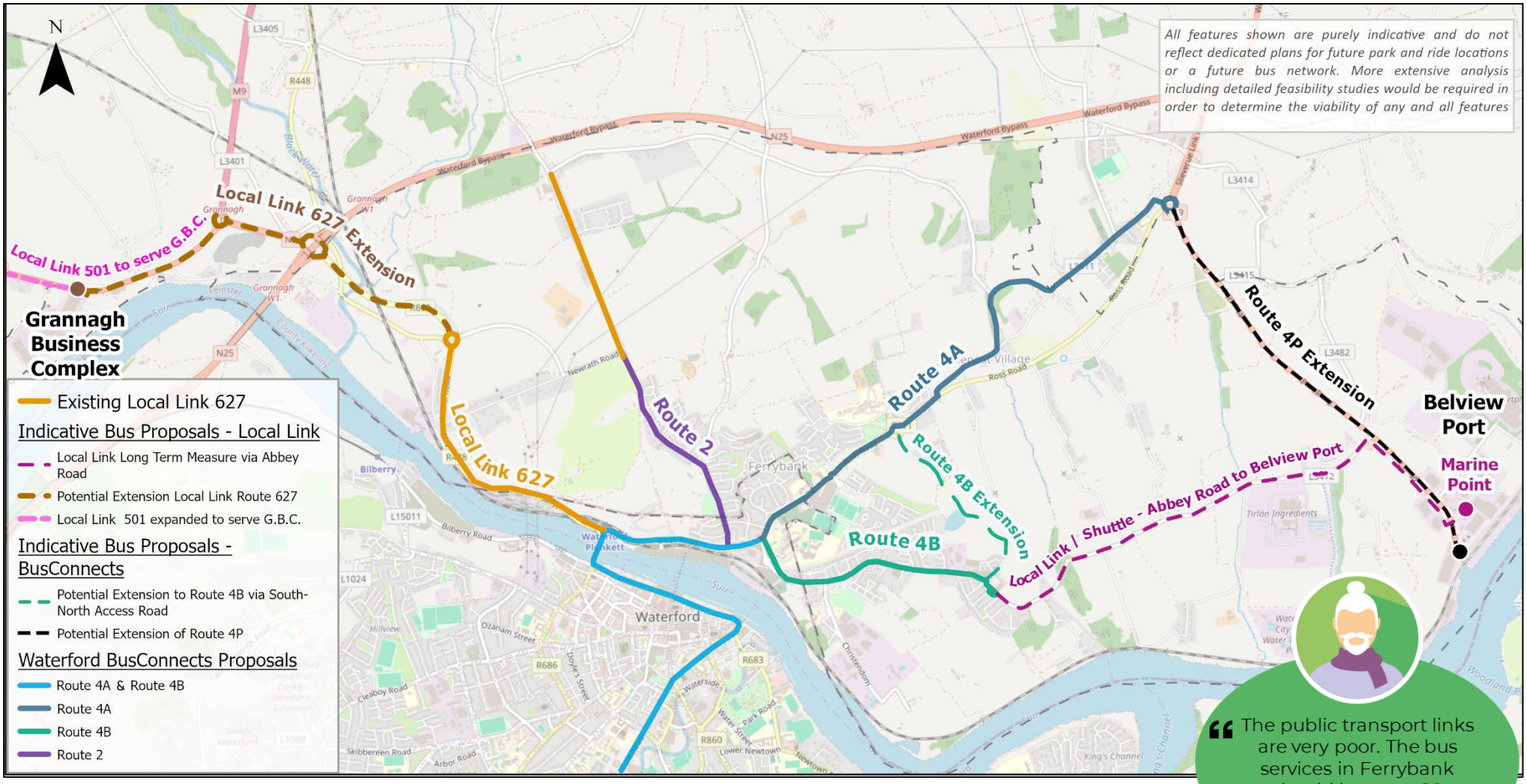


Figure 14-9 Indicative Bus Proposals – including planned BusConnects routes, as well as potential extensions to BusConnects Routes and Local Link Routes.

14.6 Rail Network Overview

Waterford (Plunkett) Railway Station is located directly south of the Ferrybank UFP boundary within County Waterford. Notwithstanding this, Plunkett Station continues to hold importance for the plan area, as it shapes how residents travel in the Ferrybank-Belview Study Area.

The station is a terminus for inter-city services from Limerick Junction and Dublin Heuston. Previously, Plunkett Station also provided passenger services to Rosslare, but this ceased in 2010.

14.6.1 Existing Rail Network

Table 14-3 presents an overview of the existing services and their destinations.

Service	Frequency (Mon. – Sat.)	Frequency (Sunday)	Origin (Inbound)	Terminus (Inbound)
Intercity (Iarnród Éireann)	7 daily trains each way	4 trains daily each way	Dublin Heuston (Dublin-Waterford railway line)	Waterford (Plunkett) Station
Intercity (Iarnród Éireann)	2 trains each way	-	Limerick Junction (Limerick-Rosslare railway line)	Waterford (Plunkett) Station

Table 14-3: Existing Rail Services at Waterford (Plunkett) Railway Station

Following the closure of the Waterford-Rosslare Railway Line in 2010, rail connectivity has not only declined in Waterford City and Environs, but the South East more broadly. The railway line from Limerick Junction to Waterford operates only 2 services each day per direction, and the Dublin-Waterford Railway Line is limited to a singular track in each direction, limiting frequency and speed.

14.7 Future Rail Network

14.7.1 North Quays SDZ – Integrated Transport Hub and Railway Station

Despite these constraints, planned and proposed improvements to the existing rail network have created the conditions for an enhanced rail network, not only in Ferrybank but also in the wider WMA.

Waterford City and County Council are progressing the North Quays Strategic Development Zone (SDZ), which is located to the immediate south of the plan area, along the northern banks of the River Suir Estuary. Part of this development will see the construction of an Integrated Transport Hub and new railway station, both of which will be developed within the North Quays SDZ.

The construction of a new railway station in the southern vicinity of the plan area provides an opportunity to consider additional measures aimed at enhancing rail connectivity for Ferrybank-Belview, the WMA and the Southeast region of Ireland as a whole.

Additionally**, Measure WK6 Local Roads – Dock Road** proposes improving safety and accessibility of pedestrian and cyclist movement between the wider Ferrybank area and the North Quays SDZ, including both the location of the new railway station and the future Active Travel Bridge.

14.7.2 All-Island Strategic Rail Review

In addition to the planned rail improvements outlined above, the Study Area holds key assets which can be leveraged to support enhanced rail connectivity and economic growth at both regional and local levels.

Within Ferrybank, the presence of the disused Waterford-Rosslare Railway Line provides an opportunity to leverage Rosslare Europort's ongoing expansion, which continues to increase as a result of modified trading agreements between Ireland and the UK. To this end, the *All-Island Strategic Rail Review (AISRR*) states that *"connectivity could be further improved by reinstating the railway between Waterford and Rosslare"* in order to support enhanced rail freight connectivity between Waterford and Rosslare Eurosport, an aspiration shared by *WMATS*.

In addition to this, the *Waterford City Development Plan 2022-2028* and the *Regional Spatial and Economic Strategy (RSES*) both propose investigating "*the possible reinstatement of this service for future freight and passenger rail connectivity between Rosslare Europort and Waterford*".

With the above in mind, KCC supports the reinstatement of the Waterford-Rosslare Europort, in order to provide enhanced rail connectivity within the plan area and the wider south-east region.

Measure PT 4

Waterford-Rosslare Europort Railway Line

In collaboration with Irish Rail, the Port of Waterford and Waterford City Council, Kilkenny County Council will investigate the feasibility of reinstating the Waterford-Rosslare Europort Railway Line.

Figure 14-10 Waterford (Plunkett) Railway Station.

Figure 14-11 CGI of the Integrated Transport Hub in the North Quays SDZ, which will include the new railway station and bus station. Source: Waterford City & County Council.

15 Roads and Traffic Management

15.1 Overview

The road network not only determines the efficiency of transport routes, but the type of urban environments they give rise to. The design of a road is a contributing factor in placemaking, in the types of transportation which are prioritised, and in the types of road user that are accommodated. There is an opportunity to reimagine the overall vision for Ferrybank's road and street network, *what* it stands for and *who* it speaks to.

Over the coming years, Kilkenny County Council (KCC) envisions significant increases in the volume of pedestrians, cyclists and buses utilising Ferrybank's road network, along with correlated reductions in private car dependence. The long-term vision for multi modal travel is articulated in the Waterford Metropolitan Area Transport Strategy (WMATS) 2040 and translated at a local level in this document.

Ireland's *Climate Action Plan 2024* underpins this vision and commits to providing an improved, accessible road network for all Active Travel users, including pedestrians and cyclists. By 2030, the CAP aims to reduce the amount of vehicle kilometres travelled in Ireland by 20%.

Implementing the Climate Action Plan at local level involves delivering key improvements to Ferrybank's national, regional and local road network. The measures which follow will help to substantially reduce car-dependence and associated emissions while also providing enhanced accessibility for pedestrians, cyclists, wheelchair users and people with buggies. In turn, these measures will help Ferrybank to become a place people wish to visit, instead of simply moving through.

The proposals set out in this LTP aim to maximise Active Travel and Public Transport throughout the Study Area's Road network, aligning closely with the hierarchy outlined in the Department of Transport's *National Investment Framework for Transport in Ireland (NIFTI).* By prioritising travel modes in the following order, the NIFTI Modal Hierarchy aims to deliver carbon-conscious compact growth:

- **Active Travel** (walking, cycling etc.);
- **Public Transport** (buses, light rail, etc.); and
- **Private Vehicles**

In order to support the conditions of the *Spatial Planning and National Roads Guidelines for Planning Authorities,* the proposals in this LTP aim to ensure that the strategic function of Ferrybank's national roads are not only protected but enhanced. As both N25 and N29 are within the jurisdiction of Transport Infrastructure Ireland, any suggested improvements within this LTP shall comply with all relevant requirements within TII Publications (Standards) for National Roads, including:

- *NGS Circular No. 2 of 2022* re. Application of Guidelines and Standards in relation to works on Public Roads in Ireland (2022)
- *Treatment of Transition Zones to Towns and Villages on National Roads* (DN-GEO-03084)

Chapter 11 – Walking and Public Realm highlights improvements to key roads and streets in the Ferrybank-Belview area, including Belmont Road, Rockshire road and Abbey Road. The remainder of this chapter considers improvements to Ferrybank's strategic regional and local road network, both in terms of existing national and regional roads, and those which are committed and/or likely to come forward in the future.

Measure RN 1

Principles of Road and Traffic Management

Kilkenny County Council will work with the NTA, TII, and all other relevant stakeholders to:

- Safeguard the National Road Network as per RN2 below.
- Retrofit existing road and street network within Ferrybank-Belview area to enable multi-modal trips to schools, workplaces and community facilities.
- Develop road objectives in the upcoming Ferrybank-Belview Framework Plan (FP) which prioritize walking, cycling, and public transportation provision.

Measure RN 2

National Roads Requirements

Kilkenny County Council will preserve the strategic function and safety of the National Roads Network in accordance with the DoECLG Spatial Planning and National Roads Guidelines and in compliance with TII Publications (Standards and Technical) and subject to the agreement of TII. In particular, Kilkenny County Council will:

- Continue to contain development within the existing built-up footprint, thereby minimising sprawl and reducing the distances of journeys and reliance on private vehicles and preserve the strategic function and safety of the N24, N25 and N29.
- Limit development access onto the National Road network, to maintain its safety and strategic transport function.
- Ensure that any LTP proposals that interact with the N24, N25 and N29 comply with TII Publications.

15.2 National Road Network

15.2.1 Overview

A significant National Roads network serves the Ferrybank-Belview Area, consisting of the N24, N25 and N29, with the N24 and N25 both forming part of the EU Trans-European Transport Networks (TEN-T) Comprehensive Network. All three routes work to underpin the economic, social and physical development of Ferrybank-Belview, and the South-East region of Ireland as a whole.

The N25 and N29 provide strategic transport corridors between key centres of population and employment, including Cork and Waterford, while also providing access to international gateways like Belview Port and Rosslare Europort.

KCC aims to preserve the National Road Network's strategic role, capacity and safety, while also supporting its future capacity enhancements, through the LTP. Along with this, the strategy will also seek to uphold the high standards of the existing transport network, in order to provide security and accessibility for all transport users.

The proposals which follow support the protection of the N29 and N25's strategic function, while also providing measures to discourage car-dependency for local, non-strategic trips, both of which affect the National Road Network's existing capacity.

15.2.2 The N25 Waterford to Glenmore Scheme

The N25 Waterford to Glenmore Road scheme is situated between two major bypass schemes near Waterford City and New Ross. Kilkenny County Council initially carried out planning and design work for the scheme between 2007 and 2011.

However, following the economic recession, works were suspended. It is an ongoing objective of Kilkenny County Council and Transport Infrastructure Ireland (TII) to improve approximately 9.5km of the N25 between Waterford and Glenmore. This key road improvement will produce positive traffic outcomes for Ferrybank-Belview and the wider region, resulting in reduced congestion, shorter journey times, improved journey reliability and greater levels of road safety.

In alignment with *National Development Plan* (NDP) investment objectives, the proposals outlined in this LTP provide an opportunity to safeguard and improve upon the N25's strategic function within the National Road Network. This commitment is reflected below in Measure RN3. Additionally, transport objective 5 in this LTP aims to *safeguard the strategic function and levels of safety on the national road network in accordance with the requirements of official policy.*

Figure 15-1: The Suir Bridge overlooking the N25. Source: DBFL.

Measure RN 3

Safeguarding the N25 Waterford to Glenmore Scheme

Subject to consultation and agreement with TII, Kilkenny County Council will ensure that any recommendations or additional improvements to the National Roads implemented over the lifetime of the Plan safeguard the provision of the N25 Waterford to Glenmore Scheme.

15.2.3 N29 / Port Road

The N29/Port Road provides principal access to the Belview Industrial Area and Belview Port and is critical to the viability of both. Yet, current conditions along the N29/Port Road detract from its overall accessibility, safety and strategic function, such as the use of the hard shoulder as an informal parking area for HGVs.

In addition, the lack of sustainable transport accessibility to the Port and/or Greenway access points from the N29 create dangerous conditions for those travelling to and from Belview Port by foot, bicycle or bus.

These issues were highlighted in a report previously prepared by Kilkenny County Council regarding the '*N29 Belview Port and Future Access to Zoned Lands*', which also outlined a strategy for enhancing the N29 to support the growth of Belview Port.

According to economic analysis from Port of Waterford Masterplan, more than 600 were employed in the Belview Industrial Zone in 2017. Belview Port is currently operating well within its capacity. However, planned strategic growth in port operations including bulk cargoes, container handling and Lo-Lo trade activities suggests additional port capacity will

be required to support navigational safety and access & the growth of the renewable energy sector.

The Belview Masterplan envisions that medium growth scenarios and high growth scenarios would both require additional bulk quays in 2029 (200m) and 2041 (an extra 200m). This additional growth will translate to greater transport pressure and demands at Belview Port.

WMATS highlights the need for a public transport corridor serving Belview Port, with integrated connections between rail, bus and shipping services. The proposals in this LTP advance the same while also forwarding objectives for the N29/Port Road, as outlined in the Kilkenny City and County Development Plan 2021-2027:

KCC Development Plan Objectives for Port Road / N29:

5J	To continue to work with Transport Infrastructure Ireland to finalise an approach for access to the zoned lands along the N29 at Belview.
12U	Construct a roundabout on the N29 at the L3412 (Rathculliheen) junction.
12V	Provide for traffic calming measures between the roundabout and the port gate on the N29.
12W	To introduce a 60km/hr speed limit on the section of the N29 between the roundabout and the port gate.

Measure RN 4

N29 Improved Access to Belview Port

KCC will work with the NTA, TII, and relevant stakeholders at Belview Port to:

- Assess the feasibility of providing dedicated off-road Active Travel facilities connecting the South-East Greenway and Abbey Road to employment centres at Belview Port and Marine Point, and the wider area.
- Introduce a reduced speed limit of 60 km/h on the section of the N29 between the Rathculliheen Junction and Belview Port, with supporting traffic calming interventions.
- Ensure the proposed roundabout at Rathculliheen supports safe pedestrian and cycling movement as per updated CDM Standards.
- Examine the feasibility of providing dedicated welfare and overnight parking facilities to reduce dangerous parking on the hard shoulder, including consideration of tie-in with the proposed P+R near the Slieverue Roundabout, as detailed in **Chapter 16 – Car Parking Management**.
- Update the IDA Masterplan with a view to providing sustainable transport accessibility to the Port and consolidated access points on the N29 in line with *Spatial Planning and National Roads Guidelines for Planning Authorities*.

These measures shall have regard to TII publications including:

- *The Treatment of Transition Zones to Towns and Villages on National Roads' (*TII Publications DN-GEO-03084).
- TII-NGS Circular No. 2 of 2022 - *Application of Guidelines and Standards in relation to works on Public Roads in Ireland.*

In addition to advancing the provisions of WMATS, RSES and KCCDP, **Measure RN 4 – Improved Access to Belview Port** includes a commitment to comply with TII Publications in order to safeguard the strategic function of Ireland's National Roads. As a result, any significant development within the vicinity of the N29 should be master planned with a view to maximise sustainable transport access including proposed Active Travel routes, public transport options and restrict vehicular access to existing access points.

15.2.4 N24 to Grannagh Business Complex

The N24 provides access to Grannagh Castle and the Grannagh Business Complex (GBC). At present, the section of the N24 between Grannagh Castle and the GBC presents dangerous conditions for pedestrians and cyclists due to high-speed vehicular traffic (100km/hr), significant HGV movement, and a lack of dedicated Active Travel facilities to the Complex.

Figure 15-2: Existing road environment along the N24 to the G.B.C. Source: DBFL.

Despite these deficiencies, there were a notable number of cyclists using the route noted on site visits. It is noted that the route is identified as an Inter-Urban Route by CycleConnects but is unlikely to be a priority route given a relative lack of projected growth on the wider corridor. In the short-medium term, there is opportunity to work with TII with a view to provide some site-specific Active Travel facilities between the Grannagh Castle and Business Complex.

Measure RN 5

N24 Improved Access to Grannagh Business Complex

Kilkenny County Council, Waterford City & County Council, TII and the NTA will work with relevant stakeholders with a view to improving Active Travel accessibility along the N24 between Grannagh Castle and Grannagh Business Complex. At a minimum this will include:

- Development of a Mobility Management Plan to include all uses at the Complex to inform Active Travel and public transport requirements
- Delivery of dedicated active travel facilities between Grannagh Castle and the Business Complex in line with TII requirements.
- Assessing the feasibility of upgrading and extending existing active travel facilities within the vicinity of Grannagh Castle, including:
  - Provision of facilities along the L7526 and R448
  - Provision of a cross-river link to the Waterford Greenway via the Red Iron Bridge as a medium to long-term measure
  - The delivery of the proposed Interurban route between Ferrybank and Aglish and Mooncoin

15.3 Regional Road Network

Chapter 11 – Walking and the Public Realm provides proposals for improving sections of the R711, including the future urban village on Belmont Road and planned enhancements to Abbey Road / Fountain Street / Dock Road Junction as part of the North Quays Development Scheme. This section provides proposals for the Newrath Link Road (R448), which forms the western gateway to Ferrybank-Belview.

15.3.1 Newrath Link Road (R448)

The R448 Newrath Link Road forms the western gateway access point into the Study Area and consists of a four-lane carriageway with a maximum speed limit of 80km/h. The western portion of the road falls under the administrative area of Waterford City and County Council while the eastern section is under the remit of Kilkenny County Council.

The utilitarian layout of the road creates a poor impression as a gateway to both the Study Area and Waterford city itself. The road is generally characterised by blank walls, pedestrian guardrails, central islands, narrow footpaths and a lack of dedicated cycle provision and greenery.

These conditions provide a hostile environment for pedestrians and cyclists, particularly for those commuting to and from Grannagh Castle and Grannagh Business Complex. A pedestrian crossing at Newrath Road provides pedestrian access to the R448.

However, its potential is limited by the otherwise hostile function of the Newrath Link Road and its overall accommodation for vehicle drivers, rather than pedestrians and cyclists.

Notwithstanding its primary function as a Link Road to facilitate vehicular movements, there is an opportunity to provide a more multi-functional use – WMATS identifies it as a part of a secondary cycle network – and to provide mitigation for air and noise pollution through some reallocation of space to create a boulevard approach as envisaged by the Design Manual for Urban Roads and Streets 2019.

Upgrading the Newrath Link Road to provide dedicated cycle provision will require physical separation from vehicular traffic on the road itself and an upgrade to the existing pedestrian crossing with the Newrath Road to provide compliance with updated Cycle Design Manual requirements. However, there are opportunities for further Green Infrastructure provision, landscaping and SuDS.

Establishing the Newrath Link Road as a boulevard-style approach road that is safe for Active Travel users is likely to be a medium to long-term multidisciplinary project, with input required from both Local Authorities.

Figure 15-3: Newrath Link Road. Source: DBFL.

Figure 15-4: Opportunity to improve pedestrian access and environment between Newrath Link Road and Newrath Road Source: DBFL.

Measure RN 6

Newrath Link Road Boulevard Approach

Kilkenny County Council, Waterford City & County Council, and the NTA will work with relevant stakeholders with a view to a future re-design of the Newrath Link Road. At a minimum this will include consideration of the following points:

- Providing Gateway and transition zone improvements to encourage safer driver behavior and reduced vehicle speeds on approach to Ferrybank's built-up urban area.
- Incorporating dedicated cycling facilities as supported by WMATS and CycleConnects.
- Delivering various placemaking elements, Green Infrastructure and landscaping where feasible to support the creation of a boulevard-style approach road that is safe for all users, in line with DMURS guidance.

15.4 New Roads

The remainder of this chapter provides proposals for both committed and potential future road infrastructure for the Ferrybank-Belview Area.

15.4.1 New Roads: South-North Access Road

Chapter 12 – Walking and the Public Realm sets out the proposed Active Travel elements of the future South-North Access Road. The following section outlines the benefits to the Ferrybank's road network and traffic management as a whole.

Figure 15-5: Layout map for the South-North Access Road.

The Ferrybank South-North Access Road is a committed, URDF-funded road link which will link Abbey Road to Belmont Urban Village via Abbey Gate and Clover Meadows. Key outcomes to emerge from the delivery of the South-North Access Road include the following:

1. Opening up of currently inaccessible zoned lands between the Belmont and Abbey Road for residential development
2. Re-routing of some local traffic bound for Abbey Road from Belmont Urban Village.
3. Future-proof the road to incorporate any future changes to the BusConnects network.
4. Potential to reroute HGV movements from residential, educational and mixed-use areas as part of phased approach to local traffic management.

Measure RN 7

New Road: South-North Access Road

Kilkenny County Council will work with relevant stakeholders to deliver the committed South-North Access Road that will include:

- A new road link between Abbey Road and Belmont Road via Abbey Gate in the south and Clover Meadows in the north, facilitating north-west permeability and future development of zoned lands for residential use.
- Re-routing of local traffic bound for Abbey Road away from the built-up core of Belmont Urban Village and Abbey Road.
- Dedicated active travel facilities throughout, including access to the SE Greenway.
- Identification of opportunities for additional local improvements such as wayfinding, landscaping, and Sustainable Drainage Schemes (SuDS).

The road will potentially require sheltered bus stops and Real Time information should the road be considered in any future iterations of the BusConnects network.

15.4.2 New Roads: Ferrybank Relief Road

The Study Area requires additional road infrastructure in the north-western vicinity of Belmont Road (R711) in order to accommodate access to planned development lands and support walking and cycling linkages, future orbital bus movement and to remove through traffic from parts of the Study Area earmarked for public realm and sustainable transport movement.

The need to deliver this road was first identified in the *2017 LAP* and later supported in the *Waterford Metropolitan Area Transport Strategy (WMATS)* in 2022. The 2017 LAP referred to the bypass road as the '*Belmont Relief Road* and was initially envisaged to be developer-funded on a phased basis. WMATS additionally envisaged a separate greenway to support orbital active travel movement from the Waterford Greenway *(via an upgraded Red Iron Bridge)* to the SE Greenway and a future riverside route to Belview Port.

The delivery of the *Ferrybank Relief Road* is a medium to longer term objective of this LTP, that may be funded by alternative methods such as the Urban Regeneration & Development Fund (URDF) and is required to provide a more multi-modal function to incorporate active travel and sustainable transport measures than initially envisaged.

The proposed Ferrybank Relief Road supports the following aims:

- Provides access to unlock development opportunities at existing land banks including at Newrath, Ballyrobin and Belmont Park and support the delivery of the concentric city vision.
- Enables connectivity with the proposed South-North Road at the Belmont Road junction.

- Enables the expansion of the orbital Active travel network as identified in CycleConnects.
- Support the provision of an Orbital Bus Service and the expansion of future BusConnects Routes.
- Reduce through vehicular movements through the North Quays SDZ area, Abbey Road and Belmont Road areas.
- Provides for the reallocation of road space to sustainable transport and/or public realm works in neighbourhood and village centres.

Measure RN 8

New Roads: Ferrybank Relief Road

Kilkenny County Council will collaborate with the NTA, TII and other stakeholders undertake a feasibility study of the proposed Ferrybank Relief Road with a view to its potential delivery in the medium to long-term. The assessment will consider the following;

- Its phasing in line with future development in existing landbanks around the Newrath / Ballyrobin and Belmont Park areas.
- It's ability to incorporate a future orbital BusConnects service and active travel facilities.
- Its ability to remove through-traffic from the Belmont Urban Village and North Quay's SDZ area and support a more ambitious re-shaping of public space in the Dock Road, Abbey Road, Fountain Road and Belmont Road areas.
- Environmental and visual amenity impacts including potential impacts on the setting of the Rockshire Hill ridgeline.

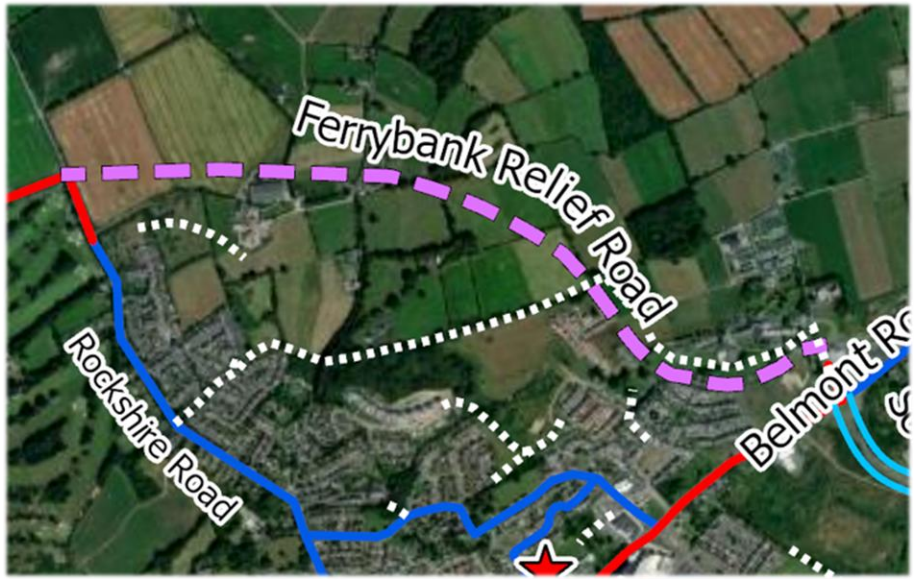


Figure 15-6: Indicative alignment for the Ferrybank Relief Road.

15.4.3 Future Downstream River Crossing

The development of a Downstream River Crossing to facilitate the expansion of the Outer Ring Road (R710) northwards to the N25 was first proposed in the Planning Land Use & Transport Study (PLUTS, 2004)

However, having resurfaced in several recent policy documents, including the *Ferrybank-Belview Local Area Plan 2017, WMATS*, *the Regional Spatial and Economic Strategy* (RSES) *for the Southern Region*, the *Waterford Metropolitan Area Strategic Plan* (MASP) and the most recent Development Plans for both Kilkenny County Council and Waterford City and County Council, the future delivery of the Downstream River Crossing (DRC) remains a long-standing ambition for both local authorities.

As part of the Options Development and Assessment process for the Waterford Metropolitan Area Transport Strategy 2040, additional bridge crossings were considered and included as part of the transport modelling analysis of the Road Network. These included the Sustainable Transport Bridge (now referred to as the **Active Travel Bridge**), a crossing at Tower Bridge (The Mall to Ferrybank), and finally a Downstream River Crossing (DRC) with an indicative location of linking the Study Area to the University Hospital Waterford (UHW) at Maypark.

The modelling analysis showed that of the Tower Bridge and the DRC options, the Tower Bridge option would be too close to the city centre to provide any benefit to strategic traffic.

It was further found that the Tower Hotel bridge location did not provide many additional benefits to the city centre area as:

- Buses would still need to route via Merchants Quay and Dock Road to serve key destinations and;
- The Active Travel Bridge *(under construction)* is in close proximity facilitating pedestrian and cyclist movements.

As such, the Tower Bridge crossing option was discounted, while scope for examining the feasibility of a Downstream River Crossing at Maypark / Ardkeen was included as a long-term measure within WMATS.

Ferrybank/Belview LAP Public Workshop

Earlier stages of the ABTA process identified a relationship between the demand for travel in the Study Area, and the University Hospital Waterford (UHW). In 2023, UHW served a wide catchment area, providing regular healthcare services to approximately 500,000 people in South Kilkenny and Waterford City and County.

During the same year, the hospital also provided emergency healthcare to the population of County Wexford who would normally access emergency care in Wexford General Hospital, during a temporary closure of its emergency department (HIQA 2023).

The delivery of a Downstream River Crossing connecting to UHW therefore remains a long-term aspiration of the Ferrybank-Belview LTP in terms of benefiting growth in both the Study Area, and in the wider Waterford Metropolitan Area, in particular providing additional access to the main elective hospital of the South-East.

The proposed DRC location is within the vicinity of Maypark, extending across the River Suir. The delivery of this crossing is considered pivotal to meeting several key needs:

- Helps to fulfil the concentric city vision outlined in the Waterford City MASP.
    - Provides long-term scope to enable further growth at Belview Port
    - Re-routes through-traffic away from Ferrybank’s central area at Belmont Urban Village, and from Waterford city itself, thereby reducing reliance on the Edmund Rice Bridge, particularly for short trips.
    - Providing multi-modal and emergency access to the South East’s principal health care facility, University Hospital Waterford (UHW).

- Provide an internal ring road system to allow further reallocation of road space and placemaking measures within the Study Area and Waterford City itself.
- Provision of a multi-modal orbital route linking employment, residential and education facilities.

The provision of healthcare services by UHW to populations both north and south of the River Suir highlights the need for additional connectivity.

Having considered the above, and aligning with WMATS, KCC proposes that a feasibility study be undertaken over the Framework Plan period to identify a corridor for protection from development within Waterford and the northern bank of the Suir in County Kilkenny and to future-proof and facilitate the progression of this scheme with a proposed long-term delivery – i.e. post 2031.

This LTP further supports that a second feasibility study is undertaken to identify a suitable location for a Downstream River Crossing, that takes into account a number of other issues, including impacts on the Lower River Suir SAC, removal of through traffic in Ferrybank and Waterford City, reducing dependency on the Rice Bridge, and multi-modal access to regional drivers such as the Port and University Hospital.

Proposals for a Downstream River Crossing will be considered in context of national policy including the *National Investment Framework for Transport in Ireland (NIFTI*), and other factors raised in consultation with the NTA and TII over the course of the development of this LTP.

Measure RN 9

Downstream Crossing Feasibility Study

A feasibility study will be undertaken by KCC & WCCC, in consultation with the NTA and TII, during the lifetime of the Plan with a view to identifying a Protected Corridor for a long-term delivery of a Downstream River Crossing (DRC).

At a minimum the study should consider:

- Ensuring adherence to the principles of both the NIFTI Modal Hierarchy, and the NIFTI Intervention Hierarchy.
- The potential to reduce reliance on the Edmund Rice Bridge for strategic and local traffic.
- The capacity for the delivery of the proposed river crossing to remove through traffic within the Study Area at Abbey Road, Fountain Road/Belmont Road and Waterford City Centre and North Docks' SDZ.
- The need to underpin long-term growth at Belview Port.
- The potential for the proposed river crossing to improve access to the regionally significant University Hospital Waterford.
- The capacity to support multi-modal facilities *(active travel and public transport)* including reduced journey times.
- Its ability to provide for HGV restrictions within the Study Area.
- Full environmental assessment on the impacts of the proposed development on the Lower River Suir SAC and sensitive locations at Maypark and Abbey Road.

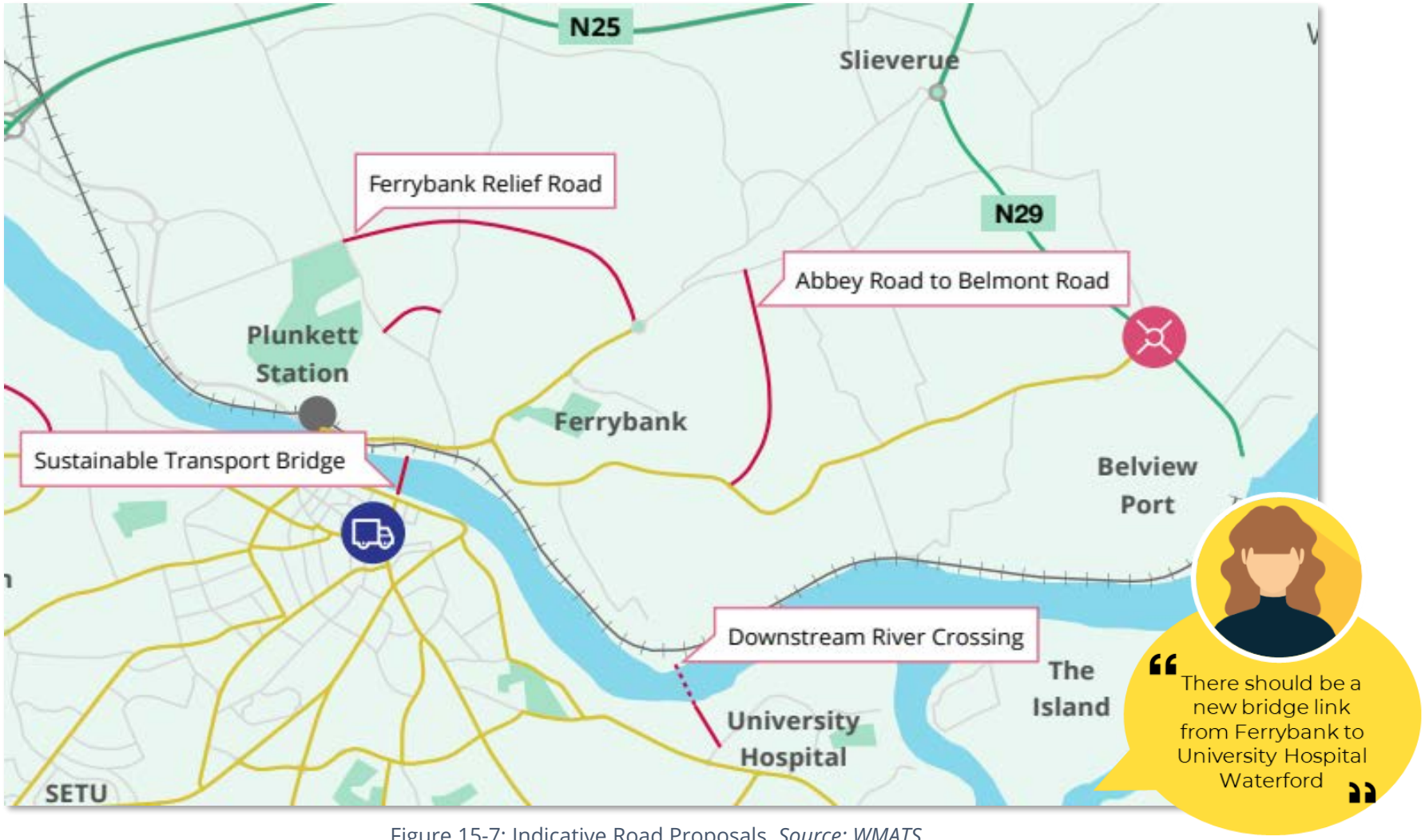


Figure 15-7: Indicative Road Proposals. *Source: WMATS.*

15.5 Heavy Goods Vehicles (HGVs) routes

HGV movement in the Ferrybank area is a legacy of former port functions on the North Quays, as well as the previous lack of a by-pass for Waterford City. The opening of the Waterford City bypass in 2009 provided an opportunity to re-route substantial HGV movement away from the heart of the Study Area.

As set out in WMATS, an opportunity exists to implement a re-routing of existing HGV movements on a phased basis to improve the safety of all road users and help realise KCC's ambitions to develop the western end of Belmont Road as an urban village and an emerging city district.

The delivery of the South-North Road in particular presents an opportunity to remove HGV movement from established and built-up areas near schools on both the Abbey Road and Belmont Road over the lifetime of the Plan.

In the medium to longer term, the Ferrybank Relief Road and an additional Downstream River Crossing may enable further area wide restrictions if delivered in tandem with an employment land strategy that relocates existing SEVESO sites from the Christendom area.

HGV restrictions may also be considered on the eastern portion of Abbey Road given the unsuitability of much of its road network.

Figure 15-8: HGV on Abbey Road. Source: DBFL.

Measure RN 10 Managing HGV Movement

Kilkenny County Council will work with local businesses and examine opportunities to re-route HGV movement from existing residential areas and the emerging Belmont Urban Village on a phased basis through;

- The delivery of the South-North Road in the short term
- The potential long-term relocation of existing SEVESO uses in the Christendom area.
- The longer-term delivery of the Ferrybank Relief Road and the Downstream River Crossing

15.6 Speed Limit Review 2023 and Road Traffic Act 2024

Speed limits within the urban road and street network of the Study Area generally range from 50km/h to 100km/h with some limited exceptions on residential streets.

As part of the Government's Road Safety Strategy, and in response to an increasing number of road fatalities and other road safety concerns, a **Speed Limit Review** was published in September 2023.

A key aim of the Review was to reduce speed limits on several categories of Irish roads. The Speed Limit Review 2023 is further reinforced by the updated **Road Traffic Act 2024**, which amends the previous Default Speed Limit for roads in Built Up Areas from 50km/h to 30km/h.

A review of the existing speed limits in the Study Area in the short-term is therefore advised to ensure compliance with the Road Traffic Act 2024 and as part of KCC's ambitions to create a more appropriate street environment that supports active travel and the needs of its existing and future population.

Measure RN 11 Speed Limits Review

Subject to consultation with relevant stakeholders, KCC and WCCC shall consider the implementation of reduced speed limits in urban environments in line with the Speed Limit Review 2023 and the Road Traffic Act 2024, to improve safety for all users.

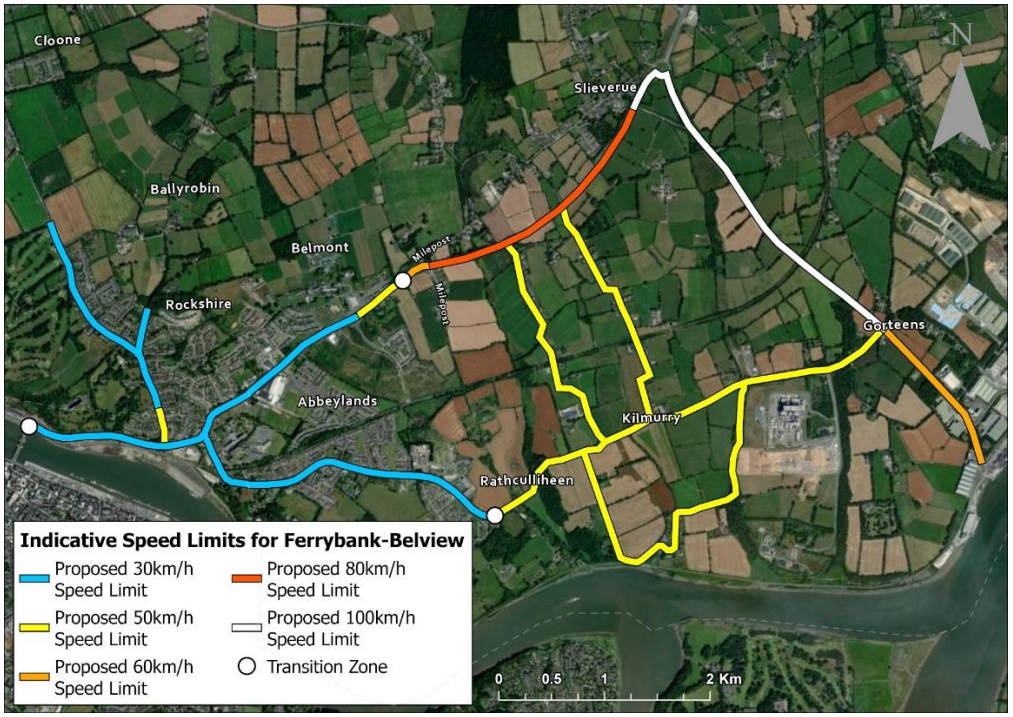
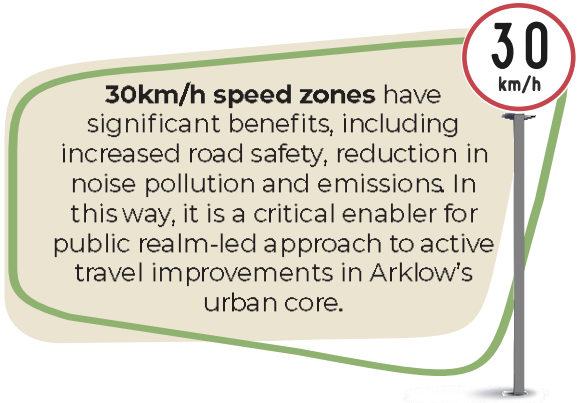


Figure 15-9 Indicative map of proposed speed limits for the Ferrybank-Belview area. Source: DBFL.



15.7 Junctions and Roundabouts

Junction design in Ferrybank, as is the case in most towns across Ireland, has traditionally prioritised motor vehicle movement. However, the *Design Manual for Urban Roads and Streets (DMURS*) and the *Treatment of Transition Zones to Towns and Villages on National Roads (TII DN-GEO-03084)* both state that a more balanced approach should be taken to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.

In order to reduce overall speeds and improve safety for all road users within the Ferrybank-Belview area, KCC aim to improve the quality of junctions throughout the Study Area. KCC proposes bringing existing junctions up to DMURS standards (or TII standards where appropriate) and ensuring that future developed junctions also meet recommended standards. Priority areas are identified in Chapter 11 and 12 of this report.

Figure 15-10 Wide junctions close to Ross Abbey Neighbourhood centre

Measure RN 12

Junctions and Roundabouts

KCC will adhere to the design standards and principles for junctions identified as follows, in order to ensure pedestrian and cyclist priority at any new junctions:

- Design Manual for Urban Roads and Streets
- Cycle Design Manual
- Spatial Planning and National Roads Guidelines for Planning Authorities
- TII Publications, including the Treatment of Transition Zones to Towns and Villages on National Roads

KCC will therefore ensure the following;

- Upgrading existing junctions and review of roundabouts and gyratory systems on Regional and Local roads informed by DMURS in priority areas such as Belmont Road, Abbey Road and Rockshire Road.
- On the National Road Network, ensure that junctions and transition zones are compliant with the standards outlined in TII Publications.

16 Parking Management

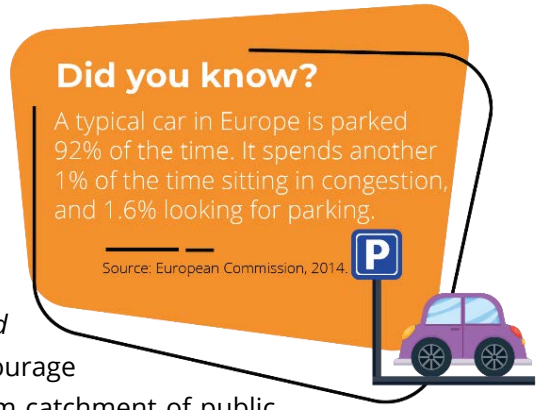
16.1 Overview

The advent of the private car has changed the way in which our urban areas function. Our streets and developments have become increasingly dominated by cars and have often been designed to prioritise the movement and storage of vehicles. Ferrybank is no exception.

Figure 16-1 Surface Car Park at the Ross Abbey Centre. Source: DBFL.

However, in recent years, the call to re-examine the role our streets play as places that support a much broader range of functions has emerged. As areas promote more walkable urban development and prioritise more sustainable travel, they are also reforming their approach to car parking.

This shift in focus recognises that the availability of car parking has a critical impact on travel choice for all journeys and recognises the impacts that congestion and emissions have on the environment and on our quality of life. At a time when our urban spaces and public realm are appreciated more than ever, it is imperative that a proactive approach is taken to reimagine them as vibrant and attractive places for people.



In areas that are most accessible to high frequency public transport *(and to local employment, schools and services)* a typical approach is to encourage higher densities within a typical 1km catchment of public transit and car-free or car-light development to mitigate car trips, congestion and associated negative impacts on the liveability and quality of place associated with private car journeys.

16.2 Parking as Demand Management

Managing the location, availability and cost of parking is one of the most widely used parking demand management measures and therefore is a key component of any strategy that aims to affect a modal shift toward sustainable travel and reduce car dependency.

Therefore, prudent management of car parking availability will be essential to achieve a change in travel behaviour in the Ferrybank-Belview Study Area, particularly for short journeys. Effective parking management helps to improve the public realm, provide space for people to stay and linger, and promote a modal shift towards sustainable travel and reduced car dependency.

16.3 Parking Standards in Ferrybank

It is proposed that parking provision in Ferrybank-Belview be premised upon the national planning policy guidelines outlined in the *National Planning Framework*, in the *WMA*, and in the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*.

While much of the Ferrybank-Belview Study Area shows characteristics set out under the "Peripheral" or "Suburban/Urban Extension" categories, the density of residential development within the Ferrybank Belview area, coupled with the expansion of public transport provision in the near future – both BusConnects Waterford and the in-development Integrated Multi-modal Transport Hub – firmly establish Ferrybank as an "Urban Neighbourhood" within the wider Waterford Metropolitan Area.

The Waterford Active Travel Bridge, once implemented, will provide additional Active Travel connectivity between Ferrybank and Waterford City, further establishing a direct link to a wider array of bus services from Waterford Bus Station, as well as from bus stops along the South Quays.

Table 16-1: Residential Parking Standards set out in the Sustainable Residential Development & Compact Settlements Guidelines for Planning Authorities. Source: DoT.

Land Use	Parking Space per Unit
City Centre / Urban Areas	1 car parking spaces per unit
Accessible Areas ***(Urban Neighbourhoods)***	1.25 spaces per dwelling
Peripheral Areas ***(Suburban/Urban Extension)***	2 spaces per dwelling

16.4 Residential Car-parking Strategy for Ferrybank

The proximity of existing and planned residential accommodation to high-frequency public transport forms the basis of the residential car parking strategy within this LTP. For the basis of this LTP, it is envisaged that the Future Train Station / North Quay SDZ forms the central transport node within which high-frequency public transport is situated, including the Waterford BusConnects Core Bus Route 4.

Figure 16-2 illustrates the proximity of Ferrybank's existing and future residential accommodation to this central node, around which residential parking standards will be determined.

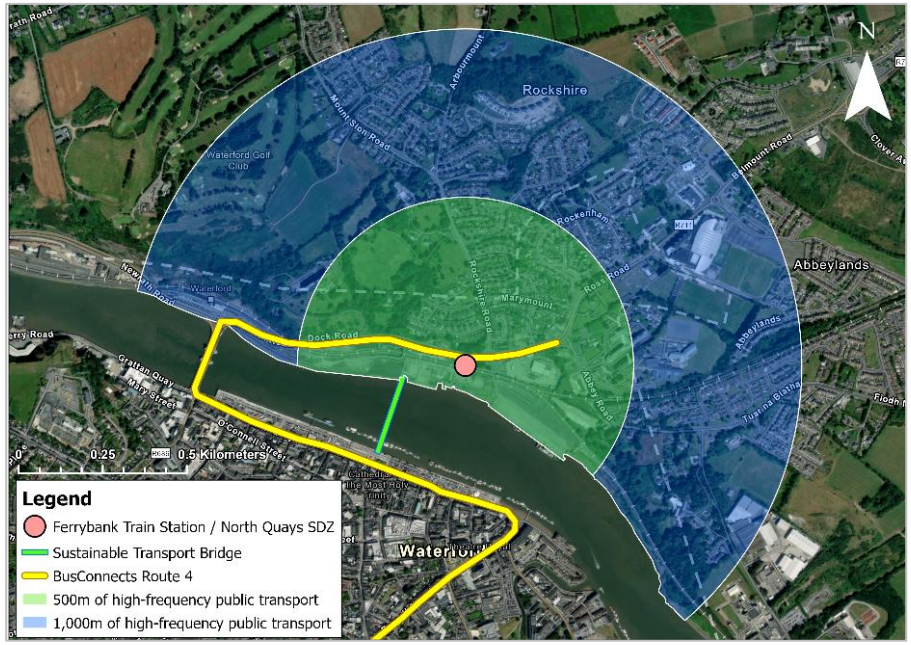


Figure 16-2: Proximity of existing and planned residential accommodation to Ferrybank Train Station / North Quays SDZ. Source: DBFL.

Measure PM 1

Sustainable Residential Development and Compact Settlements: Guidelines

Kilkenny County Council (KCC) will make necessary adjustments to the *Kilkenny County Development Plan* Residential Car Parking Standards to support the provision of 'Special Planning Policy Requirement 3: Car Parking' standards, as outlined in the *Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities*, for the Ferrybank-Belview Area.

Measure PM 2

Maximum Car-parking Standards

The maximum rate of car-parking provision for residential development will be determined on the basis of proximity and accessibility to Ferrybank-Belview's central transport node *(future Integrated Multi-modal Transport Hub / North Quay SDZ)*. On this basis, parking standards will be determined by consideration of the following key factors:

- Lands within 500m of Future Train Station / North Quay SDZ.
- Lands within 1,000 m of Future Train Station / North Quay SDZ.
- Proximity to BusConnects Route 4 and potential changes to routes 4a and 4b following the construction of the south-north link road.

Permissible parking numbers should be considered as maximum only and opportunities for car-free and car-lite development will be considered as well as the availability of existing parking assets within the locality.

16.5 Destination Parking

The following section outlines an approach for destination parking encompassing strategic and area-based parking as well as local considerations.

16.5.1 Park and Ride

One element of Waterford BusConnects will be the provision of Park and Ride (P+R) facilities throughout the city's Metropolitan Area. The NTA published a P+R Strategy for the Waterford Metropolitan Area in 2024 with a vision of supporting sustainable regional, urban and rural growth through:

- Enhancing connectivity to high quality, accessible, low emission, and sustainable transport.
- Empowering a modal shift.
- Increasing the catchment areas of existing & future public transport by delivering a network of appropriate Park & Ride facilities.

P+R facilities are most successful when they include parking spaces *(including accessible parking and EV charging spaces)*, sheltered waiting areas, Real Time Information, bike parking, lockers, and landscaping elements.

Park and Ride / Park and Stride Transportation Policy Objective Trans 25 of the *WCCDP 2022*- 2028 states that Waterford County Council (WCC) will:

> *"...investigate the potential of providing a number of 'Park and Ride' and 'Park and Stride' facilities in appropriate locations in* conjunction *with the provision of public transport across Waterford City... subject to environmental assessment of identified locations*."

An independent P+R study was undertaken as part of WMATS by the NTA's P+R Development Office (PRDO). The study identified that there would be sufficient demand for the provision of a P+R site *(with approx. 110 car parking spaces)* in the vicinity of the Newrath Road, within the LTP Study Area. WMATS' **MEASURE PARK1 – Strategic Park & Ride** states the following with regards to the location of Park and Ride facilities at Newrath Road:

> *"It is the intention of the NTA to deliver a strategic Park & Ride facility in the vicinity of the N25-N9 junction at Newrath Road, and to keep under review the potential for additional Strategic Park & Ride sites on key radial corridors serving the WMA. All P&R should have EV charging points, cycle parking and passenger welfare facilities."*

The delivery of Park and Rides have not been considered by the latest update to the Waterford BusConnects Plan but may be a future consideration over the lifetime of the Urban Framework Plan.

16.5.2 Proposed Park and Ride Facilities

Based on the above, should Park and Ride facilities be considered in the future, it is proposed that the following P&R locations be assessed:

- Newrath Road / North Rockshire Road, based on NTA PRDO studies, and WMATS measures; and
- In the vicinity of Slieverue Roundabout (R711 / N29).

Whilst alternative options for a P+R at Belmont Road have been considered in previous plans, a P+R facility near the N25/N29 junction at Slieverue is considered to better intercept through traffic at the proposed Belmont Urban Village from the South East and reduces the risk of the proposed SE Greenway trail head car park at Clover Meadows being utilised as a long-term commuter car park.

In addition to the above, the proposed P+R facilities at Slieverue has potential to address longstanding challenges associated with unsafe parking of HGVs close to the Port access on the N29 through the consideration of a dedicated HGV driver welfare facility.

This facility would provide dedicated HGV parking, rest areas and food and drink options for HGV drivers and improve road user safety on the N29 in light of the expected growth in demand for port-related activity.

Figure 16-3: Indicative locations for the development of Park and Ride Facilities. Source: DBFL.

The consideration of Park and Ride facilities within the Study Area would support a modal shift away from high car-dependency, and serve the increasing demand for sustainable transport modes for "last mile" trips.

The provision of P+R facilities will also create more sustainable links towards Waterford City and consistent with regional policy objectives as well as achieving **Objective (10B)** of the previous *Ferrybank-Belview Local Area Plan 2017:*

> *"To facilitate the introduction of Park and Ride facilities in tandem with the Green Route, as part of the PLUTS and any agreed reviews."*

Measure PM 3

Park and Ride Facilities

KCC will collaborate with the NTA and TII to consider the feasibility of dedicated Park and Ride Facilities in the following locations:

- Newrath Rd. / North Rockshire Rd. area
- An area within the vicinity of Slieverue Roundabout *(N25 / N29)* including consideration of a dedicated welfare facility for HGV Port users *(see Chapter 16)*

16.5.3 On-Street Parking

When well-designed and carefully managed, on-street car parking can add to the vitality of communities by supporting commercial activities through the generation of pedestrian activity and passive surveillance and can enhance accessibility for those with disabilities or mobility impairments.

However, the over-provision or lack of management of on-street parking can present a high risk of conflict with sustainable transport objectives. It can contribute to large amounts of search traffic as drivers circulate looking for available parking, contributing to congestion and pollution. Moreover, on-street parking takes away valuable public space that could otherwise be used to widen footpaths, provide cycling facilities, bus priority, landscaping and other place-making opportunities.

There are a number of formal and informal instances of on-street parking areas across the Study Area that are likely to be repurposed over the Plan period for footpaths, green infrastructure and SuDs measures, traffic calming and crossing facilities as part of the roll-out of BusConnects and the active travel measures outlined in this report.

On-street parking may therefore need to be managed carefully in future in light of a growing population and demand for limited kerbside space to support an increasing number of pedestrians, cyclists and public transport users.

16.5.4 Age Friendly Parking

On-street parking where provided, should be managed in a way that prioritises disabled users, residents and short-stay shoppers. It is noted that Kilkenny County Council (KCC) are actively engaged in the Age Friendly County *Initiative* since 2010. It is an objective of the KCCDP to *"provide further age friendly parking spaces in Kilkenny City and the District Towns"* (**Objective 12AN)** and the need to provide such spaces should be decided on a case-by-case basis close to areas of demand.

Outside of shopping areas, KCC will also continue to consider the development of accessible car-parking facilities at designated entry/exit points along the SE Greenway and future blueway routes within the Plan Area subject to compliance with the Habitats Directive and normal planning and environmental criteria.

16.5.5 Electric Vehicle Charging Points

Similarly, the move towards low emission vehicles is supported at national, regional and local level. The strong preference is to provide Electric Vehicle Charging Point (EVCP) in publicly accessible off-street parking areas given issues with trip hazards and street clutter created by the charge points themselves and feeder pillars.

Where on-street EVCP's are provided, they will be sited to minimise impact on footpath widths and pedestrian movement particularly taking into account the needs of those with mobility impairments.

Figure 16-4: EV Charging Facilities at St. Canice's Council Car Park, Butt's Green, Kilkenny.

The implementation of a future '*Smart Parking*' system could be considered for Ferrybank-Belview. Smart Parking and Variable Messaging Systems can communicate the availability of parking and reduce the negative impacts of "search traffic" including traffic congestion and air pollution, and instead direct motorists to existing off-street parking.

Measure PM 4

On-Street Car Parking – General Approach

KCC's approach to on-street parking will:

- Reallocate kerbside spaces where appropriate to support BusConnects, active travel and local environmental improvement measures
- Consider a need to extend controlled parking measures on local streets that prioritises residents and discourages long-stay commuting parking
- Support a hierarchy of parking need in mixed-use areas, prioritising the needs of disabled users, Age Friendly users, and short-stay shopping
- Redirect long-stay parking to existing off-street facilities wherever feasible.
- Where provided, ensure that on-street Electric Vehicle Charging Points (EVCP) do not restrict footpath widths, create trip hazards or impede pedestrians including those with mobility needs.

16.6 Off-Street Parking

There are a number of off-street car-parking options *(public and private)* available throughout the study area. These include but are not limited to:

- **Ferrybank District *(Shopping)* Centre:** 1,200 private parking spaces
- **Ferrybank GAA:** 116 parking spaces
- **Ross Abbey Neighbourhood Centre:** over 135 car parking spaces
- **Aldi (Belmont Road):** 96 parking spaces *(including 5 accessible parking bays, 5 accessible EV charging bays, and 5 EV charging bays)*

The map in **Figure 16-6** shows the location of the four existing off-street parking areas in the Study Area with significant capacity in the Belmont Road area in particular. These figures do not include ancillary car-parking associated with the HSE Primary Care Centre and on-street options available in adjoining residential streets.

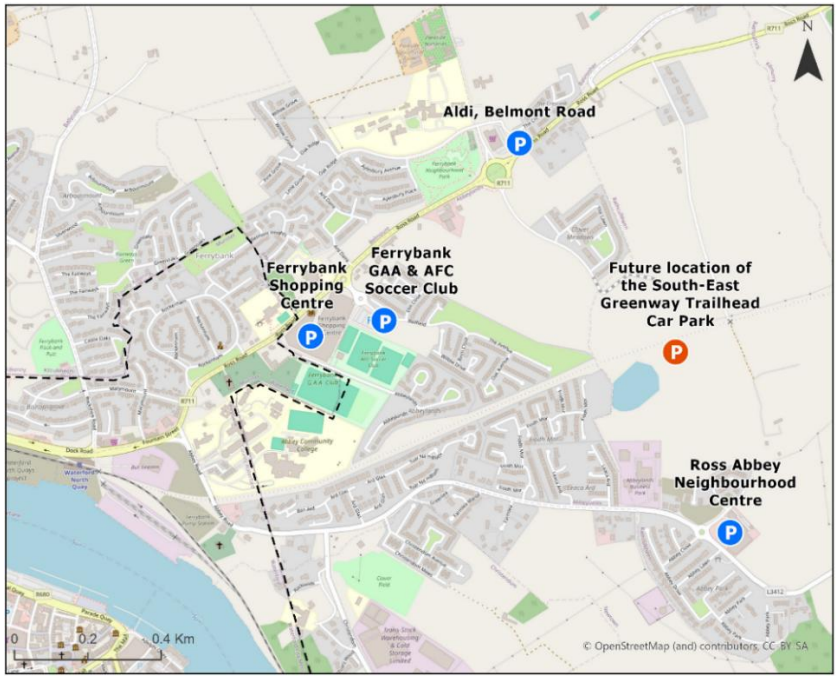


Figure 16-5: Locations of the existing & future planned off-street carparks within the Ferrybank-Belview Study Area.

It is further noted that 707 car-parking spaces are to be developed as part of Phase 1 of the North Quays SDZ development

Existing parking availability coupled with a significant planned upgrade in public transport connectivity through the new bus and train interchange, BusConnects roll-out and planned active travel and placemaking measures, suggests that there is opportunity to resolve on-going parking issues relating to sports grounds, church services and school drop-offs – as part of a future **Park and Stride (P+S)** initiative.

Measure PM 5

Area Based Car Parking Strategy

KCC will adopt an area-based parking approach and work with relevant stakeholders in the following areas:

Belmont Urban Village / District Centre

- Optimise the use of existing off-street car parking provision at the Ferrybank Shopping Centre and Bellfield to support future mixed-use development, Park and Stride opportunities, religious services and sports facility parking for Ferrybank GAA and Ferrybank AFC.
- Discourage the provision of additional on and off-street parking or drop-off facilities in the area
- Upgrade walking routes and crossing points from these car parking areas to key services on Belmont Road including the Primary Care Centre, library, sports facilities, places of worship and schools.

Ross Abbey Neighbourhood Centre

- Better integrate the existing surface car parking with walking, cycling networks and future BusConnects set-down areas.
- Identify opportunities within the surface car parking area for better place-making and Green Infrastructure.

16.7 Ferrybank District Centre As a Mobility Hub

Built in 2009, the Ferrybank District Centre has remained largely vacant since its construction, with the local library and offices for KCC as its only tenants.

The Dept. of Transport's *National Investment Framework for Transport in Ireland (NIFTI)* notes that maintaining and optimising existing assets is **preferred** to **extensive enhancements** or **outright new infrastructure**.

Given the quantum of existing off-street car parking provision and the reallocation of road space required to support the proposals outlined in the LTP, the general approach will be to maximise the use of existing assets before creating new on-street or off-street parking areas.

The significantly under-utilised Ferrybank Shopping Centre car park and the surface car park being located less than a 5-minute walk offer significant potential to address on-going issues relating to sport facilities, church and school drop-off parking on Belmont Road.

Mobility Hubs

Mobility hubs are dynamic off-street parking facilities that consolidate car parking areas and allow the co-location of sustainable transport modes at one location within the immediate vicinity high-quality public transport and active travel facilities. Mobility hubs are typically surrounded by mixed-use development including medium-high density residential development, local shopping centres and community facilities as is the case at Ferrybank.

Mobility Hubs typically include car parking, cycle-parking, EV Charge Points, shared bike schemes, and Car Club services. Increasingly across Europe, they often serve as local logistics centres offering parcel collection and other ancillary uses given the growth of online shopping.

Measure PM 6

Ferrybank District Centre as a Mobility Hub

KCC will work local stakeholders and property owners to maximise the potential of the largely underutilised Ferrybank Shopping Centre to:

- Support a vibrant mix of land uses that minimise the need to support a growing community at Ferrybank;
- Determine the feasibility of its car-parking facility as a district mobility hub that supports a mix of private and public area-based car parking, sustainable transport facilities and other ancillary uses such as local logistics;
- Upgrade the car park to support E.V. charging facilities in line with requirements of the *KCCDP*.

Mobility Points

Mobility points differ from Mobility Hubs in that they are smaller scale, typically on-street interventions entailing the co-location of sustainable transport measures near public transport stops.

At a minimum, Mobility Points typically include bus stops, cycle parking and car club spaces but can be expanded to include E.V. Charge Points, wayfinding, shared bike schemes, disabled car spaces and seating. Some Local Authorities in Ireland such as Fingal County Council, have

begun implementing Mobility Points as a means to promote a highly visible array of transport options in areas of high footfall such as town centres.

Figure 16-6: Mobility Point in Blanchardstown. Source: Fingal County Council.

Measure PM 7

Mobility Points

KCC will support the establishment of Mobility Points at appropriate highly visible and publicly accessible locations to encourage sustainable mobility, multi-modal trips and Mobility as a Service (MaaS).

"Mobility as a Service" generally refers to a platform which allows users access to a range of travel modes through a single application, as well as a single payment channel, as opposed to multiple ticketing and payment operations for different modes of transport.

Clover Meadows Trailhead Car Park

As part of the development of the South-East Greenway, KCC intend to provide a car park to access the South East Greenway at Clover Meadows. A site has been identified as the preferred location for a trailhead car park for the Southeast Greenway. The Trailhead Car Park will be accessible via the new South-North Access Road and will provide 179 car-parking spaces as well as toilet facilities and a coffee dock.

The Trailhead Car Park is not intended to serve a commuter function, and measures will be required to support its function for greenway users.

Measure PM 8

South-East Greenway – Trailhead Parking Facilities

Kilkenny County Council will facilitate the development of the Trail Head car parking facilities for the South-East Greenway with appropriate measures that disincentivise its use as a long-stay commuter parking option.

17 Supporting Measures

17.1 Overview

Supporting measures will be essential to the creation of physical, social, and cultural environments where walking, cycling and public transport are attractive alternatives to the private car. This chapter provides Supporting Measures to build upon proposals made in the previous chapters.

17.2 Wayfinding

Wayfinding, or legibility, relates to **how easily people can find their way around an area**. For pedestrians and cyclists this is of particular importance as they are more likely to move through an area if the route is clear.

Lack of awareness of routes and distances to destinations can be a barrier to walking and cycling for tourists/visitors, and for those with intellectual or cognitive disabilities.

The *Design Manual for Urban Roads and Streets* (*DMURS*) provides guidance on wayfinding, including techniques such as visual cues *(i.e. landmarks)*, surface treatments, lighting, sight lines and, where appropriate, signage. It is important that wayfinding techniques do not contribute to street clutter.

Waterford City completed the *Fáilte Ireland Destination Towns Initiative* in 2023, which included the delivery of a comprehensive wayfinding scheme. Similarly, Kilkenny City also have a Wayfinding scheme to help visitors navigate the city.

A smaller scale wayfinding strategy than that in Kilkenny and Waterford City could be implemented in Ferrybank-Belview. This could include fingerpost signage and maps illustrating the location of Ferrybank District Centre, Ross Abbey Neighbourhood Centre, the North Quays SDZ and Waterford City.

17.3 Universal and Inclusive Design

The principles of Universal Design should be followed in the design of the public realm and streetscape throughout the Ferrybank-Belview area. Universal Design is the design of an environment so that it can be **accessed**, **understood and used to the greatest extent possible by all people** regardless of their age, size, ability or disability, including physical, cognitive and sensory.

Figure 17-1 Kilkenny City Wayfinding. Source: Cargo Collective.

Measure SM 1

Wayfinding

Kilkenny County Council (KCC) will work with Waterford City & County Council and the NTA to ensure that a consistent wayfinding system will be introduced and maintained across the wider Ferrybank-Belview Study Area

As transport is aimed at serving all sectors of society, people's access to opportunities to work, get an education or partake in other activities should not be compromised by the design of the transport environment.

The '*8 to 80 Cities*' concept is centred around the idea that if our streets and places can be used safely and enjoyed by people from 8 to 80 years old, then it will benefit everyone, from an 8-year-old cycling to their local park to an 80-year-old walking to their local shop.

The idea of accessibility in public space also broadens to include people who are neurodiverse, such as those with autism, or have a cognitive impairment, such as dementia. Aspects of public realm design that should be considered to make it more accessible to all includes:

- Clear wayfinding
- Legible and permeable street networks
- Clear sightlines
- Contrasting pavement materials
- High quality lighting
- Soft landscaping
- Clam and quiet places to pause, such as a sensory garden
- High-quality dropped kerbs
- Sufficient provision of places to rest
- Public toilets
- Reduction of street clutter
- Shade and shelter
- Reduction in conflict between all modes through traffic calming measures etc.

National guidance documents and other guidance should be used to ensure that the existing and future road network in the LTP Study Area remains accessible to all.

Measure SM 2

Accessibility

KCC will ensure that future developments within the Ferrybank-Belview area, including its public realm and any Active Travel networks, are accessible to all. The following guidance in particular should be referred to and followed:

- *Design Manual for Urban Roads and Streets (DMURS)*
- *Building for Everyone Series, from the National Disability Authority's (NDA) Centre for Excellence in Universal Design*
- *Age-Friendly Ireland*
- *Safe Routes to School*
- *Child Friendly Cities & Communities Handbook*

17.3.1 Safety in Public Spaces

It is also important for our public spaces and transport networks to be designed in such a way as that they are inclusive and welcoming of all individuals regardless of their age, gender, sexuality, or ability. Our public realm and transport network is not neutral and is often a contested space. For example, women and men have different mobility realities.

Global research by organisations such as the UN show that women tend to have more complex patterns of mobility characterised by trip chaining (making numerous small trips as part of a larger journey such as running errands and buying groceries on the way to work) and caregiving duties.

Globally, **personal safety** is the most widespread concern for women when travelling. Women worry about their safety when travelling alone, at night, waiting in or moving through empty or isolated locations and in poorly lit or overcrowded transport spaces.

Travelling in a Woman's Shoes, which was produced by Transport Infrastructure Ireland (TII) in 2020, highlighted the above realities for women in an Irish context. This document

includes a call to action to consider women's needs in the formation of Ireland's future transport policy and infrastructure provision.

The following aspects of design should be considered in the context of existing and new public realm and transport schemes:

High-Quality Lighting: Dark or poorly lit spaces, including poor lighting such as high, overhead lighting that casts downward shadows on streets and the faces of passers-by, amplifies the perception of a space being unsafe.

Active Ground Floor Frontage: Vacancy and dereliction, blank walls, fencing and a general lack of active frontage reduces passive surveillance of public spaces or "eyes on the street".

Clear Sightlines: Perceptions of safety increase markedly if people can see ahead and around them, and if other people are visible to them.

Legibility and Wayfinding: Legible design enhances safety because it allows people to orientate themselves and gives them greater control over their environment.

Citizen Engagement, Participation and Co-Creation: Engaging all members of the community in the design of public spaces ensures a wide range of views and perspectives can influence the design process and fosters a sense of ownership and pride in the space which ultimately leads to greater design solutions and buy-in.

Measure SM 3

Safety in Public Spaces

KCC will ensure that for future developments in the Ferrybank-Belview area, all streetscape and public realm proposals follow the principles of Universal Design. Kilkenny County Council will also consider the following elements to improve the safety of public space and ensure that all members of the community feel safe:

- High-quality lighting
- Active ground floor frontage
- Legibility and wayfinding *(provide clear sightlines through a space)*
- Co-design with local community groups where possible

Figure 17-2 A well-lit accessible taxi rank with seating. Source: Centre for Excellence in Universal Design.

Plan International, study of women in Dublin 2018

6 in 10

women don't feel safe taking the bus.

47%

of women will choose a longer walking route if they perceive it as safer.

17.4 Car Clubs

Public car sharing is a model of car rental where people rent cars for short periods of time, often by the hour. They are important in urban areas in facilitating car-free or low-car developments. They are particularly attractive to customers who make only occasional use of a vehicle or are reconsidering the need for a second car. Car sharing schemes can reduce the number of cars on the road and free up land traditionally used for parking spaces.

Although there are none within the Study Area, **Part A** of the LTP notes that there are four car club locations within Waterford City (GoCar and Enterprise). These are located at supermarkets and at Waterford Business Park.

As participation in these schemes can often be more cost effective than owning a private car, providing car club bases within the Study Area would greatly benefit households who do not own a car. Additionally, it would contribute to reducing emissions associated with the transport sector. Vehicles provided by car clubs are often new, greener and more environmentally friendly than private cars, which on average tend to be older.

Measure SM 4

Car Clubs

KCC will work with key stakeholders to introduce car club operators into the Study Area with likely areas including;

- Ferrybank District Centre
- Ross Abbey Neighbourhood Centre
- Areas close to the future bus/rail interchange at North Quays
- Suitable locations close to public transport, potentially as part of Mobility Points

17.5 Travel Plans

Travel plans are long-term management plans aimed at promoting and delivering sustainable transport objectives through positive action, formulated in a Travel Plan document that is regularly reviewed.

They can be implemented at various locations and at varying scales, e.g., workplaces, schools and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full information, and encouraging and incentivising the use of alternatives.

Travel Plans can help encourage behavioural change, making people aware of the range of travel choices available for the variety of trips which they make on a daily basis and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

The following NTA documents provide guidance on the creation of travel plans for Ferrybank-Belview LTP Study Area:

- Achieving Effective Workplace Travel Plans – Guidance for Local Authorities;
- Workplace Travel Plans: A Guide for Implementers; and
- Toolkit for School Travel.

Lastly, it is a Policy (**10DMB**) of the 2017 LAP,

to require Workplace Travel Plans and School Travel Plans for proposed trip intensive development and schools.

17.5.1 School Travel Plans

Improving the quality and extent of school travel planning throughout Ferrybank-Belview is of critical importance to the reduction of the social, health and environmental impacts of car-based journeys to school on public health, the environmental, and congestion.

Attempts to incorporate active travel are sometimes undermined by a lack of adequate design provision of walking and cycling, and by readily available car parking. Kilkenny County Council will work with schools and other relevant stakeholders to create school travel plans for Ferrybank-Belview.

In all cases, as stated in **Policy 10DMB** of the *Ferrybank-Belview LTP 2017*, a School Travel Plan should be provided with an application for any trip intensive school development within Ferrybank-Belview, to encourage healthy and environmentally sustainable travel choices.

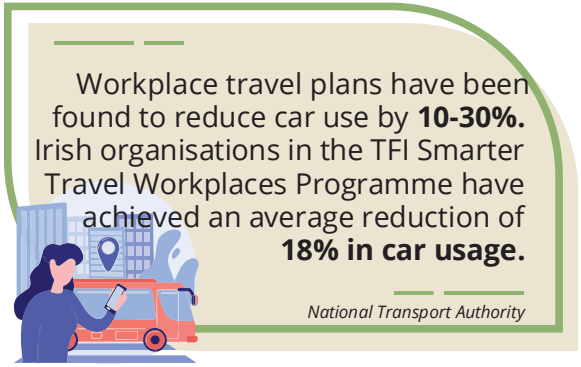
17.5.2 Residential Travel Plans

Residential Travel Plans are long-term plans for residential developments aimed at reducing the overall number of car trips and encouraging the use of sustainable modes of travel. This could include measures to encourage cycling and walking to work, education and recreational activities, providing secure and sheltered bicycle parking, and providing bike share and car sharing opportunities.

17.5.3 Workplace Travel Plans

Workplace Travel Plans, also known as Mobility Management Plans, comprise a package of measures to promote / support sustainable travel patterns for employees. The *Kilkenny County Council Development 2021-2027* (KCCDP) notes the following under its Development Management Requirements:

To require Workplace Travel Plans for proposed trip intensive developments in existing and established trip intensive locations where onsite parking cannot be provided on site in accordance with Car Parking Standards.



The *KCCDP* notes the importance of workplace travel plans, stating that travel plans with a strong emphasis on sustainable travel modes will be conditioned as part of the planning permission and will be carried out in a manner consistent with published NTA Guidance.

Several key benefits have been identified from the creation of a Workplace Travel Plan.

Employer benefits:

- Healthier less stressed workforce and reduced sick leave
- More motivated and productive workforce
- Improved travel choices for staff
- Reduced costs and demand on car

Employee benefits:

- More travel choices and cheaper travel
- Better cycling facilities
- Healthier lifestyle and less stress
- More flexible work practices

Community Benefits:

- Reduced travel congestion and improved air quality
- More information of travel choices
- Improved journey times
- More cycle parking

Measure SM 5

Mobility Management Plans (MMPs)

KCC will require MMPs in planning applications for trip intensive developments and encourage their development within existing clusters of business and schools. Such locations include, but are not limited to:

- Belview Port/Marine Point
- Grannagh Business Complex
- IDA Science & Technology Park
- Future New school at Belmont Road

For developments outside of these locations, developers will provide Travel Plans where KCC is of the opinion that one is required.

17.6 Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SuDS) and other Nature Based Solutions (NBS) – such as urban forests, habitat preservation, street trees and green buildings – can play a significant role in the ongoing sustainable development of Ferrybank-Belview.

Recent research has explored how NBS can mitigate carbon emissions, reduce urban sprawl, promote environmentally friendly behaviour, provide a cooling effect in summer, and sequester carbon.

KCC proposes that **Nature Based Solutions,** especially **SuDS,** be introduced wherever possible as part of future developments within the Study Area. The attractiveness of street trees and SuDS can provide an incentive for people to work or cycle to their destinations. SuDS also reduces the risk of flooding and improves the quality of water that enters our watercourses.

As a broad term, there are numerous features that could be classed as SuDS, such as rain gardens, planters or large ponds. These features rely on surface water flows being directed into the areas of planting where the water is absorbed by soils, irrigating plants before being dispersed back into the air. SuDS also add significant value to communities, providing cleaner air, enhancing biodiversity, and creating more visually appealing green spaces.

Urban environments often limit the space made available for natural habitats, flora and fauna, resulting in a negative impact on biodiversity and increasing the pressure on balanced environments. SuDS measures have the capacity to mitigate these impacts.

The NTA's advice note *for Greening and Nature-based SuDS for Active Travel Schemes* provides inspiration on potential SuDS interventions, as well as practical information in relation to dimensions, planting, common challenges, and potential solutions.

There are a number of areas within the Study Area where SuDs can be implemented, particularly through the various residential estates and in built up urban areas. General nature-based interventions include, but are not limited to:

Planting new trees of suitable species, size and form, consistently spread along Ferrybank-Belview's streets.

Considering Green Walls where screening of unsightly structures or spaces is required. Considering reinforced grass in car parks.

Creating linear Rain Gardens or Bioswales (sloped rain gardens) to help improve surface water management whilst also performing a range of other functions such as amenity, reduced pollution, and improved biodiversity.

Figure 17-3 Before and After the installation of a Rain Garden at Green Lane / Pollerton Road, Carlow.

Incorporating hanging baskets, on streetlights and/or shop fronts where suitable, for colourful season display.

Including raised planting beds with integral seating (parklets), particularly in areas where it is necessary to incorporate underground services.

Consider Wildflower Meadows on residential estates. Unused mown grass areas can be turned into interesting community spaces that are full of colour and wildlife. Mown paths and break out spaces invite people to wander through them. They are good for reducing residential estate's carbon footprints, reducing water runoff and grass maintenance costs, and natural play and recreation.

Consider the creation of Community Woodlands/Forest Gardens to create green spaces within the LPT Study Area, providing a vast array of health benefits to the residents of Ferrybank-Belview, along with a series of nature-based solutions.

Lastly, **other Biodiversity Enhancement Features** should also be considered, such as nesting boxes for birds, bee banks and bug hotels. These have social benefits for health and wellbeing and can increase civic pride among communities. Environmental benefits include, providing habitats for wildlife, raising environmental awareness and engaging in species specific conservation measures.

> Measure SM 6
>
> Sustainable Urban Drainage Systems
>
> KCC will ensure that the appropriate SuDS elements will be incorporated into any future development within the Ferrybank-Belview area.

17.7 Playful Streets

Play Streets are a low cost and easy way to turn streets into play spaces. They are generally neighbour-led and involve the closure of a residential street to vehicular traffic for a few hours to a full day.

During this time, children and residents who live on that street can play and socialise freely and safely outside, counteracting trends of spending more time inside and offering moments for communities to gather and get to know each other. In this way, Playful Streets encourage children to play outside, making exercise fun and easy, while at the same time fostering positive social connections between neighbours, by providing a time and space for informal interactions.

Playful Streets essentially challenge the culture of streets spaces being predominantly a space for and instead look to rebalance this toward a Healthy Streets™ Approach.

> Measure SM 7
>
> Playful Streets
>
> KCC will investigate the potential to implement Playful Street Schemes throughout neighbourhoods in Ferrybank-Belview and implement where possible.

17.8 Healthy Streets™

The Healthy Streets™ Approach was developed by Lucy Saunders and is bases on research into public realm and urban planning. The approach is based upon the principle that the key elements necessary for public spaces to improve people's health are the same as those needed to make urban places social and economically vibrant and environmentally sustainable. The approach uses ten evidence-based indicators to assess the quality of a street and support liveable, high quality and people-friendly streets. Following the approach provides the framework for putting human health and experience at the heart of planning.

See **Chapter 5 -** for the Healthy Streets™ Check carried out on a section of the Belmont Road and the Abbey Road outside the Ross Abbey Neighbourhood Centre.

Figure 17-4 (**above**) Children and neighbours playing on a closed off street in Tallaght as part of the Playful Streets initiative, June 2023. (Source: South Dublin County Council).

Measure SM 8

Healthy Streets™

KCC will work with relevant stakeholders to ensure that active travel and public realm projects in Ferrybank-Belview take into consideration the 10 indicators of Healthy Streets™. Approach.

Figure 17-5: The 10 Healthy Streets™ Indicators. Source: Lucy Saunders

17.9 Public Art

Street Art plays an important role in not only creating an attractive public realm, but a sense of pride and place. Providing public art which is both attractive and impactful can help to define Ferrybank-Belview's cultural identity, while also promoting tourism and a healthy local economy.

Art can also help to improve cultural connections north and south of the River Suir. The *Waterford Walls Festival* has shown how public art can be used to create beautiful, inspiring and vibrant place where people want to visit, instead of simply passing through.

Figure 17-6: The transformative effect public art has had on Waterford (**above**) can also be applied to Ferrybank-Belview to strengthen the study area's sense of identity. Simple interventions such as art on bollards could also be applied to the Study Area, as seen in Limerick 9Honan's Quay) **below**. Source: DBFL.

Measure SM 9

Public Art

KCC will work with relevant stakeholders and local artists to create a high-quality urban centre in Ferrybank, through the appropriate application of public art installations, art murals and other cultural / creative design.

Part C

Implementation and Outcomes

DBFL CONSULTING ENGINEERS

18 Implementation and Outcomes

18.1 Overview

The Area-Based Transport Assessment (ABTA) for the Ferrybank-Belview LTP examined the transport network within the Study Area in order to provide a supportive, evidence-based analysis of existing transport opportunities and challenges, and propose a range of emerging preferred options to address identified issues.

Figure 18-1: View of the South-East Greenway from the greenway crossing, accessed via Fíodh Mór residential estate. Source: DBFL.

The LTP's five Ferrybank-Belview Transport **Objectives** are:

1. Develop the **10-minute neighbourhood** concept by providing a comprehensive and safe Active Travel Network that prioritises walking and cycling, particularly for shorter trips.
2. **Enhance the accessibility of public transport** for longer trips, maximising committed infrastructure outlined in the *Waterford Metropolitan Area Transport Strategy* and in the emerging BusConnects Waterford Network.
3. **Facilitate a more people-centric public realm** through the Ferrybank-Belview area through the reallocation of existing road space.
4. **Identify key transport infrastructure** which will underpin the future growth of the Ferrybank area and Belview Port.
5. **Safeguard the strategic function** and levels of safety on the national road network in accordance with the requirements of official policy.

Proposed measures are based on both analysis, and the above-listed transport objectives. Before construction or implementation, all proposals would need to be examined on their own merits and be subjected to the rigorous analysis requirements of the *Infrastructure Guidelines* (IG) and the *Transport Appraisal Framework* (TAF).

Each measure will require individual feasibility studies, environmental, archaeological, and architectural assessments, detailed design, and any other relevant statutory procedures and consultation with relevant statutory stakeholders. Design Standards are rapidly changing, as evidenced by the introduction of a new *Cycle Design Manual* in 2023, and all projects must conform to the most recent design standards.

18.2 Collaboration

The successful delivery of the proposals set out in this LTP will require collaboration between a broad range of stakeholders.

This includes stakeholders from various Kilkenny County Council departments, the Department of Housing, Local Government and Heritage (DHLGH), the Department of Transport (DoT), the National Transport Authority (NTA), and the Southern Regional Assembly (SRA).

It is acknowledged that each project proposed will require full individual appraisal in terms of feasibility, design, planning, approval and funding.

The built-up area of Ferrybank is divided between Kilkenny County Council (the area within the LTP Study Area) and Waterford City and County Council (the area outside the LTP Study Area boundary). Therefore, continued collaboration between the two Local Authorities will be necessary in order to implement the measures set out in this LTP.

Kilkenny County Council
Comhairle Chontae Chill Chainnigh

Comhairle Cathrach & Contae Phort Láirge
Waterford City & County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

TII
Bonneagar Iompair Éireann
Transport Infrastructure Ireland

An Roinn Iompair
Department of Transport

Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage

18.3 Implementation of Proposals and Timeframes

This section suggests a prioritisation of proposals to enable the creation of a cohesive and connected transport network for all users.

Table 18-1 sets out the potential timelines for the implementation of the proposals identified in this LTP. These proposed interventions derive from the measure boxes listed throughout **Chapters 10** through **17**, where maps and tables for the individual measures are included.

It should be noted that the interventions in **Table 18-1** marked with a red asterisk ***** denote schemes with funding and / or which are in the planning and design stage. Implementation timescales are defined as follows:

- **Short term (up to 2028):** Proposals intended to begin / go under construction shortly before 2028, during the current *Kilkenny County Council Development Plan* 2022-2028.
- **Medium term (up to 2031):** Proposals intended for implementation before 2031.

- **Long term (post-2031):** Proposals intended to be completed post-plan period.

The pace of implementation of some of the proposals set out in this LTP will be dictated by the level of available funding and the length of time required to deliver schemes through the planning process.

Some of the more complex proposals, such as the delivery of entirely new pedestrian and cycling links, are likely to be medium to long-term projects and will entail close cooperation between multiple stakeholders. Nevertheless, these projects remain essential in ensuring that sustainable transportation habits are encouraged.

A transformation of how we travel is required for both our own health and the environmental health of our planet, as expressed in the *Climate Action Plan (CAP) 2024*. The *CAP* necessitates the provision of high-quality public transport, cycling and walking infrastructure in order to reduce reliance on private car use. For new developments specifically, the *CAP* emphasises the significance of establishing sustainable travel practices as early as planning and design stage.

Aside from capital investment, the implementation of the proposals set out in this LTP will incur on-going costs. Other forms of supplementary funding and agreements have been or are likely to be sought, including:

- NTA Active Travel Investment Programme.
- Development contributions for strategic transport infrastructure.
- Site-specific development contributions.
- Land agreements through the development management process to facilitate footpath widening, cycle lane provision, or public transport provision.

18.4 Monitoring and Review

The Ferrybank-Belview LTP has been compiled as a 'live' document and so will be reviewed and updated as required over time.

Measure MR 1

Monitoring & Review

Kilkenny County Council will continue to monitor and report on the delivery of the Ferrybank-Belview LTP as necessary.

Table 18-1 Indicative Implementation Plan for the delivery of interventions identified in the Ferrybank-Belview LTP.

ID	Proposed Intervention	Short term (up to 2028)	Medium term (up to 2031)	Long term (post 2031)
Active Travel				
1	Abbey Road – SRTS measures			
2	Belmont Road – SRTS measures			
Walking and the Public Realm				
1	Fountain Street (R711) / Abbey Road Junction *			
2	South-North Access Road *			
3	South East Greenway access - Kilmurry			
4	Abbey Road West (Fountain St. to Ross Abbey)			
5	Rockshire Road			
6	Belmont Road West (Belmont Urban Village)			
7	Dock Road and Fountain Street			
8	Newrath Road			
9	Newrath Link Road			
10	Belmont Road East - Milepost Junction to Slieverue Roundabout)			
11	Ferrybank Relief Road			
12	Gyles Quay			
13	N29 Port Road			
14	Abbey Road East (Ross Abbey to Gorteens Junction)			
15	South East Greenway access - Peafield			
Cycling and Micromobility				
1	South East Greenway			
2	SE Greenway links at Kilmurry, Clover Meadows and Abbey Community College *			
3	South-North Access Road *			
4	Abbey Road West (Fountain St. to Ross Abbey)			

ID	Proposed Intervention	Short term (up to 2028)	Medium term (up to 2031)	Long term (post 2031)
5	Rockshire Road			
6	Belmont Road West (from South-North Road to boundary with Waterford)			
7	Marymount /Bishopsgrove Quietway			
8	N24 Grannagh Castle to Business Centre			
9	Newrath Link Road as a Boulevard approach			
10	Belmont Road East (R711)			
11	Abbey Road – Ross Abbey to N29			
12	Ferrybank Relief Road			
13	N29 Port Road			
14	Suir River Walkway and N-S links to Abbey Road/IDA site			
15	Waterford Greenway to Newrath via upgraded Red Iron Bridge			
Permeability and Greenways				
1	The Beeches			
2	Belmount Road to Belmont Heights to Scoil Mhuire an Port Mór			
3	Oak Ridge to Ard Daire			
4	Oak Ridge to Green Oaks			
5	Fíodh Mór to Leac Ard			
6	Abbey College to South East Greenway / GAA lands			
7	Fíodh Mór to Bellview to Clover Meadows South East Greenway access			
8	Brockton Grove → Rockshire Road			
9	Linking Waterford Greenway at Grattan Quay to the South-East Greenway			
10	Árd Glas → Abbeylands			
11	Bishopsgrove → Dock Road			
12	Suir Riverside Blueway			

Public Transport				
1	Waterford BusConnects - Route 4B extension (South-North Access Road)			
2	Waterford BusConnects - Route 4P service extension			
3	Local Link No. 627 – extend to serve Grannagh Business Complex			
4	Local Link No. 501 – increase frequency and extend to serve Grannagh Business Complex			
Road and Traffic Management				
1	South-North Access Road*			
2	N24 Improved Access to Grannagh Business Complex			
3	N29 Improved Access to Belview Port			
4	Newrath Link Road Boulevard Approach			
5	Ferrybank Relief Road			
Parking Management				
1	South-East Greenway – Trailhead Parking Facilities			
2	Ferrybank District Centre as a Mobility Hub			
3	Park and Ride - Newrath Road / North Rockshire Road			
4	Park and Ride - Slieverue Roundabout (R711 / N29)			

18.5 What will success look like?

Kilkenny County Council's vision for the *2017 Ferrybank-Belview LAP* looked to ensure that the people of the Study Area enjoy a good quality of life with a high standard of education, excellent employment prospects and easy access to a full range of social, economic and cultural services.

As a result of the proposals put forward in the LTP and associated Urban Framework Plan, the future Ferrybank-Belview area will fulfil and expand upon the 2017 vision, which will be driven by a multi-modal transport network that prioritises sustainable transport.

The south-western end of Belmont Road will be transformed into a traffic-calmed, community-centric environment where active travel modes will be the most attractive form of transport. This will have been achieved through public realm improvements in the new **Belmont Urban Village** centre, enhanced by upgrades to the pedestrian and cyclist environment between Belmont Roundabout and Fountain Street.

Beyond the village centre, new high-quality **pedestrian and cycling infrastructure** will be implemented. This will facilitate and encourage a higher volume of sustainable transport trips between home, and key services and Waterford City via a safer, more direct Active Travel Network. The new **Waterford Active Travel Bridge** will further facilitate this connectivity.

The emphasis on establishing a distinct and attractive identity for Ferrybank will be complemented by the delivery of the **South-East Greenway** which will further enhance connectivity for pedestrians and cyclists. This Greenway will also provide an amenity walk for the residents and visitors of the Ferrybank-Belview Study Area.

Residents and visitors will easily be able to access Waterford City and beyond via **high-frequency bus services** stopping on all key arterial and link routes, including the N29 to facilitate employees at Belview Port and the **integrated public transport hub** on the North Quays.

The delivery of the **South-North Access Road** will support improved local connectivity equipped with attractive pedestrian and cycling facilities.

Furthermore, the delivery of the **Ferrybank Relief Road** would support future growth needs, orbital active travel and public transport network and reduce through traffic at the heart of Ferrybank.

Safe Routes to School improvements will vastly improve safety for those students, staff and parents making the daily commute to Abbey Community College, St. Mary's Boys and Our Lady of Good Counsel Girls National Schools. Providing safe environments for children to walk and cycle to school will encourage those driving to shift to more sustainable modes, benefiting the mental and physical health of school children, the local environment, and facilitating Ireland's carbon neutrality goals.

Finally, a variety of **supporting measures** will be considered to complement the key improvements outlined above. Some of the additional elements which residents in the Ferrybank-Belview Study Area may benefit from by 2031 include car clubs, bike sharing services, improved signage and wayfinding, and street art installations similar to that in Waterford City Centre.

Appendix A

Summary of Proposals

Active Travel Measures	
AT 1	**Proposed Mode Share Targets** The following mode-share targets have been applied to journeys less than 8km within the LTP Study Area: • *55% Non-Car* • *45% Car*
AT 2	**Safe Routes to School** Kilkenny County Council (KCC) will facilitate and encourage safer, more accessible and more sustainable trips to and from Ferrybank-Belview's primary and secondary schools through the implementation of strategic Safe Routes to School improvements. The scope of these improvements will encompass: • Abbey Road *(Our Lady of Good Counsel G.N.S.; Abbey Community College)* • Belmont Road *(St. Mary's B.N.S.)* • Proposed new school site at Ferrybank District Centre. KCC will also ensure that all SRTS measures proposed for the Abbey Road will tie in with and compliment the future interim improvements at the Fountain Street / Abbey Road Junction.
Walking and Public Realm Measures	
WK 1	**Pedestrian Network Improvements** Kilkenny County Council (KCC)will work with key stakeholders, including TII and NTA, to improve the safety, attractiveness, liveability, and active travel function provided by the Study Area's Arterial, Link & Local Streets. This will include: • Upgrading and retrofitting of existing footpaths. • Providing new footpaths where necessary. • Implementing new speed limits and traffic calming measures where necessary. • Retrofitting cul-de-sac development and implementing filtered permeability measures. • Implementing public realm improvements, such as soft landscaping, tree planting etc. • Establishing permeability links between key locations, as identified in Chapter 13 – Permeability and Greenways
WK 2	**Strategic Walking Network – Belmont Urban Village** KCC will identify and deliver a suite of active travel and placemaking measures to support the aspiration of a traffic-calmed urban village on Belmont Road. These will include at a minimum: • Removal and reconfiguration of the gyratory systems at Belmont Roundabout and Bellfield to support active travel • Reducing maximum speed limits to 30km/h within the built-up section of the urban village itself • Narrowing existing carriageway lanes to encouraging reduced speeds • Removing street clutter, including guard rails and unnecessary signage. • Provide better opportunities to cross on desire lines • Implement junction tightening at minor junctions • Enhance local permeability to Belmont Road from adjacent existing and future residential areas

WK 3	**Strategic Walking Network – Belmont Road (East)** KCC will undertake the following measures to provide a safer, more attractive environment on Belmont Road (east): • Strengthen the existing transition zone at Milepost junction • Reconfigure Belmont Roundabout to include formal crossing points. • Deliver dedicated cycling facilities in accordance with the CDM (Long-term) In the longer term, KCC will also provide an upgraded continuous active travel facility on the BusConnects Alignment on Belmont Road, extending from Milepost junction to Slieverue Village via Milepost village to align with the SE Greenway Southern Connectivity Link.
WK 4	**Strategic Walking Network – Abbey Road** KCC will undertake the following measures in tandem with the BusConnects Waterford roll-out, to provide a safer, more attractive environment at Abbey Road: • Provision of continuous footpaths, prioritising the missing sections of footpath between Leaca Árd and Ross Abbey Neighbourhood Centre, and the northern section of Tuar na Blátha. • Local junction tightening at the entrance to all residential and local streets in alignment with DMURS standards. • Upgrade footpath widths and priority over private entrances to DMURS standards for new residential developments through Development Management. • Redesign of the existing roundabout at the Ross Abbey Neighbourhood Centre to facilitate dedicated crossing facilities. • The introduction of a 30km/h speed limit between the Fountain Street Junction and the Ross Abbey Neighbourhood Centre in line with the 2023 Speed Limit Review recommendations for urban areas. • Deliver Safe Routes to School treatments in proximity to Our Lady of Good Counsel G.N.S. and Abbey Community College to create a safer environment for children to walk and cycle to school. • Realigning carriageways in line with DMURS standards. • Providing gateway and transition zone treatments to the east of the Ross Abbey Neighbourhood Centre to signal the approach into a low-speed, urban environment. • Maximise permeability and accessibility opportunities between proposed bus stops, and existing and future housing estates.
WK 5	**Strategic Walking Network – Rockshire Road** In tandem with the roll-out of BusConnects measures, KCC will identify and deliver measures to support a safer environment for pedestrians and cyclists, including: • Upgrade junctions to support pedestrians and cyclists, prioritising the 'Y-Junction' with the Ballyrobin Road. • Explore opportunities for new crossing points at existing entrances and identified desire lines. • Traffic-calming improvements, including the introduction of variable speed limits considering the topography of the road. • Dedicated active travel provision including segregated cycle provision. • Support local permeability between housing areas.
WK 6	**Strategic Walking Network – Dock Road and Fountain Street** KCC will engage with Waterford County Council, the NTA, and all relevant stakeholders to review the layout and function of the Dock Road and Fountain Street with a view to further reducing their community severance effect and improving pedestrian and cyclist safety and

	desire lines to local services, schools and Waterford city centre on an on-going basis. At a minimum this should include: • Further reduction in carriageway widths in-line with DMURS classifications for an urban street. • Re-assessment of the need for left- and right-turn lanes onto the Dock Road at some intersections particularly at Rockshire Road and Abbey Road. • Consideration of local junction tightening and continuous footpaths over minor junctions and private entrances. • Consideration of 30km/h speed limits in built-up areas, particularly within the vicinity of schools.
WK 7	**Upgrades to the Fountain St. (R711) / Abbey Rd. Junction** KCC will collaborate with WCCC and the NTA to examine future opportunities to rebalance public space at this junction that should consider, at a minimum: • Reassessing need for a roundabout at the junction of Fountain St and Abbey Road and to provide opportunities to cross. • Assessing need to provide DMURS aligned carriageway reductions at the realigned Abbey Road to provide traffic-calming / speed reductions. • Maximising safety treatments and landscaping opportunities close to the entrance of Our Lady of Good Counsel G.N.S. and Abbey Community College.
WK 8	**Strategic Walking Network – South-North Access Road** KCC will deliver a South-North Access Road, equipped with dedicated provision for pedestrians and cyclists, during the lifetime of the plan, in addition to: • Providing site-specific traffic calming measures • Provide pedestrian and cycle priority over local junctions in accordance with the NTA's Cycle Design Manual
Cycling and Micromobility Measures	
CY 1	**Ferrybank-Belview Cycling Network** Kilkenny County Council (KCC) will work in collaboration with Waterford City & County Council, the NTA, TII to develop the Ferrybank-Belview Cycle Network prioritising the following: • Belmont Road West (from South-North Road to boundary with Waterford) • Abbey Road (to Ross Abbey Neighbourhood centre) • Rockshire Road • South-North Road at Clover Meadows • SE Greenway links under construction at Kilmurrry, Clover Meadows and Abbey Community College • New links from the SE Greenway identified in Chapter 14 that support access to community facilities, schools and employment in the Ballyvalla/Belview Port area • Links from the Waterford Greenway at Bilberry to the SE Greenway In the medium to long-term, dedicated Active Travel links will be realised in the following areas: • Belmont Road East from Slieverue • Abbey Road – Ross Abbey to N29 • N29 (see Roads chapter) • The Suir Blueway and N-S links to Abbey Road/IDA site • Newrath Link Road as part of a Boulevard approach (see Roads chapter) • N24 Grannagh Castle to Business Centre– see Roads chapter.

	Priority areas may change subject to funding and alignment with other schemes such as the roll-out of BusConnects.
CY 2	**Quietways** KCC will work in collaboration with WCCC and other stakeholders to identify and enhance the development of Quietways/Cycle Street Networks • At the Marymount /Bishopsgrove junction on Rockshire Road. • In existing residential areas between the Abbey Road and Belmont Road prioritising the enhancement of the existing link between Fíodh Mor and Bellfield and a new link to the future Greenway access at Clover Meadows. • Through the creation of permeable street networks in all development sites through the development management and masterplanning process.
CY 3	**Bicycle Shared Schemes (BSS) and Micromobility** KCC will work with the NTA and Waterford City and County Council to: • Identify locations in Ferrybank suitable for inclusion in the TFI Bike Share scheme, for consideration in any future scheme expansions. Such locations would prioritise the environs of the Active Travel Bridge, the SE Greenway and Ferrybank District Centre. • Examine the feasibility of other forms of shared micromobility schemes such as e-bikes and e-scooters where the topography is particularly challenging.
CY 4	**Ferrybank-Belview Cycle Parking Strategy** KCC will work with Waterford City and County Council and the NTA to develop a Cycle Parking Strategy for the Ferrybank-Belview area to identify and deliver high-quality cycle parking throughout the Study Area at a range of key destinations, including but not limited to: **Within Ferrybank-Belview:** • Ferrybank Shopping Centre and sports complexes • Ross Abbey Neighbourhood Centre • Belview Port • Grannagh Business Complex **Within Waterford City & County Council:** • The Integrated public transport hub • Our Lady of Good Counsel G.N.S. • St. Mary's B.N.S. • Abbey Community College • SETU Campuses • IDA Industrial Estate, Waterford • Waterford City Centre In advance of a dedicated Cycle Parking Strategy being developed, KCC will prioritise the delivery of improved cycle parking facilities in areas of high demand in the short-to-medium term.
Permeability and Greenway Measures	
PG1	**Permeability Opportunities** KCC will continue to explore opportunities to identify and realise new permeability links through the development management process and greenway development. The NTA's *Permeability Best Practice Guide* shall be used as a guide in all instances.

PG2	**South-East Greenway** In addition to committed access points to the SE Greenway, KCC, TII and the NTA will consider the feasibility of access points at the following locations in order to maximise the Greenway's value as a sustainable active travel corridor for functional commuting and / or recreational amenity: • Árd Glas/ Abbeylands • IDA Science & Technology Park (Ballyvalla) • N29 / Port Road • Peafield
PG3	**Linking Waterford Greenway to the South-East Greenway** KCC in partnership with Waterford City and County Council, the NTA and TII will realise the completion of a legible and complete link from Grattan Quay *(at the Waterford Greenway)* to the beginning of the South-East Greenway within the LTP Study Area.
PG4	**Suir Riverside Blueway** KCC will work with relevant stakeholders including the Port of Waterford, Irish Rail, the IDA, TII and the NTA, to support the provision of a greenway route connecting the Active Travel Bridge and Belview Port.
Public Transport Measures	
PT1	**Waterford BusConnects** Kilkenny County Council (KCC) will liaise with the NTA and other relevant stakeholders with a view to: • Supporting the delivery of BusConnects Waterford's proposed routes within the Ferrybank-Belview area. • Assessing feasibility of extending Route 4B from Abbey Road to Belmont Road via the South-North Access Road in medium-to-long term. • Considering the expansion of Route 4P service to Belview Port via the N29. Consideration will also be given to the provision of a bus turnaround facility layover space as part of any future development of lands a Mullinabro, north of Newrath Road.
PT2	**New and Existing Local Link Services** In collaboration with the NTA Service Planning Team and TII, KCC will undertake feasibility assessments to assess the viability of the following at a minimum: • **Expansion of Local Link No. 627 to serve Grannagh Business Complex,** facilitating the future development of areas zoned for strategic growth / longer-term expansion and to provide a new bus link for employees at Grannagh. • **Increasing the frequency of the existing Local Link No. 501 Mooncoin to Waterford service and including a new stop at the G.B.C. to better serve employees.** • **Provision of Local Link / Shuttle between Ross Abbey Centre and Belview Port via Abbey Road.** This assessment should be undertaken in collaboration with the Port of Waterford and other key stakeholders.
PT3	**Bus Stops and Shelters** KCC will carry out a feasibility study regarding: • The upgrading of existing stops within the Study Area to include shelters, Real Time Passenger Information (RTPI), standardised bus stop signage, accessibility features, and landscaping where applicable. • The provision of additional bus stops, bus layover and terminus facilities at high-demand locations.

PT4	**Waterford-Rosslare Europort Railway Line** In collaboration with Irish Rail, the Port of Waterford and Waterford City Council, KCC will investigate the feasibility of reinstating the Waterford-Rosslare Europort Railway Line.

Roads and Traffic Management Measures

RN 1	**Principles of Road and Traffic Management** Kilkenny County Council (KCC) will work with the NTA, TII, and all other relevant stakeholders to: • Safeguard the National Road Network as per RN2 below. • Retrofit existing road and street network within Ferrybank-Belview area to enable multi-modal trips to schools, workplaces and community facilities. • Develop road objectives in the upcoming Ferrybank-Belview Framework Plan (FP) which prioritise walking, cycling, and public transportation provision.
RN 2	**National Roads Requirements** KCC will preserve the strategic function and safety of the National Roads Network in accordance with the DoECLG Spatial Planning and National Roads Guidelines and in compliance with TII Publications (Standards and Technical) and subject to the agreement of TII. In particular, Kilkenny County Council will: • Continue to contain development within the existing built-up footprint, thereby minimising sprawl and reducing the distances of journeys and reliance on private vehicles and preserve the strategic function and safety of the N24, N25 and N29. • Limit development access onto the National Road network, to maintain its safety and strategic transport function. • Ensure that any LTP proposals that interact with the N24, N25 and N29 comply with TII Publications.
RN 3	**Safeguarding the N25 Waterford to Glenmore Scheme** Subject to consultation and agreement with TII, Kilkenny County Council will ensure that any recommendations or additional improvements to the National Roads implemented over the lifetime of the Plan safeguard the provision of the N25 Waterford to Glenmore Scheme.
RN 4	**N29 Improved Access to Belview Port** KCC will work with the NTA, TII, and relevant stakeholders at Belview Port to: • Assess the feasibility of providing dedicated off-road Active Travel facilities connecting the South-East Greenway and Abbey Road to employment centres at Belview Port and Marine Point, and the wider area. • Introduce a reduced speed limit of 60 km/h on the section of the N29 between the Rathculliheen Junction and Belview Port, with supporting traffic calming interventions. • Ensure the proposed roundabout at Rathculliheen supports safe pedestrian and cycling movement as per updated CDM Standards. • Examine the feasibility of providing dedicated welfare and overnight parking facilities to reduce dangerous parking on the hard shoulder, including consideration of tie-in with the proposed P+R near the Slieverue Roundabout. • Update the IDA Masterplan with a view to providing sustainable transport accessibility to the Port and consolidated access points on the N29 in line with Spatial Planning and National Roads Guidelines for Planning Authorities. These proposals shall have regard to TII publications including: • *The Treatment of Transition Zones to Towns and Villages on National Roads* (TII Publications DN-GEO-03084).

	• TII-NGS Circular No. 2 of 2022 – *Application of Guidelines and Standards in relation to works on Public Roads in Ireland.*
RN5	**N24 Improved Access to Grannagh Business Complex** KCC, Waterford City & County Council, TII and the NTA will work with relevant stakeholders with a view to improving Active Travel accessibility along the N24 between Grannagh Castle and Grannagh Business Complex (G.B.C.). At a minimum this will include: • Delivery of dedicated active travel facilities between Grannagh Castle and the G.B.C. in line with WMATS and CycleConnects proposals • Assessing the feasibility of upgrading and extending existing active travel facilities near Grannagh Castle, including: o Provision of facilities along L726 o Provision of a cross-river link to the Waterford Greenway via the Red Iron Bridge as a long-term measure • Encouraging development of a Mobility Management Plan for the G.B.C. to ensure that future expansion is underpinned by sustainable transport principles and does not induce additional private car commutes
RN 6	**Newrath Link Road** KCC, Waterford City & County Council, TII and the NTA will work with relevant stakeholders with a view to a future re-design of the Newrath Link Road. At a minimum this will include consideration of the following points: • Providing gateway and transition zone improvements to encourage safer driver behavior and reduced vehicle speeds on approach to Ferrybank's urban • Incorporating dedicated cycling facilities as supported by WMATS and CycleConnects. • Delivering various placemaking elements, Green Infrastructure and landscaping where feasible to support the creation of a boulevard-style approach road that is safe for all users, in line with DMURS guidance
RN 7	**New Road: South-North Access Road** KCC and the NTA will work with relevant stakeholders to deliver the committed South-North Access Road. Key elements of the South-North Access Road include: • A new road link between Abbey Road and Belmont Road via Abbey Gate in the south and Clover Meadows in the north, facilitating north-west permeability and future development of zoned lands for residential use • Re-routing of traffic bound for Abbey Road away from the built-up core of Belmont Urban Village • Dedicated active travel facilities throughout, including access to the South East Greenway • Identification of opportunities for additional local improvements such as wayfinding, landscaping, and Sustainable Drainage Schemes (SuDS)
RN 8	**New Roads: Ferrybank Relief Road** KCC will collaborate with the NTA, TII and other stakeholders undertake a feasibility study of the proposed Ferrybank Relief Road with a view to its potential delivery in the medium to long-term. The assessment will consider the following: • Its phasing in line with future development in existing landbanks around the Newrath / Ballyrobin and Belmont Park areas.

	• It's ability to incorporate a future orbital BusConnects service and active travel facilities. • Its ability to remove through-traffic from the Belmont Urban Village and North Quay's SDZ area and support a more ambitious re-shaping of public space in the Dock Road, Abbey Road, Fountain Road and Belmont Road areas. • Environmental and visual amenity impacts including potential impacts on the setting of the Rockshire Hill ridgeline.
RN 9	**Downstream Crossing Feasibility Study** A feasibility study will be undertaken by KCC & WCCC, in consultation with the NTA and TII, during the lifetime of the Plan with a view to identifying a Protected Corridor for a long-term delivery of a Downstream River Crossing (DRC). At a minimum the study should consider: • The potential to reduce reliance on the Edmund Rice Bridge for strategic and local traffic. • The capacity for the delivery of the proposed river crossing to remove through traffic within the Study Area at Abbey Road, Fountain Road/Belmont Road and Waterford City Centre and North Docks' SDZ. • The need to underpin long-term growth at Belview Port. • The potential for the proposed river crossing to improve access to the regionally significant University Hospital Waterford. • The capacity to support multi-modal facilities (active travel and public transport) including reduced journey times. • Its ability to provide for HGV restrictions within the Study Area. • Full environmental assessment on the impacts of the proposed development on the Lower River Suir SAC and sensitive locations at Maypark and Abbey Road.
RN 10	**Managing HGV Movement** It is a long-term ambition of KCC to deliver HGV restrictions on the Abbey Road and Belmont Road in the medium-to-long term in order to improve safety for all road users.
RN 11	**Speed Limits** Subject to consultation with relevant stakeholders, KCC and WCCC shall consider the implementation of reduced speed limits in urban environments in line with the Speed Limit Review 2023 and the Road Traffic Act 2024, to improve safety for all users.
RN 12	**Junctions and Roundabouts** KCC will adhere to the design standards and principles for junctions identified as follows, in order to ensure pedestrian and cyclist priority at any new junctions: • Design Manual for Urban Roads and Streets • Cycle Design Manual • Spatial Planning and National Roads Guidelines for Planning Authorities • TII Publications, including the Treatment of Transition Zones to Towns and Villages on National Roads KCC will therefore ensure the following: • Upgrading existing junctions and review of roundabouts and gyratory systems on Regional and Local roads informed by DMURS in priority areas such as Belmont Road, Abbey Road and Rockshire Road.

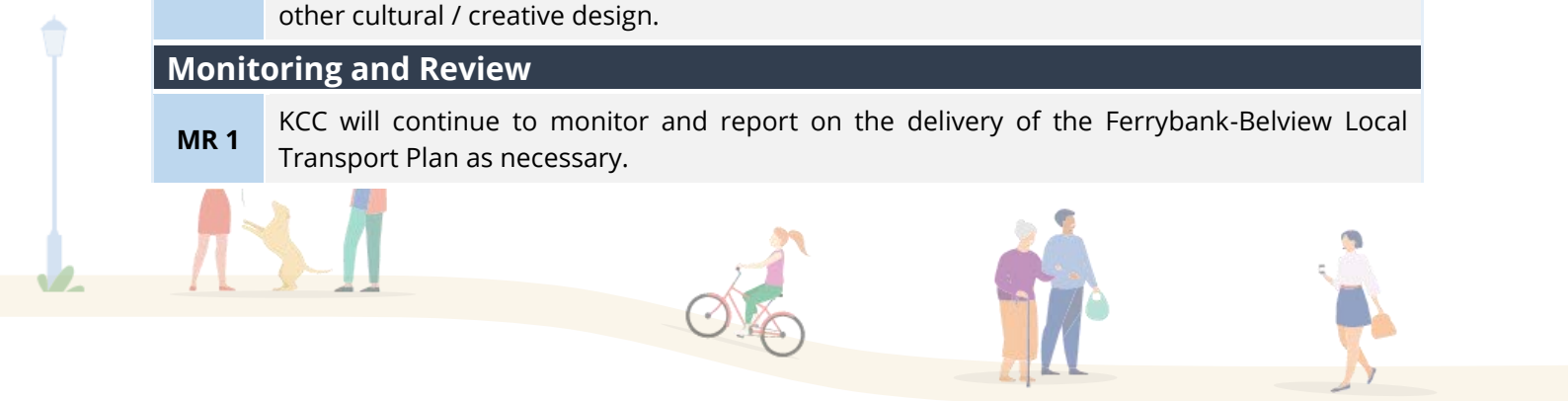
	• On the National Road Network, ensure that junctions and transition zones are compliant with the standards outlined in TII Publications.

Car Parking Management Measures

PM 1	**Sustainable and Compact Settlements: Guidelines** Kilkenny County Council (KCC) will make necessary adjustments to the *Kilkenny County Council Development Plan* Residential Car Parking Standards to support the provision of 'Special Planning Policy Requirement 3: Car Parking' standards, as outlined in the *Sustainable and Compact Settlements: Guidelines for Planning Authorities*, for the Ferrybank-Belview Area.
PM 2	**Maximum Car-parking Standards** The maximum rate of car-parking provision for residential development will be determined on the basis of proximity and accessibility to Ferrybank-Belview's central transport node (future Integrated Multi-modal Transport Hub / North Quay SDZ). On this basis, parking standards will be determined by consideration of the following key factors: • Lands within 500m of Future Train Station / North Quay SDZ. • Lands within 1,000 m of Future Train Station / North Quay SDZ. • Proximity to BusConnects Route 4 and potential changes to routes 4a and 4b following the construction of the south-north link road. Permissible parking numbers should be considered as maximum only and opportunities for car-free and car-lite development will be considered as well as the availability of existing parking assets within the locality.
PM 3	**Park and Ride Facilities** KCC will collaborate with the NTA and TII to consider the feasibility of dedicated Park and Ride Facilities in the following locations: • Newrath Rd. / North Rockshire Rd. area • An area within the vicinity of Slieverue Roundabout (N25 / N29) including consideration of a dedicated welfare facility for HGV Port users *(see Chapter 15)*
PM 4	**On-Street Car Parking – General Approach** KCC's approach to on-street parking will: • Reallocate kerbside spaces where appropriate to support BusConnects, active travel and local environmental improvement measures • Consider a need to extend controlled parking measures on local streets that prioritises residents and discourages long-stay commuting parking • Support a hierarchy of parking need in mixed-use areas, prioritising the needs of disabled users, Age Friendly users, and short-stay shopping • Redirect long-stay parking to existing off-street facilities wherever feasible. • Where provided, ensure that on-street Electric Vehicle Charging Points (EVCP) do not restrict footpath widths, create trip hazards or impede pedestrians including those with mobility needs.
PM 5	**Area Based Car Parking Strategy** KCC will adopt an area-based parking approach and work with relevant stakeholders in the following areas: **Belmont Urban Village / District Centre** • Optimise the use of existing off-street car parking provision at the Ferrybank Shopping Centre and Bellfield to support future mixed-use development, Park and

	Stride opportunities, religious services and sports facility parking for Ferrybank GAA and Ferrybank AFC. • Discourage the provision of additional on and off-street parking or drop-off facilities in the area. • Upgrade walking routes and crossing points from these car parking areas to key services on Belmont Road including the Primary Care Centre, Library, sports facilities, places of worship and schools. **Ross Abbey Neighbourhood Centre** • Better integrate the existing surface car parking with walking, cycling networks and future BusConnects set-down areas. • Identify opportunities within the surface car parking area for better place-making and Green Infrastructure.
PM 6	**Ferrybank District Centre as a Mobility Hub** KCC will work local stakeholders and property owners to maximise the potential of the largely underutilised Ferrybank Shopping Centre to: • Support a vibrant mix of land uses that minimise the need to support a growing community at Ferrybank; • Determine the feasibility of its car-parking facility as a district mobility hub that supports a mix of private and public area-based car parking, sustainable transport facilities and other ancillary uses such as local logistics; • Upgrade the car park to support E.V charging facilities in line with requirements of the Kilkenny County Development Plan.
PM 7	**Mobility Points** KCC will support the establishment of Mobility Points at appropriate highly visible and publicly accessible locations to encourage sustainable mobility, multi-modal trips and Mobility as a service.
PM 8	**South-East Greenway – Trailhead Parking Facilities** KCC will facilitate the development of the Trail Head car parking facilities for the South-East Greenway with appropriate measures that disincentivise its use as a long-stay commuter parking option.
Supporting Measures	
SM 1	**Wayfinding** Kilkenny County Council (KCC) will work with Waterford City & County Council and the NTA to ensure that a consistent wayfinding system will be introduced and maintained across the wider Ferrybank-Belview transport network.
SM 2	**Accessibility** KCC will ensure that future developments within the Ferrybank-Belview area, including its public realm and any Active Travel networks, are accessible to all. The following guidance in particular should be referred to and followed: • *Design Manual for Urban Roads and Streets (DMURS)* • *Building for Everyone Series, from the National Disability Authority's (NDA) Centre for Excellence in Universal Design* • *Age-Friendly Ireland* • *Safe Routes to School* • *Child Friendly Cities & Communities Handbook*

SM 3	**Safety in Public Spaces** KCC will ensure that for future developments in the Ferrybank-Belview area, all streetscape and public realm proposals follow the principles of Universal Design. Kilkenny County Council will also consider the following elements to improve the safety of public space and ensure that all members of the community feel safe: • High-quality lighting • Active ground floor frontage • Legibility and wayfinding (provide clear sightlines through a space) • Co-design with local community groups where possible
SM 4	**Car Clubs** KCC will work with key stakeholders to introduce car club operators into the Study Area with likely areas including: • Ferrybank Shopping Centre • Ross Abbey Neighbourhood Centre • Areas close to the future bus/rail interchange at North Quays • Suitable locations close to public transport potentially as part of Mobility Points
SM 5	**Mobility Management Plans (MMPs)** KCC will require MMPs in planning applications for trip intensive developments including schools, Such locations include, but are not limited to: • Belview Port • Grannagh Business Complex (G.B.C.) • IDA Science & Technology Park • Belmont Road For developments outside of these locations, developers will provide Travel Plans where KCC is of the opinion that one is required.
SM 6	**Sustainable Urban Drainage Systems** KCC will ensure that the appropriate SuDS elements will be incorporated into any future development within the Ferrybank-Belview area.
SM 7	**Playful Streets** KCC will investigate the potential to implement Playful Street Schemes throughout neighbourhoods in Ferrybank-Belview and implement where possible.
SM 8	**Healthy Streets™** KCC will work with relevant stakeholders to ensure that active travel and public realm projects in Ferrybank-Belview take into consideration the 10 indicators of Healthy Streets™.
SM 9	**Public Art** KCC will work with relevant stakeholders and local artists to create a high-quality urban centre in Ferrybank, through the appropriate application of public art installations, art murals and other cultural / creative design.
Monitoring and Review	
MR 1	KCC will continue to monitor and report on the delivery of the Ferrybank-Belview Local Transport Plan as necessary.



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TIDY TOWNS
PORT AN CHALAIDH
FERRYBANK
AN TAIRBHE AS TARRAINGT LE CHÉILE

Ferrybank - Belview

Framework Plan Appendix 3: AA, SEA, and SFRA

CONSOLIDATED NATURA IMPACT REPORT

IN SUPPORT OF THE

APPROPRIATE ASSESSMENT

FOR

VARIATION NO. 6

TO THE

KILKENNY CITY AND COUNTY DEVELOPMENT PLAN 2021-2027

(AS VARIED)

for: Kilkenny County Council

by: CAAS Ltd.

MARCH 2026

Kilkenny County Council, County Hall, John Street, Kilkenny.
CAAS Ltd., 1st Floor, 24-26 Ormond Quay Upper, Dublin.

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Section 1 Introduction

1.1 Background

This Natura Impact Report (NIR) has been prepared for Variation No. 6 to be made[1] to the Kilkenny City and County Development Plan 2021-2027 as varied (referred to as "the Variation" for the purposes of this report) in accordance with the requirements of Article 6(3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (as amended) (hereafter referred to as the "Habitats Directive").

1.2 Legislative Context

The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the "favourable conservation status" of habitats and species of European Community Interest. These habitats and species are listed in the Habitats and Birds Directives (Council Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable of them. These two designations are collectively known as European sites and Natura 2000.

AA is required under articles 6(3) and 6(4) of the Habitats Directive, as transposed into Irish legislation by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning and Development Acts (as amended). AA is an assessment of the potential for adverse effects of a plan or project (or in terms of this report; a variation to a plan), in combination with other plans or projects, on the integrity of a European site, in view of the conservation objectives. European sites are either SACs and SPAs and provide for the protection and long-term survival of Europe's most valuable species and habitats.

1.3 The AA Process

The initial test in the AA process is to ascertain whether the Variation is directly connected with or necessary to the management of European sites. If the Plan (or the variation thereof) is not directly connected with or necessary for the management of European sites, then it will proceed to the first stage of the AA process. Subsequently, there are four main stages in the AA process as follow:

Stage One: Screening
The process that identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant.

Stage Two: Appropriate Assessment
The consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts. If adequate mitigation is proposed to ensure no significant adverse impacts on European sites, then the process may end at this stage. However, if the likelihood of significant impacts remains, then the process must proceed to Stage Three.

Stage Three: Assessment of Alternative Solutions
The process that examines alternative ways of achieving the objectives of the project or plan that avoids adverse impacts on the integrity of the European site.

Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain
An assessment of compensatory measures where, in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed.

The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures. This approach aims to avoid any impacts on European sites by identifying possible impacts early in the plan-

[1] Incorporating the Proposed Variation and all and any material alterations and associated modifications considered by the AA process.

making process and avoiding such impacts. Second, the approach involves the application of mitigation measures, if necessary, during the AA process to the point where no adverse impacts on the site(s) remain. If potential impacts on European sites remain, the approach requires the consideration of alternative solutions. If no alternative solutions are identified and the plan/project is required for imperative reasons of overriding public interest, then compensation measures are required for any remaining adverse effect(s).

1.3.1 Is the Variation No. 6 Necessary to the Management of European Sites?

The overarching objective of the Variation is not the nature conservation management of the sites, but to integrate a framework, a Framework Plan, for the sustainable development of Ferrybank-Belview into the Kilkenny City and County Development Plan 2021-2027. Therefore, the Variation is not considered to be directly connected with or necessary to the management of European sites and must proceed to Stage 1 AA / Screening for Appropriate Assessment.

1.4 Methodology

1.4.1 Ecological desktop study

This Screening for AA report and NIR are based on best scientific knowledge and ecological expertise, and is supported by desktop research on national databases including the National Biodiversity Data Centre[2], the National Parks and Wildlife Service (NPWS)[3] and the Environmental Protection Agency (EPA)[4] mapping websites (including data collected for the most recent Article 17[5] conservation status reporting cycle, 2025 for European sites).

The ecological desktop study completed for this AA, comprised the following elements:

- Identification of European sites within 15 km of County Kilkenny;
- Examination of European sites hydrologically linked (via direct surface water connection or shared groundwater body) or other ecological links beyond 15 km of County Kilkenny;
- Examination of the NPWS Qualifying Interests (for SACs), Special Conservation Interests (for SPAs) and Conservation Objectives for the above identified sites with potential pathways to the Ferrybank-Belview Framework Plan area;
- Examination of available additional information on protected and or designated species as relevant/necessary.

1.4.2 Source-pathway-receptor model

The assessment for potential effects of the Variation on European sites is conducted following a standard source-pathway-receptor model, where for a potential for effect to be identified, all three elements of this mechanism must be in place. Examples of a source, a pathway and a receptor are:

- Source(s) – e.g., pollutant run-off from subject development,
- Pathway(s) – e.g., groundwater connecting to nearby qualifying wetland habitats, and,
- Receptor(s) – e.g., qualifying habitats and species of European sites.

As per the above examples, a source is any identifiable element of the Variation that may interact with ecological processes of European sites. A pathway is any connection between the source and the receptor. A receptor is a Qualifying Interest or Special Conservation Interests of the European site being examined, or an ecological feature that is known to be utilised by, or provide support to, the Qualifying Interests or Special Conservation Interests of a European site.

When all three elements of the model are in place, they are examined further in the context of several factors such as: the nature of the source, the nature of the pathway, the QIs/SCIs involved, their threats and sensitivities and their Conservation Objectives, and best scientific evidence where required, in order to determine whether there is a likelihood for significant effects. As such, the presence of all three elements does not automatically constitute a likely significant effect but is context dependent. However, the absence or removal of one of the elements of the mechanism is sufficient to conclude that there is no cause for potential effect(s) and thus no likelihood for significant effects.

[2] Available at: https://maps.biodiversityireland.ie/
[3] Available at: https://www.npws.ie/protected-sites and https://dahg.maps.arcgis.com/apps/webappviewer/index.html?id=8f7060450de3485fa1c1085536d477ba
[4] Available at: https://gis.epa.ie/EPAMaps/
[5] NPWS (2019). The Status of EU Protected Habitats and Species in Ireland. Volume 3: Species Assessments. Edited by: Deirdre Lynn and Fionnuala O'Neill; NPWS (2019). The Status of EU Protected Habitats and Species in Ireland. Volume 2: Habitat Assessments. Edited by: Deirdre Lynn and Fionnuala O'Neill; and, NPWS (2019). The Status of EU Protected Habitats and Species in Ireland. Volume 1: Summary Overview.
[5] Available on the NPWS website here.

Where a likelihood for significant effects is determined, mitigation measures are required to prevent adverse effects to the QIs/SCIs involved in view of their Conservation Objectives, and therefore the European site(s) concerned would be subject to further assessment and proceed to Stage 2 AA, where a NIR is then required.

This evaluation has been made in view of the Conservation Objectives of the habitats or species, for which the relevant European sites have been designated.

1.4.3 Identification of European sites

This is conducted via the application of the source-pathway-receptor (SPR) model (described in section 1.4.2) to identify the European sites with potential for effects. The use of an initial 15 km buffer zone can also aid in the scoping stages, when applying the SPR model.

Upon application of the SPR model, any additional European sites with ecological connectivity to County Kilkenny that identified beyond that 15 km initial buffer (i.e., downstream connectivity), are also included for assessment. Subsequently, the "Qualifying Interests" (QIs) (i.e., habitats and species of conservation concern for which Special Areas of Conservation are designated), and/or "Special Conservation Interests" (SCIs), (i.e., bird species of conservation concern for which Special Areas of Conservation are designated) of each European site identified are examined, and their respective "'Conservation Objectives" (COs) consulted.

The COs focus on maintaining the favourable conservation condition of the QIs/SCIs of each European site and form the basis for the assessment of significant effects. The threats to the ecological/environmental conditions that are required to support the QIs and SCIs are also considered as part of the assessment. Supporting information on QIs, SCIs, site-specific sensitivities and information on Ireland's Article 17 Reports to the European Commission of the European sites considered are provided in Appendix I of this report. Additional supporting information for each European site, such as site synopses and Natura 2000 standard data forms[6], are considered where required.

The following NPWS First Order Site-Specific Conservation Objectives (SSCOs) have been considered in the screening where relevant:

- For SACs, to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected; and
- For SPAs, to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA.

Where available, SSCOs that have been designed to define favourable conservation status for a specific habitat or species have been examined (see Section 3.2 below). A complete dataset of the QIs and SCIs, and their respective threats and pressures[6], of the European sites assessed in this report is included in Appendix I and was utilised in conducting this assessment.

1.4.4 Assessment of potential significant effects

All policies and objectives within the Variation are considered in the assessment with respect to potential sources for significant effects on the QIs and SCIs of European sites. This is carried out by considering the sensitivities and threats and pressures of each of the QIs and SCIs in relation to all potential sources for effects, and potential pathways for such effects identified from the SPR model. Subsequently, where sources and pathways for effects are identified, potential significant effects will be assessed in relation to the COs, and thereafter any likelihood for significant effects[7], or absence thereof, is identified.

[6] Sourced from the NPWS. Available here.
[7] With regard to Article 6(3) of the Habitats Directive, and the precautionary principle (C127/02 Waddenzee)

1.4.5 Characterising Potential Significant Effects

The following parameters and descriptors can be used when describing impacts and characterising resulting significant effects to European sites (in view of their Conservation Objectives)[8]:

Direct and Indirect Impacts - An impact can be caused either as a direct or as an indirect consequence of a Plan/Project.
Magnitude - Magnitude measures the size of an impact, which is described as high, medium, low, very low or negligible.
Extent - The area over that the impact occurs – this should be predicted in a quantified manner.
Duration - The time that the effect is expected to last prior to recovery or replacement of the resource or feature:

- Temporary: Up to 1 Year,
- Short Term: The effects would take 1-7 years to be mitigated,
- Medium Term: The effects would take 7-15 years to be mitigated,
- Long Term: The effects would take 15-60 years to be mitigated, and
- Permanent: The effects would take 60+ years to be mitigated.

Likelihood – The probability of the effect occurring taking into account all available information:

- Certain/Near Certain: >95% chance of occurring as predicted,
- Probable: 50-95% chance as occurring as predicted,
- Unlikely: 5-50% chance as occurring as predicted, and
- Extremely Unlikely: <5% chance as occurring as predicted.

Ecologically Significant Impact - An impact (negative or positive) on the integrity of a defined site or ecosystem and/or the conservation status of habitats or species within a given geographic area.
Integrity of a Site - The coherence of its ecological structure and function, across its whole area, which enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified.

1.4.6 Relevant guidance

This report has been prepared by also taking into account the following guidance documents:

- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, 2009,
- "Commission Notice: Managing Natura 2000 sites – The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC", European Commission 2018,
- Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, European Commission Notice, Journal of the European Union, 2021, and
- Practice Note PN01: Appropriate Assessment Screening for Development Management, Office of the Planning Regulator, 2021.

[8] These descriptions are informed by relevant guidelines including: Chartered Institute of Ecology and Environmental Management (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland. Version 1.2; Environmental Protection Agency (2002) Guidelines on the Information to be contained in Environmental Impact Statements; and, National Roads Authority (2009) Guidelines for Assessment of Ecological Impacts of National Roads Schemes.

Section 2 Description of the Variation

2.1 Introduction and Content

The Variation to be made[9] has been prepared pursuant to Section 13 of the Planning and Development Act 2000 (as amended).

The purpose of the Variation is to integrate a Framework Plan for Ferrybank-Belview into the Kilkenny City and County Development Plan 2021-2027 (as varied). The Kilkenny City and County Development Plan is a land use plan and overall strategy, policies and objectives for the proper planning and sustainable development of the functional area of Kilkenny County Council over the six-year period 2021-2027.

The Framework Plan will put in place a land use framework that will guide the future sustainable development of the Ferrybank-Belview area. The Framework Plan, in conjunction with the existing City and County Development Plan, will inform and manage the future development of Ferrybank-Belview.

2.2 Overall Vision and Strategic Objectives

The Overall Vision for Ferrybank-Belview is for "A thriving, climate resilient community, focussed on its residents, serving as an essential neighbourhood in a regional city, characterised by compact, sustainable social and economic activity."

The Framework Plan's Strategic Objectives are as follows:

- SO1: To contribute to achieving climate resilience and supporting the climate change action targets and commitments under the National Climate Plan 2024 by encouraging and facilitating a shift towards more sustainable travel modes and patterns; and increasing renewable energy production and use, including wind, solar, and bioenergy, both at macro and micro scales; facilitating the use of nature based solutions, and supporting a Green Energy hub at Belview.
- SO2: To deliver compact, connected, and thriving communities as envisioned under the NPF and RSES for the Ferrybank area, aiming to develop the Waterford Metropolitan Area as a concentric city, with balanced and compact growth supported by integrated land-use and transportation planning.
- S03: To facilitate employment-generating development and providing opportunities for residents to work near their homes. Supporting the sustainable development of the Belview Port area as a key strategic asset for County Kilkenny and the Southeast Waterford City region.
- SO4: To prioritise quality of place to attract people to live and work in sustainable settlement patterns in the Ferrybank and Belview area and to provide suitable living spaces based around a 15-minute neighbourhood concept.
- SO5: To protect and conserve and restore biodiversity, and protect and conserve built heritage, including rivers, waterways, wetlands, and woodlands that provide habitats for various species.
- SO6: To make provision for key social infrastructure to accommodate the increased population in the Ferrybank and Belview area, including community facilities, education and childcare facilities, open spaces, and recreational facilities.
- SO7: To achieve a more socially inclusive society through the provision of appropriate community infrastructure located in local centres or easily accessible to communities and designed for accessibility and ease of use for all.

[9] Incorporating the Proposed Variation and all and any material alterations and associated modifications considered by the AA process.

2.3 Strategic work undertaken by the Council to ensure evidence-based planning

In preparing the Variation, information relating to various sectors, from different Departments within the Council and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led provisions. This work included preparing the following documents that are appended to the Framework Plan: this SEA Environmental Report; an Appropriate Assessment Natura Impact Report; a Strategic Flood Risk Assessment Report; a Local Transport Plan; Demographic and Socio-economic Characteristics Detail; Population Projections; and a Settlement Capacity Audit.

2.4 Relationship with other relevant Plans and Programmes

It is important to note that when reading the Variation, the policy objectives of the existing County Development Plan are relevant, must be complied with throughout the implementation of the Framework Plan and, in this regard, both documents should be read in tandem with each other.

The Variation sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management. The Variation must comply with relevant higher-level strategic actions and will, in turn, guide lower-level strategic actions. These documents have been subject to their own environmental assessment processes, as relevant.

The Revised National Planning Framework sets out Ireland's planning policy direction to 2040. The National Planning Framework is to be implemented through Regional Spatial and Economic Strategies and lower tier Development Plans and Local Plans. The Regional Spatial and Economic Strategy for the Southern Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must, as relevant and appropriate, be implemented through the Kilkenny City and County Development Plan, which sets out the overarching development strategy for the County.

In order to be realised, projects included in the Framework Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

Section 3 Screening for Appropriate Assessment

3.1 Introduction

This stage of the AA process identifies any likely significant effects to European sites resulting from a project or plan (or the variation thereof), either alone or in combination with other projects or plans, in the absence of any mitigation measures intended to reduce or prevent effects.

3.2 Identification of Relevant European Sites

Utilising the methodology described in Section 1.4, the European sites that occur within the 15 km radius of County Kilkenny, are shown in Figure 3.1. Thereafter, in applying the SPR model, SACs and/SPAs that have surface hydrological connectivity with, and/or occur within the same groundwater body[10] as County Kilkenny[11] (such European sites can also occur beyond the 15 km radius) were identified, and shown in Figure 3.2 and Figure 3.3 respectively.

The resultant European sites that have been identified for assessment in this report are listed below, with reference to their respective Conservation Objective documents that were considered in this report:

NPWS (2019) Conservation Objectives for Hugginstown Fen SAC [IE0000404] Version 1.
NPWS (2020) Conservation Objectives for The Loughans SAC [IE0000407] Version 1.
NPWS (2021) Conservation Objectives for Cullahill Mountain SAC [IE0000831] Version 1.
NPWS (2021) Conservation Objectives for Spahill and Clomantagh Hill SAC [IE0000849] Version 1.
NPWS (2019) Conservation Objectives for Galmoy Fen SAC [IE0001858] Version 1.
NPWS (2017) Conservation Objectives for Lower River Suir SAC [IE0002137] Version 1.
NPWS (2025) Conservation Objectives for River Barrow and River Nore SAC [IE0002162] Version 2.
NPWS (2019) Conservation Objectives for Thomastown Quarry SAC [IE0002252] Version 1.
NPWS (2024) Conservation Objectives for River Nore SPA [IE0004233] Version 1.
NPWS (2021) Conservation Objectives for Lisbigney Bog SAC [IE0000869] Version 1.
NPWS (2019) Conservation Objectives for Blackstairs Mountains SAC [IE0000770] Version 1.
NPWS (2013) Conservation Objectives for Tramore Dunes and Backstrand SAC [IE0000671] Version 1.
NPWS (2013) Conservation Objectives for Tramore Back Strand SPA [IE0004027] Version 1.
NPWS (2011) Conservation Objectives for Slaney River Valley SAC [IE0000781] Version 1.
NPWS (2021) Conservation Objectives for Ballyprior Grassland SAC [IE0002256] Version 1.
NPWS (2024) Conservation Objectives for Mid-Waterford Coast SPA [IE0004193] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SAC [IE0000697] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SPA [IE0004033] Version 1.
NPWS (2021) Conservation Objectives for Comeragh Mountains SAC [IE0001952] Version 1.
NPWS (2024) Conservation Objectives for Seas off Wexford SPA [IE0004237] Version 1.
NPWS (2025) Conservation Objectives for Hook Head SAC [IE0000764] Version 2.
NPWS (2016) Conservation Objectives for Knockacoller Bog SAC [IE0002333] Version 1.
NPWS (2016) Conservation Objectives for Coolrain Bog SAC [IE0002332] Version 1.

[10] Special Areas of Conservation with groundwater sensitive Qualifying Interests
[11] Source: EPA datasets on waterways in Ireland. Available here.

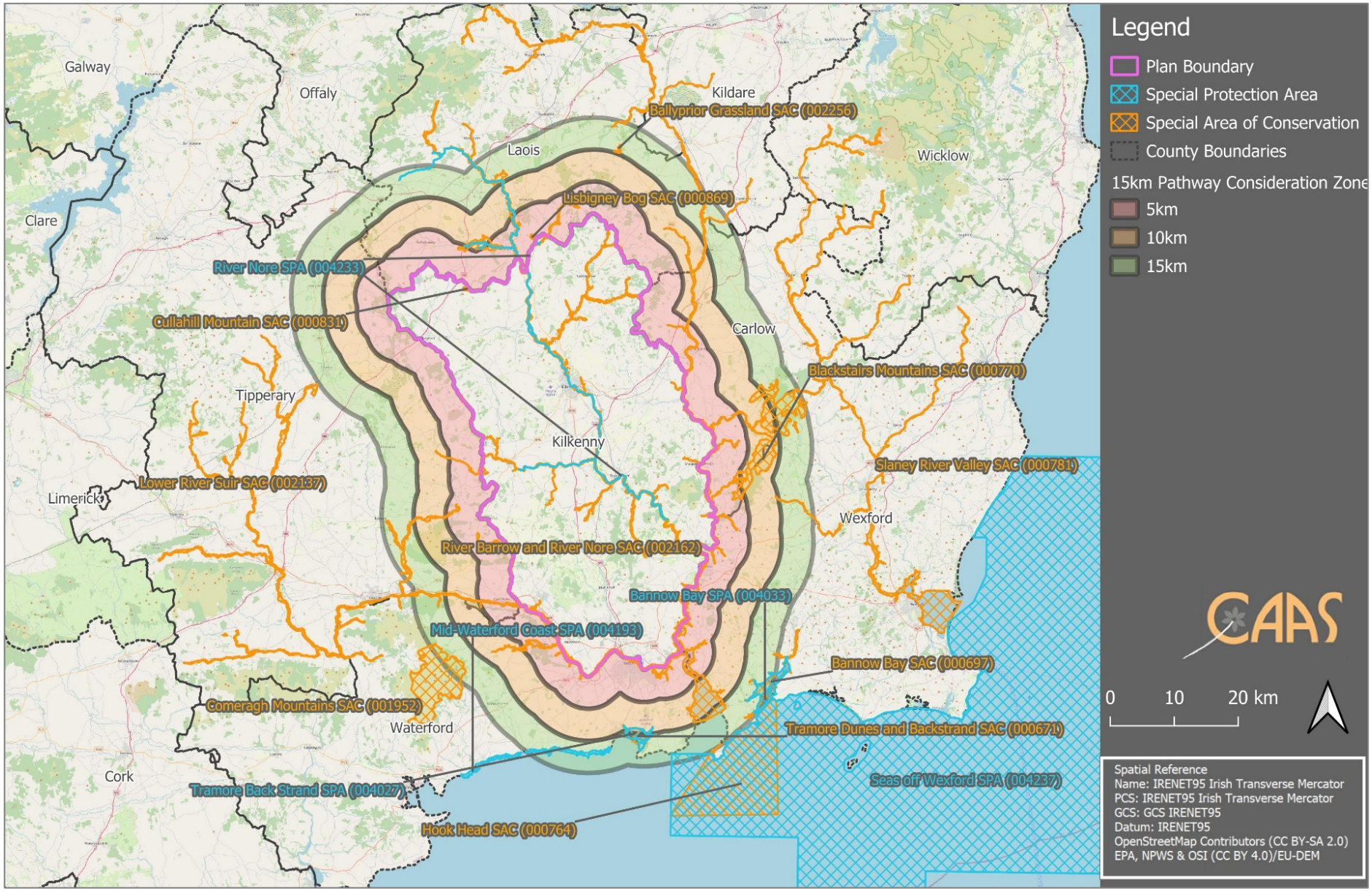

Figure 3.1 European sites within a 15 km radius of County Kilkenny[12]

[12] Source: NPWS data on protected sites. Available here.

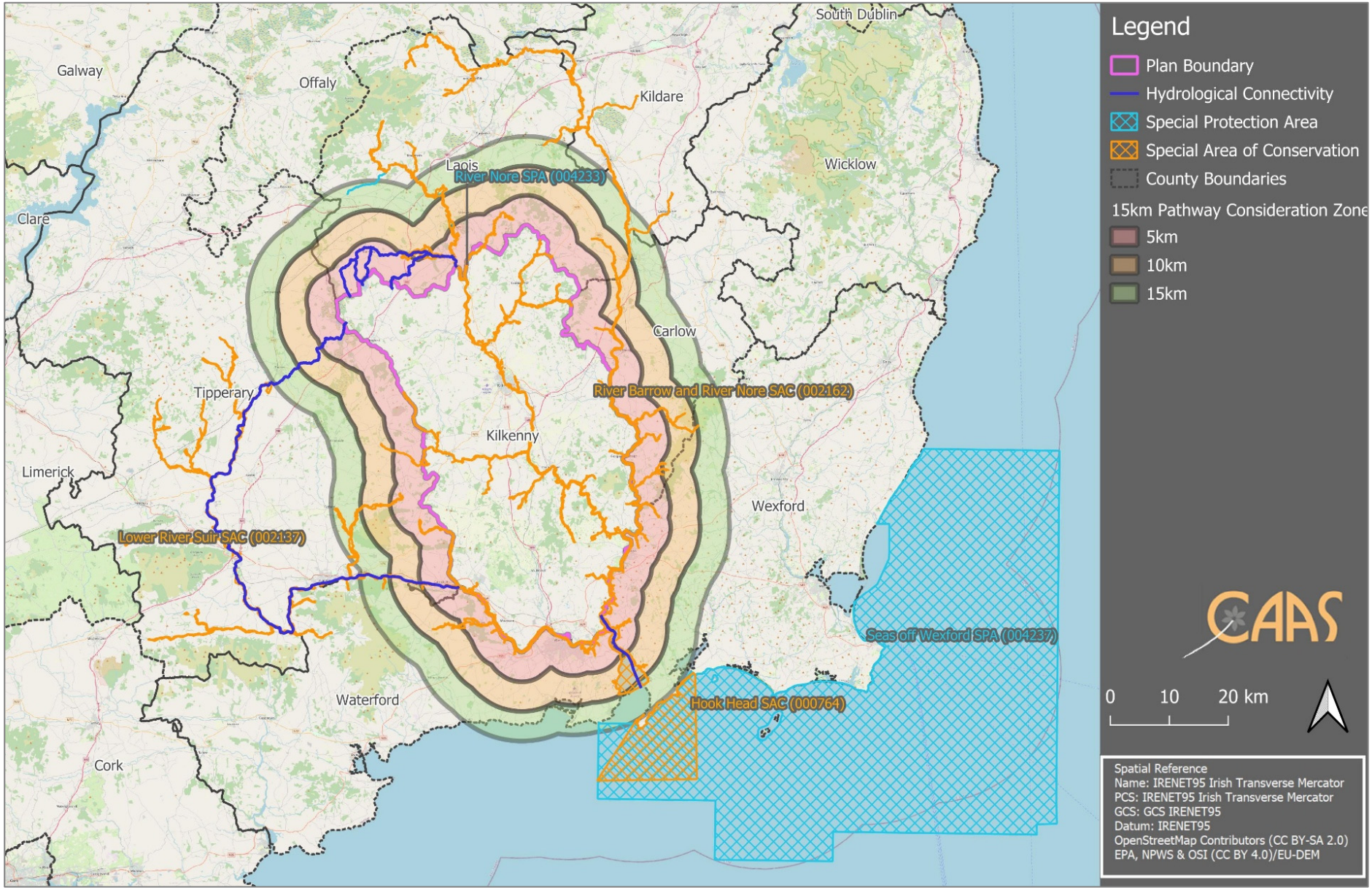

Figure 3.2 European sites[13] with surface hydrological connectivity with County Kilkenny[14]

[13] Special Areas of Conservation and/or Special Protection Areas with hydrologically sensitive Qualifying Interests or Special Conservation Interests
[14] Source: NPWS data on protected sites. Available here.

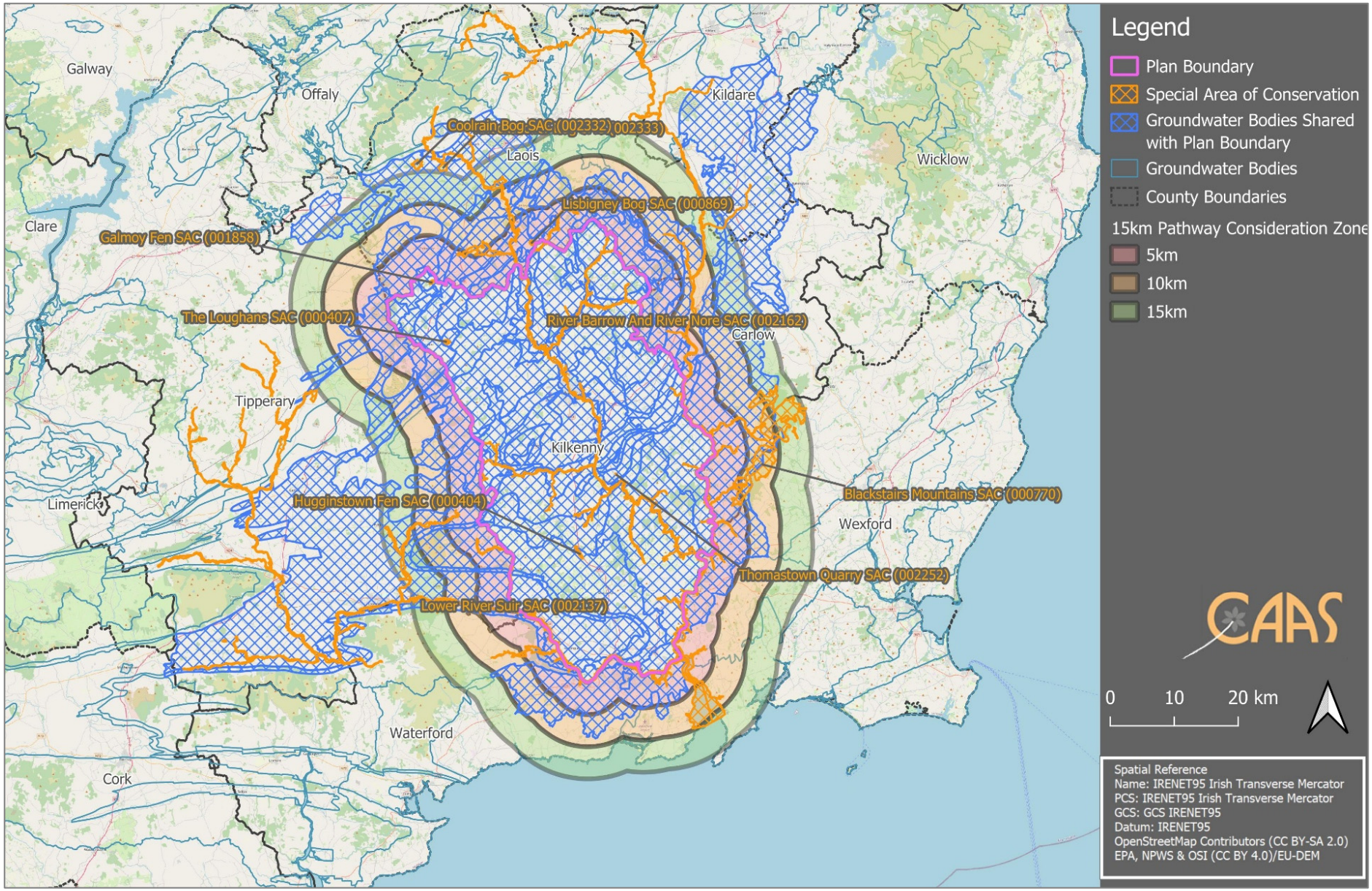

Figure 3.3 European sites[15] with shared groundwater bodies with County Kilkenny[16]

[15] Special Areas of Conservation and/or Special Protection Areas with groundwater sensitive Qualifying Interests
[16] Source: NPWS data on protected sites. Available here.

3.3 Elements of the Variation with Potential to Give Rise to Significant Effects

As outlined in the European Commission Environment DG document *"Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC"*[17] outlines the types of effects that may occur at European sites. These include effects from the following:

- Land take
- Resource Requirements (Drinking Water Abstraction Etc.)
- Emissions (Disposal to Land, Water or Air)
- Excavation Requirements
- Transportation Requirements
- Duration of Construction, Operation, Decommissioning

These are considered when identifying potential sources for effects within the Variation, in the context of ecological connectivity and relationship of the Ferrybank-Belview Framework Plan area to European sites.

The Overall Vision for Ferrybank-Belview is for "A thriving, climate resilient community, focussed on its residents, serving as an essential neighbourhood in a regional city, characterised by compact, sustainable social and economic activity."

Elements of the Variation (as described in Section 2) that present sources with pathways for potential significant effects to European sites are:

- The Variation's provisions, including those relating to economic development and retail, Belview Port, industry, communities, heritage and environment, tourism, movement and active travel, and infrastructure, which introduce sources for potential effects through construction phase such as habitat loss, air and noise pollution, disturbance effects and hydrological interactions through surface hydrological connectivity and/or shared groundwater sources (Figure 3.3);
- Loading pressures from the operational phase of developments – these sources could result in habitat loss/fragmentation, air and noise pollution, disturbance effects and interactions with water quality (surface and/or groundwater); and
- Increases in visitor numbers to ecologically sensitive areas during the operational phase of developments which have potential to introduce sources for significant effects, such as recreational and tourism developments.

3.3.1 Other types of Potential Effects

The 2021 European Commission guidance[17] provides the following examples of potential changes that can occur at a designated site, which may result in effects on the integrity and function of that site:

- Loss/reduction of habitat area;
- Habitat type or species fragmentation;
- Disturbance to key species;
- Reduction in species density; and
- Changes in key indicators of conservation value (water quality etc.).

All potential changes, such as the above, that could occur to European sites as a result of the implementation of the Variation's objectives are considered in Table 4.1, with reference to the QIs/ SCIs of all of the European sites brought forward from Stage 1 Screening (Section 3).

3.4 Screening of European Sites

Table 3.1 below considers the potential source(s) for effect identified in the Variation in Section 3.3, in the context of pathways identified to each European site considered in this report, and the sensitivities and threats to the QIs and SCIs of those European sites (detailed in Appendix I) i.e., receptors, and discusses whether: there is potential for likely significant effects on European sites, and the application of mitigation measures in a Natura Impact Report is required.

[17] Article 6(3) and (4) of the Habitats Directive 92/43/EEC, European Commission Notice, Journal of the European Union, 2021.

Table 3.1 Screening of European sites

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
000831	Cullahill Mountain SAC	Within	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this site is sensitive to direct land use management activities and disturbance effects. There are pathways for potential effect via direct land use management and disturbance; however, given the nature of the Variation and the distance involved, there are no sources with a likelihood for significant effects to this SAC with regard to via direct land use management and disturbance effects. There is no direct surface hydrological connection between the Framework Plan area and this SAC, and thus no pathways for effects in that regard. Therefore, considering the QIs of this SAC and the nature of the Variation No. 6, and lack of sources with pathways for likely significant effects between the Framework Plan area and this European site; no further assessment is required.	No
001858	Galmoy Fen SAC	Within	Alkaline fens [7230]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site. There is a shared groundwater body, "Mullinavat", between the Framework Plan area and this European site. Considering groundwater interactions: groundwater is reliant on and interacts with a myriad of hydrogeological and landscape characteristics[19], and has been shown to be heavily influenced by the direct management of soil, rivers and streams[20]. It has also been shown that the effects from groundwater contaminants are diluted through volume of water[21]. Considering the nature of the Variation, the distances involved and the significant dilution factor, there are no sources with pathways for likely significant effects via groundwater interactions as a result of the implementation of the Variation. Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
000404	Hugginstown Fen SAC	Within	Alkaline fens [7230]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QI of this SAC in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site. There is a shared groundwater body, "Mullinavat", between the Framework Plan area and this European site. Considering groundwater interactions: groundwater is reliant on and interacts with a myriad of hydrogeological and landscape characteristics[22], and has been shown to be heavily influenced by the direct management of soil, rivers and streams[23]. It has also been shown that the effects from groundwater contaminants are diluted through volume of water[24]. Considering the nature of the Variation, the distances involved and the significant dilution factor, there are no sources with pathways for likely significant effects via groundwater interactions as a result of the implementation of the Variation.	No

[18] For the purposed of this report (i.e., an assessment of a Proposed Variation to the Kilkenny City and County Development Plan), this is the distance of each European site from the County Kilkenny boundary, and not from the Ferrybank-Belview Framework Plan area.
[19] Wehncke, E.V. & Mariano, N.A., 2021. Groundwater and Its Role in Maintaining the Ecological Functions of Ecosystems—A Review. *Intensified Land and Water Use: A Holistic Perspective of Local to Regional Integration*, pp.55-86.
[20] Silva, A.C.F. *et al.* 2012. Estuarine biodiversity as an indicator of groundwater discharge. *Estuarine, Coastal and Shelf Science*, *97*, pp.38-43.
[21] Lasagna, M. *et al.* 2013. Effect of the dilution process on the attenuation of contaminants in aquifers. *Environmental earth sciences*, *70*(6), pp.2767-2784.
[22] Wehncke, E.V. & Mariano, N.A., 2021. Groundwater and Its Role in Maintaining the Ecological Functions of Ecosystems—A Review. *Intensified Land and Water Use: A Holistic Perspective of Local to Regional Integration*, pp.55-86.
[23] Silva, A.C.F. *et al.* 2012. Estuarine biodiversity as an indicator of groundwater discharge. *Estuarine, Coastal and Shelf Science*, *97*, pp.38-43.
[24] Lasagna, M. *et al.* 2013. Effect of the dilution process on the attenuation of contaminants in aquifers. *Environmental earth sciences*, *70*(6), pp.2767-2784.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
				Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
002137	Lower River Suir SAC	Within	Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], Otter *(Lutra lutra)* [1355], Twaite shad *(Alosa fallax)* [1103], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Brook lamprey *(Lampetra planeri)* [1096], Sea lamprey *(Petromyzon marinus)* [1095], Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Atlantic salmon *(Salmo salar)* [1106], Taxus baccata woods of the British Isles [91J0], River lamprey *(Lampetra fluviatilis)* [1099], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], White-clawed crayfish *(Austropotamobius pallipes)* [1092]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to direct land use management activities, groundwater and hydrological interactions. There are sources for potential effect via direct land use management as this SAC runs adjacent to the southern boundary of the Framework Plan area. This European site is designated for hydrologically sensitive (surface and groundwater) sensitive habitats and species. This SAC shares a groundwater body with the Framework Plan area, and the SAC is within the Framework Plan area. In addition, this site has direct surface hydrological connectivity with the Framework Plan area via the following watercourses: River Suir, and the Ferrybank, Abbeylands, Rathpatrick, Gorteens and Luffany streams, which are part of the IE_SE_16L680750[25] network. Due to the direct relationship between this site and the Framework Plan area, and the nature of the Variation, there are sources for potential effect via direct land use management, groundwater interactions and surface hydrological interactions. Therefore, sources with pathways for likely significant effects to this European site resulting from the implementation of the Variation have been identified. As a result, further consideration is required under Article 6(3) of the Habitats Directive and Stage 2 AA is required.	Yes
002162	River Barrow and River Nore SAC	Within	Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Reefs [1170], Mudflats and sandflats not covered by seawater at low tide [1140], Twaite shad *(Alosa fallax)* [1103], Estuaries [1130], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Killarney fern *(Trichomanes speciosum)* [1421], Petrifying springs with tufa formation *(Cratoneurion)* [7220], Otter *(Lutra lutra)* [1355], River lamprey *(Lampetra fluviatilis)* [1099], Salicornia and other annuals colonising mud and sand [1310], Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], European dry heaths [4030], Brook lamprey *(Lampetra planeri)* [1096], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], White-clawed crayfish *(Austropotamobius pallipes)* [1092], Sea lamprey *(Petromyzon marinus)* [1095], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Atlantic salmon *(Salmo salar)* [1106], Old sessile oak woods with Ilex	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to direct land use management activities, groundwater and hydrological interactions. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. This European site is designated for hydrologically sensitive (surface and groundwater) habitats and species. This SAC shares a groundwater body with the Framework Plan area and has direct surface hydrological connectivity with the Framework Plan area via the River Suir. Due to the direct relationship between this site and the Framework Plan area, and the nature of the Variation, there are sources for potential effect via direct land use management, groundwater interactions and surface hydrological interactions. Therefore, sources with pathways for likely significant effects to this European site resulting from the implementation of the Variation have been identified. As a result, further consideration is required under Article 6(3) of the Habitats Directive and Stage 2 AA is required.	Yes

[25] Source: EPA datasets.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
			and Blechnum in the British Isles [91A0], Desmoulin`s whorl snail *(Vertigo moulinsiana)* [1016]		
004233	River Nore SPA	Within	Kingfisher *(Alcedo atthis)* [A229]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the SCI of this SPA in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this site is sensitive to direct land use management activities, disturbance effects and hydrological interactions. There are no sources for potential effect via direct land use management as this SPA is outside of the Framework Plan area and there is no hydrological connectivity between the boundary to which the Variation relates and this SPA. SCI species are sensitive to disturbance effects; in general distances beyond 2 km are seen to be sufficient to preclude such effects[26,27]. These distances can vary due to factors such as species and/or time of year[28,29]. Considering the nature of the Variation and the significant distance between this European site and the Framework Plan area; there are no sources with a likelihood for significant effects to this SPA via disturbance effects. Considering the SCI of this SPA, the nature of the Variation and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SPA and no further assessment is required.	No
000849	Spahill and Clomantagh Hill SAC	Within	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QI of this SAC in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
000407	The Loughans SAC	Within	Turloughs [3180]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QI of this SAC in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
002252	Thomastown Quarry SAC	Within	Petrifying springs with tufa formation *(Cratoneurion)* [7220]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QI of this SAC in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site.	No

[26] Rudock, M. and Whitfield, D.P., 2007. A review of disturbance distances in selected bird species. A report from Natural Research (Projects) Ltd to Scottish Natural Heritage, 181.
[27] Bright, J.A., Langston, R. and Anthony, S., 2009. Mapped and written guidance in relation to birds and onshore wind energy development in England. Sandy: RSPB.
[28] Bötsch, Y., Tablado, Z. and Jenni, L., 2017. Experimental evidence of human recreational disturbance effects on bird-territory establishment. Proceedings of the Royal Society B: Biological Sciences, 284(1858), p.20170846.
[29] Goss-Custard, J.D., Hoppe, C.H., Hood, M.J. and Stillman, R.A., 2020. Disturbance does not have a significant impact on waders in an estuary close to conurbations: importance of overlap between birds and people in time and space. Ibis, 162(3), pp.845-862.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
				Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
000869	Lisbigney Bog SAC	0.14	Desmoulin`s whorl snail *(Vertigo moulinsiana)* [1016], Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae* [7210]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
000770	Blackstairs Mountains SAC	3.01	Northern Atlantic wet heaths with Erica tetralix [4010], European dry heaths [4030]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
000671	Tramore Dunes and Backstrand SAC	8.91	Embryonic shifting dunes [2110], Perennial vegetation of stony banks [1220], Fixed coastal dunes with herbaceous vegetation - grey dunes [2130], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Annual vegetation of drift lines [1210], Salicornia and other annuals colonising mud and sand [1310], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Shifting dunes along the shoreline with Ammophila arenaria - white dunes [2120], Mudflats and sandflats not covered by seawater at low tide [1140]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
004027	Tramore Back Strand SPA	8.92	Light-bellied Brent Goose *(Branta bernicla hrota)* [A046], Dunlin *(Calidris alpina)* [A149], Bar-tailed Godwit *(Limosa lapponica)* [A157], Grey Plover *(Pluvialis squatarola)* [A141], Black-tailed Godwit *(Limosa limosa)* [A156], Lapwing *(Vanellus vanellus)* [A142], Curlew *(Numenius arquata)* [A160], Golden Plover *(Pluvialis apricaria)* [A140], Wetland and Waterbirds [A999]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the SCIs of this SPA in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SPA is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SPA is outside of the boundary to which the Variation relates. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. SCI species are sensitive to disturbance effects; in general distances beyond 2 km are seen to be sufficient to preclude such effects[30,31]. These distances can vary due to factors such as species and/or time of year[32,33]. Given the distance between the	No

[30] Rudock, M. and Whitfield, D.P., 2007. A review of disturbance distances in selected bird species. A report from Natural Research (Projects) Ltd to Scottish Natural Heritage, 181.
[31] Bright, J.A., Langston, R. and Anthony, S., 2009. Mapped and written guidance in relation to birds and onshore wind energy development in England. Sandy: RSPB.
[32] Bötsch, Y., Tablado, Z. and Jenni, L., 2017. Experimental evidence of human recreational disturbance effects on bird-territory establishment. Proceedings of the Royal Society B: Biological Sciences, 284(1858), p.20170846.
[33] Goss-Custard, J.D., Hoppe, C.H., Hood, M.J. and Stillman, R.A., 2020. Disturbance does not have a significant impact on waders in an estuary close to conurbations: importance of overlap between birds and people in time and space. Ibis, 162(3), pp.845-862.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
				Framework Plan area and the SPA there are no pathways for disturbance effects identified. SCI species are also highly vagile and therefore may utilise ex-situ ecological resources which may have interactions with the Variation; however, at this scale, landscape characteristics and the availability of alternate resources ensure the local scale interactions with ex-situ resources are not likely to have significant effects on the SPA. Considering the SCIs of this SPA, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SPA. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
000781	Slaney River Valley SAC	9.55	River lamprey *(Lampetra fluviatilis)* [1099], Otter *(Lutra lutra)* [1355], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Twaite shad *(Alosa fallax)* [1103], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Brook lamprey *(Lampetra planeri)* [1096], Atlantic salmon *(Salmo salar)* [1106], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Mudflats and sandflats not covered by seawater at low tide [1140], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Sea lamprey *(Petromyzon marinus)* [1095], Estuaries [1130], Harbour seal *(Phoca vitulina)* [1365]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
002256	Ballyprior Grassland SAC	10.12	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QI of this SAC in view of its Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. Considering the QI of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
004193	Mid-Waterford Coast SPA	11.39	Cormorant *(Phalacrocorax carbo)* [A017], Peregrine falcon *(Falco peregrinus)* [A103], Herring Gull *(Larus argentatus)* [A184], Chough *(Pyrrhocorax pyrrhocorax)* [A346]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the SCIs of this SPA in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, This SPA is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SPA is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. SCI species are sensitive to disturbance effects; in general distances beyond 2 km are seen to be sufficient to preclude such effects[34,35]. These distances can vary due to factors such as species and/or time of year[36,37]. Given the distance between the Framework Plan area and the SPA there are no pathways for disturbance effects identified. SCI species are also highly vagile and therefore may utilise ex-situ ecological resources, which may have interactions with	No

[34] Rudock, M. and Whitfield, D.P., 2007. A review of disturbance distances in selected bird species. A report from Natural Research (Projects) Ltd to Scottish Natural Heritage, 181.
[35] Bright, J.A., Langston, R. and Anthony, S., 2009. Mapped and written guidance in relation to birds and onshore wind energy development in England. Sandy: RSPB.
[36] Bötsch, Y., Tablado, Z. and Jenni, L., 2017. Experimental evidence of human recreational disturbance effects on bird-territory establishment. Proceedings of the Royal Society B: Biological Sciences, 284(1858), p.20170846.
[37] Goss-Custard, J.D., Hoppe, C.H., Hood, M.J. and Stillman, R.A., 2020. Disturbance does not have a significant impact on waders in an estuary close to conurbations: importance of overlap between birds and people in time and space. Ibis, 162(3), pp.845-862.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
				the Variation; however, at this scale landscape, characteristics and the availability of alternate resources ensure the local scale interactions with ex-situ resources are not likely to have significant effects on the SPA. Considering the SCIs of this SPA, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SPA. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
000697	Bannow Bay SAC	11.49	Fixed coastal dunes with herbaceous vegetation - grey dunes [2130], Shifting dunes along the shoreline with Ammophila arenaria - white dunes [2120], Salicornia and other annuals colonising mud and sand [1310], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Mudflats and sandflats not covered by seawater at low tide [1140], Perennial vegetation of stony banks [1220], Annual vegetation of drift lines [1210], Estuaries [1130], Embryonic shifting dunes [2110], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Mediterranean and thermo-Atlantic halophilous scrubs *(Sarcocornetea fruticosi)* [1420]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
004033	Bannow Bay SPA	12.04	Lapwing *(Vanellus vanellus)* [A142], Black-tailed Godwit *(Limosa limosa)* [A156], Wetland and Waterbirds [A999], Bar-tailed Godwit *(Limosa lapponica)* [A157], Shelduck *(Tadorna tadorna)* [A048], Oystercatcher *(Haematopus ostralegus)* [A130], Light-bellied Brent Goose *(Branta bernicla hrota)* [A046], Golden Plover *(Pluvialis apricaria)* [A140], Knot *(Calidris canutus)* [A143], Redshank *(Tringa totanus)* [A162], Pintail *(Anas acuta)* [A054], Dunlin *(Calidris alpina)* [A149], Grey Plover *(Pluvialis squatarola)* [A141], Curlew *(Numenius arquata)* [A160]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the SCIs of this SPA in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SPA is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SPA is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. SCI species are sensitive to disturbance effects; in general distances beyond 2 km are seen to be sufficient to preclude such effects[38,39]. These distances can vary due to factors such as species and/or time of year[40,41]. Given the distance between the Framework Plan area and the SPA there are no pathways for disturbance effects identified. SCI species are also highly vagile and therefore may utilise ex-situ ecological resources which may have interactions with the Variation; however, at this scale, landscape characteristics and the availability of alternate resources ensure the local scale interactions with ex-situ resources are not likely to have significant effects on the SPA. Considering the SCIs of this SPA, the nature of the Variation, and lack of significant connectivity of European sites to the Variation, area, there are no pathways with a likelihood for significant effects on this SPA. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
001952	Comeragh Mountains SAC	12.50	Slender green feather-moss *(Hamatocaulis vernicosus)* [6216], European dry heaths [4030], Blanket bogs * if active bog [7130], Alpine and Boreal heaths [4060], Oligotrophic waters containing very few minerals of sandy plains *(Littorelletalia uniflorae)* [3110], Siliceous scree of the montane to snow levels *(Androsacetalia alpinae and Galeopsietalia ladani)* [8110], Northern Atlantic wet heaths with Erica	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site.	No

[38] Rudock, M. and Whitfield, D.P., 2007. A review of disturbance distances in selected bird species. A report from Natural Research (Projects) Ltd to Scottish Natural Heritage, 181.
[39] Bright, J.A., Langston, R. and Anthony, S., 2009. Mapped and written guidance in relation to birds and onshore wind energy development in England. Sandy: RSPB.
[40] Bötsch, Y., Tablado, Z. and Jenni, L., 2017. Experimental evidence of human recreational disturbance effects on bird-territory establishment. Proceedings of the Royal Society B: Biological Sciences, 284(1858), p.20170846.
[41] Goss-Custard, J.D., Hoppe, C.H., Hood, M.J. and Stillman, R.A., 2020. Disturbance does not have a significant impact on waders in an estuary close to conurbations: importance of overlap between birds and people in time and space. Ibis, 162(3), pp.845-862.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
			tetralix [4010], Siliceous rocky slopes with chasmophytic vegetation [8220], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Calcareous rocky slopes with chasmophytic vegetation [8210]	Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
004237	Seas off Wexford SPA	13.42	Manx Shearwater *(Puffinus puffinus)* [A013], Fulmar *(Fulmarus glacialis)* [A009], Black-headed Gull *(Chroicocephalus ridibundus)* [A179], Common Tern *(Sterna hirundo)* [A193], Gannet *(Morus bassanus)* [A016], Shag *(Phalacrocorax aristotelis)* [A018], Little Tern *(Sterna albifrons)* [A195], Arctic Tern *(Sterna paradisaea)* [A194], Red-throated Diver *(Gavia stellata)* [A001], Roseate Tern *(Sterna dougallii)* [A192], Kittiwake *(Rissa tridactyla)* [A188], Puffin *(Fratercula arctica)* [A204], Common Scoter *(Melanitta nigra)* [A065], Cormorant *(Phalacrocorax carbo)* [A017], Herring Gull *(Larus argentatus)* [A184], Lesser Black-backed Gull *(Larus fuscus)* [A183], Razorbill *(Alca torda)* [A200], Guillemot *(Uria aalge)* [A199], Mediterranean Gull *(Larus melanocephalus)* [A176], Sandwich Tern *(Sterna sandvicensis)* [A191]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the SCIs of this SPA in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SPA is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SPA is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. SCI species are sensitive to disturbance effects; in general distances beyond 2 km are seen to be sufficient to preclude such effects[42,43]. These distances can vary due to factors such as species and/or time of year[44,45]. Given the distance between the Framework Plan area and the SPA there are no pathways for disturbance effects identified. SCI species are also highly vagile and therefore may utilise ex-situ ecological resources which may have interactions with the Variation; however, at this scale landscape characteristicsat this scale, landscape characteristics and the availability of alternate resources ensure the local scale interactions with ex-situ resources are not likely to have significant effects on the SPA. Considering the SCIs of this SPA, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SPA. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No
000764	Hook Head SAC	14.81	Common Bottlenose Dolphin *(Tursiops truncatus)* [1349], Large shallow inlets and bays [1160], Harbour porpoise *(Phocoena phocoena)* [1351], Vegetated sea cliffs of the Atlantic and Baltic Coasts [1230], Reefs [1170]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to hydrological interactions, disturbance effects and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is a direct surface hydrological connection between the Framework Plan area and this site. Although the boundary of this SAC is almost 15 km downstream of the Framework Plan area, harbour porpoise and common bottlenose dolphin can travel upstream in estuarine environments, with distances depending on various factors such as tidal fluctuations and prey availability[46,47,48]. As a result, it cannot be excluded beyond doubt[7] that these QI species which are sensitive to disturbance and hydrological effect, could occupy areas in close proximity or adjacent to the Framework Plan area. Therefore, sources with pathways for likely significant effects to this European site resulting from the implementation of the Variation have been identified. As a result, further consideration is required under Article 6(3) of the Habitats Directive and Stage 2 AA is required.	Yes
002333	Knockacoller Bog SAC	15.10	Active raised bogs [7110], Depressions on peat substrates of the Rhynchosporion	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix	No

[42] Rudock, M. and Whitfield, D.P., 2007. A review of disturbance distances in selected bird species. A report from Natural Research (Projects) Ltd to Scottish Natural Heritage, 181.
[43] Bright, J.A., Langston, R. and Anthony, S., 2009. Mapped and written guidance in relation to birds and onshore wind energy development in England. Sandy: RSPB.
[44] Bötsch, Y., Tablado, Z. and Jenni, L., 2017. Experimental evidence of human recreational disturbance effects on bird-territory establishment. Proceedings of the Royal Society B: Biological Sciences, 284(1858), p.20170846.
[45] Goss-Custard, J.D., Hoppe, C.H., Hood, M.J. and Stillman, R.A., 2020. Disturbance does not have a significant impact on waders in an estuary close to conurbations: importance of overlap between birds and people in time and space. Ibis, 162(3), pp.845-862.
[46] Nachtsheim, D.A., Viquerat, S., Ramírez-Martínez, N.C., Unger, B., Siebert, U. and Gilles, A., 2021. Small cetacean in a human high-use area: Trends in harbor porpoise abundance in the North Sea over two decades. *Frontiers in Marine Science*, *7*, p.606609.
[47] Fury, C.A. and Harrison, P.L., 2011. Seasonal variation and tidal influences on estuarine use by bottlenose dolphins (Tursiops aduncus). *Estuarine, Coastal and Shelf Science*, *93*(4), pp.389-395.
[48] Wilson, R. (2022) 'Diurnal and tidal influence on the spatial distribution and surface activity of bottlenose dolphins (Tursiops truncatus) in the Shannon Estuary, Ireland', The Plymouth Student Scientist, 15(2), pp.102-126.

Site Code	Site Name	Distance [18] (km)	Qualifying Feature	Analysis for Likely Significant Effects	Likelihood of Significant Effects
			[7150], Degraded raised bogs still capable of natural regeneration [7120]	I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	
002332	Coolrain Bog SAC	15.35	Degraded raised bogs still capable of natural regeneration [7120], Depressions on peat substrates of the Rhynchosporion [7150], Active raised bogs [7110]	The Variation provides a framework for land use development and activities with potential for construction and operation source effects throughout the Framework Plan area. Considering the QIs of this SAC in view of their Conservation Objectives (see Appendix I for more information), and the nature of the Variation, this SAC is sensitive to groundwater interactions, hydrological interactions and direct land use management activities. There are no sources for potential effect via direct land use management as this SAC is outside of the Framework Plan area. There is no direct surface hydrological connection between the Framework Plan area and this site and there is no shared groundwater body between the Framework Plan area and this European site. Considering the QIs of this SAC, the nature of the Variation, and lack of significant connectivity of European sites to the Framework Plan area, there are no pathways with a likelihood for significant effects on this SAC. Thus, there are no sources with pathways for likely significant effects foreseen and no further assessment is required.	No

3.5 Screening for AA Conclusion

The potential effects that could arise from the Variation were examined in the context of several factors that could result in likely significant effects to any European site. On the basis of the findings presented above, it was demonstrated that Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027:

- Is not directly connected with or necessary to the management of any European site; and
- May, if unmitigated, have likely significant effects on the following 3 (no.) European sites:

Site Code	Site Name
002137	Lower River Suir SAC
002162	River Barrow and River Nore SAC
000764	Hook Head SAC

Therefore, under Article 6(3) of the Habitats Directive, a Stage 2 AA was demonstrated as being required for Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027. Section 4 of this report provides information in order to inform the competent authority on carrying out Stage 2 AA. An AA Screening Determination undertaken by the planning authority is provided at Figure 3.4.

Comhairle Chontae Chill Chainnigh
Halla an Chontae Sraid Eoin Cill Chainnigh
R95 A39T

Pobail agus Áiteanna Inbhuanaithe a Chruthú

Kilkenny County Council
County Hall John Street Kilkenny
R95 A39T

Creating Sustainable Communities and Places

Screening for Appropriate Assessment Determination
under
Section 177U of the Planning and Development Act 2000, as amended,
for the
Emerging Proposed Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 (as varied)

In order to comply with the requirements of the Planning and Development Act 2000, as amended, this determination is being made by Kilkenny County Council relating to the potential for the emerging Proposed Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 as varied to have likely significant effects on any European Site.

In making the determination that Appropriate Assessment (AA) is required, the information on the likely significant effects, if unmitigated, on European Sites arising from the emerging Proposed Variation has been taken into account (this information will be placed on public display in an AA Natura Impact Report alongside the Proposed Variation).

The screening process has concluded that an AA of the Proposed Variation is required, as the Proposed Variation: is not directly connected with or necessary to the management of European Sites; and may, on the basis of objective information, individually, or in combination with other plans and projects, if unmitigated, have likely significant effects on 3 (no.) European Sites as follow:

Site Code	Site Name
002137	Lower River Suir SAC
002162	River Barrow and River Nore SAC
000764	Hook Head SAC

The Proposed Variation provides a framework for the sustainable development of Ferrybank-Belview. Elements of the Proposed Variation that present sources with pathways for potential significant effects to European sites are:

- The Proposed Variation's provisions, including those relating to economic development and retail, Belview Port, industry, communities, heritage and environment, tourism, movement and active travel, and infrastructure, which introduce sources for potential effects through construction phase such as habitat loss, air and noise pollution, disturbance effects and hydrological interactions through surface hydrological connectivity and/or shared groundwater sources;
- Loading pressures from the operational phase of developments – these sources could result in habitat loss/fragmentation, air and noise pollution, disturbance effects and interactions with water quality (surface and/or groundwater); and
- Increases in visitor numbers to ecologically sensitive areas during the operational phase of developments which have potential to introduce sources for significant effects, such as recreational and tourism developments.

Therefore, Stage 2 AA (including the preparation of the Natura Impact Report) is required for the emerging Proposed Variation.

The undersigned, having carefully considered the information referred to above agrees with and adopts the reasoning and conclusion presented above. The undersigned hereby determines pursuant to Section 177U of the Planning and Development Act 2000, as amended, and for the purposes of Article 6(3) of the Habitats Directive that it could not be excluded, on the basis of objective information, that the emerging Proposed Variation, individually, or in combination with other plans and projects would have a likely significant effect on 3 (no.) European sites. Therefore, an AA is required.

Signatory: Arlene O' Connor, A./ Senior Planner

Date: 15th July 2025

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Figure 3.4 Screening for Appropriate Assessment Determination

Section 4 Informing Stage 2 Appropriate Assessment

4.1 Introduction

This Natura Impact Report is compiled to inform the competent authority on Stage 2 of the AA process, and in assessing whether the Variation, alone, or in-combination with other plans, programmes, and/or projects, may result in adverse effects on the integrity of the 3 (no.) European sites brought forward from screening (for more information refer to Section 3 above) – i.e., those sites considered in Table 3.1, for which a "Likelihood of Significant Effects" and/or "Likelihood for Significant In-Combination Effects" has been identified, with respect to site structure, function, Qualifying Interests, Special Conservation Interests, and Conservation Objectives of each European site considered, namely:

Site Code	Site Name
002137	Lower River Suir SAC
002162	River Barrow and River Nore SAC
000764	Hook Head SAC

4.2 Characterisation of European sites Potentially Affected

The screening for AA process (for more information refer to Section 3 above) identified 3 (no.) European sites with pathway receptors for potential effects arising from the implementation of the Variation. Appendix I characterises the 3 (no.) European sites brought forward from Stage 1 in context of this site's Qualifying Interests, Special Conservation Interests, and Conservation Objectives (as provided by the NPWS[49]).

Table 4.1 below considers the potential adverse effects identified resulting from the implementation of the Variation in the context of the application of tailored mitigation measures. These mitigation measures are designed to address the sources for effect identified to the European site brought forward to ensure that there is no adverse effect to the QIs, in view of their Conservation Objectives and sensitivities (Appendix I). The full list of mitigation measures contained within the Variation, which address the potential effects identified in this report (see Section 3.3), are provided in Section 5.

4.3 In combination effects

Article 6(3) of the Habitats Directive requires AA to consider other plans or programmes that might, in combination with the plan or project, have the likelihood for potential significant effects on European sites. Appendix II outlines a selection of plans or projects that may interact with the Variation to cause in-combination effects on European sites, such as the: County Kilkenny Biodiversity Action Pan 2025-2030, Kilkenny Local Authority Climate Action Plan 2024-2029, and Kilkenny County Council Noise Action Plan 2024-2028.

All projects within County Kilkenny and its receiving environment will be considered in combination with any and all lower tiers projects that may arise due to the implementation of the Variation. Given the uncertainties that exist with regard to the scale and location of developments facilitated by the Variation, it is recognised that the identification of in-combination effects is limited and that the assessment of in-combination effects will need to be undertaken in a more comprehensive manner at the project-level. Additional information on the relationship with other plans and programmes is provided at Appendix II.

[49] NPWS datasets on European sites available here.

Table 4.1 Application of Mitigation Measures for Potential Adverse Effects

Site Code	Site Name	Qualifying Interests	Analysis of Site Sensitivities against Potential Significant Effects and Mitigation Measures
002137	Lower River Suir SAC	Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Brook lamprey *(Lampetra planeri)* [1096], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Twaite shad *(Alosa fallax)* [1103], Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], Atlantic salmon *(Salmo salar)* [1106], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Otter *(Lutra lutra)* [1355], River lamprey *(Lampetra fluviatilis)* [1099], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Sea lamprey *(Petromyzon marinus)* [1095], White-clawed crayfish *(Austropotamobius pallipes)* [1092], Taxus baccata woods of the British Isles [91J0]	The known threats and pressures to this site are: cultivation, discharges; dykes and flooding defence in inland water systems; reclamation of land from sea, estuary or marsh; invasive non-native species; sylviculture; forestry; fertilization; port areas; urbanised areas; human habitation; pollution to surface waters (limnic & terrestrial, marine & brackish); landfill and land reclamation; and drying out. These threats and pressures relate to: invasive species; direct land use management; flood risk management; pollution; forestry; waste; human habitation; built environment; and port areas. Considering the sensitivities of this SAC's QI habitats and species and their Conservation Objectives (Appendix I), the connectivity to the Ferrybank-Belview Framework Plan area, and the potential sources for effects identified in the Variation (see section 3.3), the Variation presents sources with pathways for potential adverse effects to this SAC from all of the threats and pressures summarised above as a result of its implementation. To address the potential source(s) for effect(s) to this SAC that have been identified in this report, and the threats and pressures posed to this European site from the Variation as identified above; the following mitigation measures have been integrated into the Framework Plan to ensure that no adverse effects occur to this European site as a result of the implementation of the Variation: • No direct land take or habitat loss will occur due to the implementation of the Variation either within any European sites or any connectivity corridors necessary to support the ecological integrity of the site due to text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The local amenity use of sites and tourism is encouraged throughout the Variation but with due consideration for sustainability, local biodiversity and European sites through: text from Section 5.7 Land Use Zones, HE5 and text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The management of invasive species occurrence and risk is accounted for in the Variation via text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The Variation also provides for the appropriate management of identified flood risk zones and measures to mitigate against flood risk within the Ferrybank-Belview Framework Plan area via objectives such as: text from Section 5.7 Land Use Zones, INF1, INF-DM4 and INF-DM5. • Provision for the protection of surface water bodies and waterways in the Ferrybank-Belview Framework Plan area are adequately provided for via measures such as: HE4, HE5, text from Section 1.2 "Plan Status"/Core Strategy Objective CS1 and text from Section 13.1.3 "Surface Water & Flood Management (Kilkenny County Council)". • The appropriate management and regulation of SEVESO sites within the Ferrybank-Belview Framework Plan areas are provided for via measures such as INF-DM7. • The sustainable management of the forestry sector withing the Ferrybank-Belview Framework Plan area with particular regards to water quality and ecological sensitivities is provided for in the Variation through text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • Appropriate and regulated waste management is regarded within the Variation sufficiently via text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The development of the Ferrybank-Belview Framework Plan area's built environment, with appropriate regard to the ecological sensitivities of the Ferrybank-Belview Framework Plan area, and areas that are notable ecologically sensitive but simultaneously present large opportunities for strategic development, such as Belview Port, is provided for in the Variation via measures such as: BPIA3, BPIA6 and Development Management Standard BIA-DM1. For further details in relation to mitigation measures please refer to Section 5 below.
002162	River Barrow and River Nore SAC	Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], White-clawed crayfish *(Austropotamobius pallipes)* [1092], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Nore Pearl Mussel *(Margaritifera durrovensis)* [1990], Otter *(Lutra lutra)* [1355], Brook lamprey *(Lampetra planeri)* [1096], Estuaries [1130], Salicornia and other annuals colonising mud and sand [1310], Twaite shad *(Alosa fallax)* [1103], Sea lamprey *(Petromyzon marinus)* [1095], Petrifying springs with tufa formation *(Cratoneurion)* [7220], Atlantic salmon *(Salmo salar)* [1106], European dry heaths [4030],	The known threats and pressures to this site are: removal of hedges and copses or scrub; agricultural intensification; sand and gravel quarries; industrial or commercial areas; use of fertilizers (forestry); port areas; changes in abiotic conditions; leisure fishing; forest replanting (native trees); dykes and flooding; defence in inland water systems; intensive cattle grazing; invasive non-native species; fishing and harvesting aquatic resources; netting; peat extraction; forest and plantation management & use; reduction in migration or migration barriers; dredging or removal of limnic sediments; modifying structures of inland water courses; forestry activities not referred to above; pollution to surface waters (limnic & terrestrial, marine & brackish); erosion; human induced changes in hydraulic conditions; intensive fish farming; intensification; and water abstractions from surface waters. These threats and pressures relate to: pollution; direct land use management; port areas; forestry; aquaculture; water abstraction; invasive species; hydrological changes; agriculture; land take; extractive industry; built environment; urbanisation; and amenity and leisure activities. Considering the sensitivities of this SAC's QI habitats and species and their Conservation Objectives (Appendix I), the connectivity to the Ferrybank-Belview Framework Plan area, and the potential sources for effects identified in the Variation (see section 3.3), the Variation presents sources with pathways for potential adverse effects to this SAC from the following threats and pressures summarised above as a result of its implementation: pollution; port areas; forestry; aquaculture; invasive species; hydrological changes; agriculture; land take; built environment; urbanisation; and amenity and leisure activities. Due to the nature of the Variation, the objectives proposed therein, and the receiving environment of the Ferrybank-Belview Framework Plan area, there are no sources for effect posed from the following threats and pressures listed above as a result of the implementation of the Variation: direct land use management, water abstraction and the extractive industry.

Site Code	Site Name	Qualifying Interests	Analysis of Site Sensitivities against Potential Significant Effects and Mitigation Measures
		River lamprey *(Lampetra fluviatilis)* [1099], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Killarney fern *(Trichomanes speciosum)* [1421], Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Mudflats and sandflats not covered by seawater at low tide [1140], Reefs [1170], Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Desmoulin`s whorl snail *(Vertigo moulinsiana)* [1016]	To address the potential source(s) for effect(s) to this SAC that have been identified in this report, and the threats and pressures posed to this European site from the Variation as identified above; the following mitigation measures have been integrated into the Framework Plan to ensure that no adverse effects occur to this European site as a result of the implementation of the Variation: • No direct land take or habitat loss will occur due to the implementation of the Variation either within any European sites or any connectivity corridors necessary to support the ecological integrity of the site, due to text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • Provision for the protection of surface water bodies and waterways in the Ferrybank-Belview Framework Plan area are adequately provided for via measures such as: HE4, HE5 and text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The appropriate management and regulation of SEVESO sites within the Ferrybank-Belview Framework Plan areas are provided for via measures such as INF-DM7. • The development of the Ferrybank-Belview Framework Plan area's built environment, with appropriate regard to the ecological sensitivities of the Ferrybank-Belview Framework Plan area, and areas that are notable ecologically sensitive but simultaneously present large opportunities for strategic development such as Belview Port, is provided for in the Variation via measures such as: BPIA3, BPIA6 and BIA-DM1. • The sustainable management of the forestry, agricultural and fishing / aquaculture sectors withing the Ferrybank-Belview Framework Plan area is provided for in the Variation through text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The management of invasive species occurrence and risk is accounted for in the Variation via text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • Provision for the protection of surface water bodies and waterways in the Ferrybank-Belview Framework Plan area are adequately provided for via measures such as: HE4, HE5, text from Section 1.2 "Plan Status"/Core Strategy Objective CS1 and text from Section 13.1.3 "Surface Water & Flood Management (Kilkenny County Council)". • The local amenity use of sites and tourism is encouraged throughout the Variation but with due consideration for sustainability, local biodiversity and European sites through measures such as: HE8, HE5, text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. For further details in relation to mitigation measures please refer to Section 5 below.
000764	Hook Head SAC	Reefs [1170], Large shallow inlets and bays [1160], Vegetated sea cliffs of the Atlantic and Baltic Coasts [1230], Common Bottlenose Dolphin (*Tursiops truncates*) [1349], Harbour Porpoise (*Phocoena phocoena)* [1351]	The known threats and pressures to this site are: dumping; depositing of dredged deposits; fishing and harvesting aquatic resources; erosion; scuba diving; snorkelling; marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species; and geotechnical surveying. These threats and pressures relate to: land take; amenity and leisure activities; research activities; aquaculture; direct land use management; waste; and pollution. Considering the sensitivities of this SAC's QI habitats and species and their Conservation Objectives (Appendix I), the connectivity to the Ferrybank-Belview Framework Plan area, and the potential sources for effects identified in the Variation (see section 3.3), the Variation presents sources with pathways for potential adverse effects to this SAC from the following threats and pressures summarised above as a result of its implementation: amenity and leisure activities; aquaculture; waste; and pollution. Due to the nature of the Variation, the objectives proposed therein, and the receiving environment of the Ferrybank-Belview Framework Plan area, there are no sources for effect posed from the following threats and pressures listed above as a result of the implementation of the Variation: land take, research activities and direct land use management. To address the potential source(s) for effect(s) to this SAC that have been identified in this report, and the threats and pressures posed to this European site from the Variation as identified above; the following mitigation measures have been integrated into the Framework Plan to ensure that no adverse effects occur to this European site as a result of the implementation of the Variation: • No direct land take or habitat loss will occur due to the implementation of the Variation either within any European sites or any connectivity corridors necessary to support the ecological integrity of the site, due to text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • The local amenity use of sites and tourism is encouraged throughout the Variation but with due consideration for sustainability, local biodiversity and European sites through measures such as: HE8, HE5, text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. • Provision for the protection of surface water bodies and waterways in the Ferrybank-Belview Framework Plan area are adequately provided for via measures such as: HE4, HE5, text from Section 1.2 "Plan Status"/Core Strategy Objective CS1 and text from Section 13.1.3 "Surface Water & Flood Management (Kilkenny County Council)". • The appropriate management and regulation of SEVESO sites within the Ferrybank-Belview Framework Plan areas are provided for via measures such as INF-DM7, • Appropriate and regulated waste management is regarded within the Variation sufficiently via text from Section 1.2 "Plan Status"/Core Strategy Objective CS1. For further details in relation to mitigation measures please refer to Section 5 below.

Section 5 Mitigation Measures

This section outlines all mitigation measures that have been incorporated into Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027, in order to mitigate against potential adverse effects on European sites resulting from the implementation of the Variation, as identified above.

These mitigation measures have been designed to ensure that there will be no effects on the ecological integrity of any European site resulting from the implementation of the Variation. The mitigation measures that are relevant to the protection of European sites resulting from the potential sources and pathways effects identified in Section 3 are identified in Table 5.1 and Table 5.2 below.

Table 5.1 Mitigation measures[50] for overarching ecologically sensitive components[51] identified[52]

Component	Mitigation measure(s)[53]
Natural heritage, biodiversity and National / European sites	**HE1** Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations as sites of local conservation interest. These are: • Wet Grassland (GS4) • Reed swamp (FS1) • Oak-Ash-Hazel woodland (WN2) • Riparian Woodland (WN5) • Mixed Broadleaved Woodland (WD1) **HE2** Protect and manage the tree groups/stands as identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations and secure TPOs where necessary/as appropriate.
Surface water courses, groundwater, peatlands and other wetlands	**Section 10.1.3 Nature Conservation outside of International and National Protected Areas** An area of Wet Grassland adjacent to the Grannyferry NHA has been identified as being of high value (see Figure 10.1). This area will continue to be zoned for Passive Open Space/Biodiversity conservation. One other area of important wetland habitat in Kilmurry has previously been identified. This Wet Grassland is important as it is unusual in the locality and contains an assemblage of species not found elsewhere. This area will continue to be zoned for Passive Open Space/Biodiversity conservation. **HE4** Protect existing wetlands from fill while encouraging the enhancement and restoration of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats. These include Grannyferry Wetlands (FS1) and the Luffany stream corridor to the east of Belview Port. **HE5** To investigate the possibility of wetland habitat creation on lands at Grannyferry and to consult with the NPWS at pre-planning stage in any development. Measures to ecologically enhance sites adjoining the wetland may include the provision of a tree line boundary between any development and the wetland, a reduction in gradient changes at the edges of the site and an emphasis on retaining the hydrological and topographical connectivity of the wetland. See also text from Section 11.1 Tourism. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan.[54] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **Section 13.1.3 Surface Water & Flood Management (Kilkenny County Council)** Applications for development under the Plan shall not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.
Management of water services, wastewater and implementation of SuDS[55]	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **INF-DM5** Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")

[50] Due to the high-level nature of Development Planning, one Plan objective/mitigation measure can address several sources for effect identified as requiring mitigation measures e.g., a objectives/mitigation measure providing for the protection of water quality could address potential sources for effects resulting from forestry activities and wastewater.
[51] Due to the high-level nature of Development Planning, a 'component' in the context of this report is a high-level ecological receptor that potential effects identified from the Plan could impact, such as 'natural heritage and biodiversity' and "surface water courses".
[52] Note that non-material changes to individual Plan provisions referenced in this report may be updated during the finalisation of the Plan, including numbering, formatting and graphic design.
[53] All of the measures included in this table address the protection of European sites in relation to the QIs/SCIs in view of their respective COs and the potential effects identified in the Plan.
[54] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.
[55] Sustainable Urban Drainage Systems

Table 5.2 Mitigation measures[56] for specific sources for potential effect[57] identified[58]

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Tourism and leisure activities	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [59] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **Section 11.1 Tourism** In the longer term, the Grannyferry wetlands at Grannagh could be an ideal location for a wildlife park, but this would require significant input from the National Parks and Wildlife Service. (See also objective HE5)
Green and blue infrastructure	**HE8** Complete the joint Blue Green Infrastructure Strategy in conjunction with Waterford City and County Council. This Strategy is required to be subject to its own Screening for AA and subsequent stages of AA as relevant.
Built environment and Belview Port	**Section 5.7 Housing** All proposed residential development must comply with the housing strategy contained in the Kilkenny CDP. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [60] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **BPIA3** Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity. **BPIA6** Work in conjunction with Uisce Éireann to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the Belview Industrial area and to seek extensions for the water and foul water networks to service the zoned lands sequentially. **BIA-DM1** Encourage appropriate screening of future developments in the Belview Industrial area. The following principles will be applied: • Existing woodlands and hedgerows must be retained and incorporated wherever feasible. • Landscaping schemes for any development should form an integral part of the overall development proposal. A woodland planting buffer of 15-20 metres will generally be required inside any industrial site boundary unless a suitable alternative mitigation measure is agreed with the Planning Authority. This landscape buffer will be required to be densely planted with a mix of coniferous and deciduous species. In all cases the Council encourages advance planting which it considers would be beneficial to ensure some plant maturation prior to construction. • Buildings and other structures shall be located so as to provide optimum screening and noise buffering to surrounding land-uses, particularly to existing residential properties. In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.

[56] Due to the strategic nature of the Development Plan and associated Proposed Variation, one measure can address several sources for effect identified as requiring mitigation measures e.g. a measure providing for the protection of water quality could address potential sources for effects resulting from forestry activities and wastewater.
[57] These potential sources for effects are determined based on the nature of the Development Plan, the ecological sensitives of the Framework Plan area, and connectivity to European sites.
[58] Note that non-material changes to individual Plan provisions referenced in this report may be updated during the finalisation of the Plan, including numbering, formatting and graphic design.
[59] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.
[60] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Flood Risk Management	**Section 5.7 Land Use Zones** Overriding Flood Risk-related Limitation on the above Land Use Zones There are a number of instances where Flood Risk Zones A and B overlap with a variety of the above land-use zoning objectives, including Open Space and Water Compatible Development. Uses under all zoning objectives shall be limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B. Detailed, site specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives.. **INF1** To adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities and associated Circular PL2/2014 follow the sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk. **INF2** Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas. **INF-DM3** Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not: • obstruct important flow paths • introduce a significant number of people into flood risk areas • entail the storage of hazardous substances • increase the risk of flooding elsewhere or • have adverse impacts or impede access to a water- course, floodplain or flood protection and management facilities **INF-DM4** Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard. **INF-DM5** Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")
Agriculture, Fishing and Forestry	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [61] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Invasive species	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [62] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Climate	**Section 5.8.2 Energy Efficiency** All proposed residential development must comply with the requirements of the Kilkenny CDP with regards to energy efficiency (section 11.12). **CA1** Ensure that policy objectives, Development Management Standards and actions outlined in this Plan support the delivery of all relevant climate action legislation, committments and targets, including the National Climate Action Plan, and the Kilkenny County Council Climate Action Plan 2024-2029 or any succeding plans.

[61] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.
[62] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Renewable Energy	**SO1** To contribute to achieving climate resilience and supporting the climate change action targets and commitments under the National Climate Plan 2024 by encouraging and facilitating a shift towards more sustainable travel modes and patterns; and increasing renewable energy production and use, including wind, solar, and bioenergy, both at macro and micro scales; facilitating the use of nature based solutions, and supporting a Green Energy hub at Belview. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [63] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Waste Management	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [64] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
SEVESO sites	**INF-DM7** The Council will consult with the Health & Safety Authority when assessing proposals for development of, in or near sites which are identified under the COMAH (Seveso III) Directive. Applications within 700m of Trans-stock will be referred to the HSA.

Table 5.3 Selection of Mitigation measures from the existing City and County Development Plan referred to in Tables 5.1 and 5.2

Mitigation measure(s)
Objective 1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive and ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 or any subsequent version, and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site. This will apply to all plans and projects whether public or private and across all sectors of development. Projects giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this Plan (either individually or in combination with other plans or projects)[65]. 7.6.1 Development Management Requirements: • Require that adequate provisions are made to accommodate free upstream and downstream migration of all fish in development proposals. 8.4.3 Riverside and Water sports Development Management Requirements The Council will normally only permit proposals for development associated with water sports adjacent to waterways and inland lakes where all the following criteria are met. • The proposed facilities are compatible with any existing use of the water, including nonrecreational uses; • It will not have adverse impacts on any Natura 2000 site, will not result in damage to sites of nature conservation importance or features of the archaeological and built heritage; • The development can be satisfactorily integrated into its landscape or townscape surroundings; • The development will not have an unacceptable impact on visual amenity, having regard to the landscape character assessment; and • The development will not result in over intensification of use leading to pollution, excessive noise and nuisance. 8.5.6 Floodlighting of Recreational Facilities The Council will normally only permit proposals for the floodlighting of recreational facilities where the amenities of adjacent residents will not be significantly impaired and the visual amenity and character of the locality will not be adversely affected.

[63] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.
[64] Refer to Table 5.3 for selection of measures from existing Kilkenny City and County Development Plan.
[65] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.)

Mitigation measure(s)
9.2.1.1 European Sites (Natura 2000) Visitor and Habitat Management The Council will seek to control the impact of visitor numbers in order to avoid significant effects including loss of habitat and disturbance, including ensuring that new any projects, such as greenways, are a suitable distance from ecological sensitivities, such as riparian zones. As per Section 1.3, all projects that may have a significant effect on any Natura 2000 site, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. Control measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities. Visitor/Habitat Management Plans will be required for projects as relevant and appropriate. Development Management Requirements - AAs for Recreation AAs for recreational projects that have the potential to affect the integrity of any European site shall demonstrate that potential direct, indirect and cumulative effects including in relation to the following issues, have been adequately mitigated, where they exist: • Hard infrastructure in riparian zones; • Increased recreational access; • Species and populations of conservation concern, such as Kingfisher and Otter where relevant; and • Water quality 9.2.1.5 Protected Plant and Animal Species The Planning Authority will consult with the National Parks and Wildlife Service (a) in respect of any proposed development where there is a possibility that such development may have an impact on a protected area of international or national importance, and (b) take account of any licensing requirements, when undertaking, or approving development which is likely to affect plant, animal or bird species protected by national or European legislation. The Council will protect and, where possible, enhance the natural heritage sites designated under EU legislation and national legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts). This protection will extend to any additions or alterations to sites that may arise during the lifetime of this plan. The Council will also protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI94 of 1999). Development Management Requirements: • Ensure that an ecological impact assessment is carried out, by suitably qualified professional(s), for any proposed development likely to have a significant impact on rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment. 9.2.2 Biodiversity Outside of Habitats Designated for Nature Conservation 9A Continue to identify and map habitats and green infrastructure of county importance, and raise awareness and understanding of the county's natural heritage and biodiversity identifying green corridors and measures to connect them. Development Management Requirements: • To ensure that development proposals, where relevant, improve the ecological coherence of the Natura 2000 network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the Habitats Directive. • To protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites. • To ensure that appropriate mitigation and/or compensation measures to conserve biodiversity, landscape character and green infrastructure networks are required in developments where habitats are at risk or lost as part of a development. 9.2.3 Green Infrastructure 9B To identify and map green infrastructure assets and sites of local biodiversity value over the lifetime of the Plan. Development Management Requirement: • Require all developments in the early pre-planning stage of the planning process to identify, protect and enhance ecological features and habitats, and making provision for local biodiversity (e.g. through protection of existing breeding sites, and provision of appropriate new infrastructure such as swift, bat and barn owl boxes, bat roost sites, green roofs, etc.) and provide links to the wider Green Infrastructure network as an essential part of the design process. 9.2.4 Geological Heritage The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites. In some locations, in consultation with landowners, it may be possible to access geological and geo-morphological features of interest, and the Council will support and facilitate this where appropriate. 9.2.5.1 Hedgerows The Council will promote the planting of native tree and shrub species, by committing to using native species (of local provenance wherever possible) in its landscaping work and on County Council property and maximise the opportunity to enhance biodiversity within the City & County during the life time of the plan. Development Management Requirements: • To protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character of the county, and to ensure that proper provision is made for their protection and management, when undertaking, approving or authorising development. • To ensure that when undertaking, approving or authorising development that sufficient information is provided to enable an assessment of impacts on woodlands, trees, and hedgerows. • To have regard to, and seek the conservation of identified trees and woodlands from a) the National Survey of Ancient and Long-Established Woodlands, b) the Tree Register of Ireland (c) sites of significance identified in the Kilkenny Woodlands Survey 1997, (d) the National Survey of Native Woodlands, and (e) Survey of Mature Trees in Kilkenny City and Environs, in the assessment of planning applications • To retain hedgerows, and other distinctive boundary treatment such as stone walls, when undertaking, authorising or approving development; where the loss of the existing boundary is unavoidable as part of development, to ensure that a new hedgerow is planted using native species, and species of local provenance to replace the existing hedgerow and/or that the wall is re-built using local stone and local vernacular design. • To discourage the felling of mature trees to facilitate development and, where appropriate make use of Tree Preservation Orders to protect important trees and groups of trees which may be at risk or have an amenity, biodiversity or historic value. • To require the planting of native broadleaved species, and species of local provenance, in new developments as appropriate. See Appendix G for a list of native trees and shrubs. Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'.

Mitigation measure(s)
9.2.6 Inland Waters- Rivers, Streams and Groundwater Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'. 9.2.7 Wetlands The Council will protect, manage and enhance the wetlands of the County having regard to the 'County Kilkenny Preliminary Wetland Survey, 2020' and subsequent surveys published during the lifetime of this plan. The Council will also ensure that there is an appropriate level of assessment in relation to proposals which involve draining, reclaiming or infilling of wetland habitats. 9.2.8 Peatlands The Council will protect peatlands from inappropriate development having regard to their amenity and biodiversity value and their visual sensitivity. 9.2.10 Invasive Species Development Management Requirements: • To require relevant development proposals to address the presence or absence of invasive alien species on proposed development sites and (if necessary) require applicants to prepare and submit an Invasive Species Management Plan where such a species exists to comply with the provisions of the European Communities (Birds and Natural Habitats) Regulations 2011-2015. • For proposals connected to surface water systems, risks associated with the spread of crayfish plague shall be considered and applicants should submit a crayfish plague management strategy where appropriate. 9.2.12 Landscape The Council will protect and sustainably manage the landscape character of County Kilkenny, having regard to the findings of the landscape character assessment and the Development Management Requirements as set out in this chapter for the sustainable development of the county and appropriate conservation of its landscape character. Development Management Requirement: • To ensure that development within the Landscape Character Areas of Brandon Hill Uplands and the River Valleys of the Nore, Barrow and Suir, which are highly scenic and visually pleasing, and of significant visual amenity value, are carefully sited and designed and can be successfully assimilated into the landscape. The Council will preserve and support the improvement of places or areas from which views or prospects of special amenity value exist, as identified in Appendix H and on Figure 9.2. Development Management Requirements: • To protect the landscape character, quality and local distinctiveness of County Kilkenny, and have regard to the guidance set out in the Landscape Character Assessment. • Where necessary, to require that applications are accompanied by a visual impact assessment, particularly in upland areas, river valleys and areas of greater sensitivity. • To facilitate appropriate development that reflects the scale, character and sensitivities of the local landscape throughout the county, and require that developments minimise the loss of natural features such as trees, hedgerows and stone walls. • To facilitate, where appropriate, developments that have a functional and locational natural resource requirement to be situated on steep or elevated sites (e.g. reservoir, telecommunications or wind energy structures) with reference to the appropriate County strategies currently in place, and to ensure that any residual adverse visual impacts are minimised or mitigated. • To ensure that development in upland areas or on steep slopes will not have a disproportionate or dominating visual impact (due to excessive bulk, scale or inappropriate siting) and will not significantly interfere or detract from scenic upland vistas, or when viewed from public areas, scenic routes, viewpoints or settlements. • To have particular regard to the potential impacts of new development on sensitive upland areas, and to materially consider the difficulty of establishing and maintaining screening vegetation when assessing development proposals in these areas. • To continue to permit development that can utilise existing structures and settlement areas whilst taking account of the local visual absorption opportunities provided by existing topography and prevailing vegetation and to direct new development whenever possible towards the vicinity of existing structures and mature vegetation in the Lowland Areas, River Valleys and Transitional Areas. • To recognise that in the Lowland Areas which are comprised of low lying open environments, tall and bulky development sometimes can have a disproportionate impact against the landscape particularly when viewed from the predominantly low lying areas of the public realm. Visually obtrusive and/or insensitive development shall be discouraged in such instances. • To ensure that development in the River Valleys will not adversely affect or detract from either protected views (see Appendix H) (especially from bridges) or distinctive linear sections of river valleys (especially open floodplains) when viewed from settlements. • To maintain the visual integrity of areas of greater sensitivity in the county and ensure that any development in these areas is appropriately sited and designed. Applicants shall demonstrate that the proposed development can be assimilated into the landscape and will not have a disproportionate visual impact on the landscape.

Section 6 Natura Impact Report Conclusion

This Natura Impact Report demonstrates that upon the inclusion of suitable mitigation measures, Variation No. 6 to be made[66] to the Kilkenny City and County Development Plan 2021-2027 (as varied) will not result in any adverse effects to the ecological integrity of 3 (no.) European sites; namely:

Site Code	Site Name
002137	Lower River Suir SAC
002162	River Barrow and River Nore SAC
000764	Hook Head SAC

The risks to the safeguarding and integrity of the Qualifying Interests, Special Conservation Interests and Conservation Objectives of the European sites identified has been addressed by the inclusion of mitigation measures into the Variation that will prioritise the avoidance of effects in the first place and mitigate against the identified potential significant effects where these cannot be avoided. In addition, all lower-level plans and projects arising through the implementation of the Variation will themselves be subject to AA/screening for AA when further details of design and location are known.

In-combination effects from interactions with other plans and projects are considered and the mitigation measures incorporated into the Variation are seen to be robust to ensure that there will be no significant effects as a result of the implementation of the Variation either alone or in-combination with other plans/projects.

Having incorporated mitigation measures into the Variation, it has been demonstrated that the Variation is not foreseen to give rise to any significant adverse effects to any designated European site, alone or in combination with other plans or projects[67]. This demonstration has been made in view of the Conservation Objectives of the habitats and/or species, for which these sites have been designated.

[66] Incorporating the Proposed Variation and all and any material alterations and associated modifications considered by the AA process.
[67] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:
a) no alternative solution available,
b) imperative reasons of overriding public interest for the plan to proceed; and
c) Adequate compensatory measures in place.

Appendix I Supporting information on European sites

European sites that have undergone assessment, including the qualifying features[68] and current threats

Site Code	Site Name	Qualifying Feature	Pressure Codes	Known Threats and Pressures
000404	Hugginstown Fen SAC	Alkaline fens [7230]	A08, B02, A04	Fertilisation, forest and plantation management & use, grazing
000407	The Loughans SAC	Turloughs [3180]	A08, A04, A04.01.01	Fertilisation, grazing, intensive cattle grazing
000671	Tramore Dunes and Backstrand SAC	Mudflats and sandflats not covered by seawater at low tide [1140], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Shifting dunes along the shoreline with Ammophila arenaria - white dunes [2120], Perennial vegetation of stony banks [1220], Fixed coastal dunes with herbaceous vegetation - grey dunes [2130], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Salicornia and other annuals colonising mud and sand [1310], Embryonic shifting dunes [2110], Annual vegetation of drift lines [1210]	G02.08, A04, I01, F02.03, E03, G01.02, E01, C01.01.02, F03.01, F02.03.01	Camping and caravans, grazing, invasive non-native species, leisure fishing, discharges, walking, horse-riding and non-motorised vehicles, urbanised areas, human habitation, removal of beach materials, hunting, bait digging or collection
000697	Bannow Bay SAC	Mudflats and sandflats not covered by seawater at low tide [1140], Estuaries [1130], Embryonic shifting dunes [2110], Salicornia and other annuals colonising mud and sand [1310], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Perennial vegetation of stony banks [1220], Annual vegetation of drift lines [1210], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Mediterranean and thermo-Atlantic halophilous scrubs *(Sarcocornetea fruticosi)* [1420], Fixed coastal dunes with herbaceous vegetation - grey dunes [2130], Shifting dunes along the shoreline with Ammophila arenaria - white dunes [2120]	F01.01, B01, X, J02.02, J02.11.01, G01.03.02, K01.01, D01.01, E03, I01, F02.03.01, E03.01, C01.01.02	Intensive fish farming, intensification, forest planting on open ground, no threats or pressures, removal of sediments (mud...), dumping, depositing of dredged deposits, off-road motorized driving, erosion, paths, tracks, cycling tracks, discharges, invasive non-native species, bait digging or collection, disposal of household or recreational facility waste, removal of beach materials
000764	Hook Head SAC	Reefs [1170], Harbour porpoise *(Phocoena phocoena)* [1351], Vegetated sea cliffs of the Atlantic and Baltic Coasts [1230], Common Bottlenose Dolphin *(Tursiops truncatus)* [1349], Large shallow inlets and bays [1160]	F02, J02.11.01, X, G01.07, K01.01	Fishing and harvesting aquatic resources, dumping, depositing of dredged deposits, no threats or pressures, scuba diving, snorkelling, erosion
000770	Blackstairs Mountains SAC	European dry heaths [4030], Northern Atlantic wet heaths with Erica tetralix [4010]	B02, K01.01, A04.02, A04.01.02, J01.01, G01.03.02, E03, G01.02, K02.01	Forest and plantation management & use, erosion, non-intensive grazing, intensive sheep grazing, burning down, off-road motorized driving, discharges, walking, horse-riding and non-motorised vehicles, species composition change (succession)
000781	Slaney River Valley SAC	Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Twaite shad *(Alosa fallax)* [1103], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Brook lamprey *(Lampetra planeri)* [1096], Atlantic salmon *(Salmo salar)* [1106], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Mudflats and sandflats not covered by seawater at low tide [1140], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Sea lamprey *(Petromyzon marinus)* [1095], Estuaries [1130], Harbour seal *(Phoca vitulina)* [1365], Otter *(Lutra lutra)* [1355], River lamprey *(Lampetra fluviatilis)* [1099]	A01, A08, D01.01, J02.12.02, H01, H01.08, H01.01, H01.05, A09, B02, F02.03.01, A10.01, E03, J02.05.02, F03.02.04, D03.01.03, F01.03, D01.05, J02.11, J02.06, J02.06.01, K01.01, C01.01, J02, I01, E05	Cultivation, fertilisation, paths, tracks, cycling tracks, dykes and flooding defence in inland water systems, pollution to surface waters (limnic & terrestrial, marine & brackish), diffuse pollution to surface waters due to household sewage and waste waters, pollution to surface waters by industrial plants, diffuse pollution to surface waters due to agricultural and forestry activities, irrigation, forest and plantation management & use, bait digging or collection, removal of hedges and copses or scrub, discharges, modifying structures of inland water courses, predator control, fishing harbours, bottom culture, bridge, viaduct, siltation rate changes, dumping, depositing of dredged deposits, water abstractions from surface waters, surface water abstractions for agriculture, erosion, sand and gravel extraction, human induced changes in hydraulic conditions, invasive non-native species, storage of materials
000831	Cullahill Mountain SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	A03.02, A04.03, A10.01	Non-intensive mowing, abandonment of pastoral systems lack of grazing, removal of hedges and copses or scrub
000849	Spahill and Clomantagh Hill SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	X, A10.01, A08, A04.01	No threats or pressures, removal of hedges and copses or scrub, fertilisation, intensive grazing
000869	Lisbigney Bog SAC	Desmoulin`s whorl snail *(Vertigo moulinsiana)* [1016], Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210]	E03.03, E03.01, J02.01, X, A04.03, J01.01, K02.01	Disposal of inert materials, disposal of household or recreational facility waste, landfill, land reclamation and drying out, general, no threats or pressures,

[68] Qualifying features is used here to encompass both Qualifying Interests (SACs) and Special Conservation Interests (SPAs)

Site Code	Site Name	Qualifying Feature	Pressure Codes	Known Threats and Pressures
				abandonment of pastoral systems lack of grazing, burning down, species composition change (succession)
001858	Galmoy Fen SAC	Alkaline fens [7230]	A04, B, C01.04.02, X	Grazing, sylviculture, forestry, underground mining, no threats or pressures
001952	Comeragh Mountains SAC	Oligotrophic waters containing very few minerals of sandy plains *(Littorelletalia uniflorae)* [3110], Siliceous scree of the montane to snow levels *(Androsacetalia alpinae and Galeopsietalia ladani)* [8110], Alpine and Boreal heaths [4060], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Calcareous rocky slopes with chasmophytic vegetation [8210], Siliceous rocky slopes with chasmophytic vegetation [8220], Blanket bogs * if active bog [7130], Northern Atlantic wet heaths with Erica tetralix [4010], Slender green feather-moss *(Hamatocaulis vernicosus)* [6216], European dry heaths [4030]	B, C01.03, E02, A04, J01, G01.02, E06, D01.02, K01.01, I01	Sylviculture, forestry, peat extraction, industrial or commercial areas, grazing, fire and fire suppression, walking, horse-riding and non-motorised vehicles, other urbanisation, industrial and similar activities, roads, motorways, erosion, invasive non-native species
002137	Lower River Suir SAC	River lamprey *(Lampetra fluviatilis)* [1099], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], Twaite shad *(Alosa fallax)* [1103], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Brook lamprey *(Lampetra planeri)* [1096], Otter *(Lutra lutra)* [1355], Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Sea lamprey *(Petromyzon marinus)* [1095], Taxus baccata woods of the British Isles [91J0], Atlantic salmon *(Salmo salar)* [1106], White-clawed crayfish *(Austropotamobius pallipes)* [1092]	J02.12.02, E01, A08, I01, A01, E03, X, J02.01.02, H01, B, D03.01, J02.01	Dykes and flooding defence in inland water systems, urbanised areas, human habitation, fertilisation, invasive non-native species, cultivation, discharges, no threats or pressures, reclamation of land from sea, estuary or marsh, pollution to surface waters (limnic & terrestrial, marine & brackish), sylviculture, forestry, port areas, landfill, land reclamation and drying out, general
002162	River Barrow and River Nore SAC	Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0], European dry heaths [4030], Brook lamprey *(Lampetra planeri)* [1096], Atlantic salt meadows *(Glauco-Puccinellietalia maritimae)* [1330], White-clawed crayfish *(Austropotamobius pallipes)* [1092], Mediterranean salt meadows *(Juncetalia maritimi)* [1410], Atlantic salmon *(Salmo salar)* [1106], Twaite shad *(Alosa fallax)* [1103], Desmoulin`s whorl snail *(Vertigo moulinsiana)* [1016], River lamprey *(Lampetra fluviatilis)* [1099], Petrifying springs with tufa formation *(Cratoneurion)* [7220], Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260], Mudflats and sandflats not covered by seawater at low tide [1140], Sea lamprey *(Petromyzon marinus)* [1095], Alluvial forests with Alnus glutinosa and Fraxinus excelsior *(Alno-Padion, Alnion incanae, Salicion albae)* [91E0], Estuaries [1130], Otter *(Lutra lutra)* [1355], Salicornia and other annuals colonising mud and sand [1310], Freshwater pearl mussel *(Margaritifera margaritifera)* [1029], Reefs [1170], Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430], Killarney fern *(Trichomanes speciosum)* [1421]	J02.05.02, J02.02.01, H01, F02.01.02, E02, J02.06, B07, J03.02.01, B05, F02, J02.12.02, A02.01, F02.03, B02, M01, B02.01.01, D03.01, I01, C01.01.01, J02, A10.01, C01.03, F01.01, A04.01.01, K01.01	Modifying structures of inland water courses, dredging or removal of limnic sediments, pollution to surface waters (limnic & terrestrial, marine & brackish), netting, industrial or commercial areas, water abstractions from surface waters, forestry activities not referred to above, reduction in migration or migration barriers, use of fertilizers (forestry), fishing and harvesting aquatic resources, dykes and flooding defence in inland water systems, agricultural intensification, leisure fishing, forest and plantation management & use, changes in abiotic conditions, forest replanting (native trees), port areas, invasive non-native species, sand and gravel quarries, human induced changes in hydraulic conditions, removal of hedges and copses or scrub, peat extraction, intensive fish farming, intensification, intensive cattle grazing, erosion
002252	Thomastown Quarry SAC	Petrifying springs with tufa formation *(Cratoneurion)* [7220]	E01, K04.01, A04.03, X	Urbanised areas, human habitation, competition (flora), abandonment of pastoral systems lack of grazing, no threats or pressures
002256	Ballyprior Grassland SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates *(Festuco-Brometalia)* * important orchid sites [6210]	D01.01, A10, A04, A08, A03, B02.01, A10.01	Paths, tracks, cycling tracks, restructuring agricultural land holding, grazing, fertilisation, mowing or cutting of grassland, forest replanting, removal of hedges and copses or scrub
002332	Coolrain Bog SAC	Degraded raised bogs still capable of natural regeneration [7120], Depressions on peat substrates of the Rhynchosporion [7150], Active raised bogs [7110]	I01, J01.01, J02.15, B, H05.01, J02.05, C01.03.02, J02.01	Invasive non-native species, burning down, other human induced changes in hydraulic conditions, sylviculture, forestry, garbage and solid waste, modification of hydrographic functioning, general, mechanical removal of peat, landfill, land reclamation and drying out, general
002333	Knockacoller Bog SAC	Active raised bogs [7110], Depressions on peat substrates of the Rhynchosporion [7150], Degraded raised bogs still capable of natural regeneration [7120]	A04.02.03, J02.15, C01, J01.01, K02	Non-intensive horse grazing, other human induced changes in hydraulic conditions, mining and quarrying, burning down, biocenotic evolution, succession
004027	Tramore Back Strand SPA	Grey Plover *(Pluvialis squatarola)* [A141], Black-tailed Godwit *(Limosa limosa)* [A156], Golden Plover *(Pluvialis apricaria)* [A140], Wetland and Waterbirds [A999], Lapwing *(Vanellus vanellus)* [A142], Bar-tailed Godwit *(Limosa lapponica)* [A157], Light-bellied Brent Goose *(Branta bernicla hrota)* [A046], Curlew *(Numenius arquata)* [A160], Dunlin *(Calidris alpina)* [A149]	A08, E01, E03, G01.02, A04, H, I01	Fertilisation, urbanised areas, human habitation, discharges, walking, horse-riding and non-motorised vehicles, grazing, pollution, invasive non-native species

Site Code	Site Name	Qualifying Feature	Pressure Codes	Known Threats and Pressures
004033	Bannow Bay SPA	Bar-tailed Godwit *(Limosa lapponica)* [A157], Light-bellied Brent Goose *(Branta bernicla hrota)* [A046], Black-tailed Godwit *(Limosa limosa)* [A156], Wetland and Waterbirds [A999], Pintail *(Anas acuta)* [A054], Golden Plover *(Pluvialis apricaria)* [A140], Knot *(Calidris canutus)* [A143], Redshank *(Tringa totanus)* [A162], Oystercatcher *(Haematopus ostralegus)* [A130], Shelduck *(Tadorna tadorna)* [A048], Grey Plover *(Pluvialis squatarola)* [A141], Lapwing *(Vanellus vanellus)* [A142], Curlew *(Numenius arquata)* [A160], Dunlin *(Calidris alpina)* [A149]	E01.03, A04, A08, F03.01, D01.02, F01, G01	Dispersed habitation, grazing, fertilisation, hunting, roads, motorways, marine and freshwater aquaculture, outdoor sports and leisure activities, recreational activities
004193	Mid-Waterford Coast SPA	Herring Gull *(Larus argentatus)* [A184], Peregrine falcon *(Falco peregrinus)* [A103], Chough *(Pyrrhocorax pyrrhocorax)* [A346], Cormorant *(Phalacrocorax carbo)* [A017]	E04.01, A04, E05, A04.03, A02	Agricultural structures, buildings in the landscape, grazing, storage of materials, abandonment of pastoral systems lack of grazing, modification of cultivation practices
004233	River Nore SPA	Kingfisher *(Alcedo atthis)* [A229]	J02.01, X, D03.01	Landfill, land reclamation and drying out, general, no threats or pressures, port areas
004237	Seas off Wexford SPA	Lesser Black-backed Gull *(Larus fuscus)* [A183], Red-throated Diver *(Gavia stellata)* [A001], Cormorant *(Phalacrocorax carbo)* [A017], Herring Gull *(Larus argentatus)* [A184], Sandwich Tern *(Sterna sandvicensis)* [A191], Razorbill *(Alca torda)* [A200], Guillemot *(Uria aalge)* [A199], Roseate Tern *(Sterna dougallii)* [A192], Manx Shearwater *(Puffinus puffinus)* [A013], Kittiwake *(Rissa tridactyla)* [A188], Arctic Tern *(Sterna paradisaea)* [A194], Common Scoter *(Melanitta nigra)* [A065], Mediterranean Gull *(Larus melanocephalus)* [A176], Fulmar *(Fulmarus glacialis)* [A009], Black-headed Gull *(Chroicocephalus ridibundus)* [A179], Common Tern *(Sterna hirundo)* [A193], Shag *(Phalacrocorax aristotelis)* [A018], Little Tern *(Sterna albifrons)* [A195], Puffin *(Fratercula arctica)* [A204], Gannet *(Morus bassanus)* [A016]	A04	Grazing

Qualifying Interests of SACs that have undergone assessment, including threats, pressures and sensitivities

EU Code	Qualifying Interests	Article 17 Report Summary - Threats and Pressures	Threats and Pressures Codes	Known Threats and Pressures	Sensitivity of Qualifying Interests
[1016]	Desmoulin's Whorl Snail (Vertigo moulinsiana)	The main pressures are associated with natural succession resulting in species composition change and drying out of the habitat.	A07, A10, L01, L02	Abandonment of management/use of other agricultural and agroforestry systems (all except grassland), extensive grazing or under grazing by livestock, abiotic natural processes (e.g., erosion, silting up, drying out, submersion, salinization), natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices)	Changes to ground vegetation condition, groundwater dependent and is highly sensitive to hydrological changes.
[1029]	Freshwater Pearl Mussel (Margaritifera margaritifera)	The pressures facing this species come from a wide variety of sources (e.g. pollution from urban wastewater, development activities, farming and forestry), often quite removed from the species' habitat. Flow changes, caused by land drainage are also a significant pressure facing the species.	A26, A31, B23, B27, C05, D02, F12, F28, F31, F33	Agricultural activities generating diffuse pollution to surface or ground waters, drainage for use as agricultural land, forestry activities generating pollution to surface or ground waters, modification of hydrological conditions, or physical alteration of water bodies and drainage for forestry (including dams), peat extraction, hydropower (dams, weirs, run-off-the-river), including infrastructure, discharge of urban waste water (excluding storm overflows and/or urban run-offs) generating pollution to surface or ground water, modification of flooding regimes, flood protection for residential or recreational development, other modification of hydrological conditions for residential or recreational development, abstraction of ground and surface waters (including marine) for public water supply and recreational use	Surface water dependent. Highly sensitive to hydrological change. Very highly sensitive to pollution.
[1092]	White-clawed Crayfish (Austropotamobius pallipes)	The main pressures facing this species is related to the non-indigenous crayfish species (NICS) and Crayfish Plaque, a waterborne disease specific to freshwater crayfish.	I01, I05	Invasive alien species of union concern, plant and animal diseases, pathogens and pests	Invasive species, disease, surface water dependent. Highly sensitive to hydrological change. Very highly sensitive to pollution.
[1095]	Sea Lamprey (Petromyzon marinus)	Most of the pressures on Sea Lampreys are associated with hydropower infrastructure, reduction of prey populations due to overharvesting, drainage and the use of both natural and synthetic fertilisers. Changes in rainfall due to climate change is also considered a significant pressure on the species.	A19, A20, A31, D02, G01, N01, N02, N03, Xo	Application of natural fertilisers on agricultural land, application of synthetic (mineral) fertilisers on agricultural land, drainage for use as agricultural land, hydropower (dams, weirs, run-off-the-river), including infrastructure, marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, temperature changes (e.g., rise of temperature & extremes) due to climate change, increases or changes in precipitation due to climate change, threats and pressures from outside the member state	Marine water dependent. Low sensitivity to hydrological changes. Coastal development, trampling from recreational activity.

[1096]	Brook Lamprey (Lampetra planeri)	Most of the pressures on Brook Lampreys are associated with drainage for agriculture, the use of both natural and synthetic fertilisers, tree removal. Infrastructure related to hydropower along with pollution to ground and surface water and the discharge of waste water are also considered pressures.	A19, A20, A31, B09, D02, F11, F12, N01, N02	Application of natural fertilisers on agricultural land, application of synthetic (mineral) fertilisers on agricultural land, drainage for use as agricultural land, clear-cutting, removal of all trees, hydropower (dams, weirs, run-off-the-river), including infrastructure, pollution to surface or ground water due to urban runoffs, discharge of urban waste water (excluding storm overflows and/or urban run-offs) generating pollution to surface or ground water, temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface water dependent. Highly sensitive to hydrological change. Availability of suitable spawning ground is a considerable issue for the species.
[1099]	River Lamprey (Lampetra fluviatilis)	The main pressures on River Lampreys are associated with hydropower infrastructure and changes in rainfall due to climate change. The use of synthetic and natural fertilisers, drainage and also infrastructure related to shipping are also considered to be pressures on the species.	A19, A20, A31, D02, E03, N01, N02, N03	Application of natural fertilisers on agricultural land, application of synthetic (mineral) fertilisers on agricultural land, drainage for use as agricultural land, hydropower (dams, weirs, run-off-the-river), including infrastructure, shipping lanes, ferry lanes and anchorage infrastructure (e.g., canalisation, dredging), temperature changes (e.g., rise of temperature & extremes) due to climate change, increases or changes in precipitation due to climate change	Surface water dependent. Highly sensitive to hydrological change. Availability of suitable spawning ground is a considerable issue for the species.
[1103]	Twaite Shad (Alosa fallax fallax)	There are a number of pressures related to this species, mainly relating to pollution, alteration of flow patterns, and habitat disturbance/	A19, A20, D02, E03, G01, G06, G12, I02, N01, N03	Application of natural fertilisers on agricultural land, application of synthetic (mineral) fertilisers on agricultural land, hydropower (dams, weirs, run-off-the-river), including infrastructure, shipping lanes, ferry lanes and anchorage infrastructure (e.g., canalisation, dredging), marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, freshwater fish and shellfish harvesting (recreational), bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), temperature changes (e.g., rise of temperature & extremes) due to climate change, increases or changes in precipitation due to climate change	Changes in management. Changes in nutrient or base status. Moderately sensitive to hydrological change.
[1106]	Salmon (Salmo salar)	Known pressures include exploitation at sea in commercial fisheries, interceptor fisheries in coastal waters, aquaculture and predation. In addition, the negative influence of climate change on prey structure as well as alterations in habitat and water quality are also pressures on the species.	A25, A26, B23, D02, F12, F28, G11, G19, G20, I02, J01, K05, L06, N01	Agricultural activities generating point source pollution to surface or ground waters, agricultural activities generating diffuse pollution to surface or ground waters, forestry activities generating pollution to surface or ground waters, hydropower (dams, weirs, run-off-the-river), including infrastructure, discharge of urban waste water (excluding storm overflows and/or urban run-offs) generating pollution to surface or ground water, modification of flooding regimes, flood protection for residential or recreational development, illegal harvesting, collecting and taking, other impacts from marine aquaculture, including infrastructure, abstraction of water, flow diversion, dams and other modifications of hydrological conditions for freshwater aquaculture, other invasive alien species (other than species of union concern), mixed source pollution to surface and ground waters (limnic and terrestrial), physical alteration of water bodies, interspecific relations (competition, predation, parasitism, pathogens), temperature changes (e.g., rise of temperature & extremes) due to climate change	Disease, parasites and barriers to movement.
[1130]	Estuaries	Most of the pressures on estuaries come from various sources of pollution, including domestic wastewater, agriculture and marine aquaculture. Alien invasive species such as the naturalised Pacific oyster (Magalana gigas) are also recognised as a significant pressure	A28, F20, G16, I02, XU	Agricultural activities generating marine pollution, residential or recreational activities and structures generating marine pollution (excl. marine macro- and micro- particular pollution, marine aquaculture generating marine pollution, other invasive alien species (other than species of union concern), unknown pressure	Inappropriate development, changes in turbidity
[1140]	Mudflats and sandflats not covered by seawater at low tide	Pressures on mudflats and sandflats are partly caused by pollution from agricultural, forestry and wastewater sources, as well as impacts associated with marine aquaculture, particularly the Pacific oyster (Magallana gigas).	A28, F20, G16	Agricultural activities generating marine pollution, residential or recreational activities and structures generating marine pollution (excl. marine macro- and micro- particular pollution, marine aquaculture generating marine pollution	Surface and marine water dependent. Moderately sensitive to hydrological change. Moderate sensitivity to pollution. Changes to salinity and tidal regime. Coastal development.
[1160]	Large shallow inlets and bays	Pressures on the habitat include nutrient enrichment, dredging and invasive alien species.	A28, B23, F20, G01, G16, I02	Agricultural activities generating marine pollution, forestry activities generating pollution to surface or ground waters, residential or recreational activities and structures generating marine pollution (excl. marine macro- and micro- particular pollution, marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, marine aquaculture generating marine pollution, other invasive alien species (other than species of union concern)	Inappropriate development, changes in turbidity, surface water runoff, discharge etc. On site management activities.
[1170]	Reefs	The main pressures on reefs come from fishing methods that damage the seafloor.	G01, G03	Marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, marine fish and shellfish harvesting (professional, recreational) activities causing physical loss and disturbance of seafloor habitats	Sensitive to disturbance and pollution.

[1210]	Annual vegetation of drift lines	Most of the pressures on drift lines are associated with activities such as recreation and coastal defences, which can interfere with sediment dynamics.	C01, F01, F06, F07, F08	Extraction of minerals (e.g., rock, metal ores, gravel, sand, shell), conversion from other land uses to housing, settlement or recreational areas (excluding drainage and modification of coastline, estuary and coastal conditions), development and maintenance of beach areas for tourism and recreation incl. beach nourishment and beach cleaning, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures)	Overgrazing and erosion. Changes in management.
[1220]	Perennial vegetation of stony banks	The main pressures on this habitat are associated with coastal defences (which can interfere with sediment dynamics), recreation and shingle removal.	C01, E01, F07, F08, F09, I02	Extraction of minerals (e.g., rock, metal ores, gravel, sand, shell), roads, paths, railroads and related infrastructure (e.g., bridges, viaducts, tunnels), sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), deposition and treatment of waste/garbage from household/recreational facilities, other invasive alien species (other than species of union concern)	Marine water dependent. Low sensitivity to hydrological changes. Coastal development, trampling from recreational activity and gravel removal.
[1230]	Vegetated sea cliffs of the Atlantic and Baltic coasts	A number of significant pressures were identified, including trampling by walkers, invasive non-native species, gravel extraction, and sea-level and wave exposure changes due to climate change.	C01, E01, F07, F08, I02, N03, N04	Extraction of minerals (e.g., rock, metal ores, gravel, sand, shell), roads, paths, railroads and related infrastructure (e.g., bridges, viaducts, tunnels), sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), other invasive alien species (other than species of union concern), increases or changes in precipitation due to climate change, sea-level and wave exposure changes due to climate change	Land use activities such as tourism and/or agricultural practices. Direct alteration to the habitat or effects such as burning or drainage.
[1310]	Salicornia and other annuals colonising mud and sand	Pressures on Salicornia mud are caused by alien species and overgrazing by livestock	A09, I02	Intensive grazing or overgrazing by livestock, other invasive alien species (other than species of union concern)	Marine water dependent. Medium sensitivity to hydrological change. Changes in salinity and tidal regime. Infilling, reclamation, invasive species.
[1330]	Atlantic salt meadows (Glauco-Puccinellietalia maritimae)	The main pressures on Atlantic salt meadows are from agriculture, including ecologically unstable grazing regimes and land reclamation, and the invasive non-native species common cord-grass (Spartina anglica).	A09, A33, A36, F07, F08, I02	Intensive grazing or overgrazing by livestock, modification of hydrological flow or physical alternation of water bodies for agriculture (excluding development and operation of dams), agriculture activities not referred to above, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), other invasive alien species (other than species of union concern)	Marine and groundwater dependent. Medium sensitivity to hydrological change. Changes in salinity and tidal regime. Overgrazing, erosion and accretion.
[1349]	Bottlenose Dolphin (Tursiops truncatus)	Pressures on this species in Irish waters mainly involve commercial vessel-based activities such as impacts arising from geophysical seismic exploration or from local/regional prey removal by fisheries.	C09, G01	Geotechnical surveying, marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species	Large vessel movement effecting distributions. Prey availability, reduction in available habitat and water quality.
[1351]	Harbour Porpoise (Phocoena phocoena)	Pressures acting on this species in Irish waters mainly involve commercial vessel-based activities such as impacts arising from geophysical seismic exploration or from local/regional prey removal by fisheries.	C09, G01	Geotechnical surveying, marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species	Sensitive to disturbance, prey availability and pollution.
[1355]	Otter (Lutra lutra)	There are no pressures facing this species	Xxp, Xxt	No pressures, no threats	Surface and marine water dependent. Moderately sensitive to hydrological change. Sensitivity to pollution.
[1365]	Harbour Seal (Phoca vitulina)	Pressures on this species in Irish waters mainly involve commercial vessel-based activities such as local/regional prey removal by fisheries or by-catch in fisheries, or geophysical seismic exploration; other possible impacts may occur from coastal tourism and localised human disturbance at haul-out sites.	C09, G01	Geotechnical surveying, marine fishing and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species	Prey availability, reduction in available habitat and water quality.
[1410]	Mediterranean salt meadows	Most of the pressures on Mediterranean salt meadows are associated with agriculture, including overgrazing, under-grazing and land reclamation.	A09, A10, A33, A36	Intensive grazing or overgrazing by livestock, extensive grazing or under grazing by livestock, modification of hydrological flow or physical alternation of water bodies for agriculture (excluding development and operation of dams), agriculture activities not referred to above	Marine and groundwater dependent. Medium sensitivity to hydrological change.

	(Juncetalia maritimi)				Changes in salinity and tidal regime. Coastal development and reclamation.
[1420]	Mediterranean and thermo-Atlantic halophilous scrubs (Sarcocornetea fruticosi)	The pressures associated with this habitat are due to algal mats forming as a consequence of water pollution and invasive species.	I02, J02	Other invasive alien species (other than species of union concern), mixed source marine water pollution (marine and coastal)	Changes in management. Changes in nutrient or base status. Introduction of alien species.
[1421]	Killarney Fern (Trichomanes speciosum)	There are no pressures facing this species.	Xxp, Xxt	No pressures, no threats	Land use management and direct impacts.
[2110]	Embryonic shifting dunes (Embryonic shifting dunes)	The majority of pressures on this habitat are associated with recreation and coastal defences, which can interfere with sediment dynamics.	C01, E03, F01, F06, F07, F08, L01, L02	Extraction of minerals (e.g., rock, metal ores, gravel, sand, shell), shipping lanes, ferry lanes and anchorage infrastructure (e.g., canalisation, dredging), conversion from other land uses to housing, settlement or recreational areas (excluding drainage and modification of coastline, estuary and coastal conditions), development and maintenance of beach areas for tourism and recreation incl. beach nourishment and beach cleaning, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), abiotic natural processes (e.g., erosion, silting up, drying out, submersion, salinization), natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices)	Overgrazing, and erosion. Changes in management.
[2120]	Shifting dunes along the shoreline with white dunes (Ammophila arenaria)	Most of the pressures on marram dunes are caused by the interference on sediment dynamics due to recreation and coastal defences.	E01, E03, F01, F06, F07, F08, I02, L01	Roads, paths, railroads and related infrastructure (e.g., bridges, viaducts, tunnels), shipping lanes, ferry lanes and anchorage infrastructure (e.g., canalisation, dredging), conversion from other land uses to housing, settlement or recreational areas (excluding drainage and modification of coastline, estuary and coastal conditions), development and maintenance of beach areas for tourism and recreation incl. beach nourishment and beach cleaning, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), other invasive alien species (other than species of union concern), abiotic natural processes (e.g., erosion, silting up, drying out, submersion, salinization)	Overgrazing, and erosion. Changes in management.
[2130]	Fixed coastal dunes with herbaceous vegetation (grey dunes)	Pressures on fixed dunes are associated with recreation and ecologically unsuitable grazing practices.	A02, A09, A10, F07, F08, I02, L02	Conversion from one type of agricultural land use to another (excluding drainage and burning), intensive grazing or overgrazing by livestock, extensive grazing or under grazing by livestock, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defence or coast protection works and infrastructures), other invasive alien species (other than species of union concern), natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices)	Overgrazing, and erosion. Changes in management.
[3110]	Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae)	This habitat is under significant pressure from eutrophication, and from drainage and other damage to peatland. Damage to peatland can result in hydrological changes in lakes, increased organic matter, water colour and turbidity, changes in sediment characteristics, acidification and enrichment.	A26, A31, B23, B27, C05, F12	Agricultural activities generating diffuse pollution to surface or ground waters, drainage for use as agricultural land, forestry activities generating pollution to surface or ground waters, modification of hydrological conditions, or physical alteration of water bodies and drainage for forestry (including dams), peat extraction, discharge of urban waste water (excluding storm overflows and/or urban run-offs) generating pollution to surface or ground water	Surface dependant. Highly sensitive to hydrological changes. Highly sensitive to pollution.
[3180]	Turloughs	The main pressures associated with this habitat are related to drainage, groundwater pollution and ecologically unsuitable grazing.	A09, A26, A31	Intensive grazing or overgrazing by livestock, agricultural activities generating diffuse pollution to surface or ground waters, drainage for use as agricultural land	Surface and groundwater dependant. Highly sensitive to hydrological changes. Highly sensitive to pollution.
[3260]	Water courses of plain to montane levels with vegetation (Ranunculion fluitantis and Callitricho-Batrachion)	The majority of pressures on this habitat are caused by damage through hydrological and morphological change, eutrophication and other water pollution.	A25, A26, B23, C05, F11, F12, F13, K01, K04, K05	Agricultural activities generating point source pollution to surface or ground waters, agricultural activities generating diffuse pollution to surface or ground waters, forestry activities generating pollution to surface or ground waters, peat extraction, pollution to surface or ground water due to urban runoffs, discharge of urban waste water (excluding storm overflows and/or urban run-offs) generating pollution to surface or ground water, plants, contaminated or abandoned industrial sites generating pollution to surface or ground water, abstraction from groundwater, surface water or mixed water, modification of hydrological flow, physical alteration of water bodies	Surface water dependent Highly sensitive to hydrological change and direct physical interactions.

[4010]	Northern Atlantic wet heaths with Erica tetralix	Overgrazing, burning, wind farm development and erosion are the main pressures associated with this habitat, along with nitrogen deposition from agricultural activities that generate air pollution.	A09, A11, A27, B01, D01, L01, N01, N02	Intensive grazing or overgrazing by livestock, burning for agriculture, agricultural activities generating air pollution, conversion to forest from other land uses, or afforestation (excluding drainage), wind, wave and tidal power, including infrastructure, abiotic natural processes (e.g., erosion, silting up, drying out, submersion, salinization), temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface and groundwater dependent. Highly sensitive to hydrological changes. Inappropriate management.
[4030]	European dry heaths	A number of significant pressures were recorded for this habitat in the current reporting period, particularly overgrazing by sheep and burning for agriculture with afforestation and wind farms also being recognised as pressures.	A09, A11, B01, D01, N01, N02	Intensive grazing or overgrazing by livestock, burning for agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), wind, wave and tidal power, including infrastructure, temperature changes (e.g., rise of temperature & extremes) due to climate change	Moderately sensitive to hydrological change. Changes in management. Changes in nutrient status.
[4060]	Alpine and Boreal heaths	Overgrazing by livestock, tourism (hill walking) and agricultural activities that cause air pollution are considered significant pressures for this habitat.	A09, A27, F07, N01, N02	Intensive grazing or overgrazing by livestock, agricultural activities generating air pollution, sports, tourism and leisure activities, temperature changes (e.g., rise of temperature & extremes) due to climate change	Changes in management. Changes in nutrient or base status. Moderately sensitive to hydrological change.
[6210]	Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) * important orchid sites)	The significant pressures related to this habitat are mainly associated with agricultural intensification causing loss of species-rich communities, or abandonment of farmland resulting in succession to scrub.	A02, A09, A10, C01, I02, I04	Conversion from one type of agricultural land use to another (excluding drainage and burning), intensive grazing or overgrazing by livestock, extensive grazing or under grazing by livestock, extraction of minerals (e.g., rock, metal ores, gravel, sand, shell), other invasive alien species (other than species of union concern), problematic native species	Changes in management such as grazing regime. Changes in nutrient or base status. Changes to vegetation composition. Introduction of alien species.
[6430]	Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels	Pressures on the habitat include invasive species; and agricultural intensification and drainage in the lowlands.	A09, A31, I01, I02	Intensive grazing or overgrazing by livestock, drainage for use as agricultural land, invasive alien species of union concern, other invasive alien species (other than species of union concern)	Changes in management such as grazing regime. Changes in nutrient or base status. Changes to vegetation composition. Introduction of alien species.
[7110]	Active raised bogs	The main pressures on active raised bog are peat extraction, drainage, afforestation and burning.	A11, B01, C05, K02, N01	Burning for agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), peat extraction, drainage, temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface water interactions. Groundwater isolated system with sensitivities related to the bog basin. Drainage and land use management are the key things.
[7120]	Degraded raised bogs still capable of natural regeneration	The main pressure on degraded bogs come from peat extraction, drainage, afforestation and burning.	A11, B01, C05, K02, N01	Burning for agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), peat extraction, drainage, temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface water interactions. Groundwater isolated system with sensitivities related to the bog basin. Drainage and land use management are the key things.
[7130]	Blanket bogs (* if active bog)	The main pressures on blanket bogs are overgrazing, burning, afforestation, peat extraction, and agricultural activities causing nitrogen deposition. Erosion, drainage and wind farm construction are also pressures relating to this habitat.	A09, A11, A27, B01, C05, D01, K02, L01, N01, N02	Intensive grazing or overgrazing by livestock, burning for agriculture, agricultural activities generating air pollution, conversion to forest from other land uses, or afforestation (excluding drainage), peat extraction, wind, wave and tidal power, including infrastructure, drainage, abiotic natural processes (e.g., erosion, silting up, drying out, submersion, salinization), temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface water interactions. Drainage and land use management are the key things.
[7150]	Depressions on peat substrates of the Rhynchosporion	The main pressures on the habitat are associated with impacts on the supporting bog habitats, especially overgrazing, burning, peat extraction, drainage and conversion to forestry.	A09, A11, B01, C05, K02, N01	Intensive grazing or overgrazing by livestock, burning for agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), peat extraction, drainage, temperature changes (e.g., rise of temperature & extremes) due to climate change	Surface and ground water interactions. Drainage and land use management are the key things.
[7210]	Calcareous fens with species of mariscus sedge and bog cotton (Cladium mariscus	Overgrazing, groundwater pollution, abandonment of grassland management and drainage are pressures associated with this habitat.	A06, A09, C05, J01, K01, K02, K04	Abandonment of grassland management (e.g., cessation of grazing or of mowing), intensive grazing or overgrazing by livestock, peat extraction, mixed source pollution to surface and ground waters (limnic and terrestrial), abstraction from groundwater, surface water or mixed water, drainage, modification of hydrological flow	Surface and groundwater dependent. Highly sensitive to hydrological changes. Inappropriate management.

	and Caricion davallianae)				
[7220]	Petrifying springs with tufa formation (Cratoneurion)	Pressures related to this habitat are associated with drainage, pollution to ground and surface waters, recreational activities, infrastructure, overgrazing and abandonment of grassland management.	A06, A10, E01, F07, H08, J01, K02, K04, L02	Abandonment of grassland management (e.g., cessation of grazing or of mowing), extensive grazing or under grazing by livestock, roads, paths, railroads and related infrastructure (e.g., bridges, viaducts, tunnels), sports, tourism and leisure activities, other human intrusions and disturbance not mentioned above (dumping, accidental and deliberate disturbance of bat roosts (e.g., caving)), mixed source pollution to surface and ground waters (limnic and terrestrial), drainage, modification of hydrological flow, natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices)	Surface and groundwater dependant. Highly sensitive to hydrological changes. Highly sensitive to pollution.
[7230]	Alkaline fens	The main pressures facing this habitat are land abandonment (and associated succession), overgrazing, drainage and pollution.	A06, A09, A26, J01, K01, K02, K04, L02, N02, N03	Abandonment of grassland management (e.g., cessation of grazing or of mowing), intensive grazing or overgrazing by livestock, agricultural activities generating diffuse pollution to surface or ground waters, mixed source pollution to surface and ground waters (limnic and terrestrial), abstraction from groundwater, surface water or mixed water, drainage, modification of hydrological flow, natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices), temperature changes (e.g., rise of temperature & extremes) due to climate change, increases or changes in precipitation due to climate change	Surface and groundwater dependent. Highly sensitive to hydrological changes. Inappropriate management.
[8110]	Siliceous scree of the montane to snow levels (Androsacetalia alpinae and Galeopsietalia ladani)	The main pressures on siliceous scree come from overgrazing, under-grazing and succession.	A09, A10, L02	Intensive grazing or overgrazing by livestock, extensive grazing or under grazing by livestock, natural succession resulting in species composition change (other than by direct changes of agricultural or forestry practices)	Erosion, overgrazing and recreation.
[8210]	Calcareous rocky slopes with chasmophytic vegetation	The majority of pressures related to this habitat are associated with overgrazing and the non-native invasive species New Zealand willowherb (Epilobium brunnescens).	A09, A27, I02	Intensive grazing or overgrazing by livestock, agricultural activities generating air pollution, other invasive alien species (other than species of union concern)	Erosion, overgrazing and recreation.
[8220]	Siliceous rocky slopes with chasmophytic vegetation	Pressure on this habitat is associated with the non-native invasive species New Zealand willowherb (Epilobium brunnescens).	I02	Other invasive alien species (other than species of union concern)	Erosion, overgrazing and recreation.
[91A0]	Old sessile oak woods with Ilex and Blechnum in the British Isles	The significant pressure facing this habitat are associated with invasive non-native species such as Rhododendron ponticum, cherry laurel (Prunus laurocerasus) and beech (Fagus sylvatica) and overgrazing by deer.	A09, B09, I02, I04, M07	Intensive grazing or overgrazing by livestock, clear-cutting, removal of all trees, other invasive alien species (other than species of union concern), problematic native species, storm, cyclone	Changes in management. Changes in nutrient or base status. Introduction of alien species.
[91E0]	Alluvial forests with Alder and Ash (Alnus glutinosa, Fraxinus excelsior, Alno-Padion, Alnion incanae, Salicion albae)	Many of the pressures facing this habitat include invasive species, particularly sycamore (Acer pseudoplatanus), beech (Fagus sylvatica), Indian balsam (Impatiens glandulifera) and currant species (Ribes nigrum and R. rubrum) as well as some native species such as brambles (Rubus fruticoses agg.) and common nettle, along with over felling.	B09, I02, I04, I05	Clear-cutting, removal of all trees, other invasive alien species (other than species of union concern), problematic native species, plant and animal diseases, pathogens and pests	Surface and groundwater dependent. Highly sensitive to hydrological changes. Changes in management.
[91J0]	Taxus baccata woods of the British Isles	Pressures facing this habitat are mainly linked to the presence of alien species such as sycamore (Acer psedoplatanus), beech (Fagus sylvatica), cherry laurel (Prunus laurocerasus) and traveller's joy (Clematis vitalba), with overgrazing by deer also posing a pressure to the habitat.	A09, I02, I05	Intensive grazing or overgrazing by livestock, other invasive alien species (other than species of union concern), plant and animal diseases, pathogens and pests	Changes in management. Changes in nutrient or base status. Introduction of alien species.

Special Conservation Interests of SPAs that have undergone assessment including threats, pressures and sensitivities

Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A001	Red-throated Diver	*Gavia stellata*	I02, F07, C05, G06, L06, N03, A11, B01, I05, N05, G01, D01	Other invasive alien species (other than species of union concern), sports, tourism and leisure activities, peat extraction, freshwater fish and shellfish harvesting (recreational), interspecific relations (competition, predation, parasitism, pathogens), increases or changes in precipitation due to climate change, burning for agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), plant and animal diseases, pathogens and pests,

Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
				change of habitat location, size, and / or quality due to climate change, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, wind, wave and tidal power, including infrastructure
A009	Fulmar	*Fulmarus glacialis*	I02, N06, N07, F22, F23, G12, D01, G01	Other invasive alien species (other than species of union concern), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species
A013	Manx Shearwater	*Puffinus puffinus*	A09, F22, F23, G12, I02, N07, G01, N06	Intensive grazing or overgrazing by livestock, residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, desynchronisation of biological / ecological processes due to climate change
A016	Gannet	*Morus bassanus*	F22, F23, G12, D01, F07, J02, N06, N07	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, mixed source marine water pollution (marine and coastal), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change
A017	Cormorant	*Phalacrocorax carbo carbo*	G12, D01, F07, G10, J02, N06, N07, N01	Bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, illegal shooting/killing, mixed source marine water pollution (marine and coastal), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, temperature changes (e.g. rise of temperature & extremes) due to climate change
A018	Shag	*Phalacrocorax aristotelis*	F22, F23, G12, D01, F07, I02, J02, N06, N07	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, other invasive alien species (other than species of union concern), mixed source marine water pollution (marine and coastal), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change
A046	Light-bellied Brent Goose	*Branta bernicla hrota*	F07, D06, F01, F08, G01	Sports, tourism and leisure activities, transmission of electricity and communications (cables), conversion from other land uses to housing, settlement or recreational areas (excluding drainage and modification of coastline, estuary and coastal conditions), modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species
A048	Shelduck	*Tadorna tadorna*	F07, G19, N01, D01, N04	Sports, tourism and leisure activities, other impacts from marine aquaculture, including infrastructure, temperature changes (e.g. rise of temperature & extremes) due to climate change, wind, wave and tidal power, including infrastructure, sea-level and wave exposure changes due to climate change
A054	Pintail	*Anas acuta*	F07, G07, N01, D01, F28	Sports, tourism and leisure activities, hunting, temperature changes (e.g. rise of temperature & extremes) due to climate change, wind, wave and tidal power, including infrastructure, modification of flooding regimes, flood protection for residential or recreational development
A065	Common Scoter	*Melanitta nigra*	L06, A06, I02, I04, A26, F07, G12, G01, D01, E02	Interspecific relations (competition, predation, parasitism, pathogens), abandonment of grassland management (e.g. cessation of grazing or mowing), other invasive alien species (other than species of union concern), problematic native species, agricultural activities generating diffuse pollution to surface or ground waters, sports, tourism and leisure activities, bycatch and incidental killing (due to fishing and hunting activities), marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, wind, wave and tidal power, including infrastructure, shipping lanes and ferry lanes transport operations
A103	Peregrine Falcon	*Falco peregrinus*	Xxp, H08	No pressures, other human intrusions and disturbance not mentioned above
A130	Oystercatcher	*Haematopus ostralegus*	F07, G01, G19, D01, F08	Sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, other impacts from marine aquaculture, including infrastructure, wind, wave and tidal power, including infrastructure, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures)
A140	Golden Plover	*Pluvialis apricaria*	B01, I04, I02, A02, A11, A09, D01, H04, A31, G07, N01, F07, F28	Conversion to forest from other land uses, or afforestation (excluding drainage), problematic native species, other invasive alien species (other than species of union concern), conversion from one type of agricultural land use to another (excluding drainage and burning), burning for agriculture, intensive grazing or overgrazing by livestock, wind, wave and tidal power, including infrastructure, vandalism or arson, drainage for use as agricultural land, hunting, temperature changes (e.g. rise of temperature & extremes) due to climate change, sports, tourism and leisure activities, modification of flooding regimes, flood protection for residential or recreational development

Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A141	Grey Plover	*Pluvialis squatarola*	F07, G01, G19, D01, N04	Sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, other impacts from marine aquaculture, including infrastructure, wind, wave and tidal power, including infrastructure, sea-level and wave exposure changes due to climate change
A142	Lapwing	*Vanellus vanellus*	A08, A21, B01, I04, I02, A02, C05, D01, A06, A31, N01, F07, F28	Mowing or cutting of grasslands, use of plant protection chemicals in agriculture, conversion to forest from other land uses, or afforestation (excluding drainage), problematic native species, other invasive alien species (other than species of union concern), conversion from one type of agricultural land use to another (excluding drainage and burning), peat extraction, wind, wave and tidal power, including infrastructure, abandonment of grassland management (e.g. cessation of grazing or mowing), drainage for use as agricultural land, temperature changes (e.g. rise of temperature & extremes) due to climate change, sports, tourism and leisure activities, modification of flooding regimes, flood protection for residential or recreational development
A143	Knot	*Calidris canutus*	F07, G01, G19, D01, F08, N04	Sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, other impacts from marine aquaculture, including infrastructure, wind, wave and tidal power, including infrastructure, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), sea-level and wave exposure changes due to climate change
A149	Dunlin	*Calidris alpina*	G01, G19, D01, F08, N04, F07	Marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, other impacts from marine aquaculture, including infrastructure, wind, wave and tidal power, including infrastructure, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), sea-level and wave exposure changes due to climate change, sports, tourism and leisure activities
A156	Black-tailed Godwit	*Limosa limosa*	F07, G19, D01, F08, N04	Sports, tourism and leisure activities, other impacts from marine aquaculture, including infrastructure, wind, wave and tidal power, including infrastructure, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), sea-level and wave exposure changes due to climate change
A157	Bar-tailed Godwit	*Limosa lapponica*	F07, G19, G01, F08, D01, N04	Sports, tourism and leisure activities, other impacts from marine aquaculture, including infrastructure, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), wind, wave and tidal power, including infrastructure, sea-level and wave exposure changes due to climate change
A160	Curlew	*Numenius arquata*	A08, B01, I04, I02, A31, A02, C05, D01, A06, A11, F07, G01, G19, F08	Mowing or cutting of grasslands, conversion to forest from other land uses, or afforestation (excluding drainage), problematic native species, other invasive alien species (other than species of union concern), drainage for use as agricultural land, conversion from one type of agricultural land use to another (excluding drainage and burning), peat extraction, wind, wave and tidal power, including infrastructure, abandonment of grassland management (e.g. cessation of grazing or mowing), burning for agriculture, sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, other impacts from marine aquaculture, including infrastructure, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures)
A162	Redshank	*Tringa totanus*	A08, A09, B01, I04, I02, A02, C05, D01, A06, A31, F07, F08, N04	Mowing or cutting of grasslands, intensive grazing or overgrazing by livestock, conversion to forest from other land uses, or afforestation (excluding drainage), problematic native species, other invasive alien species (other than species of union concern), conversion from one type of agricultural land use to another (excluding drainage and burning), peat extraction, wind, wave and tidal power, including infrastructure, abandonment of grassland management (e.g. cessation of grazing or mowing), drainage for use as agricultural land, sports, tourism and leisure activities, modification of coastline, estuary and coastal conditions for development, use and protection of residential, commercial, industrial and recreational infrastructure and areas (including sea defences or coastal protection works and infrastructures), sea-level and wave exposure changes due to climate change
A176	Mediterranean Gull	*Larus melanocephalus*	I02, I04	Other invasive alien species (other than species of union concern), problematic native species
A179	Black-headed Gull	*Larus ridibundus*	F22, F23, I02, I04, D01, M08	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), other invasive alien species (other than species of union concern), problematic native species, wind, wave and tidal power, including infrastructure, flooding (natural processes)
A183	Lesser Black-backed Gull	*Larus fuscus*	F22, F23, D01, I02	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), wind, wave and tidal power, including infrastructure, other invasive alien species (other than species of union concern)
A184	Herring Gull	*Larus argentatus argenteus*	F22, F23, D01, I02	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), wind, wave and tidal power, including infrastructure, other invasive alien species (other than species of union concern)
A188	Kittiwake	*Rissa tridactyla*	F22, F23, G12, D01, G01, L06, N06, N07	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, interspecific relations (competition, predation, parasitism, pathogens), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change

Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A191	Sandwich Tern	*Thalasseus sandvicensis*	G12, I02, A09, D01, F07, I04, M08, N06, N07	Bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), intensive grazing or overgrazing by livestock, wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, problematic native species, flooding (natural processes), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change
A192	Roseate Tern	*Sterna dougallii*	G12, N07, I02, I04, L06, M08, N06, D01, F07, G01	Bycatch and incidental killing (due to fishing and hunting activities), decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, other invasive alien species (other than species of union concern), problematic native species, interspecific relations (competition, predation, parasitism, pathogens), flooding (natural processes), desynchronisation of biological / ecological processes due to climate change, wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species
A193	Common Tern	*Sterna hirundo*	A09, G12, I02, I04, J02, L06, M08, D01, F07, G01, N06, N07	Intensive grazing or overgrazing by livestock, bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), problematic native species, mixed source marine water pollution (marine and coastal), interspecific relations (competition, predation, parasitism, pathogens), flooding (natural processes), wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change
A194	Arctic Tern	*Sterna paradisaea*	A09, G12, I02, I04, L06, M08, N06, N07, D01, F07, G01	Intensive grazing or overgrazing by livestock, bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), problematic native species, interspecific relations (competition, predation, parasitism, pathogens), flooding (natural processes), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species
A195	Little Tern	*Sternula albifrons*	A09, G12, I02, I04, D01, N06, N07, F07, L06, N04	Intensive grazing or overgrazing by livestock, bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), problematic native species, wind, wave and tidal power, including infrastructure, desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, sports, tourism and leisure activities, interspecific relations (competition, predation, parasitism, pathogens), sea-level and wave exposure changes due to climate change
A199	Guillemot	*Uria aalge*	F22, F23, G12, D01, J02, N06, N07	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), wind, wave and tidal power, including infrastructure, mixed source marine water pollution (marine and coastal), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change
A200	Razorbill	*Alca torda*	F22, F23, G01, G12, J02, N06, N07, D01, F07	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, bycatch and incidental killing (due to fishing and hunting activities), mixed source marine water pollution (marine and coastal), desynchronisation of biological / ecological processes due to climate change, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities
A204	Puffin	*Fratercula arctica*	F22, F23, G12, I02, D01, F07, N07, G01, N06	Residential or recreational activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), industrial or commercial activities and structures generating marine macro- and micro- particulate pollution (e.g. plastic bags, styrofoam), bycatch and incidental killing (due to fishing and hunting activities), other invasive alien species (other than species of union concern), wind, wave and tidal power, including infrastructure, sports, tourism and leisure activities, decline or extinction of related species (e.g. food source / prey, predator / parasite, symbiote, etc.) due to climate change, marine fish and shellfish harvesting (professional, recreational) causing reduction of species/prey populations and disturbance of species, desynchronisation of biological / ecological processes due to climate change
A229	Kingfisher	*Alcedo atthis*	A25, A26, B23, F11, J01, I02, F07, I04	Agricultural activities generating point source pollution to surface or ground waters, agricultural activities generating diffuse pollution to surface or ground waters, forestry activities generating pollution to surface or ground waters, pollution to surface or ground water due to urban run-offs, mixed source pollution to surface and ground waters (limnic and terrestrial), other invasive alien species (other than species of union concern), sports, tourism and leisure activities, problematic native species
A346	Chough	*Pyrrhocorax pyrrhocorax*	A03, A02, A06, A21	Conversion from mixed farming and agroforestry systems to specialised (e.g. single crop) production, conversion from one type of agricultural land use to another (excluding drainage and burning), abandonment of grassland management (e.g. cessation of grazing or mowing), use of plant protection chemicals in agriculture

Conservation Objectives[69] that have been considered throughout the assessment

NPWS (2019) Conservation Objectives for Hugginstown Fen SAC [IE0000404] Version 1.
NPWS (2020) Conservation Objectives for The Loughans SAC [IE0000407] Version 1.
NPWS (2021) Conservation Objectives for Cullahill Mountain SAC [IE0000831] Version 1.
NPWS (2021) Conservation Objectives for Spahill and Clomantagh Hill SAC [IE0000849] Version 1.
NPWS (2019) Conservation Objectives for Galmoy Fen SAC [IE0001858] Version 1.
NPWS (2017) Conservation Objectives for Lower River Suir SAC [IE0002137] Version 1.
NPWS (2025) Conservation Objectives for River Barrow and River Nore SAC [IE0002162] Version 2.
NPWS (2019) Conservation Objectives for Thomastown Quarry SAC [IE0002252] Version 1.
NPWS (2024) Conservation Objectives for River Nore SPA [IE0004233] Version 1.
NPWS (2021) Conservation Objectives for Lisbigney Bog SAC [IE0000869] Version 1.
NPWS (2019) Conservation Objectives for Blackstairs Mountains SAC [IE0000770] Version 1.
NPWS (2013) Conservation Objectives for Tramore Dunes and Backstrand SAC [IE0000671] Version 1.
NPWS (2013) Conservation Objectives for Tramore Back Strand SPA [IE0004027] Version 1.
NPWS (2011) Conservation Objectives for Slaney River Valley SAC [IE0000781] Version 1.
NPWS (2021) Conservation Objectives for Ballyprior Grassland SAC [IE0002256] Version 1.
NPWS (2024) Conservation Objectives for Mid-Waterford Coast SPA [IE0004193] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SAC [IE0000697] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SPA [IE0004033] Version 1.
NPWS (2021) Conservation Objectives for Comeragh Mountains SAC [IE0001952] Version 1.
NPWS (2024) Conservation Objectives for Seas off Wexford SPA [IE0004237] Version 1.
NPWS (2025) Conservation Objectives for Hook Head SAC [IE0000764] Version 2.
NPWS (2016) Conservation Objectives for Knockacoller Bog SAC [IE0002333] Version 1.
NPWS (2016) Conservation Objectives for Coolrain Bog SAC [IE0002332] Version 1.
NPWS (2020) Conservation Objectives for The Loughans SAC [IE0000407] Version 1.
NPWS (2021) Conservation Objectives for Cullahill Mountain SAC [IE0000831] Version 1.
NPWS (2021) Conservation Objectives for Spahill and Clomantagh Hill SAC [IE0000849] Version 1.
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NPWS (2025) Conservation Objectives for Hook Head SAC [IE0000764] Version 2.
NPWS (2016) Conservation Objectives for Knockacoller Bog SAC [IE0002333] Version 1.
NPWS (2016) Conservation Objectives for Coolrain Bog SAC [IE0002332] Version 1.
NPWS (2019) Conservation Objectives for Hugginstown Fen SAC [IE0000404] Version 1.
NPWS (2020) Conservation Objectives for The Loughans SAC [IE0000407] Version 1.
NPWS (2021) Conservation Objectives for Cullahill Mountain SAC [IE0000831] Version 1.
NPWS (2021) Conservation Objectives for Spahill and Clomantagh Hill SAC [IE0000849] Version 1.
NPWS (2019) Conservation Objectives for Galmoy Fen SAC [IE0001858] Version 1.
NPWS (2017) Conservation Objectives for Lower River Suir SAC [IE0002137] Version 1.
NPWS (2025) Conservation Objectives for River Barrow and River Nore SAC [IE0002162] Version 2.
NPWS (2019) Conservation Objectives for Thomastown Quarry SAC [IE0002252] Version 1.

[69] Available here.

NPWS (2024) Conservation Objectives for River Nore SPA [IE0004233] Version 1.
NPWS (2021) Conservation Objectives for Lisbigney Bog SAC [IE0000869] Version 1.
NPWS (2019) Conservation Objectives for Blackstairs Mountains SAC [IE0000770] Version 1.
NPWS (2013) Conservation Objectives for Tramore Dunes and Backstrand SAC [IE0000671] Version 1.
NPWS (2013) Conservation Objectives for Tramore Back Strand SPA [IE0004027] Version 1.
NPWS (2011) Conservation Objectives for Slaney River Valley SAC [IE0000781] Version 1.
NPWS (2021) Conservation Objectives for Ballyprior Grassland SAC [IE0002256] Version 1.
NPWS (2024) Conservation Objectives for Mid-Waterford Coast SPA [IE0004193] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SAC [IE0000697] Version 1.
NPWS (2012) Conservation Objectives for Bannow Bay SPA [IE0004033] Version 1.
NPWS (2021) Conservation Objectives for Comeragh Mountains SAC [IE0001952] Version 1.
NPWS (2024) Conservation Objectives for Seas off Wexford SPA [IE0004237] Version 1.
NPWS (2025) Conservation Objectives for Hook Head SAC [IE0000764] Version 2.
NPWS (2016) Conservation Objectives for Knockacoller Bog SAC [IE0002333] Version 1.
NPWS (2016) Conservation Objectives for Coolrain Bog SAC [IE0002332] Version 1.

Appendix II Relationship with Other Plans and Programmes

This appendix is not intended to be a full and comprehensive review of EU Directives, the transposing regulations or the regulatory framework for environmental protection and management. The information is not exhaustive, and it is recommended to consult the Directive, Regulation, Plan or Programme to become familiar with the full details of each.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Proposed Variation
European Level			
SEA Directive (2001/42/EC)	• Contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development. • Provide for a high level of protection of the environment by carrying out an environmental assessment of plans and programmes which are likely to have significant effects on the environment.	• Carry out and environmental assessment for plans or programmes referred to in Articles 2 to 4 of the Directive. • Prepare an environmental report which identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives that consider the objectives and the geographical scope of the plan or programme. • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission. • Consult other Member States where the implementation of a plan or programme is likely to have transboundary environmental effects. • Inform relevant authorities and stakeholders on the decision to implement the plan or programme. • Issue a statement to include requirements detailed in Article 9 of the Directive. • Monitor and mitigate significant environmental effects identified by the assessment.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EIA Directive (2011/92/EU as amended by 2014/52/EU)	• Requires the assessment of the environmental effects of public and private projects which are likely to have significant effects on the environment. • Aims to assess and implement avoidance or mitigation measures to eliminate environmental effects, before consent is given of projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects. Those projects are defined in Article 4.	• All projects listed in Annex I are considered as having significant effects on the environment and require an EIA. • For projects listed in Annex II, a "screening procedure" is required to determine the effects of projects on the basis of thresholds/criteria or a case by case examination. This should take into account Annex III. • The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors: human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor. • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Habitats Directive (92/43/EEC)	• Promote the preservation, protection and improvement of the quality of the environment, including the conservation of natural habitats and of wild fauna and flora. • Contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora. • Maintain or restore to favourable conservation status, natural habitats and species of wild fauna and flora of community interest. • Promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements.	• Propose and protect sites of importance to habitats, plant and animal species. • Establish a network of European sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, to enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range. • Carry out comprehensive assessment of habitat types and species present. • Establish a system of strict protection for the animal species and plant species listed in Annex IV.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Birds Directive (2009/147/EC)	• Conserve all species of naturally occurring birds in the wild state including their eggs, nests and habitats. • Protect, manage and control these species and comply with regulations relating to their exploitation. • The species included in Annex I shall be the subject of special conservation measures concerning their habitat in order to ensure their survival and reproduction in their area of distribution.	• Preserve, maintain or re-establish a sufficient diversity and area of habitats for all the species of birds referred to in Annex 1. • Preserve, maintain and establish biotopes and habitats to include the creation of protected areas (Special Protection Areas). • Ensure the upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones, re-establish destroyed biotopes and creation of biotopes. • Measures for regularly occurring migratory species not listed in Annex I is required as regards their breeding, moulting and wintering areas and staging posts along their migration routes. The protection of wetlands and particularly wetlands of international importance.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

EU Nitrates Directive (91/676/EEC)	It aims to reduce water pollution from nitrates used for agricultural purposes and prevent any further pollution. It forms an integral part of the water framework directive (Directive 2000/60/EC) of the European Union and is closely linked to other EU policies that address air quality, climate change and agriculture.	EU Member States must do the following: • Designate as vulnerable zones all those draining into waters that are or could be affected by high nitrate levels and eutrophication. The designation is reviewed and possibly revised at least every 4 years to take account of any changes that have occurred. • Establish mandatory action programmes for these areas, taking into account available scientific and technical data and overall environmental conditions. • Monitor the effectiveness of the action programmes. • Test the nitrate concentration in fresh ground and surface water at sampling stations, at least monthly and more frequently during flooding. • Carry out a comprehensive monitoring programme and submit – every 4 years – a detailed report on the directive's implementation. The report includes information on nitrate-vulnerable zones, results of water monitoring and a summary of the relevant aspects of codes of good agricultural practices and action programmes. • Draw up a code of good agricultural practices, which farmers apply on a voluntary basis. It sets out various good practices, such as when fertiliser use is inappropriate. • Provide training and information for farmers, where appropriate. The European Commission provides a report every 4 years on the basis of the national information it has received.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Environmental Quality Standards Directive (EQSD) (2008/105/EC)	It sets out environmental quality standards (EQSs) for the presence in surface water of certain substances or groups of substances identified as priority pollutants because of the significant risk they pose to or via the aquatic environment. These standards are in line with the strategy and objectives of the European Union (EU)'s water framework directive (Directive 2000/60/EC). It repeals Directives 82/176/EEC, 83/513/EEC, 84/156/EEC, 84/491/EEC and 86/280/EEC with effect from 22 December 2012.	The directive sets EQSs for priority substances and eight other pollutants. These substances include: the metals cadmium, lead, mercury and nickel, and their compounds; benzene; polyaromatic hydrocarbons; and several pesticides. Several of these priority substances are classed as hazardous. The EQSs in Directive 2008/105/EC are limits on the concentration of the priority substances and eight other pollutants in water (or biota), i.e. thresholds which must not be exceeded if a good chemical status is to be met. There are two types of water standard. A threshold for the average concentration of the substance concerned calculated from measurements over a 1-year period. The purpose of this standard is to ensure protection against long-term exposure to pollutants in the aquatic environment. A maximum allowable concentration of the substance concerned, i.e. the maximum for any single measurement. The purpose of this standard is to ensure protection against short-term exposure, i.e. pollution peaks. The EQSs are different for: • inland surface waters (rivers and lakes); • other surface waters (transitional, coastal and territorial waters). • EU Member States must ensure compliance with the EQSs. They must also take measures to ensure that the concentrations of substances that tend to accumulate in sediment and/or biota do not increase significantly.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Industrial Emissions (Integrated Pollution Prevention and Control) –IED Directive (2010/75/EU)	It is aimed at achieving significant benefits to the environment and human health by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques (BAT). The IED is based on the following principles: • an integrated approach (focusing on the installation being permitted rather than separately on different environmental media such as air, water or soil); • best available techniques; • flexibility; • inspections; • public participation. The IED combines seven separate existing Directives related to industrial emissions: With effect from 7 January 2014: • Directive 78/176/EEC of 20 February 1978 on waste from the titanium dioxide industry; • Directive 82/883/EEC on the surveillance and monitoring of titanium dioxide waste; • Directive 92/112/EEC on the reduction of titanium dioxide industrial waste; • Directive 1999/13/EC on reducing emissions of volatile organic compounds; • Directive 2000/76/EC on waste incineration (Waste Incineration Directive); • Directive 2008/1/EC concerning integrated pollution prevention and control (IPPC Directive); With effect from 1st January 2016: • Directive 2001/80/EC on the limitation of emissions of certain pollutants from large combustion plants (LCP Directive).	• The IED aspires to reduce and, as far as possible, eliminate pollution arising from industrial activities. It seeks to achieve this by providing a general framework for the control of the industries with the highest pollution potential in order to prevent the shifting of pollution from one environmental medium (or industry) to another. The overall intention is to provide an integrated approach to the prevention and control of emissions into the various environmental media such as, air, water and soil while striking a commercial balance for businesses. • The IED aims to increase the effectiveness of the legislation by supporting Member States in implementing BAT-based permitting. The IED aims to improve and clarify the concept and use of BAT and increases transparency by requiring that the use of flexibility must be justified and documented leading to a more coherent and EU-wide application of BAT. • The IED also strengthens existing minimum requirements in certain sectors (such as large combustion plants, waste incineration, etc.) so as to ensure the achievement of objectives of the Commission's Thematic Strategy on Air Pollution. • The IED aims to further increase the effectiveness of the legislation by strengthening provisions on environmental improvement and enforcement, while stimulating innovation. The IED introduces minimum requirements as regards the environmental inspections of installations, the review and update of permits, and reporting on compliance. It also provides incentives for the development and promotion of environment-friendly technologies. • The IED aims to cut all identified unnecessary administrative burdens and simplify current legislation. The IED tackles the shortcomings of current EU legislation on industrial emissions by overhauling the seven existing pieces of legislation on industrial emissions. This has improved the clarity and coherence of the legislation and should reduce the administrative burden through combined requirements on granting permits and streamlined reporting.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

EU Plant Protection (products) Directive 2009/127/EC	The Directive applies to pesticides which are plant protection products. Regarding pesticide application equipment already in professional use, the Framework Directive introduces requirements for the inspection and maintenance to be carried out on such equipment.	This Directive is limited to the essential requirements with which machinery for pesticide application must comply before being placed on the market and/or put into service, while the European standardisation organisations are responsible for drawing up harmonised standards providing detailed specifications for the various categories of such machinery in order to enable manufacturers to comply with those requirements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Renewable Energy Directive (RED) 2023/2413 **- amending Directive (EU) 2018/2001, Regulation (EU) 2018/1999 and Directive 98/70/EC as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652**	The Renewable Energy Directive is the legal framework for the development of clean energy across all sectors of the EU economy, supporting cooperation between EU countries towards this goal. The revised Directive introduces stronger measures to ensure that all possibilities for the further development and uptake of renewables are fully utilised. This will be key to achieving the EU's objective of climate neutrality by 2050 and to strengthen Europe's security of energy supply. In addition to double the existing share of renewable energy sources, a strong policy framework will facilitate electrification in different sectors, with new increased sector-specific targets for renewables in heating and cooling, transport, industry, buildings and district heating/cooling, but also with a framework promoting electric vehicles and smart recharging.	The revised Directive sets an overall renewable energy target of at least 42.5% binding at EU level by 2030 - but aiming for 45%. The amended RED contains revised targets for renewable energy consumption in transport, of 29% energy share (known as the 'RES-T') or a 14.5% GHG reduction by 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Indirect Land Use Change Directive (2012/0288 (COD))	• Article 3(4) of Directive 2009/28/EC of the European Parliament and of the Council (3) requires Member States to ensure that the share of energy from renewable energy sources in all forms of transport in 2020 is at least 10 % of their final energy consumption. • The blending of biofuels is one of the methods available for Member States to meet this target, and is expected to be the main contributor. • Other methods available to meet the target are the reduction of energy consumption, which is imperative because a mandatory percentage target for energy from renewable sources is likely to become increasingly difficult to achieve sustainably if overall demand for energy for transport continues to rise, and the use of electricity from renewable energy sources.	• Limit the contribution that conventional biofuels (with a risk of ILUC emissions) make towards attainment of the targets in the Renewable Energy Directive; • Improve the greenhouse gas performance of biofuel production processes (reducing associated emissions) by raising the greenhouse gas saving threshold for new installations subject to protecting installations already in operation on 1st July 2014; • Encourage a greater market penetration of advanced (low-ILUC) biofuels by allowing such fuels to contribute more to the targets in the Renewable Energy Directive than conventional biofuels; • Improve the reporting of greenhouse gas emissions by obliging Member States and fuel suppliers to report the estimated indirect land-use change emissions of biofuels.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Alternative Fuel Infrastructure Regulation (AFIR) - **(Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU)**	The regulation sets mandatory national targets for European Union Member States to deploy publicly accessible alternative fuels infrastructure (in particular for electricity and hydrogen) for road vehicles, vessels moored at the quayside and stationary aircraft, with a specific focus on the trans-European networks. The regulation also includes: • common rules for user information, data provision and payment requirements; • a mandate for the Commission to adopt delegated acts to ensure interoperability of infrastructure by mandating technical specifications on the basis of European standards; and • planning and reporting requirements for Member States.	Recharging infrastructure for electric cars and vans: • Member States must ensure that publicly accessible recharging stations are set up in proportion to the number of registered vehicles, as follows: • for each registered electric vehicle, a total power output of at least 1.3 kilowatts (kW); for each registered plug-in hybrid vehicle, a total power output of at least 0.80 kW. • Member States must also ensure the deployment of publicly accessible recharging stations along the trans-European transport network (TEN-T) road network. Recharging infrastructure for electric heavy-duty vehicles: • Member States must ensure a minimum coverage of recharging points for heavy-duty electric vehicles. Hydrogen infrastructure for road vehicles: • By 31 December 2030, Member States must ensure that publicly accessible hydrogen refuelling stations with a total capacity of at least 1 tonne per day are deployed at least every 200 km along the TEN-T core network. At least one refuelling station must be deployed in each urban node. Liquefied methane for road transport: • Until 31 December 2024, Member States must ensure that an appropriate number of publicly accessible refuelling points for liquefied methane are set up, at least along the TEN-T core network, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits. Electricity supply in maritime ports: • By 31 December 2029, there must be sufficient shoreside electricity for ships moored at the quayside at TEN-T core and TEN-T comprehensive maritime ports to serve at least 90% of all container and passenger vessels above 5,000 gross tonnage. Electricity for stationary aircraft: • By 31 December 2024, all airports of the TEN-T core and comprehensive network must provide electricity to stationary aircraft used for commercial air transport operations at aircraft contact stands, and by 31 December 2029 at all remote stands. Railway infrastructure: • Member States must assess the development of alternative fuel technologies and propulsion systems (including hydrogen and battery power) for rail infrastructure that cannot be fully electrified for technical or cost-efficiency reasons. Payment: • Users of electric and hydrogen vehicles must be able to pay easily at recharging and hydrogen refuelling points (with payment cards and without subscriptions). Prices, including all of their components and specific to the recharging session, must be communicated clearly to end users before the start of a recharging session.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Energy Efficiency Directive (2012/27/EU)	• Establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020. • Under the Directive, all EU countries are required to use energy more efficiently at all stages of the energy chain, from production to final consumption.	• Energy distributors or retail energy sales companies have to achieve 1.5% energy savings per year through the implementation of energy efficiency measures • EU countries can opt to achieve the same level of savings through other means, such as improving the efficiency of heating systems, installing double glazed windows or insulating roofs • The public sector in EU countries should purchase energy efficient buildings, products and services • Every year, governments in EU countries must carry out energy efficient renovations on at least 3% (by floor area) of the buildings they own and occupy • Energy consumers should be empowered to better manage consumption. This includes easy and free access to data on consumption through individual metering • National incentives for SMEs to undergo energy audits • Large companies will make audits of their energy consumption to help them identify ways to reduce it • Monitoring efficiency levels in new energy generation capacities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Seveso Directive (2012/18/EU)	This Directive lays down rules for the prevention of major accidents which involve dangerous substances, and the limitation of their consequences for human health and the environment, with a view to ensuring a high level of protection throughout the Union in a consistent and effective manner.	The Seveso Directive is well integrated with other EU policies, thus avoiding double regulation or other administrative burden. This includes the following related policy areas: • Classification, labelling and packaging of chemicals; • The Union's Civil Protection Mechanism; • The Security Union Agenda including CBRN-E and Protection of critical infrastructure; • Policy on environmental liability and on the protection of the environment through criminal law; • Safety of offshore oil and gas operations.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

EU Effort Sharing Regulation (ESR) 2018 (as amended in 2023)	The ESR establishes binding annual greenhouse gas emission targets for Member States from 2021 to 2030. It is part of a set of policies and measures to reduce the EU's emissions by at least 55% by 2030, compared to 1990 levels. This is a crucial milestone to deliver the European Green Deal and achieve climate neutrality by 2050. The ESR is also part of the Energy Union strategy and the EU's implementation of the Paris Agreement.	The national targets concern emissions from the following sectors: domestic transport (excluding aviation), buildings, agriculture, small industry, and waste. These sectors account for almost 60% of emissions in the EU. The ESR assigns each Member State with an emission reduction target for 2030, a set of annual emission allocations for each year from 2021 to 2030, and flexibilities to deal with annual fluctuations in greenhouse gas emissions due to weather or economic conditions. The amended legislation increases the emissions reduction target for the targeted sectors including transport, from 29% to 40% by 2030, compared to 2005 levels.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
The Energy Union Strategy (COM/2015/080) (2015) and the EU "Clean energy for all Europeans" package (2019)	The Energy Union Strategy aims at building an energy union that gives EU consumers - households and businesses - secure, sustainable, competitive and affordable energy. Since its launch in 2015, the EC has published several packages of measures and regular progress reports, which monitor the implementation of this key priority, to ensure that the energy union strategy is achieved. The package aims to help to decarbonise EU's energy system in line with the European Green Deal objectives. The ESR transforms the targets of the Clean Energy Package into binding annual climate targets for each Member State for the period 2021–2030. The "Clean energy for all Europeans" package – marked a significant step towards implementing the Energy Union Strategy.	The Energy Union Strategy builds five closely related and mutually reinforcing dimensions: • Security, solidarity and trust - diversifying Europe's sources of energy and ensuring energy security through solidarity and cooperation between EU countries. • A fully integrated internal energy market - enabling the free flow of energy through the EU through adequate infrastructure and without technical or regulatory barriers. • Energy efficiency - improved energy efficiency will reduce dependence on energy imports, lower emissions, and drive jobs and growth. • Climate action, decarbonising the economy - the EU is committed to a quick ratification of the Paris Agreement and to retaining its leadership in the area of renewable energy. • Research, innovation and competitiveness - supporting breakthroughs in low-carbon and clean energy technologies by prioritising research and innovation to drive the energy transition and improve competitiveness. Based on Commission proposals published in 2016, the Clean Energy package consists of 8 new laws. Following political agreement by the EU Council and the European Parliament (finalised in May 2019) and the entry into force of the different EU rules, EU countries have 1-2 years to convert the new directives into national law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Directive on ambient air quality and cleaner air for Europe 2024/EC **recast: Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC and Fourth Daughter Directive 2004/107/EC**	This new directive simplifies EU rules on ambient air quality by merging the two existing EU directives into one. Its goal is to bring quality standards in line with the World Health Organization (WHO) recommendations. The new directive introduces stricter limits on key air pollutants, aligning EU standards more closely with World Health Organization (WHO) guidelines.	Air quality is assessed using common methods and criteria across the EU, and the revised directive brings further improvements to air quality monitoring and modelling. The revised directive will also ensure early action, with air quality roadmaps that need to be prepared ahead of 2030 if there is a risk that the new standards will not be attained by that date. The air quality standards will be reviewed regularly in line with latest scientific evidence to assess whether they continue to be appropriate. The revised directive prioritises the health of EU citizens: it sets new air quality standards for pollutants to be reached by 2030 which are more closely aligned with the WHO air quality guidelines. Those pollutants include, among others, particulate matter PM_{10} and $PM_{2.5}$, nitrogen dioxide and sulphur dioxide, all known to cause respiratory problems. Member states may request that the 2030 deadline be postponed if specific conditions are met.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU (2018) Clean Air Policy Package	Aims to substantially reduce air pollution across the EU.	The proposed strategy sets out objectives for reducing the health and environmental impacts of air pollution by 2030, and contains legislative proposals to implement stricter standards for emissions and air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Emissions Ceilings (NEC) Directive 2016/2284/EU on the reduction of certain atmospheric pollutants	It aims to reduce the health risks and environmental impact of air pollution by establishing national emission reduction commitments. The Directive also aligns emission reduction commitments under EU law with international commitments (following the revision of the Gothenburg Protocol in 2012). The legislation was proposed as part of the EU's 2013 Clean Air Policy Package, which included a Clean Air Programme for Europe.	The Directive covers 5 air pollutants: • sulphur dioxide; • nitrogen oxides; • non-methane volatile organic compounds; • ammonia; and • fine particulate matter. The Directive sets emission reduction commitments per pollutant for each EU country to be attained by 2020 and 2030. The emission reduction commitments for each pollutant that will apply each year from 2020 to 2029 are the same as those which the EU countries are already committed to under the revised Gothenburg protocol. New stricter reductions have been agreed from 2030 onwards.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

UNECE Convention on Long-range Transboundary Air Pollution (1979)	The first international treaty to deal with air pollution on a broad regional basis. The Convention entered into force in 1983, laying down the general principles of international cooperation for air pollution abatement and setting up an institutional framework which has since brought together research and policy.	The Convention has substantially contributed to the development of international environmental law and has created the essential framework for controlling and reducing the damage to human health and the environment caused by transboundary air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Directive on arsenic, cadmium, mercury, nickel and PAH in ambient air (2004/107/EC), as amended	Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air.	The objective of this Directive is to establish a target value for the concentration of arsenic, cadmium, nickel and benzo(a)pyrene in ambient air so as to avoid, prevent or reduce harmful effects of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons on human health and the environment as a whole. It determines common methods and criteria for the assessment of concentrations of arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air as well as of the deposition of such substances.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Medium Combustion Plants (MCP) Directive (2015/2193)	Directive (EU) 2015/2193 of the European Parliament and of the Council on the limitation of emissions of certain pollutants into the air from medium combustion plants.	This Directive lays down rules to control emissions of sulphur dioxide (SO_2), nitrogen oxides (NOx) and dust into the air from medium combustion plants, as well as to monitor emissions of carbon monoxide (CO). The aim is to reduce emissions to air and the potential risks to human health and the environment from such emissions. As regards the scope, Article 2 identifies the types of combustion plants to which these rules apply. Emission limits values are set out in Annex II.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Energy Efficiency Directive 2023/1791 on energy efficiency and amending Regulation (EU) 2023/955 (recast)	The revised Energy Efficiency Directive significantly raises the EU's ambition on energy efficiency. It establishes 'energy efficiency first' as a fundamental principle of EU energy policy, giving it legal-standing for the first time. The Commission has published a series of recommendations, including guidelines for EU countries related to the revised directive, to help countries transpose its different elements into national law.	The revised Directive: • raises the EU energy efficiency target, making it binding for EU countries to collectively ensure an additional 11.7% reduction in energy consumption by 2030, compared to the projections of the EU reference scenario 2020; • more than doubles the annual energy savings obligation (Article 8) by 2028, this is one of the key policy instruments of the directive to meet the headline target and to drive energy savings in end-use sectors, such as buildings, industry and transport; • puts a stronger focus on alleviating energy poverty, it aims at empowering consumers through stronger requirements for EU countries to raise awareness and provide information on energy efficiency; • it includes improved regulations to identify and remove barriers related to split incentives for energy efficiency renovations between tenants and owners or among multiple owners; • introduces an obligation for the monitoring and reporting of the energy performance of data centres; • expands the scope of energy audit obligations to include all those companies, regardless of their size, which are consuming energy above a certain threshold; • mandates EU countries to report on energy efficiency investments, including energy performance contracts, as part of the Governance Regulation, ensuring transparency and accountability; • establishes project development assistance mechanisms at national, regional, and local levels to support energy efficiency investments and facilitate the attainment of the EU's ambitious energy efficiency targets.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Noise Directive (2002/49/EC)	The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing Community policy on noise reduction from source.	The Directive requires competent authorities in Member States to: • Draw up strategic noise maps for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people which may be impacted upon as a result of excessive noise levels; • Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and • Inform and consult the public about noise exposure, its effects, and the measures considered to address noise. The Directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Floods Directive (2007/60/EC)	• Establishes a framework for the assessment and management of flood risks • Reduce adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community	• Assess all water courses and coast lines at risk from flooding through Flood Risk Assessment • Prepare flood hazard maps and flood risk maps outlining the extent or potential of flooding and assets and humans at risk in these areas at River Basin District level (Article 3(2) (b)) and areas covered by Article 5(1) and Article 13(1) (b) in accordance with paragraphs 2 and 3. • Implement flood risk management plans and take adequate and coordinated measures to reduce flood risk for the areas covered by the Articles listed above. • Inform the public and allow the public to participate in planning process.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Framework Directive (2000/60/EC)	• Establish a framework for the protection of water bodies to include inland surface waters, transitional waters, coastal waters and groundwater and their dependent wildlife and habitats. • Preserve and prevent the deterioration of water status and where necessary improve and maintain "good status" of water bodies. • Promote sustainable water usage. • The Water Framework Directive repealed the following Directives: o The Drinking Water Abstraction Directive o Sampling Drinking Water Directive o Exchange of Information on Quality of Surface Freshwater Directive o Shellfish Directive o Freshwater Fish Directive o Groundwater (Dangerous Substances) Directive o Dangerous Substances Directive	• Protect, enhance and restore all water bodies and meet the environmental objectives outlined in Article 4 of the Directive. • Achieve "good status" for all waters. • Manage water bodies based on identifying and establishing river basins districts. • Involve the public and streamline legislation. • Prepare and implement a River Basin Management Plan for each river basin districts identified and a Register of Protected Areas. • Establish a programme of monitoring for surface water status, groundwater status and protected areas. • Recover costs for water services.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Groundwater Directive (2006/118/EC)	• Protect, control and conserve groundwater. • Prevent the deterioration of the status of all bodies of groundwater. • Implements measures to prevent and control groundwater pollution, including criteria for assessing good groundwater chemical status and criteria for the identification of significant and sustained upward trends and for the definition of starting points for trend reversals.	• Meet minimum groundwater standards listed in Annex 1 of Directive. • Meet threshold values adopted by national legislation for the pollutants, groups of pollutants and indicators of pollution which have been identified as contributing to the characterisation of bodies or groups of bodies of groundwater as being at risk, also taking into account Part B of Annex II.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Drinking Water Directive **- Directive (EU) 2020/2184 of the European Parliament and of the Council of 16 December 2020 on the quality of water intended for human consumption (recast)**	• Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean, and to improve access to water intended for human consumption.	For purposes of the Directive, 'water intended for human consumption' means: a) all water, either in its original state or after treatment, intended for drinking, cooking, food preparation or other domestic purposes in both public and private premises, regardless of its origin and whether it is supplied from a distribution network, supplied from a tanker or put into bottles or containers, including spring waters; b) all water used in any food business for the manufacture, processing, preservation or marketing of products or substances intended for human consumption.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Urban Waste Water Treatment Directive **- Directive (EU) 2024/3019 of the European Parliament and of the Council of 27 November 2024 concerning urban wastewater treatment (recast)**	• Protect the environment and human health from adverse effects of urban wastewater discharges while reducing greenhouse gas emissions and improving energy efficiency in the sector.	The Directive establishes a detailed framework covering: • Requirements for collection and treatment of urban wastewater in agglomerations above 1,000 population equivalent (p.e.) • Standards for secondary, tertiary and new quaternary treatment of wastewater • Extended producer responsibility for pharmaceutical and cosmetic companies to cover costs of removing micropollutants • Energy neutrality targets for treatment plants • Requirements for monitoring, reporting and public access to information	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Water Reuse Regulation (2020/741)	The purpose of this Regulation is to facilitate the uptake of water reuse whenever it is appropriate and cost-efficient, thereby creating an enabling framework for those Member States who wish or need to practise water reuse.	• Regulation (EU) 2020/741 of the European Parliament and of the Council on minimum requirements for water reuse. This Regulation lays down minimum requirements for water quality and monitoring and provisions on risk management, for the safe use of reclaimed water in the context of integrated water management.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Environmental Liability Directive (2004/35/EC) as amended by Directive 2006/21/EC, Directive 2009/31/EC and Directive 2013/30/EU	The overall aim of the ELD is to prevent and fully remedy damaged natural resources and their services to the condition that would have existed if no damage had occurred.	• Relates to environmental damage caused by any of the occupational activities listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities; damage to protected species and natural habitats caused by any occupational activities other than those listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities, whenever the operator has been at fault or negligent. • Where environmental damage has not yet occurred but there is an imminent threat of such damage occurring, the operator shall, without delay, take the necessary preventive measures. • Where environmental damage has occurred the operator shall, without delay, inform the competent authority of all relevant aspects of the situation and take all practicable steps to immediately control, contain, remove or otherwise manage the relevant contaminants and/or any other damage factors in order to limit or to prevent further environmental damage and adverse effects on human health or further impairment of services and the necessary remedial measures, in accordance with Article 7. • The operator shall bear the costs for the preventive and remedial actions taken pursuant to this Directive. • The competent authority shall be entitled to initiate cost recovery proceedings against the operator. • The operator may be required to provide financial security guarantees to ensure their responsibilities under the directive are met. • The Environmental Liability Directive has been amended through a number of Directives. Implementation of the Environmental Liability Directive is contributed towards by a Multi-Annual Work Programme (MAWP) 'Making the Environmental Liability Directive more fit for purpose' that is updated annually to changing developments, growing knowledge and new needs.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sewage Sludge Directive **(Council Directive 86/278/EEC of 12 June 1986 on the protection of the environment, and in particular of the soil, when sewage sludge is used in agriculture)**	The purpose of this Directive is to regulate the use of sewage sludge in agriculture in such a way as to prevent harmful effects on soil, vegetation, animals and man, thereby encouraging the correct use of such sewage sludge. Member States shall prohibit the use of sludge where the concentration of one or more heavy metals in the soil exceeds the limit values which they lay down in accordance with Annex I A and shall take the necessary steps to ensure that those limit values are not exceeded as a result of the use of sludge. The aims of the Sewage Sludge Directive are • to protect humans, animals, plants and the environment by ensuring that heavy metals in soil and sludge do not exceed set limits • to increase the amount of sewage sludge used in agriculture	The Directive also: • sets limits for the concentration of seven heavy metals in sewage sludge intended for agricultural use and in sludge-treated soils (cadmium, copper, nickel, lead, zinc, mercury, chromium) • bans the use of sewage sludge that results in concentrations of these heavy metals in soil exceeding these limit values	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Bathing Waters Directive **(Directive 2006/7/EC of the European Parliament and of the Council concerning the management of bathing water quality and repealing Directive 76/160/EEC)**	With a view to preserving, protecting and improving human health and the environment, within the legal framework of Directive 2000/60/EC, the present Directive establishes provisions for: (a) the monitoring and classification of bathing water quality; (b) the management of bathing water quality; and (c) the provision of information to the public on bathing water quality. Member States are required to annually identify all bathing waters and define the length of the bathing season. The EU aims to protect the environment and the health of Europeans by attaining good bathing water quality throughout the EU. More specifically, it aims to: • provide better and earlier information to citizens about the quality of their bathing waters, including logos • move from simple sampling and monitoring of bathing waters to bathing quality management • integrate into other EU measures protecting the quality of all our waters (rivers, lakes, ground waters and coastal waters) through the Water Framework Directive	The Bathing Water Directive requires Member States to monitor and assess bathing water. It ensures timely information is given to the public during the bathing season and requires Member States to disseminate information on bathing water quality actively and promptly. In particular, notices banning or advising against bathing should be rapidly and easily identifiable. The Directive applies to all surface waters that can be used for bathing, except for swimming pools and spa pools, confined waters subject to treatment or used for therapeutic purposes and confined waters artificially separated from surface water and groundwater. Decision establishing a symbol for information to the public on bathing water classification and any bathing prohibition. View the symbols for informing the public on bathing water prohibition, advice against bathing and bathing water classification. The implementation of the Bathing Water Directive is supported by a broad EU framework of water legislation, including the Water Framework Directive, the Environmental Quality Standards Directive, the Groundwater Directive, the Marine Strategy Framework Directive and the Urban Waste Water Treatment Directive.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Use of Pesticides Directive (2009/128/EC) **Proposal for a Regulation of the European Parliament and of the Council on the sustainable use of plant protection products and amending Regulation (EU) 2021/2115**	The Sustainable Use of Pesticides Directive (SUD) establishes a framework for European Community action to achieve the sustainable use of pesticides by setting minimum rules to reduce the risks to human health and the environment that are associated with pesticide use. The Directive aims to achieve a sustainable use of pesticides in the EU by reducing the risks and impacts of pesticide use on human health and the environment and promoting the use of Integrated Pest Management (IPM) and of alternative approaches or techniques, such as non-chemical alternatives to pesticides. EU countries have drawn up National Action Plans to implement the range of actions set out in the Directive.	The main actions relate to training of users, advisors and distributors of pesticides, inspection of pesticide application equipment, the prohibition of aerial spraying, limitation of pesticide use in sensitive areas, and information and awareness raising about pesticide risks. EU countries must also promote Integrated Pest Management, for which, general principles are laid down in Annex III to the Directive. The European Commission has adopted a proposal for a new Regulation on the Sustainable Use of Plant Protection Products, including EU wide targets to reduce by 50% the use and risk of chemical pesticides by 2030, in line with the EU's Farm to Fork and Biodiversity strategies. The proposal, adopted on 22 June 2022, is part of a package of measures to reduce the environmental footprint of the EU's food system and help mitigate the economic losses that we are already suffering due to climate change and biodiversity loss. The proposal transforms the existing Directive into a Regulation which will be directly binding and uniformly applicable to all Member States. It overhauls the existing rules on the Sustainable Use of Pesticides (see Directive 2009/128/EC) to bring them in line with the ambitions set in the EU Green Deal, Biodiversity and Farm to Fork strategies. The proposals must be approved by Member States in the Council and the European Parliament, under the normal legislative procedure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Common Agricultural Policy (CAP) (1962) **CAP 2023-2027**	The CAP is a partnership between society and agriculture that ensures a stable supply of food, safeguards farmers' income, protects the environment and keeps rural areas vibrant. It aims to: • support farmers and improve agricultural productivity, ensuring a stable supply of affordable food; • safeguard European Union farmers to make a reasonable living; • help tackle climate change and the sustainable management of natural resources; • maintain rural areas and landscapes across the EU; • keep the rural economy alive by promoting jobs in farming, agri-food industries and associated sectors.	The CAP 2023-2027 entered into force on 1 January 2023. Support for farmers and rural stakeholders across the 27 EU countries is based on the CAP 2023-2027 legal framework and the choices detailed in the CAP Strategic Plans, approved by the Commission. The approved Plans are designed to make a significant contribution to the ambitions of the European Green Deal, Farm to Fork Strategy and Biodiversity Strategy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU REACH Regulation (EC 1907/2006), as amended	The purpose of this Regulation is to ensure a high level of protection of human health and the environment, including the promotion of alternative methods for assessment of hazards of substances, as well as the free circulation of substances on the internal market while enhancing competitiveness and innovation.	This Regulation lays down provisions on hazardous substances and mixtures and specification of hazard classes; general obligations of manufacturers, importers and downstream users to classify, label and package the substances and mixtures; identification and examination of available information on substances and mixtures; evaluation of hazard information and decision on classification; establishment of a classification and labelling inventory in the form of a database; and the manufacture, placing on the market and use of chemical substances and preparations, pursuant to the precautionary principle. The Regulation sets forth the framework concerning the registration of such substances and preparations as well as the granting of authorizations. Furthermore, it sets up the European Chemicals Agency for the purposes of managing and carrying out the technical, scientific and administrative aspects of this Regulation. This Regulation sets out eight annexes attached. Annex I sets out the criteria for classification and labelling requirements for hazardous substances and mixtures. Annex II lays down special rules for labelling and packaging of certain classified substances and mixtures.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

UN Sustainable Development Goals	The 2030 Agenda for Sustainable Development provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals (SDGs), which reflect the need for all countries to urgently act as a global partnership.	Sustainable transport is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, and cities and human settlements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Commission's "Forging a climate-resilient Europe - the new EU Strategy on Adaptation to Climate Change" (2021)	The Strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050.	The Strategy has four principal objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Environment Agency's European Climate Risk Assessment (2024)	This assessment identifies 36 climate risks with potentially severe consequences across Europe.	The risks are evaluated in the contexts of risk severity, policy horizon (lead time and decision horizon), policy readiness and risk ownership. It further identifies priorities for EU policy action, based on a structured risk assessment united with qualitative aspects, such as considering social justice.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
UN Kyoto Protocol (2nd Kyoto Period), the Second European Climate Change Programme (ECCP II), Paris climate conference (COP21) 2015 (Paris Agreement)	The UN Kyoto Protocol set of policy measures to reduce greenhouse gas emissions. The Second European Climate Change Programme (ECCP II) aims to identify and develop all the necessary elements of an EU strategy to implement the Kyoto Protocol. At the Paris climate conference (COP21) in December 2015, 195 countries adopted the first-ever universal, legally binding global climate deal. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C and in line with recommendations of the Intergovernmental Panel on Climate Change (IPCC) take steps "to limit the temperature increase to 1.5°C above preindustrial levels".	• The Kyoto Protocol is implemented through the European Climate Change Programme (ECCP II). • EU member states implement measures to improve on or compliment the specified measures and policies arising from the ECCP. Under COP21, governments agreed to come together every 5 years to set more ambitious targets as required by science; report to each other and the public on how well they are doing to implement their targets; track progress towards the long-term goal through a robust transparency and accountability system.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Green Deal (2019) and "Fit for 55" legislation (2021)	The European Green Deal provides a roadmap for making the EU's economy sustainable by turning climate and environmental challenges into opportunities across all policy areas and making the transition just and inclusive for all. The "Fit for 55" legislative package is a central part of the European Green Deal.	The European Green Deal covers all sectors of the economy, notably transport, energy, agriculture, buildings, and industries such as steel, cement, ICT, textiles and chemicals. It outlines investments needed and financing tools available, and explains how to ensure a just and inclusive transition. The 'Fit for 55' package responds to the requirements in the EU Climate Law to reduce Europe's net greenhouse gas emissions by at least 55% by 2030. It was updated when the Commission proposed increased ambition on renewable energy and energy efficiency in the REPowerEU plan to respond to Russia's invasion of Ukraine and boost Europe's energy security. The final legislative package is expected to reduce EU net greenhouse gas emissions by 57% by 2030. For transport, the package is primarily focused on reducing fossil fuel dependency and increasing the availability of, and infrastructure for, renewable alternatives.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Leaders Pledge for Nature 2020	Political leaders (including Taoiseach Michael Martin) participating in the United Nations Summit on Biodiversity in September 2020, representing 75 countries from all regions and the European Union, have committed to reversing biodiversity loss by 2030.	As part of the UN Decade of Action to achieve sustainable development, the leaders commit to achieve the vision of Living in Harmony with Nature by 2050 by undertaking ten actions, including: • Putting biodiversity, climate, and the environment at the heart of COVID-19 recovery strategies and investments as well as national and international development and cooperation; • Developing and implementing an ambitious and transformational post-2020 global biodiversity framework for adoption at the 15th meeting of the Conference of the Parties (COP 15) to the UN Convention on Biological Diversity (CBD) in Kunming, China, as a key instrument to reach the SDGs; • Raising ambition and aligning domestic climate policies with the Paris Agreement on climate change, with enhanced nationally determined contributions (NDCs) and long-term strategies consistent with the temperature goals of the Paris Agreement, and the objective of net zero greenhouse gas (GHG) emissions by mid-century, and strengthen climate resilience of economies and ecosystems; and • Mainstream biodiversity into relevant sectoral and cross-sectoral policies at all levels, including in food production, agriculture, fisheries and forestry, energy, tourism, infrastructure and extractive industries, and trade and supply chains, as well as into key international agreements and processes.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Biodiversity Strategy for 2030 - Bringing nature back into our lives (European Commission, 2020)	The EU's biodiversity strategy for 2030 is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030, and contains specific actions and commitments. Aims to build resilience to future threats such as the impacts of climate change, forest fires, food insecurity, disease outbreaks and protecting wildlife and fighting illegal wildlife trade.	The Strategy contains specific commitments and actions to be delivered by 2030, including: • Establishing a larger EU-wide network of protected areas on land and at sea; • Launching an EU nature restoration plan; • Introducing measures to enable the necessary transformative stage; and • Introducing measures to tackle the global biodiversity challenge.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Green Infrastructure Strategy (2013)	Aims to create a robust enabling framework in order to promote and facilitate Green Infrastructure (GI) projects.	• Promoting GI in the main EU policy areas. • Supporting EU-level GI projects. • Improving access to finance for GI projects. • Improving information and promoting innovation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)	The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.	The Valletta Convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage. It also constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
ICOMOS (2011) Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes ('Dublin Principles')	It is aimed to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of human societies around the World.	• (I) Document and understand industrial heritage structures, sites, areas and landscapes and their values; • (II) Ensure effective protection and conservation of the industrial heritage structures, sites, areas and landscapes; • (III) Conserve and maintain the industrial heritage structures, sites, areas and landscapes; and • (IV) Present and communicate the heritage dimensions and values of industrial structures, sites, areas and landscapes to raise public and corporate awareness, and support training and research.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Convention of the Protection of the Architectural Heritage of Europe (Granada, 1995)	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.	• The reinforcement and promotion of policies for protecting and enhancing the heritage within the territories of the parties. • The affirmation of European solidarity with regard to the protection of the heritage and the fostering of practical co-operation between states and regions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Council of Europe Framework Convention on the Value of Cultural Heritage for Society (Faro, 2005)	• Cultural heritage is a group of resources inherited from the past which people identify, independently of ownership, as a reflection and expression of their constantly evolving values, beliefs, knowledge and traditions. It includes all aspects of the environment resulting from the interaction between people and places through time. • A heritage community consists of people who value specific aspects of cultural heritage which they wish, within the framework of public action, to sustain and transmit to future generations.	• Recognise that rights relating to cultural heritage are inherent in the right to participate in cultural life, as defined in the Universal Declaration of Human Rights. • Recognise individual and collective responsibility towards cultural heritage. • Emphasise that the conservation of cultural heritage and its sustainable use have human development and quality of life as their goal. • Take the necessary steps to apply the provisions of this Convention concerning the role of cultural heritage in the construction of a peaceful and democratic society. • Greater synergy of competencies among all the public, institutional and private actors concerned.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Landscape Convention (Florence, 2000)	The European Landscape Convention introduced a Europe-wide concept centring on the quality of landscape protection, management and planning and covering the entire territory, not just outstanding landscapes. Through its ground-breaking approach and its broader scope, it complements the Council of Europe's and UNESCO's heritage conventions.	• Promote protection, management and planning of landscapes. • Organise European co-operation on landscape issues.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
The Eight Environmental Action Programme (2021–2030)	The 8th Environmental Action Programme (8th EAP) 2021–2030 sets the EU's legally binding environmental policy framework anchored in the European Green Deal. It establishes a long-term vision out to 2050 and specific targets for 2030.	By 2050, the goal is for Europeans to: • "Live well, within planetary boundaries" • Thrive in a well-being economy where nothing is wasted and growth is regenerative • Achieve climate neutrality • Substantially reduce inequalities	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Bern Convention (Convention on the Conservation of European Wildlife and Natural Habitats) (1979)	The convention has three main aims: • to conserve wild flora and fauna and their natural habitats • to promote cooperation between states • to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species	The Parties under the convention recognise the intrinsic value of nature, which needs to be preserved and passed to future generations, they also: • Seek to ensure the conservation of nature in their countries, paying particular attention to planning and development policies and pollution control. • Look at implementing the Bern Convention in central Eastern Europe and the Caucus. • Take account of the potential impact on natural heritage by other policies. • Promote education and information of the public, ensuring the need to conserve species is understood and acted upon. • Develop an extensive number of species action plans, codes of conducts, and guidelines, at their own initiative or in co-operation with other organisations. • Created the Emerald Network, an ecological network made up of Areas of Special Conservation Interest.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Bali Road Map (2007)	The Bali Road Map includes the Bali Action Plan, which charts the course for a new negotiating process designed to tackle climate change. The Bali Action Plan is a comprehensive process to enable the full, effective and sustained implementation of the Convention through long-term cooperative action, now, up to and beyond 2012, in order to reach an agreed outcome and adopt a decision.	The Bali Action Plan is divided into five main categories: shared vision, mitigation, adaptation, technology and financing. The shared vision refers to a long-term vision for action on climate change, including a long-term goal for emission reductions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Cancun Agreements (2010)	Set of decisions taken at the COP 16 Conference in Cancun in 2010, which addresses a series of key issues in the fight against climate change. Cancun Agreements' main objectives cover: • Mitigation • Transparency of actions • Technology • Finance • Adaptation • Forests • Capacity building	Among the most prominent agreements is the establishment of a Green Climate Fund to transfer money from the developed to developing world to tackle the impacts of climate change.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Doha Climate Gateway (2012)	Set of decisions taken at the COP 18 meeting in Doha in 2012 which pave the way for a new agreement in Paris in 2015.	Among the many decisions taken, governments: • Strengthened their resolve and set out a timetable to adopt a universal climate agreement by 2015, which will come into effect in 2020. • Streamlined the negotiations, completing the work under the Bali Action Plan to concentrate on the new work towards a 2015 agreement under a single negotiating stream in the Ad hoc Working Group on the Durban Platform for Enhanced Action. • Emphasized the need to increase their ambition to cut greenhouse gases and to help vulnerable countries to adapt. • Launched a new commitment period under the Kyoto Protocol, thereby ensuring that this treaty's important legal and accounting models remain in place and underlining the principle that developed countries lead mandated action to cut greenhouse gas emissions. • Made further progress towards establishing the financial and technology support and new institutions to enable clean energy investments and sustainable growth in developing countries.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Stockholm Convention on Persistent Organic Pollutants (POPs) (2001)	The Stockholm Convention on Persistent Organic Pollutants is a global treaty to protect human health and the environment from chemicals that remain intact in the environment for long periods, become widely distributed geographically, accumulate in the fatty tissue of humans and wildlife, and have harmful impacts on human health or on the environment. The objective of the Stockholm Convention is to protect human health and the environment from persistent organic pollutants.	• Prohibit and/or eliminate the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex A to the Convention • Restrict the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex B to the Convention • Reduce or eliminate releases from unintentionally produced POPs that are listed in Annex C to the Convention • Ensure that stockpiles and wastes consisting of, containing or contaminated with POPs are managed safely and in an environmentally sound manner • Other provisions of the Convention relate to the development of implementation plans, information exchange, public information, awareness and education, research, development and monitoring, technical assistance, financial resources and mechanisms, reporting, effectiveness evaluation and non-compliance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ramsar Convention (1971)	The Convention's mission is *"the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world".*	Under the "three pillars" of the Convention, the Contracting Parties commit to: • Work towards the wise use of all their wetlands; • Designate suitable wetlands for the list of Wetlands of International Importance (the "Ramsar List") and ensure their effective management; • Cooperate internationally on transboundary wetlands, shared wetland systems and shared species.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
OSPAR Convention (1992)	The mission of OSPAR is to conserve marine ecosystems and safeguard human health in the North-East Atlantic by preventing and eliminating pollution; by protecting the marine environment from the adverse effects of human activities; and by contributing to the sustainable use of the seas.	OSPAR's work is organised under six strategies: • Biodiversity and Ecosystem Strategy • Eutrophication Strategy • Hazardous Substances Strategy • Offshore Industry Strategy • Radioactive Substances Strategy • Strategy for the Joint Assessment and Monitoring Programme These six strategies fit together to underpin the ecosystem approach. For each strategy a programme of work is designed and implemented annually.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Level			

The National Planning Framework (first revision 2025) and associated National Development Plan Review (2025)	The National Planning Framework is the Government's high-level strategic plan for shaping the future growth and development of to the year 2040. The new 2025 Framework is revised and updated to take account of changes that have occurred since it was published in 2018 and to build on the framework that is in place. It is a framework to guide public and private investment, to create and promote opportunities for the people, and to protect and enhance the environment. The National Planning Framework and the National Development Plan form a single vision for Ireland under Project Ireland 2040. The implementation of the National Planning Framework will continue to be fully supported by the Government's investment strategy for public capital investment and investment by the State sector in general, with the National Development Plan detailing key projects.	The ambition is to create a single vision, a shared set of goals for every community across the country. These goals are expressed in the Framework as National Strategic Outcomes: 1. Compact Growth 2. Enhanced Regional Accessibility 3. Strengthened Rural Economies and Communities 4. High-Quality International Connectivity 5. Sustainable Mobility 6. A Strong Economy, supported by Enterprise, Innovation and Skills 7. Enhanced Amenities and Heritage 8. Transition to a Carbon Neutral and Climate-Resilient Society 9. Sustainable Management of Environmental Resources 10. Access to Quality Childcare, Education and Health Services	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Planning and Development Act 2000 (as amended)	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000; to amend certain other enactments; and to provide for matters connected therewith.	• Development, with certain exceptions, is subject to development control under the Planning Acts and the local authorities grant or refuse planning permission for development, including ones within protected areas. • There are, however, a range of exemptions from the planning system. Use of land for agriculture, peat extraction and afforestation, subject to certain thresholds, is generally exempt from the requirement to obtain planning permission. • Additionally, Environmental Impact Assessment (EIA) is required for a range of classes and large-scale projects. • Under planning legislation, Development Plans must include mandatory objectives for the conservation of the natural heritage and for the conservation of European sites and any other sites which may be prescribed. There are also discretionary powers to set objectives for the conservation of a variety of other elements of the natural heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Planning and Development Act 2024 (as amended)	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000 and amend certain other enactments; for purposes unrelated to the foregoing, to amend the Residential Tenancies Act 2004, the Residential Tenancies (Amendment) Act 2019, the Land Development Agency Act 2021 and the National Asset Management Agency Act 2009; and to provide for matters connected therewith.	Key reforms included in the Act: • The introduction of statutory timelines for all consenting processes, to give confidence and certainty to applicants; • A significant reorganisation of An Bord Pleanála, to be known as An Coimisiún Pleanála; • Greater mandatory alignment of all tiers of planning, improving consistency; • Improvements to the planning judicial review processes; • Clearer, more consistent policies and guidance; • Longer term, more strategic, ten-year plans for Local Authorities; • More agile local implementation, through the introduction of Urban and Priority Area Plans, including new bespoke plans for Gaeltacht and Island communities; • Creation of Urban Development Zones, which will facilitate a more plan-led approach to development, increasing certainty at the master-planning stage; • Provisions to deter abuse of planning processes through spurious planning submissions and appeals, as well as a ban on requesting payment for not opposing development and; • Ability to suspend the duration of a permission while subject to judicial review proceedings, so as not to lose any time available for completing the development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities (Environmental Assessment of Certain Plans and Programmes Regulations 2004 (S.I. 435 of 2004), as amended	The purpose of these Regulations is to transpose into Irish law Directive 2001/42/EC of 27 June 2001 (O.J. No. L 197, 21 July 2001) on the assessment of the effects of certain plans and programmes on the environment — commonly known as the Strategic Environmental Assessment (SEA) Directive.	• The Regulations cover plans and programmes in all of the sectors listed in article 3(2) of the Directive except land-use planning. • These Regulations also amend certain provisions of the Planning and Development Act 2000 to provide the statutory basis for the transposition of the Directive in respect of land-use planning. • Transposition in respect of the land-use planning sector is contained in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2011), as amended	These Regulations provide a new for the implementation in Ireland of Council Directive 92/43/EEC on habitats and protection of wild fauna and flora (as amended) and for the implementation of Directive 2009/147/EC of the European Parliament and of the Council on the protection of wild birds.	• They provide, among other things, for: the appointment and functions of authorized officers; identification, classification and other procedures relative to the designation of Community sites. • The Regulations have been prepared to address several judgments of the CJEU against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

European Communities Environmental Objectives (FPM) Regulations 2009 (S.I. 296 of 2009)	The purpose of these Regulations is to support the achievement of favourable conservation status for freshwater pearl mussels,	• Set environmental quality objectives for the habitats of the freshwater pearl mussel populations named in the First Schedule to these Regulations that are within the boundaries of a site notified in a candidate list of European sites, or designated as a Special Area of Conservation, under the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94/1997). • Require the production of sub-basin management plans with programmes of measures to achieve these objectives. • Set out the duties of public authorities in respect of the sub-basin management plans and programmes of measure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. 9 of 2010), as amended	To amend the European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. No. 9 of 2010) to make further provision to implement Commission Directive 2014/80/EU of 20 June 2014 amending Annex II to Directive 2006/118/EC of the European Parliament and of the Council on the protection of groundwater against pollution and deterioration.	The substances and threshold values set out in Schedule 5 to S.I. No. 9 of 2010 have been reviewed and amended where necessary, based on existing monitoring information and international guidelines on appropriate threshold values. • Part A of Schedule 6 has been amended to include changes to the rules governing the determination of background levels for the purposes of establishing threshold values for groundwater pollutants and indicators of pollution. • Part B of Schedule 6 has been amended to include nitrites and phosphorus (total) / phosphates among the minimum list of pollutants and their indicators which the Environmental Protection Agency (EPA) must consider when establishing threshold values. • Part C of Schedule 6 amends the information to be provided to the Minister by the EPA with regard to the pollutants and their indicators for which threshold values have been established.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities (Water Policy) Regulations of 2003 (S.I. 722 of 2003) **European Communities (Water Policy) Regulations of 2003 (S.I. 350 of 2014)** **European Communities Environmental Objectives (Surface waters) Regulations of 2009 (S.I. 272 of 2009)**	• Transpose the Water Framework Directive into legislation. • Outlines the general duty of public authorities in relation to water. • Identifies the competent authorities in charge of water policy (amended to Irish Water in 2013) and gives EPA and the CER the authority to regulate and supervise their actions.	• Implements River basin districts and characterisation of RBDs and River Basin Management Plans. • Requires the public to be informed and consulted on the Plan and for progress reports to be published on RBDs. • Implements a Register of protected areas, Classification systems and Monitoring programmes for water bodies. • Allows the competent authority to recover the cost of damage/destruction of status of water body. • Outlines environmental objectives and programme of measures and environmental quality standards for priority substances. • Outlines criteria for assessment of groundwater. • Outlines environmental objectives to be achieved for surface water bodies. • Outlines surface water quality standards. • Establishes threshold values for the classification and protection of surface waters against pollution and deterioration in quality.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Pollution Acts 1977 to 1990	The Water Pollution Acts allow Local Authorities the authority regulate and supervise actions relating to water in their division.	The Water Pollution Acts enable local authorities to: • Prosecute for water pollution offences. • Attach appropriate pollution control conditions in the licensing of effluent discharges from industry, etc., made to waters. • Issue notices ("section 12 notices") to farmers, etc., specifying measures to be taken within a prescribed period to prevent water pollution. • issue notices requiring a person to cease the pollution of waters and requiring the mitigation or remedying of any effects of the pollution in the manner and within the period specified in such notices; • Seek court orders, including High Court injunctions, to prevent, terminate, mitigate or remedy pollution/its effects. • Prepare water quality management plans for any waters in or adjoining their functional areas.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Services Act 2007 (No. 30 of 2007) **Water Services Act 2013 (No. 6 of 2013)** **Water Services (No. 2) Act 2013 (No. 50 of 2013)** **Water Services Act 2017 (No. 29 of 2017)** **Water Services (Amendment) Act 2022 (No. 39 of 2022)**	• Provides the water services infrastructure. • Outlines the responsibilities involved in delivering and managing water services. • Identifies the authority in charge of provision of water and waste water supply. Irish Water was given the responsibility of the provision of water and waste water services in the amendment act during 2013, therefore these services are no longer the responsibility of the 34 Local Authorities in Ireland.	Key strategic objectives include: • Ensuring Uisce Éireann delivers infrastructural projects that meet key public health, environmental and economic objectives in the water services sector. • Ensuring the provision of adequate water and sewerage services in the gateways and hubs listed in the National Spatial Strategy, and in other locations where services need to be enhanced. • Ensuring good quality drinking water is available to all consumers of public and group water supplies, in compliance with national and EU drinking water standards • Ensuring the provision of the remaining infrastructure needed to provide secondary waste water treatment, for compliance with the requirements of the EU Urban Waste water Treatment Directive.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Irish Water's Water Services Strategic Plan 2015 and Capital Investment Plan 2020-2024	This Water Services Strategic Plan sets out strategic objectives for the delivery of water services over the next 25 years up to 2040. It details current and future challenges which affect the provision of water services and identifies the priorities to be tackled in the short and medium term. The Capital Investment Plan 2020-2024 is Uisce Éireann investment plan for water and wastewater assets and infrastructure for the next 5 years. The Capital Investment Plan sets out where to prioritise investment to deliver the most urgently needed improvements in drinking water quality, leakage reduction, water availability, wastewater compliance, efficiencies and customer service.	The Capital Investment Plan 2020-2024 is made up of investment in individual projects such as building new or upgrading existing water and wastewater treatment plants and upgrading existing networks, and national programmes where activities are being delivered in a consistent and efficient manner across the country. Some examples of these programmes are the Leakage Reduction Programme, the National Disinfection Programme, the Small Towns and Villages Growth Programme, and the National Certification Authorisation Programme.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's Forest Strategy 2023-2030 and associated Implementation Plan including the National Forestry Programme 2023-2027	The Implementation Plan will facilitate the initial steps in the implementation of the Strategy on the road to achieving the Shared Vision for 2050. The Implementation Plan includes the new Forestry Programme (2023 – 2027), which will be the primary implementation mechanism for the Forest Strategy. The Plan also includes a list of actions that will be funded and enabled by mechanisms outside of the Forestry Programme.	The Forestry Programme 2023-2027 was created in alignment with Ireland's Forest Strategy and is designed to provide lasting benefits for many key areas including climate change, biodiversity, wood production, and employment alongside enhancing societal benefits. The Forestry Programme will provide incentives for farmers and other landowners and will provide farm families with the opportunity to increase and diversify their income streams.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Action Plan 2024: River Basin Management Plan for Ireland 2022-2027 (3rd Cycle) (2024)	The Water Action Plan 2024 is Ireland's third River Basin Management Plan and it outlines the measures the Government and other sectors are taking to improve water quality in Ireland's groundwater, rivers, lakes, estuarine and coastal waters, and provide sustainable management of our water resources (as specified under SDG 6). This Water Action Plan enhances and builds upon the work of the first and second-cycle plans. Where necessary, this plan addresses the shortcomings experienced during the implementation of previous plans.	The responses to shortcomings addressed include, for example, strengthen the incorporation of the integrated catchment management approach, improving the environmental ambition, improving the evidence base for 'targeting the right measures in the right place' and securing dedicated resources to deliver these, increasing environmental enforcement and compliance, and strengthening the governance structures.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's National Water Quality Monitoring Programme 2022-2027	The main purpose of Ireland's National Water Quality Monitoring Programme 2022-2027 is to provide a comprehensive national overview of the ecological and chemical status of surface waters and the quantitative and chemical status of groundwaters. The information is used to track progress towards the achievement of the environmental objectives required by the Water Framework Directive, and those set out in the River Basin Management Plan.	The programme is comprised of 2,899 surface and groundwater bodies representing 60% of the total number of national water bodies, covering 2,429 river water bodies, 224 lakes, 80 transitional water bodies, 45 coastal waters, 16 canals and 121 groundwater bodies. The programme is operated by the Environmental Protection Agency, Marine Institute, Inland Fisheries Ireland, Waterways Ireland, National Parks and Wildlife Service and Local Authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Water Resources Plan (NWRP) – Framework Plan (2021)	The NWRP is a plan on how to provide a safe, secure and reliable water supply to customers for the next 25 years, without causing adverse impact on the environment. The objective of the NWRP is to set out how we intend to maintain the supply and demand for drinking water over the short, medium and long term whilst minimising the impact on the environment. The preparation of the plan has been divided into two distinct phases, the combination of which will become the final NWRP. Phase 1 was carried out in 2021 and the NWRP Framework has been adopted. In Phase 2 of the NWRP, Uisce Éireann summarised the needs across the 539 individual water supplies and identified the solutions to address these needs. Due to the large number of supplies in Ireland, Phase 2 was delivered as four Regional Water Resources Plans: • Regional Water Resources Plan: North West (RWRP NW) • Regional Water Resources Plan: South West (RWRP SW) • Regional Water Resources Plan: South East (RWRP SE) • Regional Water Resources Plan: Eastern and Midlands (RWRP EM)	The key objectives are to: • Identify areas where there are current and future potential water supply shortfalls, taking into account normal and extreme weather conditions • Assess the current and future water demand from homes, businesses, farms, and industry • Consider the impacts of climate change on Ireland's water resources • Develop a drought plan advising measures to be taken before and during drought events • Develop a plan detailing how we deal with the material that is produced as a result of treating drinking water • Assess the water resources available at a national level including lakes, rivers and groundwater	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Strategic Plan for Sustainable Aquaculture Development 2030	The national plans are intended to inform investment priorities for aquaculture under Member States' operational programmes under the European Maritime, Fisheries and Aquaculture Fund. They are also intended to identify measures to reduce the administrative burden on operators, to secure sustainable development and growth of aquaculture through coordinated spatial planning, to enhance the competitiveness of the aquaculture sector and to promote a level playing field for EU operators by exploiting their competitive advantages. Ireland's National Strategic Plan for Sustainable Aquaculture Development was finalised following public consultation earlier in 2022. The Plan was adopted by the European Commission in 2022.	The National Strategic Plan for Sustainable Aquaculture Development proposes 58 actions to be implemented over the period up to 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Aquaculture Acts 1997 to 2006 (Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006), s. 1(3)) Fisheries (Amendment) Act 1997 (23/1997) Fisheries and Foreshore (Amendment) Act 1998 (54/1998), ss. 2, 3 and 4 Fisheries (Amendment) Act 2001 (40/2001) Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006)	The Aquaculture and Foreshore Management Division ensures the efficient and effective management of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities.	The Strategic Objectives of the Aquaculture and Foreshore Management Division are: • to develop and manage an efficient and effective regulatory framework in respect of Aquaculture licensing and Foreshore licensing of Aquaculture and Sea Fishery related activities; • to secure a fair financial return from the State's foreshore estate in the context of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities; • to progressively reduce arrears in the clearing of licence applications.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Foreshore Acts 1933 to 2011	The Foreshore Acts require that a lease or licence must be obtained from the Minister for Housing, Planning and Local Government for the carrying out of works or placing structures or material on, or for the occupation of or removal of material from, State-owned foreshore, which represents the greater part of the foreshore. Construction of permanent structures on privately owned foreshore also required the prior permission of the Minister under the Foreshore Act.	Developments on the foreshore require planning permission in addition to a Foreshore Lease/Licence/Permission. All Foreshore Leases, Licences Permissions are without prejudice to the powers of the local planning authority. Applicants should, therefore, consult initially with the local planning authority regarding their proposal. In the case of developments on foreshore for, by or on behalf of a Local Authority where an EIS is required, applications should be made to An Bord Pleanála under Part XV, Planning and Development Act 2000.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Marine Planning Framework (NMPF) (2024)	The NMPF details how marine activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of Ireland's marine resources to 2040. The NMPF has been prepared with an ecosystem-based approach and informed by best available knowledge.	The National Marine Planning Framework (NMPF) brings together all marine-based human activities for the first time, outlining the Government's vision, objectives and marine planning policies for each marine activity. The NMPF is intended as the marine equivalent to the National Planning Framework. This approach will enable the Government to: • set a clear direction for managing our seas • clarify objectives and priorities • direct decision makers, users and stakeholders towards strategic, plan-led, and efficient use of our marine resources	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Seafood Development Programme 2021-2027	Based on the challenges identified for the seafood sector and coastal communities and the policy context, Ireland's Programme requires an ambitious vision to: "To support a resilient, climate smart, environmentally sustainable and profitable Irish seafood sector in order to maximise its contribution to jobs and growth and maintain the economic and social activities of our most vibrant and sustainable coastal communities"	The Programme details the vision and key missions to be achieved by the implementation of the programme. It also demonstrates how the strategic objectives of the EMFAF fund (specified in Regulation (EU) 2021/1139) will be employed in fulfilling the Programme.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland 2012	Harnessing Our Ocean Wealth is an Integrated Marine Plan (IMP), setting out a roadmap for the Government's vision, high-level goals and integrated actions across policy, governance and business to enable our marine potential to be realised. Implementation of this Plan will see Ireland evolve an integrated system of policy and programme planning for our marine affairs.	• Sustainable economic growth of marine/ maritime sectors; • Increase the contribution to the national GDP; • Deliver a business friendly yet robust governance, policy and planning framework; • Protect and conserve our rich marine biodiversity and ecosystems; • Manage our living and non-living resources in harmony with the ecosystem; • Implement and comply with environmental legislation; • Building on our maritime heritage, strengthen our maritime identity; • Increase our awareness of the value, opportunities and societal benefits; and • Engagement and participation by all.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Flood Risk Management Plans arising from National Catchment Flood Risk Assessment and Management Programme	The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011 and is being overseen by the Office of Public Works. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive.	CFRAM Studies have been undertaken for all River Basin Districts. The studies are focusing on areas known to have experienced flooding in the past and areas that may be subject to flooding in the future either due to development pressures or climate change. Flood Risk and Hazard mapping, including Flood Extent Mapping, was finalised in 2017. The final outputs from the studies are the CFRAM Plans, finalised in 2018. The Plans define the current and future flood risk in the River Basin Districts and set out how this risk can be managed.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Raised Bog Special Areas of Conservation Management Plan 2017 – 2022 and a Review of Raised Bog Natural Heritage Area Network	The National Raised Bog Special Areas of Conservation Management Plan 2017 - 2022 sets out a roadmap for the long-term management, restoration and conservation of protected raised bogs in Ireland.	The Plan is part of the measures being implemented in response to the on-going infringement action against Ireland in relation to the implementation of the EU Habitats Directive, with regard to the regulation of turf cutting on the Special Areas of Conservation and on foot of the recommendation of Mr. Justice Quirke that a National Raised Bog SAC Management Plan be drawn up, arising from the Peatlands Forum (2012).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Peatlands Strategy (2015-2025)	This Strategy aims to provide a long-term framework within which all of the peatlands within the State can be managed responsibly in order to optimise their social, environmental and economic contribution to the well-being of this and future generations.	Objectives of the Strategy: • To give direction to Ireland's approach to peatland management. • To apply to all peatlands, including peat soils. • To ensure that the relevant State authorities and state-owned companies that influence such decisions contribute to meeting cross-cutting objectives and obligations in their policies and actions. • To ensure that Ireland's peatlands are sustainably managed so that their benefits can be enjoyed responsible. • To inform appropriate regulatory systems to facilitate good decision making in support of responsible use. • To inform the provision of appropriate incentives, financial supports and disincentives where required.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022 (S.I. No. 113/2022)	The purpose of these Regulations is to give effect to Ireland's Nitrates Action Programme pursuant to Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural source.	Part 2 concerns farmyard management. The Part requires an occupier of a holding shall take all such steps, as far as is practicable for the purposes of minimising the amount of soiled water produced on the holding; livestock manure and other organic fertilisers, soiled water and effluents from dungsteads, farmyard manure pits, silage pits or silage clamps arising or produced in a building or yard on a holding shall, prior to its application to land or other treatment, be collected and held in a manner that prevents the run-off or seepage, directly or indirectly, into groundwaters or surface waters of such substances. The Regulations provides for general obligations related to capacity of storage facilities and then distinguishes among requirements for storage facilities of: effluents and soiled water; pig manure; poultry manure; manure from deer, goats and sheep; manure from cattle. Part 3 concerns nutrient management. Part 4 is focused on the prevention of water pollution from fertilizers and certain activities; this includes the distances from a water body and other issues requirements as to manner of application of fertilizers, soiled water etc; periods when application of fertilizers is prohibited; limits on the amount of livestock manure to be applied. Part 5 regulates general duty of occupier, such as keeping of records, etc. Offences and related matters. Part 6 is functions of the public authorities: certificates, exemptions, etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

European Union (Birds and Natural Habitats) (Sea-Fisheries) (Amendment) Regulations 2014 (S.I. 565 of 2014)	These Regulations the European Union (Birds and Natural Habitats) (Sea-fisheries) Regulations 2013 so as to apply them to the regulation of sea-fishing activity in so far as the regulation of that activity is necessary to secure compliance with the European Communities (Birds and Natural Habitats) Regulations 2011 and the objectives of the Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora.	• Regulation 3 provides for the submission of a Fisheries Natura Plan in relation to planned fisheries; • Regulation 4 provides for a screening of a Fisheries Natura Plan to determine whether or not an appropriate assessment is required; • Regulation 5 provides for an appropriate assessment of a Fisheries Natura Plan and also provides for public and statutory consultation; • Regulation 6 provides for the Minister to make a determination to adopt a Fisheries Natura Plan. The Minister may amend, withdraw or revoke a plan; • Regulation 7 provides for publication of the adopted Fisheries Natura Plan; • Regulation 8 provides for a Risk Assessment of unplanned fisheries and also provides for public and statutory consultation on the assessment; • Regulation 9 provides for the issue of a Natura Declaration to prohibit, restrict including restricting by permit, control, etc. of sea fishing activities; • Regulation 10 provides for Natura Permits to be issued where required by Natura Declarations; and • Regulations 11 to 31 deal with functions of authorised officers and related matters, offences, etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Wildlife Act of 1976 **Wildlife (Amendment) Act, 2000** **Wildlife (Amendment) Act, 2023**	The act provides protection and conservation of wild flora and fauna. The Wildlife (Amendment) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the National Biodiversity Action Plan.	• Provides protection for certain species, their habitats and important ecosystems • Give statutory protection to NHAs • Enhances wildlife species and their habitats • Includes more species for protection	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's 4th National Biodiversity Action Plan 2023-2030	Ireland's 4th National Biodiversity Action Plan sets the national biodiversity agenda for the period 2023-2030 and aims to deliver the transformative changes required to the ways in which we value and protect nature.	This National Biodiversity Action Plan 2023-2030 builds upon the achievements of the previous Plan. It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues: Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity Objective 2 - Meet Urgent Conservation and Restoration Needs Objective 3 - Secure Nature's Contribution to People Objective 4 - Enhance the Evidence Base for Action on Biodiversity Objective 5 - Strengthen Ireland's Contribution to International Biodiversity	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
All Ireland Pollinator Plan 2021-2025	The All-Ireland Pollinator Plan is an island-wide attempt to reverse declines in pollinating insects to ensure the sustainability of our food, avoid additional economic impacts on agriculture, and protect the health of the environment. The main objectives include: • Making farmland, public land and private land in Ireland pollinator friendly; • Raising awareness of pollinators and how to protect them; • Managed pollinators – supporting beekeepers and growers; • Expanding our knowledge of pollinators and pollination service; and • Collecting evidence to track change and measure success.	This voluntary Plan identified 81 actions, shared out between over 100 governmental and non-governmental organisations. A large focus of the Plan is to identify actions to improve the quality and amount of flower-rich habitat. Actions range from creating pollinator highways along our transport routes, to supporting pollinators on farmland, in gardens, businesses, and on public land.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Climate Action and Low Carbon Development Act 2015 (as amended)	An Act to provide for the approval of plans by the Government in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.	When considering a plan or framework, for approval, the Government shall endeavour to achieve the national transition objective within the period to which the objective relates and shall, in endeavouring to achieve that objective, ensure that such objective is achieved by the implementation of measures that are cost effective and shall, for that purpose, have regard to: • The ultimate objective specified in Article 2 of the United Nations Framework Convention on Climate Change done at New York on 9 May 1992 and any mitigation commitment entered into by the European Union in response or otherwise in relation to that objective, • The policy of the Government on climate change, • Climate justice, • Any existing obligation of the State under the law of the European Union or any • international agreement referred to in section 2; and • The most recent national greenhouse gas emissions inventory and projection of future greenhouse gas emissions, prepared by the Agency.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Climate Action Plans	The National Climate Action Plan 2023 provided a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021. The Climate Action Plan 2024 builds upon the 2023 Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings. The Climate Action Plan 2025 is the third statutory annual update to the Climate Action Plan.	The Climate Action Plans list the actions needed to deliver on Ireland's climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It will be updated periodically to ensure alignment with Ireland's legally binding economy-wide carbon budgets and sectoral ceilings. Climate Action Plan 2025 lays out a roadmap of actions that are intended to lead to meeting the national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with legally binding economy-wide carbon budgets and sectoral emissions ceilings. Climate Action Plan 2025 builds upon the Climate Action Plan 2024 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Amendment) Act 2021.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Adaptation Framework (NAF) 2024 and associated regional, local and sectoral adaptation plans	NAF specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur.	• Adaptation under this Framework should seek to minimise costs and maximise the opportunities arising from climate change. • Adaptation actions range from building adaptive capacity (e.g. increasing awareness, sharing information and targeted training) through to policy and finance-based actions. • Adaptation actions must be risk based, informed by existing vulnerabilities of our society and systems and an understanding of projected climate change. • Adaptation actions taken to increase climate resilience must also consider impacts on other sectors and levels of governance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Climate Mitigation Plan 2017	The Plan represents an initial step to set Ireland on a pathway to achieve the deep decarbonisation required in Ireland by mid-century in line with the Government's policy objectives.	The National Mitigation Plan focuses on the following issues: • Climate Action Policy Framework • Decarbonising Electricity Generation • Decarbonising the Built Environment • Decarbonising Transport • An Approach to Carbon Neutrality for Agriculture, Forest and Land Use Sectors	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Climate Adaptation Sectoral Adaptation Plans	The Climate Act sets out the requirements for the preparation of Sectoral Adaptation Plans. The 12 priority sectors identified in the 2018 NAF were grouped into 9 such Plans and clustered into four themes covering natural and cultural capital, critical infrastructure, water resource and flood risk management, and public health. This approach aims to provide a structured and systematic approach to sectoral developments.	To support key national sectors in planning for climate change adaptation and according to the requirements of the National Adaptation Framework (2018), sectoral planning guidelines were developed as part of the Irish Climate Information Platform, Climate Ireland project . The guidelines aim to ensure that a coherent and consistent approach to adaptation planning is adopted at national and local levels. Since the guidelines' publication in May 2018, they have been successfully implemented by relevant Departments to develop Sectoral Adaptation Plans.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Sustainable Mobility Policy (SMP) (2022)	It sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is framed around three key principles that will guide the delivery of sustainable mobility policy over the coming decade. They are: • Safe and green mobility; • People focussed mobility; and • Better integrated mobility.	The SMP includes an Action Plan covering the period 2022-2025 with 91 actions, supporting behavioural change across a wide range of interventions including, among other things, public transport infrastructure and services, active travel promotion and supports, road safety initiatives, legislative measures, research, and public engagement. The Policy also supports the implementation of large-scale transport projects including MetroLink and DART+ in Dublin, BusConnects in the five cities, the Connecting Ireland scheme in rural areas, and an Active Travel Infrastructure Programme providing high-quality cycling infrastructure across the country.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Electric Vehicle Charging Infrastructure Strategy 2022-2025 and associated implementation plan	It sets out a pathway for the delivery of EV charge point infrastructure, including the rollout of EV infrastructure as required under the EU's Alternative Fuels Infrastructure Regulation (AFIR), where a 300% increase in the amount of public recharging infrastructure is targeted for delivery.	The strategy takes a people-first approach, focusing on the different transport needs across the country and is being informed by the piloting of different technologies and charging options in Ireland. An Implementation Plan has also been developed in conjunction with the strategy to provide an initial set of actions and deliverables to support the strategy's delivery. This includes the development the National Road Network EV Charging Plan and the Regional and Local EV Charging Network Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Renewable Transport Fuel Policy 2023-2025	The Renewable Transport Fuel Policy, 2023 – 2025 sets out a pathway to incentivise the supply of renewable transport fuel through annual increases in the renewable transport fuel obligation rate to 2030.	The policy will underpin the shift to the Climate Action Plan 2023 (CAP 23) biofuel targets of at least B20 (biodiesel equivalent) in diesel and E10 (Ethanol) in petrol by 2030 (with an interim B12/E10 by 2025 target).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Energy Security Framework (2022)	National Energy Security Framework provides an overarching and comprehensive response to Ireland's energy security needs in the context of the war in Ukraine. The Framework outlines the structures which are in place within Government to monitor and manage our energy supplies. It sets out the plans which are in place to deal with energy security emergencies should they arise, and outlines out how these plans will be tested in light of the war in Ukraine.	The Framework sets out the government's action in response to these issues across three key themes: - managing the impact on consumers and businesses, with a specific focus on financially vulnerable residential consumers in the short-term - ensuring security of energy supply in the near term, with a focus on the period up to and including winter 2022/23 - reducing our dependency on imported fossil fuels, in the context of the phasing out of Russian energy imports across the EU	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's National Energy and Climate Plan (NECP) 2021-2030 (updated 2024)	National Energy and Climate Plans are the framework within which EU Member States must notify their climate and energy objectives, targets, policies, and measures to the European Commission and were established under Regulation (EU) 2018/1999 of the European Parliament and of the Council on the Governance of the Energy Union and Climate Action. Member States are required to develop NECPs on a ten-year rolling basis. The aim of the plans is to outline our energy and climate policies in detail for the period from 2021 to 2030 and provide projections and ambitions towards 2050. Under the Regulation, Member States are also required to update their initial plans after 5 years, this is the first update of the initial NECP which was published in 2019. The NECP covers five dimensions of the Energy Union: - Decarbonisation - Energy Efficiency - Energy Security - Internal Energy Market - Research, Innovation and Competitiveness The NECP brings together the policies, targets, tools and associated material relating to our climate and energy obligations under various EU Regulations and Directives from across government bodies and departments into one document. It reflects our ambitions and provides certainty to investors and policymakers that we are committed to EU-wide targets and ambitions to move towards becoming a carbon-neutral society.	It outlines our department's energy and climate policies in detail for the period from 2021 to 2030 and looks onwards to 2050. The NECP collates the policies, measures and actions related to energy and climate outlined in a range of government plans: such as the Climate Action Plan, the National Development Plan, and Project Ireland 2040, into one cohesive document. It also presents modelling that illustrates Ireland's current trajectories toward its three main European targets. The NECP reflects the ambitions set out in Climate Action Plan 2024. The NECP will act to identify gaps and areas that Ireland can improve on, which should be reflected in updated policies and measures in subsequent Climate Action Plans. The policies outlined in the NECP reflect the ambition of Climate Action Plan 2024.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Implementation Plan for the Sustainable Development Goals 2022-2024	It is the second National Implementation Plan for the achievement of the Sustainable Development Goals reviews the progress made towards each of the 17 Goals.	The Plan sets out five strategic objectives and 51 actions, with 119 individual measures to increase Ireland's ambition and strengthen implementation structures to achieve the Sustainable Development Goals (SDGs). It also incorporates 23 external actions from four other National Plans or Strategies which contribute to and are complementary to the objectives of this Plan and which have been included for coherence and reporting purposes. Strategic Objective 1: To embed the SDG framework into the work of Government Departments to achieve greater Policy Coherence for Sustainable Development Strategic Objective 2: To integrate the SDGs into Local Authority work to better support the localisation of the SDGs Strategic Objective 3: Greater partnerships for the Goals Strategic Objective 4: To further incorporate the principle of Leave No One Behind into Ireland's Agenda 2030 implementation and reporting mechanisms Strategic Objective 5: Strong reporting mechanisms	Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Planning, Land Use and Transport Outlook 2040	The PLUTO takes account of forecasted future economic and demographic scenarios, affordability considerations and relevant Government policies.	The PLUTO seeks to: 1. Quantify in broad terms the appropriate scale of financial investment in land transport over the long term; 2. Consider how fiscal, environmental and technological developments might impact on this investment; and, 3. Identify strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Investment Framework for Transport in Ireland (NIFTI) (2021)	The high-level strategic framework for prioritising future investment in the land transport network. This new framework is the Department of Transport's contribution to Project Ireland 2040, Government's long-term strategy for accommodating population growth in a sustainable manner and making Ireland a better country for all of its people. It has been developed to ensure that our transport sectoral strategy is underpinned by and supports the achievement of the spatial objectives and National Strategic Objectives set out in the National Planning Framework.	The framework establishes high-level investment priorities to efficiently and effectively address key transport challenges identified by the background analysis and to ensure that transport investment is aligned with and supports Government's overarching spatial and climate change objectives, as articulated in the National Planning Framework and Climate Action Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Investing in our Future: A Strategic Framework for Investment in Land Transport (SFILT) – Department of Transport, Tourism and Sport	SFILT sets out a set of priorities to guide the allocation of the State's investment to best develop and manage Ireland's land transport network over the coming decades.	The three priorities stated in SFILT are: • Priority 1: Achieve steady state maintenance (meaning that the maintenance and renewal of the existing transport system is at a sufficient level to maintain the system in an adequate condition); • Priority 2: Address urban congestion; and • Priority 3: Maximise the value of the road network. In delivering on the steady state maintenance objective set out in SFILT, the Plan includes for: • Planned replacement programme for the bus fleet operated under Public Service Obligation ("PSO") contracts; • Tram refurbishment and asset renewal in the case of light rail; and • To the extent within the Authority' remit, support for the operation of the existing rail network within the GDA.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Infrastructure and Capital Investment Plan (2016-2021)	€27 billion multi-annual Exchequer Capital Investment Plan, which is supported by a programme of capital investment in the wider State sector, and which over the period 2016 to 2021 will help to lay the foundations for continued growth in Ireland.	• This Capital Plan reflects the Government's commitment to supporting strong and sustainable economic growth and raising welfare and living standards for all. • It includes allocations for new projects across a number of key areas and funding to ensure that the present stock of national infrastructure is refreshed and maintained.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Energy Security in Ireland to 2030 ("Energy Security Package")	It outlines a new strategy to ensure energy security in Ireland for this decade, while ensuring a sustainable transition to a carbon neutral energy system by 2050.	The Energy Security Package includes a range of measures to implement this approach in the short and medium term by prioritising: • Reduced and Responsive Demand • A Renewables-Led System • More Resilient Systems • Robust Risk Governance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Our Sustainable Future: A framework for Sustainable Development for Ireland 2012	A medium to long term framework for advancing sustainable development and the green economy in Ireland. It identifies spatial planning as a key challenge for sustainable development and sets a series of measures to address these challenges. It aims at improving synergies and identifying and tackling policy gaps, policy conflicts and trade-offs as part of a coherent, joined-up approach to policy making on sustainable development. Ireland's Framework for Sustainable Development timeframe is to 2020 to tie in with other national and international frameworks, but a longer-term horizon to 2050 is also taken where appropriate, to provide a framework for guiding and reporting on long-term broad development trends such as on climate change.	The objectives of the Framework are to: • Identify and prioritise policy areas and mechanisms where a sustainable development approach will add value and enable progress towards the strategy aims. • Highlight and promote existing sustainable practices that, with the correct support, can underpin sustainable development more generally. • Strengthen policy integration, coherence and co-ordination and bring a long term perspective to decision making. • Set out governance mechanisms which ensure effective participation within government and across all stakeholders. • Set out clear measures, responsibilities and timelines in an implementation plan. • Set out how progress is to be measured and reported on through the use of indicators. • Incorporate adequate and effective monitoring, learning and improvement into the Framework process.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020	Outlines a policy for how a sustainable travel and transport system can be achieved. Sets out five key goals: • To reduce overall travel demand. • To maximise the efficiency of the transport network. • To reduce reliance on fossil fuels. • To reduce transport emissions. • To improve accessibility to transport.	Others lower level aims include: • reduce distance travelled by private car and encourage smarter travel, including focusing population growth in areas of employment and to encourage people to live in close proximity to places of employment • ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking • improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies • strengthening institutional arrangements to deliver the targets	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Draft National Bioenergy Plan 2014 - 2020	The Draft Bioenergy Plan vision: Bioenergy resources contributing to economic development and sustainable growth, generating jobs for citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner.	Three high-level goals, of equal importance, based on the concept of sustainable development are identified: • To harness the market opportunities presented by bioenergy in order to achieve economic development, growth and jobs. • To increase awareness of the value, opportunities and societal benefits of developing bioenergy. • To ensure that bioenergy developments do not adversely impact the environment and its living and non-living resources.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Draft Renewable Electricity Policy and Development Framework (DCCAE) 2016	Goal: To optimise the opportunities in Ireland for renewable electricity development on land at significant scale, to serve both the All Island Single Electricity Market and any future regional market within the European Union, in accordance with European and Irish law, including Directive 2009/28/EC: On the promotion of the use of energy from renewable resources.	Objective: To develop a Policy and Development Framework for renewable electricity generation on land to serve both the All Island Single Electricity Market and any future regional market within the European Union, with particular focus on large scale projects for indigenous renewable electricity generation. This will, inter alia, provide guidance for planning authorities and An Bord Pleanála.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Alternative Fuels Infrastructure for the Transport Sector (DTTAS) 2017- 2030	This Framework sets targets to achieve an appropriate level of alternative fuels infrastructure for transport, which is relative to national policy and Irish market needs. Non-infrastructure-based incentives to support the use of the infrastructure and the uptake of alternative fuels are also included within the scope of the Framework.	Targets for alternative fuel infrastructure include the following: • AFV forecasts • Electricity targets • Natural gas (CNG, LNG) targets • Hydrogen targets • Biofuels targets • LPG targets • Synthetic and paraffinic fuels targets	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Cycle Network Scoping Study 2010	Outlines objectives and actions aimed at developing a strong cycle network in Ireland. Sets out 19 specific objectives, and details the 109 actions, aimed at ensuring that a cycling culture is developed.	Sets a target where 10% of all journeys will be made by bike by 2020. Proposes the planning, infrastructure, communication, education and stakeholder participations measures required to implement the initiative.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Cycle Network Plan Report 2023 (Transport Infrastructure Ireland, on behalf of the Department of Transport)	The planned National Cycle Network, presented below, links cities and towns of over 5,000 people with a safe, connected and inviting cycle network. One of the most ambitious and wide-reaching infrastructure plans in the history of the State, the proposed cycle network of approximately 3,500km will connect more than 200 settlements and 2.8m people. The National Cycle Network will link to destinations such as transport hubs, centres of education, centres of employment, leisure, and tourist destinations with the intention of facilitating greater cycling and walking amongst students, leisure users, tourists, and commuters alike. The NCN Plan complements other networks and establishes a core spine of infrastructure to encourage further development of cycling projects in the future, thereby optimising the potential for people to cycle as part of their daily activities, such as travel to work or education.	As well as contributing to Ireland's commitments to sustainability and decarbonisation, successful implementation of the NCN Plan will provide many benefits for cyclists and communities across Ireland, including: • Ensuring delivery of a high-quality cycle network which will promote safety, comfort and increased participation in cycling. • Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks. • Supporting both urban and rural economies through increased leisure and tourism cycling. • Improving public health through well documented benefits of active travel. • Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure. • Making use of existing infrastructure wherever possible including greenways, road infrastructure, • and declassified roads where safe and inviting cycle experiences can be provided. • The NCN aligns with the NTA's CycleConnects programme of urban and county-level cycle networks, as well as other cycle routes and networks in various stages of development, including the EuroVelo routes, national and regional greenways, and the Strategic Plan for Greenways in Northern Ireland.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland 2017 to 2030	This National Policy Framework on Alternative Fuels Infrastructure for Transport represents the first step in communicating our longer-term national vision for decarbonising transport by 2050, the cornerstone of which is our ambition that by 2030 all new cars and vans sold in Ireland will be zero-emissions capable. By 2030 it is envisaged that the movement in Ireland to electrically-fuelled cars and commuter rail will be well underway, with natural gas and biofuels developing as major alternatives in the freight and bus sectors.	This policy set out to achieve five key goals in transport: • Reduce overall travel demand • Maximise the efficiency of the transport network • Reduce reliance on fossil fuels • Reduce transport emissions • Improve accessibility to transport These goals remain the cornerstone of transport policy and are fully aligned to the objectives of this National Policy Framework.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Delivering a Sustainable Energy Future for Ireland – The Energy Policy Framework 2007 – 2020 (2007)	• White paper setting out a framework for delivering a sustainable energy future in Ireland.
	• Outlines strategic Goals for:
	  ○ Security of Supply
	  ○ Sustainability of Energy
	  ○ Competitiveness of Energy Supply
		The underpinning Strategic Goals are:
		• Ensuring that electricity supply consistently meets demand
		• Ensuring the physical security and reliability of gas supplies to Ireland
		• Enhancing the diversity of fuels used for power generation
		• Delivering electricity and gas to homes and businesses over efficient, reliable and secure networks
		• Creating a stable attractive environment for hydrocarbon exploration and production
		• Being prepared for energy supply disruptions
			Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Renewable Energy Action Plan (NREAP) (2010)	The National Renewable Energy Action Plan sets out the Government's strategic approach and concrete measures to deliver on Ireland's 16% target under Directive 2009/28/EC. National Renewable Energy Action Plan.	The areas of intervention identified by the NREAP are heat, transport and electricity. Section 4 provides an overview of all policies and measures to promote the use of energy from renewable resources, these are: Biofuels Mineral Oil Tax Relief (MOTR) Schemes to increase production and use of biofuel; Greener Homes Scheme, financial facilitates to wider deployment of renewable-energy heating technologies in the residential sector; Grant support for the planting of perennial biomass crops (willow and miscanthus) – contributes to biomass needs of renewable energy sector; a policy that facilitates renewables by providing for grid connections outside the gate process for certain small, renewable, low carbon generators; new local and central authorities; etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Energy Efficiency Action Plan for Ireland (2017 – 2020)	Article 24 of the EU Energy Efficiency Directive requires Member States to submit a National Energy Efficiency Action Plan (NEEAP) every three years. Ireland's 4th NEEAP was produced in early 2017.	It provides a comprehensive overview on the progress made towards the above targets the measures in place to ensure the targets are met the strategies and policies in place across the residential, commercial, transport and public sector.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Broadband Plan (2012)	The National Broadband Plan is the Government's initiative to deliver high speed broadband services to all premises in Ireland. This will be delivered through investment by commercial enterprises coupled with intervention by the State in those parts of the country where private companies have no plans to invest.	The Plan sets out: • A clear statement of Government policy on the delivery of High-Speed Broadband. • Specific targets for the delivery and rollout of high-speed broadband and the speeds to be delivered. • The strategy and interventions that will underpin the successful implementation of these targets. • A series of specific complementary measures to promote implementation of Government policy in this area.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Shaping Our Electricity Future 1.1 (EirGrid)	The main objective of the Shaping Our Electricity Future Roadmap Version 1.1 is to outline how we can make the grid ready so that 80% of Ireland's and Northern Ireland's electricity can come from renewable sources, like the wind and sun, by 2030. These targets, and new limits to carbon emissions, are the product of updates to climate change policy across the island in 2022.	Key goals include: • Support the delivery of renewable electricity. • Find problems, gaps, opportunities, potential collaborations, or areas of duplication in the deployment of renewable electricity projects. • Help to find and resolve potential regulatory, administrative and/or legal barriers to the faster deployment of renewable electricity projects. • Increase alignment across the energy sector to support the delivery of renewable electricity generation projects. • Recommend appropriate investment conditions for electricity projects.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Strategy for the Future Development of National and Regional Greenways (2018)	The objective of this Strategy is to assist in the strategic development of nationally and regionally significant greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all greenways users. It also aims to increase the number and geographical spread of greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using greenways as a visitor experience and as a recreational amenity.	• A strategic greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure; • Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity; • Greenways that provide a substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do; and • Greenways that provide opportunities for the development of local businesses and economies, and • Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Construction 2020, A Strategy for a Renewed Construction Sector	Construction 2020 sets out a package of measures agreed by the Government and is aimed at stimulating activity in the building industry. The Strategy aims both to increase the capacity of the sector to create and maintain jobs, and to deliver a sustainable sector, operating at an appropriate level. It seeks to learn the lessons of the past and to ensure that the right structures and mechanisms are in place so that they are not repeated.	This Strategy therefore addresses issues including: • A strategic approach to the provision of housing, based on real and measured needs, with mechanisms in place to detect and act when things are going wrong; • Continuing improvement of the planning process, striking the right balance between current and future requirements; • The availability of financing for viable and worthwhile projects; • Access to mortgage finance on reasonable and sustainable terms; • Ensuring we have the tools we need to monitor and regulate the sector in a way that underpins public confidence and worker safety; • Ensuring a fit for purpose sector supported by a highly skilled workforce achieving high quality and standards; and • Ensuring opportunities are provided to unemployed former construction workers to contribute to the recovery of the sector.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Development: A Strategy for Ireland (1997)	The overall aim of this Strategy is to ensure that economy and society in Ireland can develop to their full potential within a well-protected environment, without compromising the quality of that environment, and with responsibility towards present and future generations and the wider international community.	The Strategy addresses all areas of Government policy, and of economic and societal activity, which impact on the environment. It seeks to re-orientate policies as necessary to ensure that the strong growth Ireland enjoys and seeks to maintain will be environmentally sustainable.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Landscape Strategy for Ireland 2015-2025 and National Landscape Character Assessment (pending preparation)	The National Landscape Strategy will be used to ensure compliance with the European Landscape Convention and to establish principles for protecting and enhancing the landscape while positively managing its change. It will provide a high-level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions. Landscape Strategy Vision: *"Our landscape reflects and embodies our cultural values and our shared natural heritage and contributes to the well-being of our society, environment and economy. We have an obligation to ourselves and to future generations to promote its sustainable protection, management and planning."*	The objectives of the National Landscape Strategy are to: • Implement the European Landscape Convention by integrating landscape into the approach to sustainable development; • Establish and embed a public process of gathering, sharing and interpreting scientific, technical and cultural information in order to carry out evidence-based identification and description of the character, resources and processes of the landscape; • Provide a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local level, together with civil society, to protect, manage and properly plan through high quality design for the sustainable stewardship of the landscape; • Ensure that we take advantage of opportunities to implement policies relating to landscape use that are complementary and mutually reinforcing and that conflicting policy objectives are avoided in as far as possible.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waste Management Act 1996 (as amended)	To make provision in relation to the prevention, management and control of waste; to give effect to provisions of certain acts adopted by institutions of the European communities in respect of those matters; to amend the Environmental Protection Agency Act, 1992, and to repeal certain enactments and to provide for related matters.	The Waste Management Act contains a number of key legal obligations, including requirements for waste management planning, waste collection and movement, the authorisation of waste facilities, measures to reduce the production of waste and/or promote its recovery.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Hazardous Waste Management Plan 2021-2027	The EPA's National Hazardous Waste Management Plan (NWHMP) covers a six-year period from 2021 to 2027. This is the fourth National Hazardous Waste Management Plan and is made under Section 26 of the Waste Management Act 1996. It sets out the priorities to be pursued over the next six years and beyond to improve the prevention and management of hazardous waste, taking into account the progress made since the previous revised plan, and the waste policy and legislative changes that have occurred since the previous revised plan was published. The purpose of this plan is to protect the environment and human health in Ireland through best-practice management of hazardous wastes.	The Plan's objectives are: 1. Support and drive priority prevention actions by industry and the public to reduce the generation of hazardous waste; 2. Support the identification of adequate and appropriate collection infrastructure for all hazardous wastes with a view to mitigating environmental and health impacts; 3. Endorse the proximity principle such that hazardous wastes are treated as close to the point of production as possible – including within Ireland, taking into account the need for specialised installations for certain types of waste. 4. Support effective regulation of the movement and management of hazardous wastes in line with national policy priorities; 5. Promotion of safe reuse and recycling pathways in support of the circular economy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

National Waste Management Plan for a Circular Economy (2024)	The Regional Waste Management Planning Offices, under the auspices of the County and City Management Association National Oversight Group, have co-ordinated the preparation of this plan which is the first National Waste Management Plan for a Circular Economy. This Plan sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030.	The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ministerial Guidelines such as Sustainable Rural Housing Guidelines and Flood Risk Management Guidelines	The Department produces a range of guidelines designed to help planning authorities, An Bord Pleanála, developers and the general public and cover a wide range of issues amongst others, architectural heritage, child care facilities, landscape, quarries and residential density.	The Minister issues statutory guidelines under Section 28 of the Act which planning authorities and An Bord Pleanála are obliged to have regard to in the performance of their planning functions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Healthy Ireland Framework 2019-2025	The Healthy Ireland Framework 2019-2025 is a roadmap for building a healthier Ireland.	It is based around four key goals: • to increase the proportion of people who are healthy at all stages of life • to reduce health inequalities • to protect the public from threats to health and wellbeing • to create an environment where every individual and sector of society can play their part in achieving a healthy Ireland	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
S.I. 232/2018 - European Union (National Emission Ceilings) Regulations 2018	The Regulations require the Minister to ensure that emissions of the specified pollutants are limited in accordance with the ceilings set out in Schedule 2. Annex III part 2 includes a set of measures to reduce emissions from agriculture.	The Regulations provide that the Environment Protection Agency shall prepare an annual inventory report of emissions of 5 specified pollutants (sulphur dioxide (SO_2), nitrogen oxides (NO_x), non-methane volatile organic compounds (NMVOC), ammonia (NH_3), and fine particulate matter ($PM_{2.5}$), and in certain years a report on projections of emissions. The Regulations also require the preparation of a national air pollution control programme Referring, among other things, to the 1979 UNECE Convention on Long Range Transboundary Air Pollution), and the establishment of a network to monitor the negative impacts of air pollution upon ecosystems based on a network of monitoring sites that is representative of Ireland's freshwater, natural and semi-natural habitats and forest ecosystem types. The Programme shall contain elements on the use of nitrogen fertilizer and soil protection. In fulfilling the requirements of subparagraph (b) the Minister shall ensure coordination with other monitoring programmes established pursuant to Union legislation including Directive 2008/50/EC, Directive 2000/60/EC and Council Directive 92/43/EEC and, if appropriate, the LRTAP Convention and, where appropriate, make use of data collected under those programmes.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Clean Air Strategy 2023	The Clean Air Strategy provides the strategic policy framework necessary to identify and promote integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives.	• Having a National Strategy provides a policy framework by which Ireland can develop the necessary policies and measures to comply with new and emerging EU legislation. • The Strategy should also help tackle climate change. • The Strategy considers a wider range of national policies that are relevant to clean air policy such as transport, energy, home heating and agriculture. • In any discussion relating to clean air policy, the issue of people's health is paramount and this is a theme of the Strategy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Agri-Food Strategy 2030	The Food Vision 2030 Strategy is a new ten year Strategy for the Irish agri-food sector (taken to include primary agriculture, food and drink processing and manufacturing, fisheries, aquaculture and fish processing, forestry and forestry processing and the equine sector).	The Strategy consists of 22 Goals, grouped into four high-level "Missions" for the sector to work toward: • A Climate Smart, Environmentally Sustainable Agri-Food Sector • Viable and Resilient Primary Producers with Enhanced Well-Being • Food Which is Safe, Nutritious And Appealing, Trusted And Valued at Home and Abroad • An Innovative, Competitive and Resilient Agri-Food Sector, Driven by Technology And Talent	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Agricultural Schemes, including: **Rural Environmental Protection Scheme (REPS), Agri-Environmental Options Scheme (AEOS), Green, Low-Carbon, Agri-environment Scheme (GLAS) and Results-based Environment-Agri Pilot Scheme (REAP)**	Agri-environmental funding schemes aimed at rural development for the environmental enhancement and protection. The REPS evolved to AEOS 1, 2 and 3 and currently the Green Low Carbon Agri-Environment (GLAS) Scheme is in place. The recently introduced REAP scheme in Ireland is a two year scheme in place for 2021 and 2022.	• Establish best practice farming methods and production methods in order to protect landscapes and maximise conservation. • Protect biodiversity, endangered species of flora and fauna and wildlife habitats. • Ensure food is produced with the highest regard to the environment. • Implement nutrient management plans and grassland management plans. • Protect and maintain water bodies, wetlands and cultural heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Rural Development Programme 2014-2022 (as amended)	The National Rural Development Programme, prepared by the Department of Agriculture, Fisheries and Food, sets out a national programme based on the EU framework for rural development and prioritises improving the competitiveness of agriculture, improving the environment and improving the quality of life in rural areas.	At a more detailed level, the programme also: • Supports structural change at farm level including training young farmers and encouraging early retirement, support for restructuring, development and innovation; • Aims to improve the environment, biodiversity and the amenity value of the countryside by support for land management through funds such as Natura 2000 payments etc.; and • Aims to improve quality of life in rural areas and encouraging diversification of economic activity through the implementation of local development strategies such as non-agricultural activities	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Our Rural Future: Rural Development Policy 2021-2025	The vision of this policy is for a thriving rural Ireland which is integral to our national economic, social, cultural and environmental wellbeing and development. Our Rural Future represents the Irish Government's blueprint for a post-COVID-19 recovery and development of rural Ireland over the next 5 years. It provides the framework to achieve the vision of transforming the quality of life and opportunity for people living in rural areas.	A set of policy measures aim to deliver wellbeing for all, and to support an aligned policy approach to rural development. It seeks to promote enhanced community participation, to prepare rural areas for technological, demographic and environmental change, and to address the diversity of challenges and opportunities facing rural areas, informed by analysis, data, and consultation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Food Wise 2025 (DAFM)	Food Wise 2025 sets out a ten-year plan for the agri-food sector. It underlines the sector's unique and special position within the Irish economy, and it illustrates the potential which exists for this sector to grow even further.	Food Wise 2025 identifies ambitious and challenging growth projections for the industry over the next ten years including: • 85% increase in exports to €19 billion. • 70% increase in value added to €13 billion. • 60% increase in primary production to €10 billion. • The creation of 23,000 additional jobs all along the supply chain from producer level to high-end value-added product development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Tourism Action Plan 2019-2021	The Tourism Action Plan 2019-2021 sets out actions that the Tourism Leadership Group has identified as priorities to be progressed until 2021 in order to maintain sustainable growth in overseas tourism revenue and employment. Each action involves specific tourism stakeholders, both in the public and private sectors, all of whom we expect to proactively work towards the completion of actions within the specified timeframe.	The Plan contains 27 actions focusing on the following areas: • Policy Context • Marketing Ireland as a Visitor Destination • Enhancing the Visitor Experience • Research in the Irish Tourism Sector • Supporting Local Communities in Tourism • Wider Government Policy • International Context • Co-ordination Structures	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Tourism Policy Statement: People, Place and Policy – Growing Tourism to 2025	Growing Tourism to 2025 is a policy framework for the development of tourism within the Country. The main goal of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.	The Tourism Policy Statement sets three headline targets to be achieved by 2025: • Overseas tourism revenue of €5 billion per year • net of inflation excluding carrier receipts; • 250,000 people employed in tourism; and • 10 million overseas visitors to Ireland per year.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waterways Ireland Heritage Plan 2016-2020	The Waterways Ireland Heritage Plan provides a strategic framework for the integration of built, natural and cultural heritage into the future management of waterways. The overarching aim of the Plan is to: *"Identify and protect the unique waterways heritage and promote its sustainable use for the enjoyment of this and future generations".*	Four objectives of the Plan include the following: • Objective 1: Fostering partnerships to continue building waterway heritage knowledge through storing information, undertaking research and developing best practice. • Objective 2: Promoting awareness, appreciation and enjoyment of our waterway heritage with a focus on community engagement. • Objective 3: Promoting the integrated management, conservation, protection and sustainable use of the inland navigable waterway asset. • Objective 4: To develop Waterways Ireland as a heritage organisation committed to achieving the aim of this plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waterways Ireland "Reimagining Our Waterways" 10-Year Plan 2023	10-Year Plan is a visionary roadmap for reimagining historical waterways, greenways and blueways. Waterways Ireland's Vision is to be recognised as having enabled the creation of inspirational inland navigations and waterways experiences, through conservation and sustainable development for the benefit of all.	At the core of our 10-year plan is set of six strategic priorities. These are: • Organisation Development & Governance • Sustainable Funding Model • Asset Portfolio Management • Participation and Reputation • Sustainable Development • Climate Action, Environment and Heritage	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Tourism Development and Innovation – A Strategy for Investment 2016-2022, (Fáilte Ireland, 2016)	This strategy sets out the framework and mechanism for the delivery of investment to cities, towns, villages, communities and businesses across the country. It identifies priorities to support innovation in the sector to retain and grow the country's competitiveness in the marketplace. Its ultimate aim is to strengthen the appeal of Ireland for international visitors.	The objectives of the Tourism Development and Innovation Strategy are: • To successfully and consistently deliver a world class visitor experience; • To support a tourism sector that is profitable and achieves sustainable levels of growth and delivers jobs; • To facilitate communities to play an enhanced role in developing tourism in their locality, thereby strengthening and enriching local communities; and • To recognise, value and enhance Ireland's natural environment as the cornerstone of Irish tourism.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Housing (Traveller Accommodation) Act 1998	The Housing (Traveller Accommodation) Act 1998 requires that each Housing Authority adopts a Traveller Accommodation Programme for its functional area.	This Act amended and extended the Housing Acts, 1966 to 1997, the Local Government (Planning and Development) Acts, 1963 to 1998, the Local Government Act, 1991, to make provision for the accommodation needs of travellers, to provide for the appointment of a national traveller accommodation consultive committee and local traveller accommodation consultative committees and to provide for related matters.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Residential Development and Compact Settlement Guidelines (DHLGH, 2024)	The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied.	The Guidelines build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Retail Planning Guidelines for Planning Authorities (2012)	The Guidelines have five key policy objectives: • Ensuring that retail development is plan-led; • Promoting city/town centre vitality through a sequential approach to development; • Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations; • Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel strategy; and • Delivering quality urban design outcomes.	The aim of the Guidelines is to ensure that the planning system continues to play a key role in supporting competitiveness in the retail sector for the benefit of the consumer in accordance with proper planning and sustainable development. In addition, the planning system must promote and support the vitality and viability of city and town centres thereby contributing to a high standard of urban design and encouraging a greater use of sustainable transport.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Architectural Protection Guidelines for Planning Authorities (2011)	Part 1 of these guidelines includes the criteria to be applied when selecting proposed protected structures for inclusion in the RPS. It also offers guidance to planning authorities on issuing a declaration on a protected structure and on determining planning applications in relation to a protected structure, a proposed protected structure or the exterior of a building within an ACA.	Part 2 contains supplementary detailed guidance to support planning authorities in their role to protect the architectural heritage when a protected structure, a proposed protected structure or the exterior of a building within an ACA is the subject of development proposals and when a declaration is sought in relation to a protected structure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Housing Strategy for Disabled People 2022-2027	The primary objective of the strategy which is to facilitate disabled people to live independently with the appropriate choices and control over where, how and with whom they live, promoting their inclusion in the community.	This Strategy will build on the progress made under the previous strategy, The National Housing Strategy for People with a Disability (NHSPWD) 2011 – 2016 (extended to 2021). The Strategy promotes a whole of community approach to housing for disabled people when planning the provision of housing, including infrastructure, transport, education, and employment.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Derelict Sites Act (1990)	An Act to make provision with respect to land to prevent it being or becoming a derelict site, to enable Local Authorities to require the taking of measures on derelict sites by the owners or occupiers and, in certain circumstances, to acquire derelict sites compulsorily, to establish registers of derelict sites, to enable the minister to give directions in relation to derelict sites, to provide for a derelict sites levy and to provide for other matters connected with the aforesaid and to repeal the Derelict Sites Act 1961.	Under the Act, local authorities can: • Prosecute owners who do not comply with notices served • Make compulsory land purchases • Carry out necessary work themselves and charge the owners for the cost All local authorities must: • Maintain derelict sites register • Make the register available for public inspection - It can remove an entry from the Register when it is satisfied that improvement works have been carried out on the derelict site.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Urban Regeneration and Housing Act 2015 (as amended)	An Act to make provision with respect to land in areas in which housing is required and in areas which are in need of renewal to prevent it lying idle or remaining vacant, to establish a register of vacant sites in those areas, to provide for vacant sites levy, to amend the Derelict Sites Act 1990, to amend Parts II, III and V of the Planning and Development Act 2000, to amend the Housing (Miscellaneous Provisions) Act 2009 and to provide for related matters.	This Revised Act is an administrative consolidation of the Urban Regeneration and Housing Act 2015. It is prepared by the Law Reform Commission in accordance with its function under the Law Reform Commission Act 1975 (3/1975) to keep the law under review and to undertake revision and consolidation of statute law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Housing for All - a New Housing Plan for Ireland	The government's overall objective is that every citizen in the State should have access to good quality homes: • to purchase or rent at an affordable price • built to a high standard and in the right place • offering a high quality of life	The policy has four pathways to achieving housing for all: • supporting home ownership and increasing affordability • eradicating homelessness, increasing social housing delivery and supporting social inclusion • increasing new housing supply • addressing vacancy and efficient use of existing stock	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Town Centre First Policy (2022)	The Town Centre First Policy is a major cross-government policy that aims to tackle vacancy, combat dereliction and breathe new life into town centres. It advocates for a holistic, place-based approach to sustainable rural development. The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the business, service, social and. cultural.	The Policy contains 33 actions which will give towns the tools and resources they need to become more viable and attractive places in which to live, work, socialise and run a business. This will focus on charting the future direction of their towns, address issues of vacancy and dereliction and add vibrancy to the town centre.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
IDA's Adapt Intelligently: A Strategy for Sustainable Growth and Innovation 2025-29 and associated developments	IDA Ireland's strategy 2025-29 is an ambitious and positive approach to a fast-changing world. Drawing on the opportunities for growth arising from the structural forces that are reshaping the global economy, it sets an ambition: • For Ireland to be a leading location for smart, sustainable manufacturing and intelligent, digitalised services • To increase the number of companies undertaking cutting-edge research and innovation and the scope, scale and ambition of their Research, Development and Innovation activity • To retain and enhance Ireland's position in key strategic value chains • To grow the level of investment in sustainable business practices and processes and in developing new sustainability and energy-efficient technologies • For Ireland to be a leading location for the world-class talent and skills needed to realise future growth opportunities.	In pursuit of the strategic objectives and targets, IDA Ireland will win 1,000 investments to: • Secure €7bn in new Research, Development and Innovation investment • Deliver 550 regional investments • Reduce IDA Ireland client carbon emissions by 35% • Create 75,000 jobs • Upskill 40,000 people. • This in turn will support IDA Ireland client spend in Ireland of €250bn over the lifetime of the strategy on wages, Irish goods and services, and capital investment, providing further opportunity and economic impact across local supply chains.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Biodiversity Adaptation Plan 2025	The Department of Housing, Local Government and Heritage's Biodiversity Sectoral Adaptation Plan 2025 is the second Sectoral Climate Change Adaptation Plan for Ireland's Biodiversity Sector. It has been developed under the provisions of the Climate Action and Low Carbon Development Act 2015 and the National Adaptation Framework (Department of Climate, Energy and the Environment, 2024). The 2025 Plan builds on the 2019 Plan and integrates the latest climate and ecological science, stakeholder engagement, and national and international strategies. The Plan is a national-scale plan that considers climate change impacts and risks across Ireland's terrestrial, freshwater, and marine biodiversity. It assesses sectoral consequences under two climate scenarios.	The Plan is aligned with the objectives of the 4th National Biodiversity Action Plan and supports the overarching objectives of the Nature Restoration Regulation to put restoration measures in place to restore at least 20% of the EU's land and sea areas by 2030 and all ecosystems in need of restoration by 2050. The Plan sets out three strategic goals supported by eight objectives and 22 new actions, alongside coordinated delivery of 43 existing actions from the 4th National Biodiversity Action Plan. These actions range from strengthening the evidence base for adaptation, ecosystem restoration, and nature-based solutions to governance, monitoring, and public engagement. Each action is linked to delivery owners, timelines, and indicators to support implementation and alignment with Ireland's climate commitments. Governance and implementation are supported by a Monitoring, Reporting, Evaluation and Learning framework, annual progress reviews, and funding mechanisms. The Plan also recognises cross-sectoral interdependencies, highlighting how climate impacts and adaptation efforts in biodiversity influence and are influenced by sectors such as agriculture, water, health, energy, and infrastructure. Through this integrated and forward-looking approach, the Plan aims to mainstream climate adaptation and build long-term resilience across Ireland's ecosystems, ensuring that biodiversity continues to support climate regulation, human wellbeing, and sustainable development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Heritage Ireland 2030 (2020)	The Vision from Heritage Ireland is: "Recognised for its contribution to society and well-being, Ireland's heritage will be valued, nurtured and protected and placed at the very centre of our decision"	Heritage Ireland 2030 is Ireland's new national heritage plan. It is built around a vision of our heritage – in all its forms – being at very centre of local and national discourse, valued by all and cared for and protected for future generations. At the heart of this framework are three themes: communities, leadership and partnerships. These themes reflect the importance of ongoing collaboration between government and communities, heritage organisations, individuals and local authorities in caring and planning for our shared heritage. Heritage Ireland 2030 suggests a series of structures under which all these stakeholders can come together to advance the protection of Ireland's heritage through over 150 actions. These structures will be established in Q1 and Q2 of 2022 ahead of the publication of an implementation plan in Q3 which will assign actions and timeframes to responsible stakeholders.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Emerging NTA CycleConnects: Ireland's Cycle Network	Aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places.	Proposals for cycling links in key cities, towns and villages in each county are included in the plan, in addition to connections between the larger towns, villages and settlements. The plan also incorporates existing and planned cycle routes such as greenways and blueways. The draft proposals envisage an extensive cycling network across the 22 counties, complementing the cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin). Together these plans will create an overall comprehensive cycle network for Ireland.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

The All-Island Strategic Rail Review	The All-Island Strategic Rail Review aims to enhance and expand the rail system across Ireland and Northern Ireland with 32 strategic recommendations for development up to 2050.	The All-Island Strategic Rail Review was jointly commissioned by the Department of Transport in Ireland and the Department for Infrastructure in Northern Ireland. Its primary goal is to create a strategic vision for the rail system that supports sustainable transport, enhances connectivity, and aligns with net carbon zero commitments in both jurisdictions. The review emphasizes the importance of rail as a backbone for a high-quality transport system that benefits communities and the economy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
December 2013 the European parliament adopted Regulation (EU) No.315/2013 on Guidelines for the development of the Trans European Transport Network (Ten-T), (amended in 2014 to include supplementary maps (EU) No.473/2014)	The Guidelines set out that member states shall "take appropriate measures" to complete their core network by 2030; the maps associated with the Regulations show the core network corridors of the TEN-T extending from Dublin to Belfast, and Dublin to Cork only.	Nationally, as a result of the directive, parts of the N13 (including the Letterkenny to Bridgend section), N14 and N15 have also been identified as part of the TEN-T network	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Regional/ County/Local Level			
Southern Regional Spatial and Economic Strategy 2020-2032	The Regional Spatial and Economic Strategy provides a long-term strategic planning and economic framework for the Southern Region in order to support the implementation of the National Planning Framework.	The Southern Regional Spatial and Economic Strategy includes provisions for its 12 constituent local authorities: Waterford City and County Council, Cork City Council, Cork County Council, Tipperary County Council, Wexford County Council, Kerry County Council, Clare County Council, Limerick City and County Council, Kilkenny County Council and Kilkenny County Council.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Integrated Implementation Plan 2019-2024	The Transport Strategy for the Greater Dublin Area 2016-2035, which established an overall framework for transport investment over the next two decades and was subject to full SEA and Stage 2 AA, is a key policy shaping the six-year Integrated Infrastructure Plan. The priorities in the Integrated Infrastructure Plan align with the objectives and priorities set out in the Transport Strategy, focused on improving public and sustainable transport.	The Implementation Plan identifies investment proposals for a number of areas including: • Bus; • Light Rail; • Heavy Rai; • Integration Measures and Sustainable • Transport Investment; • Integrated Service Plan; and • Integration and Accessibility.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
NPWS Conservation Plans and/or Conservation Objectives for SACs and SPAs	Management planning for nature conservation sites has a number of aims. These include: • To identify and evaluate the features of interest for a site • To set clear objectives for the conservation of the features of interest • To describe the site and its management • To identify issues (both positive and negative) that might influence the site • To set out appropriate strategies/management actions to achieve the objectives	• Conservation objectives for SACs and SPAs (i.e. sites within the Natura 2000 network) have to be set for the habitats and species for which the sites are selected. • These objectives are used when carrying out appropriate assessments for plans and projects that might impact on these sites.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Groundwater Protection Schemes	A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.	A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater, and in some cases improve it, by applying a risk assessment-based approach to groundwater protection and sustainable development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Waterford Metropolitan Area Spatial Plan (WMASP) 2040	• The WMASP provides a high-level strategic framework for the sustainable development of the Waterford Metropolitan Area based on the ambition for the City and Metropolitan area as an innovation-centred, enterprising, University City with a diverse population, a vibrant cultural sector, a thriving economy, and a significant and substantial profile that brings European and international recognition.	• Strengthen the role of the Waterford Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region. • Promote the Waterford Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and region (ii) compact growth and regeneration of the Metropolitan Area across the city centre and suburbs, (iii) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner. • Secure co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Waterford Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waterford Metropolitan Area Strategic Plan	Waterford's Metropolitan Area Strategic Plan provides a framework for the area's sustainable development, and is part of the Regional Spatial and Economic Strategy for the Southern Region.	The establishment of a statutorily defined Metropolitan Area for Waterford provides a new opportunity to develop the work of the Waterford and Kilkenny local authorities undertaken over previous decades and, in particular, the Waterford Planning, Land Use and Transportation Study 2004-20 (Waterford PLUTS), published in 2004.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Groundwater Protection Schemes	A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.	• A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater, and in some cases improve it, by applying a risk assessment-based approach to groundwater protection and sustainable development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Local Economic and Community Plans (LECPs), including the Kilkenny LECP 2023-2028	The overarching vision for each LECP is: "to promote the well-being and quality of life of citizens and communities."	The purpose of the LECP, as provided for in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions needed to promote and support the economic development and the local and community development of the relevant local authority area, both by itself directly and in partnership with other economic and community development stakeholders.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Land Use Plans, including: • **Those in force/emerging in County Kilkenny (including the overarching existing Kilkenny County Development Plan 2021-2027 as varied); and** **Those in force and emerging in other adjoining planning authorities, including Waterford City and County Development Plan 2022-2028 and development plans for Wexford, Carlow, Laois and Tipperary).**	• Outline planning objectives for land use development. • Strategic framework for planning and sustainable development including those set out in National Planning Framework and Regional Economic and Spatial Strategies. Set out the policies and proposals to guide development in the specific Local Authority area.	• Identify future infrastructure, development and zoning required. • Protect and enhances amenities and environment. • Guide planning authority in assessing proposals. • Aim to guide development in the area and the amount of nature of the planned development. • Aim to promote sustainable development. Provide for economic development and protect natural environmental, heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
County Kilkenny Landscape Character Assessment, and Landscape Character Assessments in adjoining local authorities	Characterises the geographical dimension of the landscape.	• Identifies the quality, value, sensitivity and capacity of the landscape area. Guides strategies and guidelines for the future development of the landscape.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Kilkenny Draft Biodiversity Action Plan 2025-2030	The Draft Action Plan sets the policy and legislative context. It provides examples of previous biodiversity research completed by Kilkenny County Council, outlines the biodiversity value in Kilkenny and the threats which are of concern.	• The document titled Bio Plan Objectives and Actions, provides the detail of what will be achieved, listing different actions under 6 objective headings.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Kilkenny County Heritage Strategy 2026-2030	The County Heritage Strategy is Kilkenny County Council's statement of intent in relation to Kilkenny's heritage. This 5-year strategy will set out our long-term vision and identify strategic goals across all areas of heritage. It formally acknowledges that our built, natural and cultural heritage is an invaluable asset which gives each town, village and community its identity and sense of place, and provides a high-quality environment for all.	It is intended that the new Heritage Strategy will contain strategic aims and objectives and an implementation plan. This will form the basis of an annual Action Plan to be devised and implemented each year based on the priorities agreed in the strategy. The County Biodiversity Action Plan aligns with all relevant national heritage policies and its core values will be integrated into the actions of the County Heritage Strategy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Kilkenny Noise Action Plan 2024-2028	Noise Action Plans have been prepared for each local authority area within the country, including for Kilkenny County Council (Noise Action Plan 2024-2028). The purpose of the Noise Action Plan is to avoid, prevent and reduce, on a prioritised basis the harmful effects, including annoyance due to the long-term exposure to environmental noise.	The Noise Action Plan is required under the Environmental Noise Directive ("END") (2002/49/EC) which was transported into Irish law through the European Communities (Environmental Noise) Regulations 2018 (S.I. 549/2018) and the European Communities (Environmental Noise) (Amendment) Regulations 2021 (S.I. 663/2021). The Regulations require Strategic Noise Maps and Noise Action Plans to be made or revised every five years.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Kilkenny County Council Climate Change Action Plan 2024-2029	The Kilkenny County Council Climate Action Plan 2024-2029 is a statutory 5-year Plan which outlines the actions that the Council will take towards addressing the mitigation of greenhouse gas emissions, climate change adaptation and strengthening the alignment between national climate policy and the delivery of local climate action.	The Kilkenny Climate Action Plan covers a range of specific actions developed in line with the following Strategic Goals and Objectives: **Strategic Goal 1: Governance and Leadership** Objective 1.1: To embed climate action focussed governance in Kilkenny County Council, and through leadership, collaboration, advocacy and communication to support and inspire climate action in the County. Objective 1.2: To plan for, and protect our assets and infrastructure from, severe weather events. **Strategic Goal 2: Built Environment and Transport** Objective 2.1: To achieve Kilkenny County Council's emissions reduction target of 51%, and energy efficiency target of 50% in our buildings, fleet and public lighting by 2030. Objective 2.2: To provide for and facilitate a shift to active and sustainable travel. Objective 2.3: To improve energy efficiency and sustainable building practices in Local Authority housing and road infrastructure, and facilitate the same in the County through policy and supports. **Strategic Goal 3: Natural Environment and Green Infrastructure** Objective 3.1: To protect and manage the natural environment to support biodiversity, water catchments, carbon storage and urban cooling; and to promote nature-based solutions in development. **Strategic Goal 4: Communities: Resilience and Transition** Objective 4.1: Support and empower communities to adapt to the impacts of climate change and facilitate local climate action through education and awareness initiatives, well-being, cultural and creative programmes, and grants. **Strategic Goal 5: Sustainability & Resource Management** Objective 5.1: To support local business to adapt to the impacts of climate change, to reduce energy use and emissions and to adopt sustainable practises through grants, support, training and shared learning. Objective 5.2: To adopt a sustainability approach to Kilkenny County Council's operations and service delivery.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

Town Centre First Plans	Town Centre First aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.	Town Centre First (TFC) lays the foundation for each town to develop, at a local level, their own plan-led path forward. This will be expressed through a tailored TCF plan, which is underpinned by a clear diagnosis of local strengths and challenges. The TCF approach is centred on: • Collaboration and communication – a collaborative process involving all relevant local stakeholders, represented by a collaborative Town Team, with good communication in respect of issues raised and the agreed direction. • Understanding the place – analysis and appraisal underpinned by a town audit/ data gathering -process. • Defining the place – shaping the plan around high-level objectives that are subsequently expressed through a series of actions. • Enabling the place– identifying a clear path to delivery of the Plan, cognisant that this will require actions of varying scale to be delivered by different partners.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Fáilte Ireland Tourism plans and strategies, including those relating to the Ireland's Ancient East including Destination Experience Development Plans and Regional Tourism Development Strategies	Fáilte Ireland's work includes preparing various plans and strategies for brands and initiatives. These plans are subject to their own environmental assessment processes and any project arising is required to be consistent with and conform with the provisions of all adopted/approved Statutory Policies, Strategies, Plans and Programmes, including provisions for the protection and management of the environment.	Some of Fáilte Ireland's plans and strategies include various projects relating to land use and infrastructural development, including those relating to development of land or on land and the carrying out of land use activities. Many of these projects exist already while some are not currently in existence. The Statutory Policies, Strategies, Plans and Programmes that provide for different projects undergo a variety of environmental assessments. These assessments ensure that environmental effects are considered, including: those arising from new and intensified uses and activities; and those arising from various sectors such as tourism.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.
Various existing, planned and emerging projects provided for by the above plans and programmes	These projects have been provided for by higher-level plans and programmes.	These projects will contribute towards the development of the area to which the Plan relates and/or wider area and will contribute towards environmental protection and management.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan to be varied needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans, programmes, strategies, and other policy documents – the achievement of the objectives of the regulatory framework for environmental protection and management.

AA CONCLUSION STATEMENT

FOR

VARIATION NO. 6
TO THE
KILKENNY CITY AND COUNTY DEVELOPMENT PLAN 2021-2027
(AS VARIED)

for: Kilkenny County Council

by: CAAS Ltd.

MARCH 2026

Kilkenny County Council, County Hall, John Street, Kilkenny.
CAAS Ltd., 1st Floor, 24-26 Ormond Quay Upper, Dublin.

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Section 1 Introduction and Background

1.1 Introduction

This is the Appropriate Assessment (AA) Conclusion Statement for Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 (as varied). The obligation to undertake AA derives from Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC as transposed into Irish legislation by, inter alia, the Planning and Development Acts, as amended. AA is a focused and detailed impact assessment of the implications of a strategic action (such as a plan or programme) or project, alone and in combination with other strategic actions and projects, on the integrity of any European Site in view of its conservation objectives. This AA Conclusion Statement should be read in conjunction with the Variation and associated documents including the AA Natura Impact Report (NIR).

1.2 Legislative Requirements in relation to AA

In carrying out the AA for the Variation the Council must take account of matters including those arrayed in the first column on Table 1.1 below. The second column identifies how these issues have been addressed.

Table 1.1 Matters taken into account by the AA

Matters taken into account by the AA	**How addressed by AA**
The Natura Impact Report	An AA NIR accompanies this AA Conclusion Statement and the Variation.
Any supplemental information furnished in relation to any such report	This AA Conclusion Statement accompanies the NIR that provides additional detail on European Sites. Submissions made during the Variation preparation/AA process were taken into account in the preparation of the final, consolidated AA NIR. Proposed Material Alterations were screened for the need to undertake Stage 2 AA (Stage 2 AA was not required for the Alterations).
If appropriate, any additional information sought by the authority and furnished by the applicant in relation to a Natura Impact Report	
Any information or advice obtained by the public authority	
If appropriate, any written submissions or observations made to the public authority in relation to the application for consent for proposed plan or project	
Any other relevant information	

In addition to the above, the Council is required to make available for inspection a determination regarding the outcome of the assessment with respect to whether or not the Variation would adversely affect the integrity of a European site (a copy of this determination is provided at Section 4).

1.3 AA Conclusion Statement

Non-Statutory AA guidance (Department of Environment, Heritage and Local Government, 2009) states that (Section 4.14) it "*is recommended that planning authorities include a clear and discrete AA Conclusion Statement as a distinct section in the written statement of the plan separate to the SEA statement*." This guidance recommends that the following issues are addressed by the AA Conclusion Statement:

- Summary of how the findings of the AA were factored into the Variation (see Section 2);
- Reasons for choosing the Variation as adopted, in the light of other reasonable alternatives considered as part of the AA process (see Section 3);
- A declaration that the Variation as adopted will not have an adverse effect on the integrity of European Sites (provided at Section 4); and
- The NIR (the AA NIR is accompanied by this AA Conclusion Statement and has informed the AA Determination – see Section 4).

Furthermore, as stated in the Draft "Development Plans Guidelines for Planning Authorities" (Department of Housing, Local Government and Heritage, 2021):

> *"….There is a similar requirement to publish a determination relating to the AA that may have been undertaken. Under Article 6.3 of the Habitats Directive the determination (often termed an 'AA Conclusion Statement') must state as to whether or not the Draft Plan would adversely affect the integrity of a European site. However as stated in Section 3.5, this determination must have been made prior to the adoption of the Draft Plan."*

This AA Conclusion Statement addresses the above issues, including the signed AA Determination included at Section 4.

Section 2 How the findings of the AA were factored into the Variation

The SEA and AA team worked with the Variation-preparation team at the Council in order to integrate requirements for environmental protection and management into the Variation.

The Variation was prepared in an iterative manner whereby the Variation and AA documents have informed subsequent versions of the other. The findings of the AA were integrated into the Variation through mitigation measures. These mitigation measures ensure that the Variation will not affect the integrity of the European Sites, alone or in combination with other plans or projects.[1]

Furthermore, the detailed Variation preparation process undertaken by the Planning Department for the City and County Development Plan, combined with specialist input from the SEA and AA processes, resulted in the integration of mitigation into that Plan that must be complied with in the Plan area.

The mitigation measures included in the Variation and the City and County Development Plan that are most relevant to the protection of European sites are identified in Tables 2.1 and 2.2 below.

[1] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: (a) no alternative solution available, (b) imperative reasons of overriding public interest for the plan to proceed; and (c) adequate compensatory measures in place.

Table 2.1 Mitigation measures[2] for overarching ecologically sensitive components[3] identified[4]

Component	Mitigation measure(s)[5]
Natural heritage, biodiversity and National / European sites	**HE1** Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations as sites of local conservation interest. These are: • Wet Grassland (GS4) • Reed swamp (FS1) • Oak-Ash-Hazel woodland (WN2) • Riparian Woodland (WN5) • Mixed Broadleaved Woodland (WD1) **HE2** Protect and manage the tree groups/stands as identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations and secure TPOs where necessary/as appropriate.
Surface water courses, groundwater, peatlands and other wetlands	**Section 10.1.3 Nature Conservation outside of International and National Protected Areas** An area of Wet Grassland adjacent to the Grannyferry NHA has been identified as being of high value (see Figure 10.1). This area will continue to be zoned for Passive Open Space/Biodiversity conservation. One other area of important wetland habitat in Kilmurry has previously been identified. This Wet Grassland is important as it is unusual in the locality and contains an assemblage of species not found elsewhere. This area will continue to be zoned for Passive Open Space/Biodiversity conservation. **HE4** Protect existing wetlands from fill while encouraging the enhancement and restoration of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats. These include Grannyferry Wetlands (FS1) and the Luffany stream corridor to the east of Belview Port. **HE5** To investigate the possibility of wetland habitat creation on lands at Grannyferry and to consult with the NPWS at pre-planning stage in any development. Measures to ecologically enhance sites adjoining the wetland may include the provision of a tree line boundary between any development and the wetland, a reduction in gradient changes at the edges of the site and an emphasis on retaining the hydrological and topographical connectivity of the wetland. See also text from Section 11.1 Tourism. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan.[6] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **Section 13.1.3 Surface Water & Flood Management (Kilkenny County Council)** Applications for development under the Plan shall not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.
Management of water services, wastewater and implementation of SuDS[7]	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **INF-DM5** Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")

[2] Due to the high-level nature of Development Planning, one Plan objective/mitigation measure can address several sources for effect identified as requiring mitigation measures e.g., a objectives/mitigation measure providing for the protection of water quality could address potential sources for effects resulting from forestry activities and wastewater.
[3] Due to the high-level nature of Development Planning, a 'component' in the context of this report is a high-level ecological receptor that potential effects identified from the Plan could impact, such as 'natural heritage and biodiversity' and "surface water courses".
[4] Note that non-material changes to individual Plan provisions referenced in this report may be updated during the finalisation of the Plan, including numbering, formatting and graphic design.
[5] All of the measures included in this table address the protection of European sites in relation to the QIs/SCIs in view of their respective COs and the potential effects identified in the Plan.
[6] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.
[7] Sustainable Urban Drainage Systems

Table 2.2 Mitigation measures[8] for specific sources for potential effect[9] identified[10]

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Tourism and leisure activities	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [11] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **Section 11.1 Tourism** In the longer term, the Grannyferry wetlands at Grannagh could be an ideal location for a wildlife park, but this would require significant input from the National Parks and Wildlife Service. (See also objective HE5)
Green and blue infrastructure	**HE8** Complete the joint Blue Green Infrastructure Strategy in conjunction with Waterford City and County Council. This Strategy is required to be subject to its own Screening for AA and subsequent stages of AA as relevant.
Built environment and Belview Port	**Section 5.7 Housing** All proposed residential development must comply with the housing strategy contained in the Kilkenny CDP. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [12] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. **BPIA3** Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity. **BPIA6** Work in conjunction with Uisce Éireann to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the Belview Industrial area and to seek extensions for the water and foul water networks to service the zoned lands sequentially. **BIA-DM1** Encourage appropriate screening of future developments in the Belview Industrial area. The following principles will be applied: • Existing woodlands and hedgerows must be retained and incorporated wherever feasible. • Landscaping schemes for any development should form an integral part of the overall development proposal. A woodland planting buffer of 15-20 metres will generally be required inside any industrial site boundary unless a suitable alternative mitigation measure is agreed with the Planning Authority. This landscape buffer will be required to be densely planted with a mix of coniferous and deciduous species. In all cases the Council encourages advance planting which it considers would be beneficial to ensure some plant maturation prior to construction. • Buildings and other structures shall be located so as to provide optimum screening and noise buffering to surrounding land-uses, particularly to existing residential properties. In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.

[8] Due to the strategic nature of the Development Plan and associated Proposed Variation, one measure can address several sources for effect identified as requiring mitigation measures e.g. a measure providing for the protection of water quality could address potential sources for effects resulting from forestry activities and wastewater.
[9] These potential sources for effects are determined based on the nature of the Development Plan, the ecological sensitives of the Framework Plan area, and connectivity to European sites.
[10] Note that non-material changes to individual Plan provisions referenced in this report may be updated during the finalisation of the Plan, including numbering, formatting and graphic design.
[11] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.
[12] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Flood Risk Management	**Section 5.7 Land Use Zones** Overriding Flood Risk-related Limitation on the above Land Use Zones There are a number of instances where Flood Risk Zones A and B overlap with a variety of the above land-use zoning objectives, including Open Space and Water Compatible Development. Uses under all zoning objectives shall be limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B. Detailed, site specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives.. **INF1** To adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities and associated Circular PL2/2014 follow the sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk. **INF2** Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas. **INF-DM3** Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not: • obstruct important flow paths • introduce a significant number of people into flood risk areas • entail the storage of hazardous substances • increase the risk of flooding elsewhere or • have adverse impacts or impede access to a water- course, floodplain or flood protection and management facilities **INF-DM4** Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard. **INF-DM5** Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")
Agriculture, Fishing and Forestry	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [13] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Invasive species	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [14] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Climate	**Section 5.8.2 Energy Efficiency** All proposed residential development must comply with the requirements of the Kilkenny CDP with regards to energy efficiency (section 11.12). **CA1** Ensure that policy objectives, Development Management Standards and actions outlined in this Plan support the delivery of all relevant climate action legislation, committments and targets, including the National Climate Action Plan, and the Kilkenny County Council Climate Action Plan 2024-2029 or any succeding plans.

[13] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.
[14] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.

Source(s) for potential effect arising from the Variation	Mitigation measure(s)
Renewable Energy	**SO1** To contribute to achieving climate resilience and supporting the climate change action targets and commitments under the National Climate Plan 2024 by encouraging and facilitating a shift towards more sustainable travel modes and patterns; and increasing renewable energy production and use, including wind, solar, and bioenergy, both at macro and micro scales; facilitating the use of nature based solutions, and supporting a Green Energy hub at Belview. **Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [15] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
Waste Management	**Section 1.2 Plan Status** It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. [16] **CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.
SEVESO sites	**INF-DM7** The Council will consult with the Health & Safety Authority when assessing proposals for development of, in or near sites which are identified under the COMAH (Seveso III) Directive. Applications within 700m of Trans-stock will be referred to the HSA.

Table 2.3 Selection of Mitigation measures from the existing City and County Development Plan referred to in Tables 2.1 and 2.2

Mitigation measure(s)
Objective 1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive and ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 or any subsequent version, and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site. This will apply to all plans and projects whether public or private and across all sectors of development. Projects giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this Plan (either individually or in combination with other plans or projects)[17]. 7.6.1 Development Management Requirements: • Require that adequate provisions are made to accommodate free upstream and downstream migration of all fish in development proposals. 8.4.3 Riverside and Water sports Development Management Requirements The Council will normally only permit proposals for development associated with water sports adjacent to waterways and inland lakes where all the following criteria are met. • The proposed facilities are compatible with any existing use of the water, including nonrecreational uses; • It will not have adverse impacts on any Natura 2000 site, will not result in damage to sites of nature conservation importance or features of the archaeological and built heritage; • The development can be satisfactorily integrated into its landscape or townscape surroundings; • The development will not have an unacceptable impact on visual amenity, having regard to the landscape character assessment; and • The development will not result in over intensification of use leading to pollution, excessive noise and nuisance. 8.5.6 Floodlighting of Recreational Facilities The Council will normally only permit proposals for the floodlighting of recreational facilities where the amenities of adjacent residents will not be significantly impaired and the visual amenity and character of the locality will not be adversely affected.

[15] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.
[16] Refer to Table 2.3 for selection of measures from existing Kilkenny City and County Development Plan.
[17] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.)

Mitigation measure(s)
9.2.1.1 European Sites (Natura 2000) Visitor and Habitat Management The Council will seek to control the impact of visitor numbers in order to avoid significant effects including loss of habitat and disturbance, including ensuring that new any projects, such as greenways, are a suitable distance from ecological sensitivities, such as riparian zones. As per Section 1.3, all projects that may have a significant effect on any Natura 2000 site, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. Control measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities. Visitor/Habitat Management Plans will be required for projects as relevant and appropriate. Development Management Requirements - AAs for Recreation AAs for recreational projects that have the potential to affect the integrity of any European site shall demonstrate that potential direct, indirect and cumulative effects including in relation to the following issues, have been adequately mitigated, where they exist: • Hard infrastructure in riparian zones; • Increased recreational access; • Species and populations of conservation concern, such as Kingfisher and Otter where relevant; and • Water quality 9.2.1.5 Protected Plant and Animal Species The Planning Authority will consult with the National Parks and Wildlife Service (a) in respect of any proposed development where there is a possibility that such development may have an impact on a protected area of international or national importance, and (b) take account of any licensing requirements, when undertaking, or approving development which is likely to affect plant, animal or bird species protected by national or European legislation. The Council will protect and, where possible, enhance the natural heritage sites designated under EU legislation and national legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts). This protection will extend to any additions or alterations to sites that may arise during the lifetime of this plan. The Council will also protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI94 of 1999). Development Management Requirements: • Ensure that an ecological impact assessment is carried out, by suitably qualified professional(s), for any proposed development likely to have a significant impact on rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment. 9.2.2 Biodiversity Outside of Habitats Designated for Nature Conservation 9A Continue to identify and map habitats and green infrastructure of county importance, and raise awareness and understanding of the county's natural heritage and biodiversity identifying green corridors and measures to connect them. Development Management Requirements: • To ensure that development proposals, where relevant, improve the ecological coherence of the Natura 2000 network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the Habitats Directive. • To protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites. • To ensure that appropriate mitigation and/or compensation measures to conserve biodiversity, landscape character and green infrastructure networks are required in developments where habitats are at risk or lost as part of a development. 9.2.3 Green Infrastructure 9B To identify and map green infrastructure assets and sites of local biodiversity value over the lifetime of the Plan. Development Management Requirement: • Require all developments in the early pre-planning stage of the planning process to identify, protect and enhance ecological features and habitats, and making provision for local biodiversity (e.g. through protection of existing breeding sites, and provision of appropriate new infrastructure such as swift, bat and barn owl boxes, bat roost sites, green roofs, etc.) and provide links to the wider Green Infrastructure network as an essential part of the design process. 9.2.4 Geological Heritage The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites. In some locations, in consultation with landowners, it may be possible to access geological and geo-morphological features of interest, and the Council will support and facilitate this where appropriate. 9.2.5.1 Hedgerows The Council will promote the planting of native tree and shrub species, by committing to using native species (of local provenance wherever possible) in its landscaping work and on County Council property and maximise the opportunity to enhance biodiversity within the City & County during the life time of the plan. Development Management Requirements: • To protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character of the county, and to ensure that proper provision is made for their protection and management, when undertaking, approving or authorising development. • To ensure that when undertaking, approving or authorising development that sufficient information is provided to enable an assessment of impacts on woodlands, trees, and hedgerows. • To have regard to, and seek the conservation of identified trees and woodlands from a) the National Survey of Ancient and Long-Established Woodlands, b) the Tree Register of Ireland (c) sites of significance identified in the Kilkenny Woodlands Survey 1997, (d) the National Survey of Native Woodlands, and (e) Survey of Mature Trees in Kilkenny City and Environs, in the assessment of planning applications • To retain hedgerows, and other distinctive boundary treatment such as stone walls, when undertaking, authorising or approving development; where the loss of the existing boundary is unavoidable as part of development, to ensure that a new hedgerow is planted using native species, and species of local provenance to replace the existing hedgerow and/or that the wall is re-built using local stone and local vernacular design. • To discourage the felling of mature trees to facilitate development and, where appropriate make use of Tree Preservation Orders to protect important trees and groups of trees which may be at risk or have an amenity, biodiversity or historic value. • To require the planting of native broadleaved species, and species of local provenance, in new developments as appropriate. See Appendix G for a list of native trees and shrubs. Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'.

Mitigation measure(s)
9.2.6 Inland Waters- Rivers, Streams and Groundwater Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'. 9.2.7 Wetlands The Council will protect, manage and enhance the wetlands of the County having regard to the 'County Kilkenny Preliminary Wetland Survey, 2020' and subsequent surveys published during the lifetime of this plan. The Council will also ensure that there is an appropriate level of assessment in relation to proposals which involve draining, reclaiming or infilling of wetland habitats. 9.2.8 Peatlands The Council will protect peatlands from inappropriate development having regard to their amenity and biodiversity value and their visual sensitivity. 9.2.10 Invasive Species Development Management Requirements: • To require relevant development proposals to address the presence or absence of invasive alien species on proposed development sites and (if necessary) require applicants to prepare and submit an Invasive Species Management Plan where such a species exists to comply with the provisions of the European Communities (Birds and Natural Habitats) Regulations 2011-2015. • For proposals connected to surface water systems, risks associated with the spread of crayfish plague shall be considered and applicants should submit a crayfish plague management strategy where appropriate. 9.2.12 Landscape The Council will protect and sustainably manage the landscape character of County Kilkenny, having regard to the findings of the landscape character assessment and the Development Management Requirements as set out in this chapter for the sustainable development of the county and appropriate conservation of its landscape character. Development Management Requirement: • To ensure that development within the Landscape Character Areas of Brandon Hill Uplands and the River Valleys of the Nore, Barrow and Suir, which are highly scenic and visually pleasing, and of significant visual amenity value, are carefully sited and designed and can be successfully assimilated into the landscape. The Council will preserve and support the improvement of places or areas from which views or prospects of special amenity value exist, as identified in Appendix H and on Figure 9.2. Development Management Requirements: • To protect the landscape character, quality and local distinctiveness of County Kilkenny, and have regard to the guidance set out in the Landscape Character Assessment. • Where necessary, to require that applications are accompanied by a visual impact assessment, particularly in upland areas, river valleys and areas of greater sensitivity. • To facilitate appropriate development that reflects the scale, character and sensitivities of the local landscape throughout the county, and require that developments minimise the loss of natural features such as trees, hedgerows and stone walls. • To facilitate, where appropriate, developments that have a functional and locational natural resource requirement to be situated on steep or elevated sites (e.g. reservoir, telecommunications or wind energy structures) with reference to the appropriate County strategies currently in place, and to ensure that any residual adverse visual impacts are minimised or mitigated. • To ensure that development in upland areas or on steep slopes will not have a disproportionate or dominating visual impact (due to excessive bulk, scale or inappropriate siting) and will not significantly interfere or detract from scenic upland vistas, or when viewed from public areas, scenic routes, viewpoints or settlements. • To have particular regard to the potential impacts of new development on sensitive upland areas, and to materially consider the difficulty of establishing and maintaining screening vegetation when assessing development proposals in these areas. • To continue to permit development that can utilise existing structures and settlement areas whilst taking account of the local visual absorption opportunities provided by existing topography and prevailing vegetation and to direct new development whenever possible towards the vicinity of existing structures and mature vegetation in the Lowland Areas, River Valleys and Transitional Areas. • To recognise that in the Lowland Areas which are comprised of low lying open environments, tall and bulky development sometimes can have a disproportionate impact against the landscape particularly when viewed from the predominantly low lying areas of the public realm. Visually obtrusive and/or insensitive development shall be discouraged in such instances. • To ensure that development in the River Valleys will not adversely affect or detract from either protected views (see Appendix H) (especially from bridges) or distinctive linear sections of river valleys (especially open floodplains) when viewed from settlements. • To maintain the visual integrity of areas of greater sensitivity in the county and ensure that any development in these areas is appropriately sited and designed. Applicants shall demonstrate that the proposed development can be assimilated into the landscape and will not have a disproportionate visual impact on the landscape.

Section 3 Consideration of Alternatives

This section summarises the alternatives considered for the Variation during the preparation process. These alternatives have been incorporated into the Variation having regard to both:

1. The environmental effects (including those related to ecology and European sites) which are identified by the SEA (informed by the AA) and are summarised below; and
2. Planning - including social and economic - effects that also were considered by the Council.

3.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme, or variation to these) are identified, described and evaluated for their likely significant effects on the environment. Summaries of the alternatives for the Variation and their assessment are provided below. Four alternatives for the Variation are identified, focused on the Variation's Framework Plan for the Ferrybank-Belview area.

3.2 Limitations and Alternatives Already Considered

The Variation's Framework Plan is required to be prepared by the existing, already in force, Kilkenny City and County Development Plan (Objective 4I). The alternatives available for the Framework Plan are significantly limited by the provisions of higher-level planning objectives, including those of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region and the existing City and County Development Plan. These documents set out various requirements for the content of the Framework Plan including on topics such as land use zoning.

The preparation of the Kilkenny City and County Development Plan and associated SEA processes already considered three growth alternatives. The preferred alternative which emerged from the evaluation process was Alternative 1 "Continued Consolidation"[18] with an element of Alternative 2 "Dispersed Growth" to encourage some level of growth of the smaller settlements to ensure that these smaller settlements are sustained. The County Development Plan sets requirements for lower tier planning in the County that have been integrated into the Framework Plan, as appropriate.

3.3 Alternatives Description and Assessment Summary

3.3.1 Local Transport Plan Alternatives

Informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 1**) would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Not informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 2**) would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the

[18] Alternative 1 concentrates growth mainly into the seven main settlements of Kilkenny, Ferrybank, the Environs of New Ross, the District Towns of Callan, Castlecomer, Graiguenamanagh and Thomastown, with little growth being allocated to the smaller level settlements or to rural areas.

potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

Selected Local Transport Plan Alternative for the Variation: Alternative 1

3.3.2 Ecosystem Services Approach Alternatives

Ecosystem Services Approach Alternative 1 would integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Principles that would be integrated, in a coordinated and comprehensive manner, would include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function;
- Taking into account of the services that ecosystems provide - including those that underpin social and economic well-being, such as climate regulation, recreation, culture and quality of life; and
- Involving people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them.

This would mean that there would be:

- An increased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues, such as the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation; and
- A decreased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Ecosystem Services Approach Alternative 2 would not integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

Natural capital and ecosystem service issues would continut to be implemented through the existing County Developemnt Plan and would be integrated into decision making at lower tiers of development management. However, this approach would be less coordinated and comprehensive than would be the case under Alternative 1.

This would mean that there would be:

- A decreased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues; and
- An increased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Selected Ecosystem Services Approach Alternative for the Variation: Alternative 1

3.3.3 Built Heritage Alternatives

A Variation that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage (**Built Heritage Alternative 1**) would further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By integrating heritage considerations into the Variation, Alternative 1 would be most likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

A Variation that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage, relying solely on existing provisions, including those included as part of the City and County Development Plan (**Built Heritage Alternative 2**) would not further

contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By not integrating heritage considerations into the Variation, Alternative 2 would be least likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

Selected Built Heritage Alternative for the Variation: Alternative 1

3.3.4 Compact Development/Land Use Zoning Alternatives

Compact Development/Land Use Zoning Alternative 1: "More Consolidated, More Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

The infrastructure required to be in place to achieve the growth targets is already in place or planned under this alternative.

The development of central and adjacent areas would be more compact and sustainable under this scenario and would better support the longer-term viability of the settlement. A higher number of residential units, in comparison with Alternative 2, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities, with a greater focus on use of consolidation and regeneration sites, with potential for wider regeneration benefits to central areas, including housing provision. Regeneration, reuse and redevelopment of more central and brownfield and infill lands and optimising the use of vacant, derelict, and underutilised sites and buildings would be more likely to be achieved.

Giving a strong preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to the greatest degree.

There would be greater potential and viability for integrated land use and transportation under this alternative, including proximate development patterns linked by active travel infrastructure and public transport. Associated benefits and improvements to the public realm and appearance of the built environment, including liveability and quality of life improvements, would be more likely.

This Compact Development/Land Use Zoning Alternative would make the greatest contribution towards the protection and management of the environment by facilitating development of lands (including those within central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. There would be a reduced need for greenfield land consumption under this alternative. This Compact Development/Land Use Zoning Alternative would be considered the most effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Compact Development/Land Use Zoning Alternative 1 'More Consolidated, More Compact Development' would benefit the protection of various environmental

components. Although potentially adverse effects associated with land use development would exist, they would be mitigated to a significant degree. Less residual environmental effects would result.

Under this alternative there would be:

- More optimum use of land and resources, with positive role for addressing climate change, such as potential for reduced carbon heavy travel patterns.
- Greater potential for modal shift to sustainable travel such as walking, cycling and public transport, with knock on benefits for climate resilience in Ferrybank-Belview.
- Use of already serviced lands in more central and built-up urban area could lead to potential reduced costs for delivery of new supporting infrastructure.
- Creation of more liveable built environments, with greater accessibility to services and amenities for local communities.

Compact Development/Land Use Zoning Alternative 2: "Less Consolidated, Less Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would not allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

Additional infrastructure would be required to accommodate an extent of sporadic development, more than would be required for Alternative 1 'More Consolidated, More Compact Development'.

The development of Ferrybank-Belview would be less compact and less sustainable under this scenario and would not optimally support the longer-term viability of the settlement. A lower number of residential units, in comparison with Alternative 1, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities. Under this alternative there would be potential for greater proportion of housing to be delivered outside of the built-up area, including on urban fringe areas and on greenfield sites, creating unsustainable travel patterns with a reliance on the private car. Giving less of a preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied and would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to a lesser degree.

There would be greater potential for negative impacts on the vitality and viability of the built-up area, due to increased and sustained levels of vacancy and dereliction for existing buildings and brownfield lands. This alternative would be likely to result in a more dispersed pattern of low-density urban development, that would be more difficult to serve with active travel infrastructure and public transport.

This Compact Development/Land Use Zoning Alternative would make less of a contribution towards the protection and management of the environment by facilitating development of lands (including those central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services. Demand to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview would be provided for. This Compact Development/Land Use Zoning Alternative would be considered the least effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Alternative 2 'Less Consolidated, Less Compact Development' would benefit the protection of various environmental components to a lesser degree. Although potentially adverse effects associated with land use development would exist, they would be mitigated to in many cases; however, more residual environmental effects would result.

Under this alternative there would be:

- An increase in car dependency and associated carbon heavy travel patterns, which would undermine efforts aimed at securing climate resilience.
- Increased suburban pattern of residential development with potential for self-contained and disconnected built environments.
- Reduced potential for modal shift to sustainable travel options such as walking, cycling and public transport.
- Potential for increased costs associated with the delivery on new supporting infrastructure (roads, footpaths etc.) in more peripheral areas.
- Increased costs for the delivery of necessary supporting infrastructure for urban fringe, outer suburban areas and greenfield sites.

Selected Compact Development/Land Use Zoning Alternative for the Variation: Alternative 1 "More Consolidated, More Compact Development"

Section 4 AA Determination

Appropriate Assessment Determination
pursuant to Article 6(3) of the Habitats Directive
Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027, as varied

Pursuant to Article 6(3) of the Habitats Directive as to whether or not a plan or project would affect the integrity of any European site(s) and in order to comply with the requirements of the Planning and Development Act, as amended, this Appropriate Assessment (AA) determination is being made by Kilkenny County Council relating to the potential for the Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 that is being made[1] to have effects on the integrity of European sites. In carrying out this Appropriate Assessment (AA), the Council is taking into account the matters including the following:

- The Natura Impact Report prepared for the Proposed Variation;
- The Screening for AA Report prepared for Proposed Material Alterations;
- The Consolidated Natura Impact Report;
- Written submissions made during the Proposed Variation preparation process; and
- Ongoing advice on AA from the Council's agents.

As part of the AA, it was identified that the Proposed Variation may, if unmitigated, have likely significant effects on 3 (no.) European sites. Proposed Variation elements that could present sources with pathways for likely significant effects to European sites are:

- The Proposed Variation's provisions, including those relating to economic development and retail, Belview Port, industry, communities, heritage and environment, tourism, movement and active travel, and infrastructure, which introduce sources for potential effects through construction phase such as habitat loss, air and noise pollution, disturbance effects and hydrological interactions through surface hydrological connectivity and/or shared groundwater sources;
- Loading pressures from the operational phase of developments – these sources could result in habitat loss/fragmentation, air and noise pollution, disturbance effects and interactions with water quality (surface and/or groundwater); and
- Increases in visitor numbers to ecologically sensitive areas during the operational phase of developments which have potential to introduce sources for significant effects, such as recreational and tourism developments.

The undersigned, having carefully considered the information referred to above agrees with and adopts the reasoning and conclusions presented and determines that:

- The risks to the safeguarding and integrity of the Qualifying Interests, Special Conservation Interests and Conservation Objectives of the European sites identified has been addressed by the inclusion of mitigation measures[2] into the Variation that will prioritise the avoidance of effects in the first place and mitigate against the identified potential significant effects where these cannot be avoided. In addition, all lower-level plans and projects arising through the implementation of the Variation will themselves be subject to AA/screening for AA when further details of design and location are known.
- In-combination effects from interactions with other plans and projects are considered and the mitigation measures incorporated into the Variation are seen to be robust to ensure that there will be no significant effects as a result of the implementation of the Variation either alone or in-combination with other plans/projects.
- Having incorporated mitigation measures into the Variation, it has been demonstrated that the Variation to be made[3] is not foreseen to give rise to any significant adverse effects to any designated European site, alone or in combination with other plans or projects[4]. This demonstration has been made in view of the Conservation Objectives of the habitats and/or species, for which these sites have been designated.

Signatory:

Denis Malone Senior Planner
March 2026

[1] Incorporating the Proposed Variation and all and any material alterations and associated modifications considered by the AA process.

[2] Proposed Variation provisions HE1, HE2, Section 10.1.3 Nature Conservation outside of International and National Protected Areas, HE4, HE5, Section 13.1.3 Surface Water & Flood Management (Kilkenny County Council), INF-DM5, Section 11.1 Tourism, HE8, Section 5.7 Housing, BPIA2, BPIA5, BIA-DM1, Section 5.7 Land Use Zones, INF1, INF2, INF-DM3, INF-DM4, INF-DM5, Section 5.8.2 Energy Efficiency, CA1, SO1 and INF-DM7, and Kilkenny City and County Development Plan 2021-2027 provisions including Section 1.2 Plan Status, CS1, Objective 1A , 7.6.1 Development Management Requirements, 8.4.3 Riverside and Water sports Development Management Requirements, 8.5.6 Floodlighting of Recreational Facilities, 9.2.1.1 European Sites (Natura 2000), 9.2.1.5 Protected Plant and Animal Species, 9.2.2 Biodiversity Outside of Habitats Designated for Nature Conservation, 9.2.3 Green Infrastructure, 9.2.4 Geological Heritage, 9.2.5.1 Hedgerows, 9.2.6 Inland Waters- Rivers, Streams and Groundwater, 9.2.7 Wetlands, 9.2.8 Peatlands, 9.2.10 Invasive Species and 9.2.12 Landscape.

[3] Incorporating the Proposed Variation and all and any material alterations and associated modifications considered by the AA process.

[4] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the plan to proceed; and c) Adequate compensatory measures in place.

SEA STATEMENT

FOR

VARIATION NO. 6
TO THE
KILKENNY CITY AND COUNTY DEVELOPMENT PLAN 2021-2027
(AS VARIED)

for: Kilkenny County Council

by: CAAS Ltd.

MARCH 2026

Kilkenny County Council, County Hall, John Street, Kilkenny.
CAAS Ltd., 1st Floor, 24-26 Ormond Quay Upper, Dublin.

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Section 1 Introduction

1.1 Introduction and Legislative Context

This is the Strategic Environmental Assessment (SEA) Statement for Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 (as varied).

SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a plan, or other strategic action, in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic and social considerations.

Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27th June 2001, on the Assessment of the Effects of Certain Plans and Programmes on the Environment, referred to hereafter as the SEA Directive, introduced the requirement that SEA be carried out on plans and programmes which are prepared for a number of sectors, including land use. The SEA Directive was transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, and the Planning and Development (Strategic Environmental Assessment) Regulations 2004, as amended.

1.2 Content of the SEA Statement

Where SEA is undertaken, the Regulations require that a Statement is made available to the public and the competent environmental authorities after the making of the Variation.

This Statement is referred to as an SEA Statement.

The SEA Statement is required to include information summarising:

a) how environmental considerations have been integrated into the Variation;
b) how the following have been taken into account during the preparation of the Variation:
   - the environmental report,
   - submissions and observations made to the planning authority on the Variation and Environmental Report, and
   - any transboundary consultations (these are not relevant to this SEA).
c) the reasons for choosing the Variation in the light of the other reasonable alternatives dealt with; and
d) the measures decided upon to monitor the significant environmental effects of implementing the Variation.

1.3 Implications of SEA for the Variation

SEA has been undertaken on the Variation and the findings of the SEA are expressed in an Environmental Report, the first published version of which accompanied the Proposed Variation on public display. The Environmental Report was updated in order to take account of changes to the original Proposed Variation that were made on foot of submissions/recommendations in the submissions.

Kilkenny County Council have been provided with the findings of SEA output during their consideration of the Variation and before the Variation was made.

Section 2 How Environmental Considerations were integrated into the Variation

2.1 Overview

Environmental considerations were presented to the Council for its consideration through:

1. Consultations;
2. Communication of environmental sensitivities throughout the SEA process;
3. Appropriate Assessment;
4. Strategic Flood Risk Assessment;
5. Consideration of alternatives;
6. Strategic work undertaken by the Council to ensure evidence-based planning;
7. Integration of environmental considerations into the Variation's Zoning provisions; and
8. Integration of individual SEA, AA and SFRA provisions into the Variation and the existing, already in force, Development Plan.

All parts of the Variation-preparation process were informed by the SEA, AA and SFRA processes - this includes the preparation of the Proposed Variation, Proposed Material Alterations and Further Modifications.

2.2 Consultations

As environmental authorities identified under the Planning and Development (SEA) Regulations, as amended, the following authorities were sent SEA scoping notices indicating that submissions or observations in relation to the scope and level of detail of the information to be included in the environmental report could be made to the Council: the Environmental Protection Agency; Department of Environment, Climate and Communications; Department of Agriculture, Food and the Marine; Department of Housing, Local Government and Heritage; Carlow County Council; Laois County Council; Tipperary County Council; Waterford City and County Council; and Wexford County Council.

Information on submissions made on foot of the SEA scoping notice is provided under Section 3.2.

Information is also provided on submissions that were made on the Proposed Variation and/or the SEA Environmental Report while they were on public display (see Section 3.3).

2.3 Communication of environmental sensitivities throughout the SEA process

Environmental considerations were integrated into the Variation before it was placed on public display. Individual sensitivities that were considered by the Planning Team preparing the Variation included the following:

- European Sites (Special Areas of Conservation and Special Protection Areas);
- Other Ecological Designations;
- Status of Surface and Ground Waters;
- Various entries to the Water Framework Directive's Register of Protected Areas;
- Groundwater Vulnerability;
- Water Services Capacity, Performance and Demand;
- Cultural heritage (archaeological and architectural) sensitivities; and
- Landscape Designations.

A number of these sensitivities are mapped on Figures 2.1 to 2.3.

2.4 Appropriate Assessment

Appropriate Assessment (AA) Screening and Stage 2 AA have been undertaken alongside the preparation and making of the Variation. The requirement for AA is provided under the EU Habitats Directive (Directive 1992/43/EEC). The conclusion of the AA is that the Variation

will not affect the integrity of any European Site, alone or in combination with other plans or projects.[1] The preparation of the Variation, SEA and AA have taken place concurrently and the findings of the AA have informed the SEA.

2.5 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Variation. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Variation.

2.6 Consideration of Alternatives

Consideration of the environmental effects arising from a variety of different alternatives for the Variation (see Section 4) has contributed towards the protection and management of the environment.

2.7 Integration of environmental considerations into the Variation's Zoning provisions

Environmental considerations, including those relating to ecology, cultural heritage, landscape and water, were integrated into the Variation's Framework Plan's zoning through an interdisciplinary approach which was informed by the environmental considerations identified by the SEA, AA and SFRA processes.

Zoning has been applied in a way that primarily seeks to achieve sustainable and compact growth, taking into account the various requirements set out in the higher-level NPF, Southern RSES and existing Kilkenny City and County Development Plan.

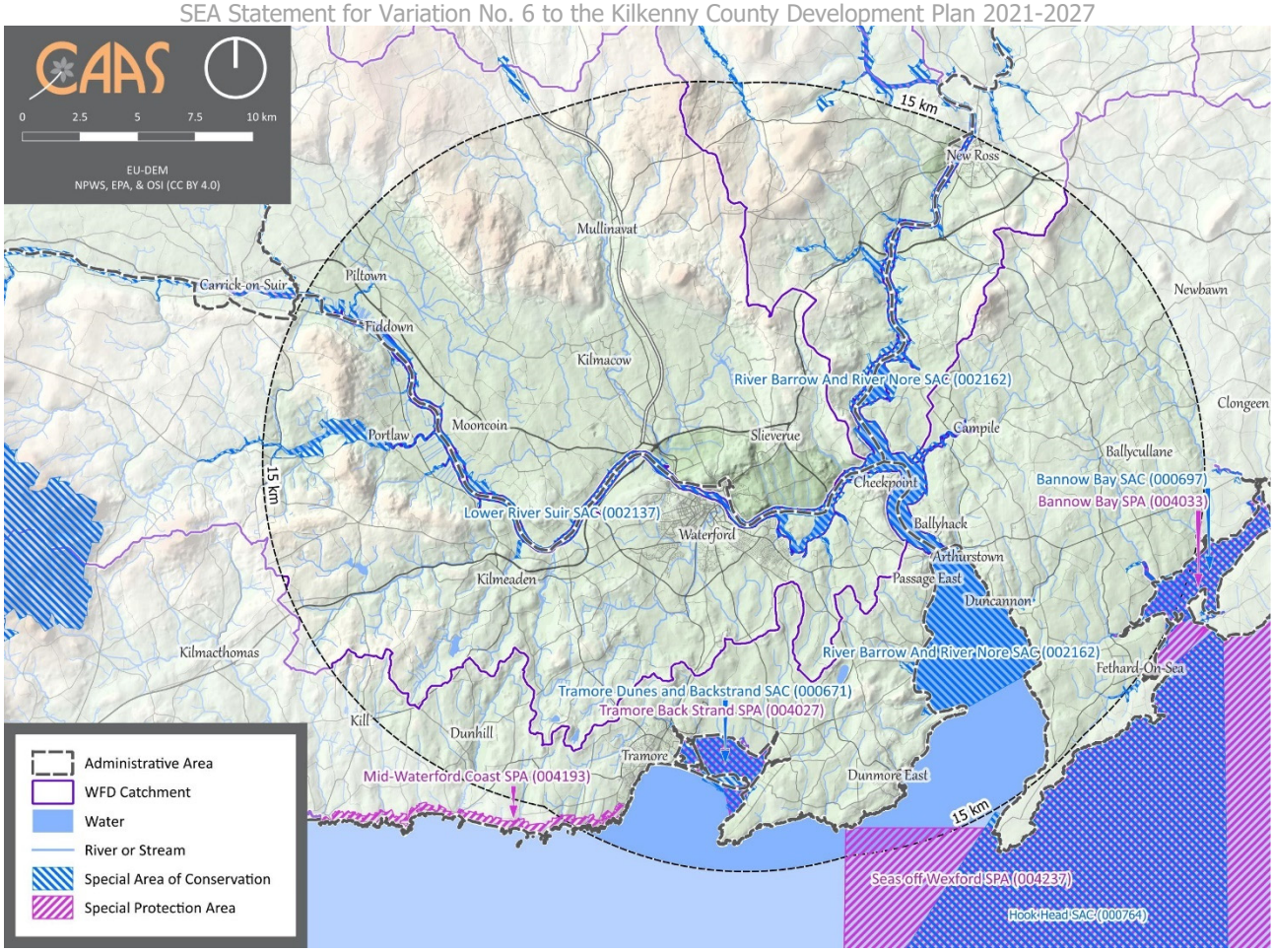
Flood risk management and drainage provisions are already in force through the City and County Development Plan and related provisions have been integrated into the Variation. In addition, land use zoning contained within the Variation has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Variation preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk.

2.8 Integration of individual provisions into the text of the Variation and the Development Plan

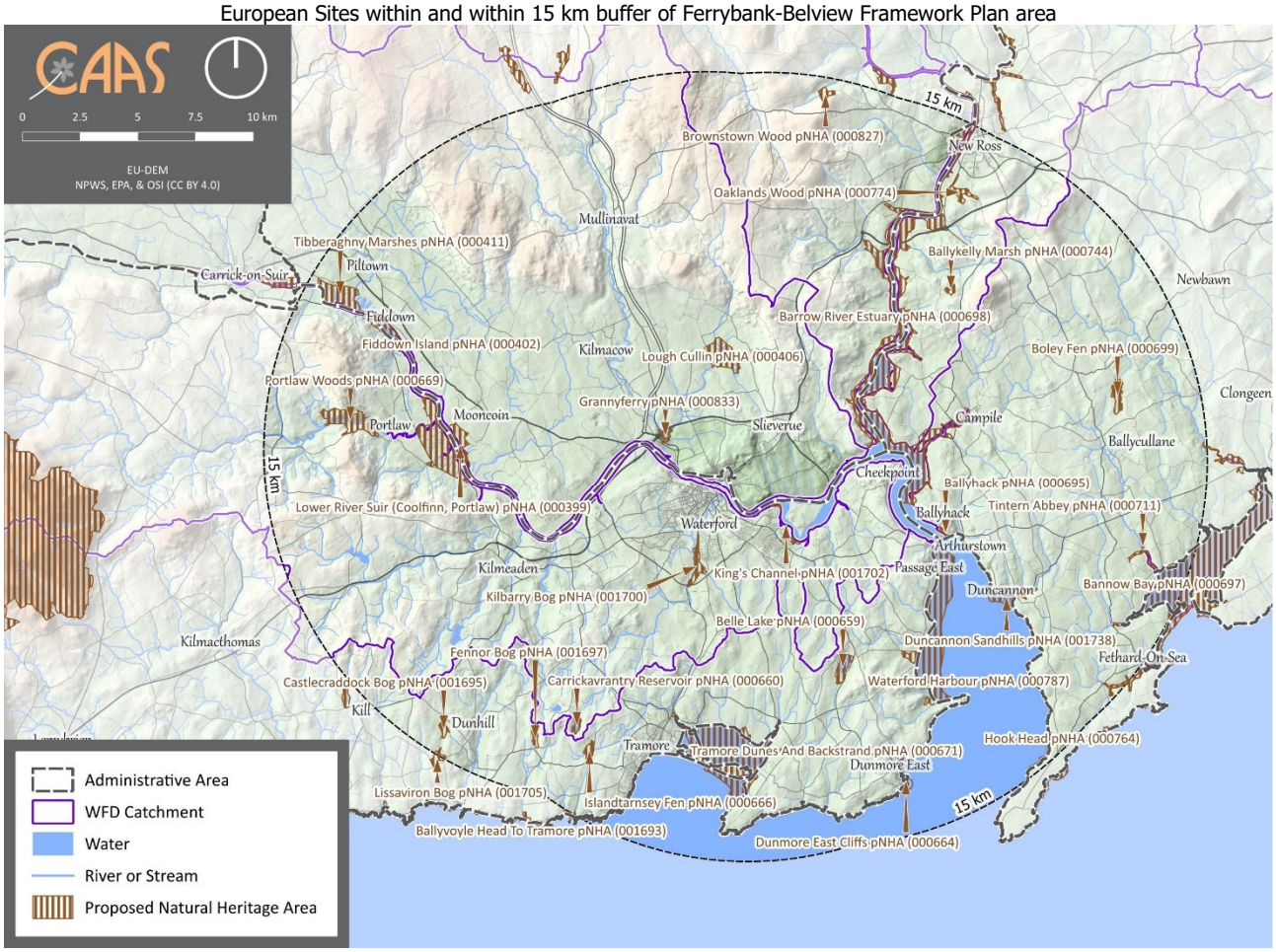
Various provisions have been integrated into the text of the Variation through the Variation-preparation and SEA, SFRA and AA processes. Both the Planning and the assessment teams contributed towards the mitigation which was developed over multiple iterations and was informed by, inter alia, various communications through the SEA, AA and SFRA processes. In addition to the individual provisions integrated into the text of the Variation, individual provisions relating to environmental protection and management have been integrated into the existing, already in force, Kilkenny City and County Development Plan.

Table 2.1 links key mitigation measures (from both the Variation and the Plan) to the likely significant effects of implementing the Variation, if unmitigated. The effects are consistent with those identified by the SEA for the Kilkenny City and County Development Plan 2021-2027. The measures generally benefit multiple environmental components i.e. a measure providing for the protection of biodiversity, flora and fauna could beneficially impact upon the minimisation of flood risk and the protection of human health, for example.

[1] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: (a) no alternative solution available, (b) imperative reasons of overriding public interest for the plan, or variation to the Plan, to proceed; and (c) adequate compensatory measures in place.

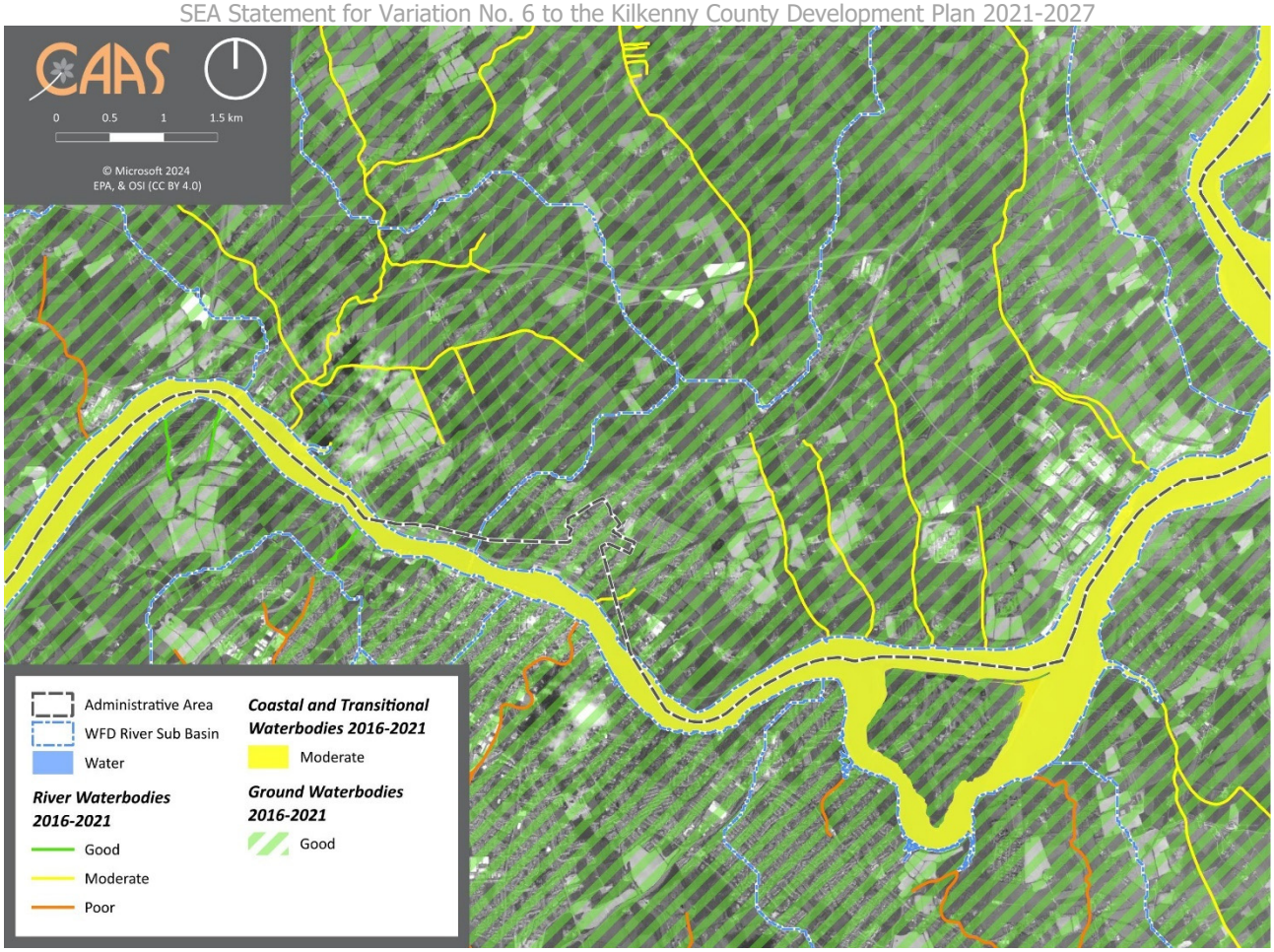


European Sites within and within 15 km buffer of Ferrybank-Belview Framework Plan area

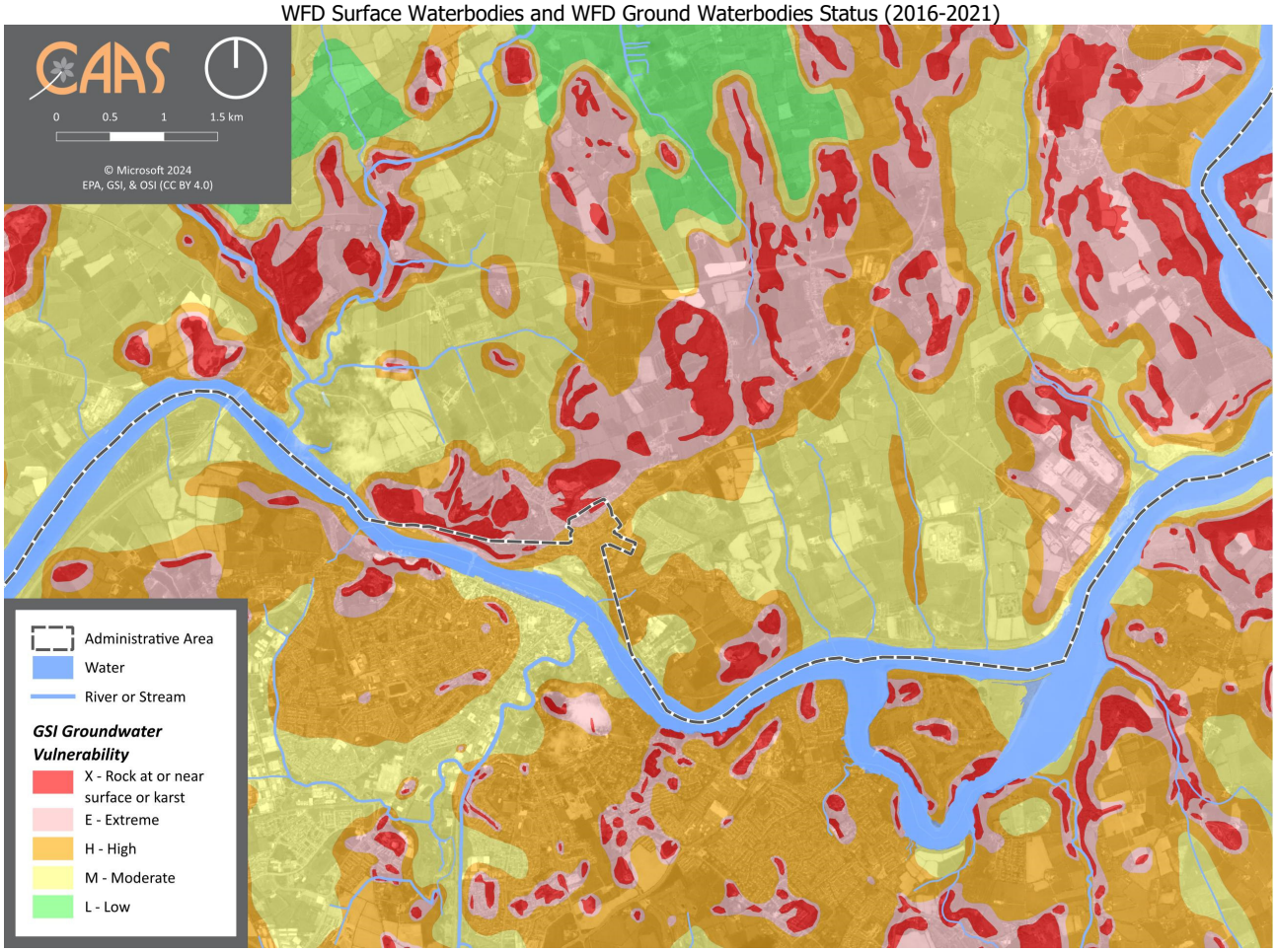


NHAs and pNHAs within and within 15 km buffer of Ferrybank-Belview Framework Plan area

Figure 2.1 Selection of Individual Environmental Sensitivities taken into account (1 of 3)

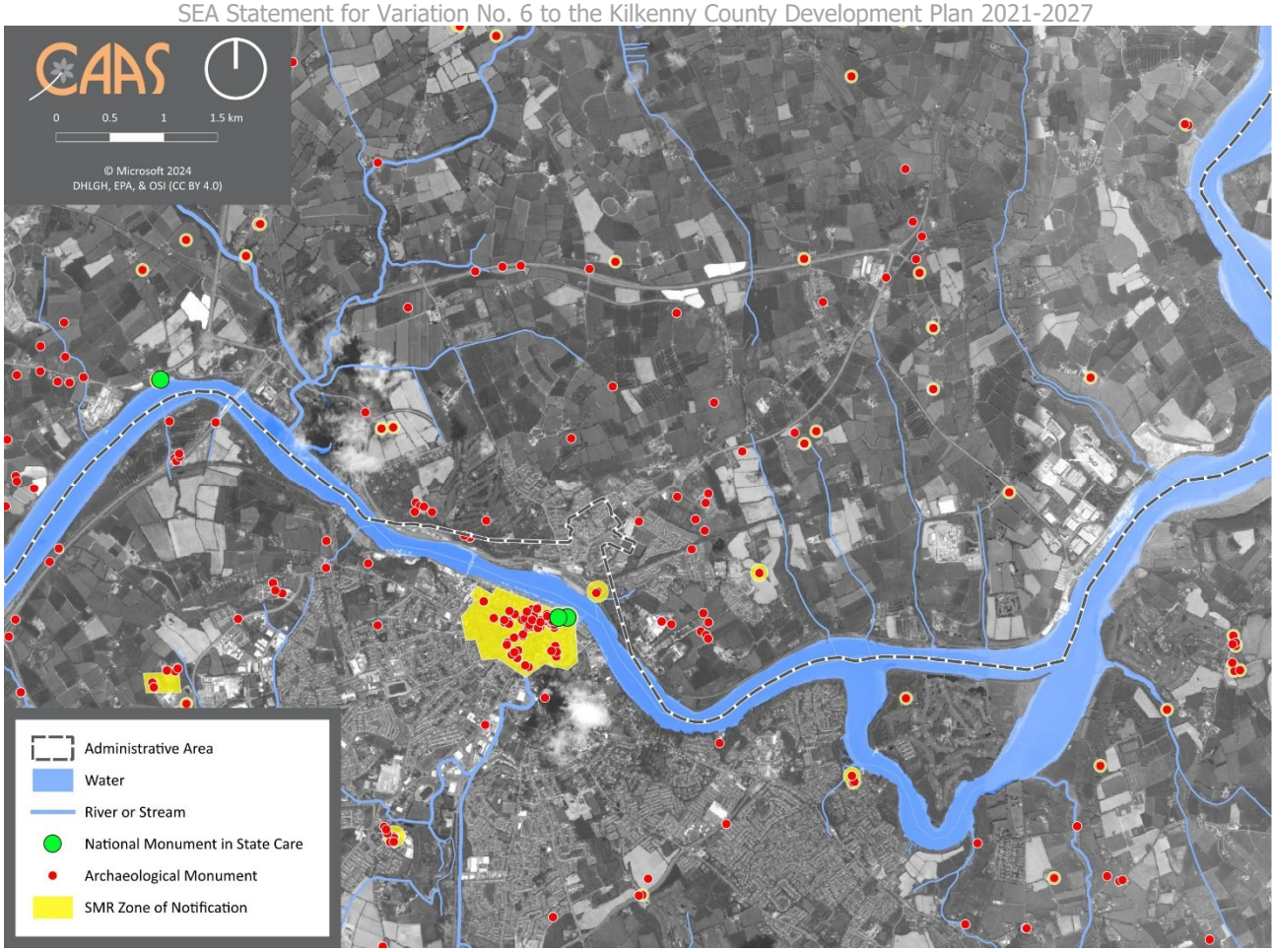


WFD Surface Waterbodies and WFD Ground Waterbodies Status (2016-2021)

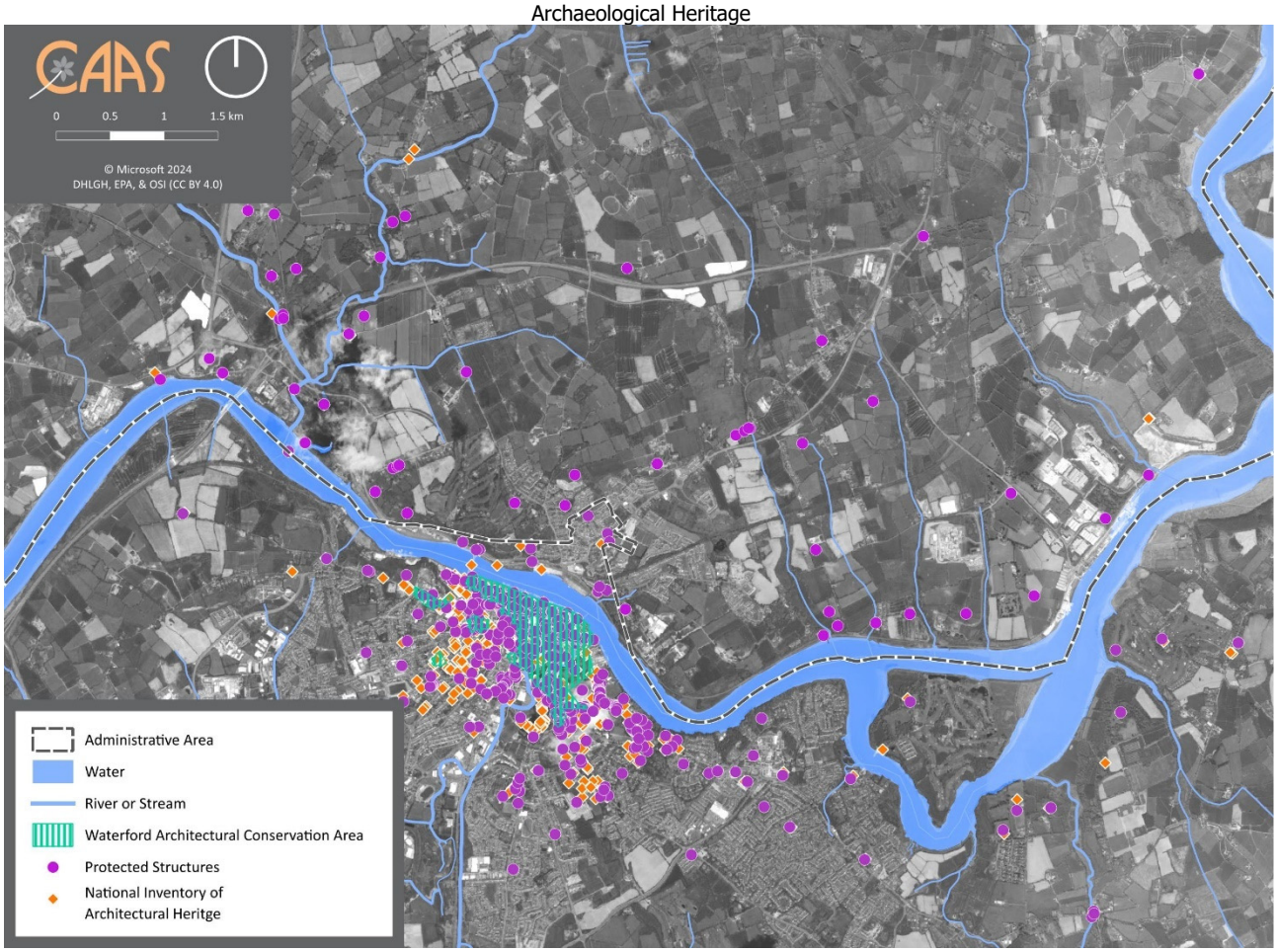


Groundwater Vulnerability

Figure 2.2 Selection of Individual Environmental Sensitivities taken into account (2 of 3)



Archaeological Heritage



Architectural Heritage

Figure 2.3 Selection of Individual Environmental Sensitivities taken into account (3 of 3)

Table 2.1 Integration of Environmental Considerations into the Variation[2]

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
Various – see below	Various – see below	Section 1.2 Plan Status It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. CS1 Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate. DSUD14 Require developers to conduct thorough assessments of the site's historical, cultural, and natural heritage. BPIA3 Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity.	Various – see below
Biodiversity and flora and fauna	Arising from both construction and operation of development and associated infrastructure: • Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna; • Habitat loss, fragmentation and deterioration, including patch size and edge effects; and • Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.	Also refer to measures under other environmental components including Soil, Water, Air and Climatic Factors, Material Assets and Landscape. DSUD7 Retain existing trees where possible and ensure extensive new tree planting integrated into landscaping proposals for development schemes. In addition, increase the extent of tree cover across the area, with new native tree planting to achieve minimum 30 percent tree canopy cover. BP2 Preserve the natural heritage to support local biodiversity, climate resilience and cultural identity. HE1 Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations as sites of local conservation interest. These are: • Wet Grassland (GS4) • Reed swamp (FS1) • Oak-Ash-Hazel woodland (WN2) • Riparian Woodland (WN5) • Mixed Broadleaved Woodland (WD1) HE2 Protect and manage the tree groups/stands as identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations and secure TPOs where necessary/as appropriate. HE3 Protect existing wetlands from fill while encouraging the enhancement and restoration of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats. These include Grannyferry Wetlands (FS1) and the Luffany stream corridor to the east of Belview Port. HE4 To investigate the possibility of wetland habitat creation on lands at Grannyferry and to consult with the NPWS at pre-planning stage in any development. Measures to ecologically enhance sites adjoining the wetland may include the provision of a tree line boundary between any development and the wetland, a reduction in gradient changes at the edges of the site and an emphasis on retaining the hydrological and topographical connectivity of the wetland. HE5 Protect the Rockshire ridgeline from development to retain the rural character of the area. HE6 Retain landscape features such as ridgelines, woodlands and marshlands, across the Ferrybank/Belview area and around protected structures. HE7 Retain riverbanks, trees and hedgerows at Christendom and Newtown to maintain high value landscape along and across the river.	Also refer to measures under other environmental components including Soil, Water, Air and Climatic Factors, Material Assets and Landscape. Objective 1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive and ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 or any subsequent version, and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site. This will apply to all plans and projects whether public or private and across all sectors of development. Projects giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this Plan (either individually or in combination with other plans or projects)[3]. 7.6.1 Development Management Requirements: • Require that adequate provisions are made to accommodate free upstream and downstream migration of all fish in development proposals. 8.4.3 Riverside and Water sports Development Management Requirements The Council will normally only permit proposals for development associated with water sports adjacent to waterways and inland lakes where all the following criteria are met. • The proposed facilities are compatible with any existing use of the water, including nonrecreational uses; • It will not have adverse impacts on any Natura 2000 site, will not result in damage to sites of nature conservation importance or features of the archaeological and built heritage; • The development can be satisfactorily integrated into its landscape or townscape surroundings; • The development will not have an unacceptable impact on visual amenity, having regard to the landscape character assessment; and • The development will not result in over intensification of use leading to pollution, excessive noise and nuisance. 8.5.6 Floodlighting of Recreational Facilities The Council will normally only permit proposals for the floodlighting of recreational facilities where the amenities of adjacent residents will not be significantly impaired and the visual amenity and character of the locality will not be adversely affected. 9.2.1.1 European Sites (Natura 2000) Visitor and Habitat Management The Council will seek to control the impact of visitor numbers in order to avoid significant effects including loss of habitat and disturbance, including ensuring that new any projects, such as greenways, are a suitable distance from ecological sensitivities, such as riparian zones. As per Section 1.3, all projects that may have a significant effect on any Natura 2000 site, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. Control measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities. Visitor/Habitat Management Plans will be required for projects as relevant and appropriate. Development Management Requirements - AAs for Recreation AAs for recreational projects that have the potential to affect the integrity of any European site shall demonstrate that potential

[2] Note that non-material changes to individual Plan provisions referenced in this report may be updated during the finalisation of the Plan, including numbering, formatting and graphic design.

[3] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.)

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
		HE8 Complete the joint Blue Green Infrastructure Strategy in conjunction with Waterford City and County Council. This Strategy is required to be subject to its own Screening for AA and subsequent stages of AA as relevant.	direct, indirect and cumulative effects including in relation to the following issues, have been adequately mitigated, where they exist: • Hard infrastructure in riparian zones; • Increased recreational access; • Species and populations of conservation concern, such as Kingfisher and Otter where relevant; and • Water quality 9.2.1.5 Protected Plant and Animal Species The Planning Authority will consult with the National Parks and Wildlife Service (a) in respect of any proposed development where there is a possibility that such development may have an impact on a protected area of international or national importance, and (b) take account of any licensing requirements, when undertaking, or approving development which is likely to affect plant, animal or bird species protected by national or European legislation. The Council will protect and, where possible, enhance the natural heritage sites designated under EU legislation and national legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts). This protection will extend to any additions or alterations to sites that may arise during the lifetime of this plan. The Council will also protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI94 of 1999). Development Management Requirements: • Ensure that an ecological impact assessment is carried out, by suitably qualified professional(s), for any proposed development likely to have a significant impact on rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment. 9.2.2 Biodiversity Outside of Habitats Designated for Nature Conservation 9A Continue to identify and map habitats and green infrastructure of county importance, and raise awareness and understanding of the county's natural heritage and biodiversity identifying green corridors and measures to connect them. Development Management Requirements: • To ensure that development proposals, where relevant, improve the ecological coherence of the Natura 2000 network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the Habitats Directive. • To protect and where possible enhance wildlife habitats and landscape features which act as ecological corridors/networks and stepping stones, such as river corridors, hedgerows and road verges, and to minimise the loss of habitats and features of the wider countryside (such as ponds, wetlands, trees) which are not within designated sites. • To ensure that appropriate mitigation and/or compensation measures to conserve biodiversity, landscape character and green infrastructure networks are required in developments where habitats are at risk or lost as part of a development. 9.2.3 Green Infrastructure 9B To identify and map green infrastructure assets and sites of local biodiversity value over the lifetime of the Plan. Development Management Requirement: • Require all developments in the early pre-planning stage of the planning process to identify, protect and enhance ecological features and habitats, and making provision for local biodiversity (e.g. through protection of existing breeding sites, and provision of appropriate new infrastructure such as swift, bat and barn owl boxes, bat roost sites, green roofs, etc.) and provide links to the wider Green Infrastructure network as an essential part of the design process. 9.2.4 Geological Heritage The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites. In some locations, in consultation with landowners, it may be possible to access geological and geo-morphological features of interest, and the Council will support and facilitate this where appropriate. 9.2.5.1 Hedgerows The Council will promote the planting of native tree and shrub species, by committing to using native species (of local provenance wherever possible) in its landscaping work and on County Council property and maximise the opportunity to enhance biodiversity within the City & County during the life time of the plan. Development Management Requirements: • To protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character of the county, and to ensure that proper provision is made for their protection and management, when undertaking, approving or authorising development. • To ensure that when undertaking, approving or authorising development that sufficient information is provided to enable an assessment of impacts on woodlands, trees, and hedgerows. • To have regard to, and seek the conservation of identified trees and woodlands from a) the National Survey of Ancient and

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			Long-Established Woodlands, b) the Tree Register of Ireland (c) sites of significance identified in the Kilkenny Woodlands Survey 1997, (d) the National Survey of Native Woodlands, and (e) Survey of Mature Trees in Kilkenny City and Environs, in the assessment of planning applications • To retain hedgerows, and other distinctive boundary treatment such as stone walls, when undertaking, authorising or approving development; where the loss of the existing boundary is unavoidable as part of development, to ensure that a new hedgerow is planted using native species, and species of local provenance to replace the existing hedgerow and/or that the wall is re-built using local stone and local vernacular design. • To discourage the felling of mature trees to facilitate development and, where appropriate make use of Tree Preservation Orders to protect important trees and groups of trees which may be at risk or have an amenity, biodiversity or historic value. • To require the planting of native broadleaved species, and species of local provenance, in new developments as appropriate. See Appendix G for a list of native trees and shrubs. Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'. 9.2.6 Inland Waters- Rivers, Streams and Groundwater Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'. 9.2.7 Wetlands The Council will protect, manage and enhance the wetlands of the County having regard to the 'County Kilkenny Preliminary Wetland Survey, 2020' and subsequent surveys published during the lifetime of this plan. The Council will also ensure that there is an appropriate level of assessment in relation to proposals which involve draining, reclaiming or infilling of wetland habitats. 9.2.8 Peatlands The Council will protect peatlands from inappropriate development having regard to their amenity and biodiversity value and their visual sensitivity. 9.2.10 Invasive Species Development Management Requirements: • To require relevant development proposals to address the presence or absence of invasive alien species on proposed development sites and (if necessary) require applicants to prepare and submit an Invasive Species Management Plan where such a species exists to comply with the provisions of the European Communities (Birds and Natural Habitats) Regulations 2011-2015. • For proposals connected to surface water systems, risks associated with the spread of crayfish plague shall be considered and applicants should submit a crayfish plague management strategy where appropriate. 9.2.12 Landscape The Council will protect and sustainably manage the landscape character of County Kilkenny, having regard to the findings of the landscape character assessment and the Development Management Requirements as set out in this chapter for the sustainable development of the county and appropriate conservation of its landscape character. Development Management Requirement: • To ensure that development within the Landscape Character Areas of Brandon Hill Uplands and the River Valleys of the Nore, Barrow and Suir, which are highly scenic and visually pleasing, and of significant visual amenity value, are carefully sited and designed and can be successfully assimilated into the landscape. The Council will preserve and support the improvement of places or areas from which views or prospects of special amenity value exist, as identified in Appendix H and on Figure 9.2. Development Management Requirements: • To protect the landscape character, quality and local distinctiveness of County Kilkenny, and have regard to the guidance set out in the Landscape Character Assessment. • Where necessary, to require that applications are accompanied by a visual impact assessment, particularly in upland areas, river valleys and areas of greater sensitivity. • To facilitate appropriate development that reflects the scale, character and sensitivities of the local landscape throughout the county, and require that developments minimise the loss of natural features such as trees, hedgerows and stone walls. • To facilitate, where appropriate, developments that have a functional and locational natural resource requirement to be situated on steep or elevated sites (e.g. reservoir, telecommunications or wind energy structures) with reference to the appropriate County strategies currently in place, and to ensure that any residual adverse visual impacts are minimised or mitigated. • To ensure that development in upland areas or on steep slopes will not have a disproportionate or dominating visual impact (due to excessive bulk, scale or inappropriate siting) and will not significantly interfere or detract from scenic upland vistas, or when viewed from public areas, scenic routes, viewpoints or settlements. • To have particular regard to the potential impacts of new development on sensitive upland areas, and to materially consider the difficulty of establishing and maintaining screening vegetation when assessing development proposals in these areas.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			• To continue to permit development that can utilise existing structures and settlement areas whilst taking account of the local visual absorption opportunities provided by existing topography and prevailing vegetation and to direct new development whenever possible towards the vicinity of existing structures and mature vegetation in the Lowland Areas, River Valleys and Transitional Areas. • To recognise that in the Lowland Areas which are comprised of low lying open environments, tall and bulky development sometimes can have a disproportionate impact against the landscape particularly when viewed from the predominantly low lying areas of the public realm. Visually obtrusive and/or insensitive development shall be discouraged in such instances. • To ensure that development in the River Valleys will not adversely affect or detract from either protected views (see Appendix H) (especially from bridges) or distinctive linear sections of river valleys (especially open floodplains) when viewed from settlements. • To maintain the visual integrity of areas of greater sensitivity in the county and ensure that any development in these areas is appropriately sited and designed. Applicants shall demonstrate that the proposed development can be assimilated into the landscape and will not have a disproportionate visual impact on the landscape.
Population and human health	• Potential adverse effects arising from flood events. • Potential interactions with human health if effects arise from environmental vectors.	Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors. BP1 Protect the residential amenity of residences in proximity to Belview Port. It should be noted that although existing residential amenity is protected, it is important that there is no net increase in residential development in this area. INF6 To control the following for the purposes of reducing the risk or limiting the consequences of a major accident: • The siting of Major Accident Hazard sites • The modification of an existing Major Accident Hazard site • Development in the vicinity of a Major Accident Hazard site INF-DM7 The Council will consult with the Health & Safety Authority when assessing proposals for development of, in or near sites which are identified under the COMAH (Seveso III) Directive. Applications within 700m of Trans-stock will be referred to the HSA.	Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors. 4A To accommodate future population growth for County Kilkenny in accordance with projections contained in the Implementation Roadmap for the NPF and Appendix 1 of the Regional Spatial and Economic Strategy of the Southern Region. 4B To ensure growth is achieved in a compact form, with: • 40% of the projected growth of the County to be delivered in Kilkenny City and the towns and villages within the county • 30% of the new housing earmarked for the City and towns to be catered for within their built-up footprints1 • 50% new housing earmarked for the Waterford MASP area catered for within the built-up footprint of the Waterford area, including that part within County Kilkenny 4C To actively promote the redevelopment and renewal of areas in need of regeneration whether urban or rural through appropriate active land management measures during the period of the Plan. 4D To monitor the delivery of residential developments throughout the City and County in order to ensure alignment with the NPF, RSES and the Core Strategy and to adjust the approach as necessary where Core Strategy objectives are not being met. 6A To ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being. 6B To secure, through the application of Development Management Requirements within the Plan, the making of quality urban spaces embodying inclusive and universal access design principles for our building stock, public realm, amenities and transport services. 6Ba To ensure that people are at the centre of all placemaking activities. To ensure that co-design and participatory processes are used to engage people in shaping their built environment, with a particular focus on supporting harder to reach communities to take part in public engagement processes. 6C To promote the redevelopment and renewal of areas identified having regard to the core strategy, that need regeneration, in order to prevent— (i) adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land, (ii) urban blight and decay, (iii) anti-social behaviour, or (iv) a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses. The levy may be applied to all identified 'Regeneration' land and 'Residential' land in existing land use zonings. Land in the residential category must be served by the public infrastructure and facilities to enable housing to be provided and serviced. In particular, the areas covered by the following zoning objectives are considered to constitute regeneration land: • General Business • Mixed Use • Urban Village • Business, Industry and Technology Parks/Business Park • Community Facilities Other regeneration zonings may be identified in relevant Framework Plans. 6D To identify vacant sites where appropriate zoning applies and maintain a Vacant Sites Register in the plan area for the purpose of the Vacant Site Levy. 10.2.1 Pollution Control The importance of a clean environment for the economic and social life of the county is recognised. In this regard, continuous effective monitoring and enforcement in relation to pollution control measures is imperative and will continue over the period of this Plan. 10.2.1.1 Air Quality The Council will promote the best ambient air quality compatible achievable with sustainable development.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			10.2.2.1 Noise control Excessive noise and dust levels can have an adverse impact on the county's environment. The Council will seek to minimise noise through the planning process by ensuring that the design of future developments incorporate measures to prevent or mitigate the transmission of noise and vibration, where appropriate. 10E To continue to update noise mapping in accordance with revised or updated thresholds for noise mapping. 10F Develop priority list of actionable works to mitigate against excessive noise and implement subject to cost benefit analysis. 10.2.5 Pollution Control Development Management Requirements: • To ensure that developments which are subject to the requirements of the Air Pollution Act 1987 and Air Pollution (Licensing of Industrial Plant) Regulations 1988 or any subsequent regulations meet appropriate emission standards and other relevant national and international standards. • To seek to minimise noise and dust through the planning process by ensuring that the design of developments incorporate measures to prevent or mitigate the transmission of dust, noise and vibration, where appropriate. • To ensure that that appropriate mitigation measures to counter noise impact are implemented at all new developments to limit exposure to high noise areas. • Ensure that traffic noise levels are considered as part of all new developments along National routes, major roads (as identified in the Noise Action Plan) and rail lines. This includes, but is not limited to, consulting with the current Noise Action Plan and strategic noise maps as identification of areas that are within the subject criteria of the Regulations for noise exposure. Future developments are required to take account of designated quiet areas as in accordance with the Noise Action Plan 2019-2023. Any development near a designated quiet area will be subject to additional scrutiny so as to ensure that the quiet area is not impacted, and may be prohibited in certain cases. • To ensure that lighting is carefully and sensitively designed • To require that the design of external lighting minimises the incidence of light spillage or pollution into the surrounding environment.
Soil	• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands. • Potential for riverbank and coastal erosion.	Also refer to measures under other environmental components including Water. Overall approach by the plan to land use zoning, compact and sequential development. HE1 Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations as sites of local conservation interest. These are: • Wet Grassland (GS4) • Reed swamp (FS1) • Oak-Ash-Hazel woodland (WN2) • Riparian Woodland (WN5) • Mixed Broadleaved Woodland (WD1) HE3 Protect existing wetlands from fill while encouraging the enhancement and restoration of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats. These include Grannyferry Wetlands (FS1) and the Luffany stream corridor to the east of Belview Port.	Also refer to measures under other environmental components including Water. 10.2.1 Pollution Control The importance of a clean environment for the economic and social life of the county is recognised. In this regard, continuous effective monitoring and enforcement in relation to pollution control measures is imperative and will continue over the period of this Plan. 9.2.6 Inland Waters- Rivers, Streams and Groundwater Relevant planning applications shall have regard to the guidance document 'Planning for Watercourses in the Urban Environment'. 9.2.4 Geological Heritage The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites. In some locations, in consultation with landowners, it may be possible to access geological and geo-morphological features of interest, and the Council will support and facilitate this where appropriate.
Water	• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology. • Increase in flood risk and associated effects associated with flood events.	Also refer to measures under other environmental components including Soil and Material Assets. DSUD8 Apply nature-based solutions with natural landscape, rain gardens, swales and biodiversity enhancement, as part of an overall water management strategy. Relevant policy and guidance documents with regards to nature-based solutions to be applied in both new and existing developments. • Implementation of Urban Nature-based Solutions- Guidance Document for Planners, Developers and Developer Agents. (LAWPRP, KCC and Uisce Eireann) • Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas. Water Sensitive Urban Design. Best Practise Interim Guidance Document. (DHLGH) • Rainwater Management Plans- Guidance for Local Authorities. (DHLGH) Section 5.7 Land Use Zones - Overriding Flood Risk-related Limitation	Also refer to measures under other environmental components including Soil and Material Assets. 7.6.1 Development Management Requirements: • Ensure that the Protection of water quality will be a primary consideration in relation to assessing development proposals. 7.7.1 Development Management Requirements • Agriculture developments will be constructed and located so as to ensure that there is no threat of pollution to ground or surface waters. 8.4.3 Riverside and Water sports Development Management Requirements The Council will normally only permit proposals for development associated with water sports adjacent to waterways and inland lakes where all the following criteria are met. • The proposed facilities are compatible with any existing use of the water, including nonrecreational uses; • It will not have adverse impacts on any Natura 2000 site, will not result in damage to sites of nature conservation importance or features of the archaeological and built heritage; • The development can be satisfactorily integrated into its landscape or townscape surroundings; • The development will not have an unacceptable impact on visual amenity, having regard to the landscape character assessment; and • The development will not result in over intensification of use leading to pollution, excessive noise and nuisance.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
		on the above Land Use Zones There are a number of instances where Flood Risk Zones A and B overlap with a variety of the above land-use zoning objectives, including Open Space and Water Compatible Development. Uses under all zoning objectives shall be limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B. Detailed, site specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives. Uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood Zones A or B, shall be limited to less vulnerable and water compatible development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas. INF1 To adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities and associated Circular PL2/2014 follow the sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk. INF2 Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas. INF-DM1 Where flood risk may be an issue for any proposed development, including pluvial flood risk, a flood risk assessment shall be carried out that is appropriate to the scale and nature of the development and the risks arising. This shall be undertaken in accordance with the Flood Risk Assessment Guidelines, including the sequential approach. Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the Guidelines' Justification Test. INF-DM2 Applications for development in flood vulnerable zones, and accompanying flood risk assessments, shall provide details of appropriate structural and non-structural risk management measures as relevant and appropriate, including, but not limited to specifications of the following (for more details please refer to Section 4 of the accompanying SFRA): • Floor Levels • Internal Layout • Flood-Resistant Construction • Flood-Resilient Construction • Emergency Response Planning • Access and Egress During Flood Events INF-DM3 Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not: • obstruct important flow paths. • introduce a significant number of people into flood risk areas. • entail the storage of hazardous substances. • increase the risk of flooding elsewhere or • have adverse impacts or impede access to a water- course, floodplain	10.1.8.1 Water Framework Directive The Council will continue to take appropriate measures in relation to all development in order to prevent ground and surface water pollution and will implement the River Basin Management Plan for Ireland 2018 – 2021 and its successors. 10B To implement the measures of the River Basin Management Plan, including continuing to work with communities through the Local Authority Waters Programme to restore and improve water quality in the identified areas of action. 10.1.8.2 Blue Dot Designations The Council will support and protect the high-water quality status of the Kilkenny Blue Dot designated catchment area by restricting high intensity agriculture and other developments that may impact the quality of the water in the catchment. 10.1.8.4 Water Quality The Council will promote compliance with environmental standards and objectives established— • for bodies of surface water, by the European Communities (Surface Waters) Regulations 2009; • for groundwater, and groundwater by European Union Environmental Objectives (Groundwater) (Amendment) Regulations 2016; Objectives 10C To complete the mapping of source protection areas and to map Source Protection Areas for any new public water supply schemes as appropriate. 10D To ensure that Source Protection Areas are identified for any multiple unit housing developments with private water supplies. 10.1.8.5 Water Quality Development Management Requirements: • To assess all new applications for single houses in accordance with the EPA manual entitled Code of Practice: Domestic Waste Water Treatment Systems (Population Equivalent ≤ 10)6 or any subsequent revisions or replacement. The person carrying out the assessment will be suitably qualified and in the local authority's opinion, be competent to do so. • To ensure that all industrial development is appropriately located, and to seek effluent reduction and 'clean production' where feasible, and require that waste water treatment facilities are adequate, and that effluents are treated and discharged in a satisfactory manner. • To have regard to the Groundwater Protection Scheme and to comply with the Water Services Acts 2007 as amended in decision-making on the location, nature and control of developments and activities in order to protect groundwater. 10.2.6 Flooding It is Council policy to adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities, the avoidance of development in areas where flood risk has been identified shall be the primary response. The Council will ensure that new developments do not reduce the effectiveness or integrity of any existing or new flood defence infrastructure, and will facilitate the provision of new, or the reinforcement of existing, flood defences and protection measures where necessary. 10.2.6.2 Development Management Requirements • Where flood risk may be an issue for any proposed development, a detailed flood risk assessment should be carried out appropriate to the scale and nature of the development and the risks arising. In particular, any area within or adjoining flood zone A or B, or flood risk area, shall be the subject of a site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. This shall be undertaken in accordance with the Planning System and Flood Risk Management – Guidelines and the Strategic Flood Risk Assessment accompanying this Plan. • If a Site Specific FRA demonstrates an unmanageable level of flood risk and/or impacts to 3rd party lands, development cannot proceed. • Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the Guidelines' Justification Test. 10.2.7 Surface Water Drainage The Planning Authority shall have regard to any catchment-based surface water management plan in accordance with the Flood Risk Guidelines 2009, to facilitate the management of nature-based surface water management in a holistic manner. In all instances where development is proposed, non – nature based solutions to surface water management will only be considered where nature-based solutions cannot be incorporated or will not provide an adequate solution to the surface water management. 10.2.8 Development Management Requirements The Planning Authority will have regard to the Inland Fisheries Ireland guidance on 'Planning for Watercourses in the Urban Environment' in assessing applications. • Development must, so far as is reasonably practicable, incorporate the maximum provision to reduce the rate and quantity of runoff e.g.: - o Hard surface areas (car parks, etc.), should be constructed in permeable or semipermeable materials, o On site storm water ponds to store and/or attenuate additional runoff from the development should be provided, o Soak-aways or french drains should be provided to increase infiltration and minimise additional runoff.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
		or flood protection and management facilities. INF-DM4 Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard INF-DM5 Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")	o The Planning Authority will normally require that all new developments, include rainwater harvesting and/or grey water recycling in their design. except where not practical or feasible • Individual developments shall be obliged, in all cases where surface water drainage measures are required, to provide a surface water drainage system separated from the foul drainage system. • In the case of one-off rural dwellings or extensions, except in circumstances where an existing surface water drainage system is available to the proposed site for development and which, in the opinion of the planning authority has adequate capacity to accommodate the identified surface water loading, surface water shall be disposed of, in its entirety within the curtilage of the development site by way of suitably sized soak holes. • In the case of driveways, drainage measures shall be provided to a detail acceptable to the planning authority so as to avoid run-off from the site to the adjoining public road. • For all other green-field developments in general the limitation of surface water run-off to pre-development levels will be required. Where a developer can clearly demonstrate that capacity exists to accommodate run-off levels in excess of green-field levels then the planning authority shall consider such proposals on a case by case basis. • In the case of brown-field development, while existing surface water drainage measures will be taken into account, some attenuation measures for surface water may be required at the discretion of the planning authority in the interests of balanced and sustainable development. • In line with the above Kilkenny County Council will consider all drainage proposals consistent with SuDS (Sustainable Drainage Systems). • For developments adjacent to watercourses of a significant conveyance capacity any structures (including hard landscaping) must be set back a minimum of 5-10m from the edge of the watercourse to allow access for channel clearing/maintenance. Any required setback may be increased to provide for habitat protection. Development consisting of construction of embankments, wide bridge piers, or similar structures will not normally be permitted in or across flood plains or river channels. • The culverting of water courses is discouraged. Where culverting is unavoidable, the use of ecologically friendly box culverts is required. A development proposal requiring culverting should document open watercourse habitat lost and provide compensatory habitat. • Adequate allowance be made for climate change in designing surface water proposals a multiplication factor of 1.2 shall be applied to all river return periods up to 100 years except in circumstances where the OPW have provided advice specifying the particular multiplication factor for return periods up to 100 years. In the case of rainfall a multiplication factor of 1.1 shall be applied to rainfall intensities to make allowance for climate change requirements. • In the design of surface water systems, regard shall be had to the Greater Dublin Regional Code of Practice for Drainage Works and associated GDSDS technical documents. • For larger scale developments a report will be required specifying the SUDS measures considered in principle. If natural measures are not included, the reasons why not should be outlined.
Air and Climatic Factors	• Potential conflict between development under the Plan as varied and aiming to reduce carbon emissions in line with local, national and European environmental objectives. • Potential conflicts between transport emissions, including those from cars, and air quality. • Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors. • Potential conflicts with climate adaptation	Overall approach by the plan to land use zoning, compact and sequential development. CA1 Ensure that policy objectives, Development Management Standards and actions outlined in this Plan support the delivery of all relevant climate action legislation, commitments and targets, including the National Climate Action Plan, and the Kilkenny County Council Climate Action Plan 2024-2029 or any succeeding plans. CA2 Collaborate with Waterford City and County Council on climate action delivery where appropriate. DSUD1 Adopt a sequential approach to residential development. DSUD2 Require residential density in the Belmont Urban Village appropriate to the local neighbourhood nodes and in the vicinity of the future BusConnects corridors in accordance with Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. DSUD11 Ensure developments contribute to improving the permeability and connectivity of the area. BUV1 Redesign Belmont Road to facilitate an active travel movement and to create an attractive public space through an enhancement scheme. BUV3 Reconfigure the junction of Aldi to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.	Strategic Objectives 2A To support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development form, layout and design to secure climate resilience and reduce carbon emissions. 2B To support the implementation of the National Climate Action Plan and the National Climate Action Charter for Local Authorities, and to facilitate measures which seek to reduce emissions of greenhouse gases by embedding appropriate policies within the Development Plan. 2C To promote, support and direct effective climate action policies and objectives that seek to improve climate outcomes across the settlement areas and communities of County Kilkenny helping to successfully contribute and deliver on the obligations of the State to transition to low carbon and climate resilient society, 2D To integrate appropriate mitigation and adaptation considerations and measures into all forms of development. 2E To ensure that the Development Plan transposes, supports and implements strategic objectives of the National Planning Framework and the Southern Regional Spatial and Economic Strategy to create an enabling local development framework that: (a) promotes and integrates important climate considerations in local development and the assessment of planning applications and (b) supports the practical implementation of national climate policy and targets to assist in the delivery of the national transition objective. 2F To adopt nature-based approaches and green infrastructural solutions as viable mitigation and adaptation measures to reduce greenhouse gas emissions where feasible. The Council will promote and support physical activity, active recreation and an active lifestyle. 2G To reduce energy related CO2 emissions of Kilkenny County Council. 2H To achieve the commitment under the European Climate Alliance to the reduction of greenhouse gas emissions by 10 percent every 5 years. 8J To complete the construction of the Kilkenny Greenway, connecting New Ross to Waterford.

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	measures including those relating to flood risk management.	BUV4 Reconfigure the Ferrybank Primary Care Centre/shopping centre junction to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users. RAN2 Redesign the junction on Abbey Road, the junction at Tesco, to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users. Multitude of Movement and Active Travel Measures under Section 12 of the Plan.	8K To promote and develop the Waterford to Rosslare Greenway in association with Waterford City and County Council and Wexford County Council. 12A To plan for and progressively implement a sustainable, integrated and low carbon transport system by enhancing the existing transport infrastructure in terms of road, bus, rail, cycling and pedestrian facilities and interfacing different modes as the opportunity arises. 12B To plan for a transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement in all settlements. 12C To undertake appropriate traffic management measures within the City and County to reduce congestion and minimise travel times. 12D To develop a 10-minute city framework for Kilkenny City to map and identify infrastructural requirements to support the '10 minute' city. 12E To deliver on sustainable mobility with an accompanying investment in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices. 12F Implement strategies to meet the mode share targets during the lifetime of the plan and develop, in conjunction with the NTA, an effective monitoring regime for the implementation and where required, adjustment of the Council's sustainable transport strategy in order to ensure the achievement of the modal share targets referred to under Objective 12G. 12G To achieve a modal shift from the private car to walking or cycling in accordance with the targets in Table 12.1 for County Kilkenny. 12Ga To prepare mobility management plans incorporating mobility objectives of the Framework Plans for Thomastown, Castlecomer and Piltown. 12Gb To undertake a mobility study for Bennettsbridge. 12H To compile a Cycling Strategy for the County 12I To develop a network of cycling and pedestrian routes within Kilkenny city to provide connectivity and provide an alternative to car-based transport. 12J To develop a cycle route between the Eastern Environs and the Breagagh Valley. 12K To investigate the provision of a cycle route along the River Nore Linear Park connecting north of the City with the east and south of the City. 12L To improve cycling infrastructure throughout the city in accordance with the recommendations of the Kilkenny Local Area Transport Plan as resources permit. 12M To reduce the Council's carbon footprint through the implementation of the Council's own cycle scheme, which will encourage staff members to discharge their official duties in a more sustainable way. 12N To carry out an appraisal of each of the District Towns to determine measures to facilitate cycling and walking and improve connectivity within the town particularly from an age friendly perspective. 12O To invest in cycling and other smarter travel projects in support of the compact '10-minute city' concept. 12P To provide connections to the Kilkenny Greenway to settlements along its route as the need arises and resources permit. 12Q To, in combination with Waterford City and County Council, the NTA, TII and other stakeholders, undertake a Metropolitan Area Transport Strategy in accordance with Waterford MASP Objectives 6(a) and 6(b), covering the Waterford MASP area of County Kilkenny and to implement the adopted strategy to guide investment priorities in accordance with Waterford MASP Objectives 3. 12R Support the improved regional connectivity of Kilkenny with Waterford and the South East Region generally through the development and maintenance of Strategic Transport Infrastructure in accordance with Waterford MASP Objective 7 and to prioritise transport investment accordingly. 12S Develop the Link Road from the Abbey Road to the Belmont Road. 12T To carry out improvements to the Abbey Road from the boundary with Waterford City and County Council to facilitate smarter travel improvements to Abbey Road and connect to the Link Road in objective 12S above. 12.8.1 Belview The Council will support and promote the development of the necessary port infrastructure and associated industrial and distribution activities as well as associated rail and road connectivity required to support the development of the Port of Waterford, Belview. 12U Construct a roundabout on the N29 at the L3412 (Rathculliheen) junction. 12V Provide for traffic calming measures between the roundabout and the port gate on the N29. 12W To introduce a 60km/hr speed limit on the section of the N29 between the roundabout and the port gate.

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Material Assets	• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Increases in waste levels. • Potential impacts upon public assets and infrastructure.	Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use Zoning provisions. BPIA6 Work in conjunction with Uisce Éireann to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the Belview Industrial area and to seek extensions for the water and foul water networks to service the zoned lands sequentially. INF3 Require, where possible, the relocation of overhead cables underground in urban areas, specifically at the proposed urban village at Ferrybank-Abbeylands and Belview. INF4 Explore opportunities for Bring Banks as part of any significant commercial planning application.	Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use and Phasing provisions. 8J To complete the construction of the Kilkenny Greenway, connecting New Ross to Waterford. 8K To promote and develop the Waterford to Rosslare Greenway in association with Waterford City and County Council and Wexford County Council. Objectives 10A To facilitate Irish Water and to assist, subject to service level agreements, with the provision of water and wastewater infrastructure provision in accordance with the water services strategic plan, made in accordance with the Water Services Act 2007. 10.1.4 Water Supply and Treatment The Council will work with Irish Water to protect existing water and wastewater infrastructure in the City and County and facilitate the development of new infrastructure aligned with the Core strategies. Where public watermains are available or likely to be available and have sufficient capacity, the Council will require that new development proposals connect into the existing public water mains. 10.2.9.1 Waste Management Development Management Requirements It is the Council's policy to have regard to the waste produced by proposed developments including the nature and amount of waste produced and proposed method of disposal. • Proposed apartment and housing developments in urban areas must be appropriately laid out to enable the implementation of three bin collection systems, see Chapter 13. • Proposed apartment, housing and commercial developments must be either serviced by existing infrastructure or make appropriate provision for bring sites in their layout. The sites shall be made available to the Council at the developer's own expense and will be maintained by the Council or its agents. Adequate access must be provided in developments to service proposed bring sites. • To have regard to the waste produced by proposed developments including the nature and amount of waste produced and proposed method of disposal. • For all significant construction/demolition projects, the developer shall include an Environmental Management Plan. These plans should seek to focus on waste minimisation in general and optimise waste prevention, re-use and recycling opportunities, and shall provide for the segregation of all construction wastes into recyclable, biodegradable and residual wastes. • Construction and demolition waste management plans, to be prepared in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects. These plans should seek to focus on waste minimisation in general and optimise waste prevention, re-use and recycling opportunities, and shall provide for the segregation of all construction wastes into recyclable, biodegradable and residual wastes. 10.2.10 Control of Major Accident Hazards Directive (Seveso II Directive) 10H It is an objective of the Council to, with due regard to the provisions of the Major Accidents Directive and Regulations, give effect to the Directive by controlling development with respect to— • The siting of Major Accident Hazard sites • The modification of an existing Major Accident Hazard site • Development in the vicinity of a Major Accident Hazard site 10.3.1 The National Transmission/Distribution network The Council will support the development of a safe, secure and reliable supply of electricity and to support and facilitate the development of enhanced electricity networks and facilitate new transmission infrastructure projects that might be brought forward in the lifetime of this plan 10.3.2 Grid Development Management Requirements: Kilkenny County Council will facilitate the provision of energy networks in principle, provided that it can be demonstrated that • the development is required in order to facilitate the provision or retention of significant economic or social infrastructure; • the route proposed has been identified with due consideration for social, environmental and cultural impacts; • the design is such that will achieve least environmental impact; • the lines should be planned to avoid areas of high landscape sensitivity; • preference should be given to undergrounding services where appropriate; • the proposed infrastructure complies with all internationally recognised standards with regard to proximity to dwellings and other inhabited structures including best practice and new accepted research on the impacts on health; • new power lines and power installations should be sited in accordance with the requirements of the "Health Effects of Electromagnetic Fields" Report issued by the Department of Communications, Marine and Natural Resources in 2007, and • where impacts are inevitable, mitigation features have been included. • where considered necessary by the Council, a Visual Impact Assessment and a Landscape Impact Assessment will be required

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			for significant Grid Infrastructural projects. • That existing grid infrastructure should be used where possible in preference to erecting new grid infrastructure. • Any proposed development must avoid impact on any Special Area of Conservation. In considering facilities of this nature that traverse a number of counties or that traverse one county in order to serve another, the Council will consider the proposal in light of the criteria outlined above. The Council will also treat the proposal as if it were required to service a development within Kilkenny County Council. 10.3.3 Gas 10.4 Telecommunications The Council recognises the importance of advanced communications infrastructure for an information-based society, and as a key support for business, education and research. The Council will support and facilitate the provision of advanced communication networks and services to the extent required to contribute to national, regional and local competitiveness and attract inward investment. The Council will also encourage the further co-ordinated and focused development and extension of telecommunications infrastructure including broadband connectivity in the county, as a means of improving economic competitiveness. 10.4.1.2 Broadband Some of County Kilkenny's towns suffer from broadband deficiencies, which are detrimental to their economic growth. The Council will work towards remedying this, through facilitating the implementation of the National Broadband Plan. The Council will facilitate the delivery of the National Broadband Plan in accordance with National and Regional policy to: • Promote the attractiveness of smaller settlements and rural areas generally for economic development, both indigenous and FDI; • Facilitate more flexible working arrangements such as working from home; • Reduce social isolation. Objectives 10I To support and facilitate the delivery of high capacity Information Communications Technology Infrastructure, broadband connectivity and digital broadcasting, throughout the County, in order to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices e.g. remote working subject to other relevant policies and objectives of the Plan. 10J To set up and maintain a register of approved telecommunications structures which will provide a useful input to the assessment of future telecommunications developments and would also be useful from the point of view of maximising the potential for future mast sharing and co-location. Broadband Development Management Requirements: • All new developments and all refurbishments and urban renewal projects shall, at planning and design stage, show how they will provide for the installation sufficient of carrier neutral ducting for fibre-based data services and incorporate unobtrusive carrier neutral antennae where feasible to facilitate future co- location of services and accommodate multifunctional technologies in the rollout of high-speed broadband and the internet of everything; • All new significant public infrastructure works such as roads, water and sewerage shall provide carrier neutral ducting where feasible. • Ensure the provision for development in connection with telecommunications is made in ways which will maximise the use of existing masts and sites so as to limit the impact of development. Telecommunications Antennae Development Management Requirements: When considering proposals for telecommunications masts, antennae and ancillary equipment, it is the policy of the Council to have regard to the following: a) the visual impact of the proposed equipment and access infrastructure on the natural or built environment, particularly in areas of heritage value (See Chapter 9 Heritage); b) the potential for co-location of equipment on existing masts; and c) Telecommunications Antennae and Support Structures - Guidelines for Planning Authorities and Circular Letter PL 07/12. Objective 11A To support and facilitate the provision of energy in accordance with Ireland's transition to a low carbon energy future by means of the maintenance and upgrading of electricity and gas network grid infrastructure and by integrating renewable enegy sources and ensuring our national and regional energy system remains safe, secure and ready to meet increased demand as the regional economy grows over the period of the plan. 11.5.3 Development Management Guidance All planning applications for wind energy developments shall be assessed against the DEHLG's Wind Energy Development Guidelines, 2006, (and any subsequent update of these guidelines) and the County Council's Wind Strategy.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
Cultural Heritage	• Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.	DSUD5 Promote a high standard of urban and architectural design within new residential developments and incorporate high quality public realm and architecture based on active movement. DSUD15 Encourage architectural diversity within the context of the area's identity, ensuring that new buildings do not overshadow or conflict with important historical or cultural features. DSUD16 Avoid demolition or significant alterations of heritage assets. BPIA3 Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity. BPIA4 Permit appropriate uses on the site of Glasshouse and Knockmullan Gardens subject to the retention of the features of the garden, the integration of the proposal with its character and the adoption of a woodland management plan. BPIA5 Ensure any development of Belview House secures the future of the walled garden and outbuildings. TAC2 To provide and protect public access to Grannagh castle within the period of the Plan. HE1 Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations as sites of local conservation interest. These are: • Wet Grassland (GS4) • Reed swamp (FS1) • Oak-Ash-Hazel woodland (WN2) • Riparian Woodland (WN5) • Mixed Broadleaved Woodland (WD1) HE2 Protect and manage the tree groups/stands as identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations and secure TPOs where necessary/as appropriate. HE6 Retain landscape features such as ridgelines, woodlands and marshlands, across the Ferrybank/Belview area and around protected structures.	9.3 Built Heritage • The Council will encourage the sensitive redevelopment and / or return to suitable use, of derelict, vacant or redundant buildings, in appropriate locations in order to provide for visitor accommodation and tourism development, while having regard to ecological constraints and architectural heritage requirements. • The Council will encourage the reuse and refurbishment of vernacular buildings (houses or farm/industrial buildings) in appropriate locations for tourist related facilities, including holiday home accommodation. The development shall relate in scale to the site's characteristics and location, shall not be detrimental to the rural amenity of the surrounding area and be in accordance with the development standards of this plan, particularly as they relate to the protection of the natural and built environment. Various types of development can impact on the visual appreciation, setting and amenity of recorded monuments. Such impacts should be adequately assessed and, where possible, eliminated or minimised. Previously unidentified archaeological sites may be uncovered during development works, while archaeological deposits that would be damaged by development must be investigated and recorded in detail. Any proposed development (due to its location, size or nature) with the potential to affect the archaeological heritage resource will be subject to an Archaeological Impact Assessment. This includes proposals close to archaeological monuments, proposals extensive in area (half a hectare or more) or length (1 km or more), and development that requires an Environmental Impact Assessment. In some locations, in consultation with landowners, it may be possible to access archaeological heritage sites, and the Council will support and facilitate this where appropriate. In some appropriate locations, signage for archaeological sites and National Monuments may be beneficial. 9.3.1.2 Underwater Archaeology Any development either above or below water, including to river banks or coastal edges, within the vicinity of a site of archaeological interest shall not be detrimental to the character of the archaeological site or its setting. Planning applications will be referred to the National Monuments Service where relevant. Objectives 9C To protect archaeological sites and monuments (including their setting), underwater archaeology, and archaeological objects, including those that are listed in the Record of Monuments and Places, and in the Urban Archaeological Survey of County Kilkenny or newly discovered sub-surface and underwater archaeological remains. 9D To carry out further research on the eighteen archaeological landscapes as identified in the Preliminary Audit of Archaeological Landscapes in County Kilkenny. 9E To develop an enhanced policy framework for the three priority sites identified in Section 9.3.1.1 above, plus for any additional sites identified through Objective 9D above. Development Management Requirements: • To endeavour to preserve in situ all archaeological monuments, whether on land or underwater, listed in the Record of Monuments and Places (RMP), and any newly discovered archaeological sites, features, or objects by requiring that archaeological remains are identified and fully considered at the very earliest stages of the development process and that schemes are designed to avoid impacting on archaeological heritage. • To require archaeological assessment, surveys, test excavation and/or monitoring for planning applications in areas of archaeological importance if a development proposal is likely to impact upon in-situ archaeological monuments, their setting and archaeological remains. • To ensure that development within the vicinity of a Recorded Monument is sited and designed appropriately so that it does not seriously detract from the setting of the feature or its zone of archaeological potential. Where upstanding remains of a Recorded Monument exist a visual impact assessment may be required to fully determine the effect of any proposed development. • To require the retention of surviving medieval plots and street patterns and to facilitate the recording of evidence of ancient boundaries, layouts etc. in the course of development. • To safeguard the importance of significant archaeological landscapes from developments that would unduly sever or disrupt the relationship, connectivity and/or inter-visibility between sites. 9.3.2 Architectural Heritage It is Council policy to ensure the protection of architectural heritage by including all structures considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in the Record of Protected Structures. Objectives 9F To provide assistance to owners of protected structures in undertaking essential repairs and maintenance by the provision of relevant information. 9G To respond to the Ministerial recommendation to include in the RPS, structures which have been identified as being of regional, national or international significance in the National Inventory of Architectural Heritage survey and to consider for inclusion those rated as being of local significance.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			9H To continue to review the Record of Protected Structures and add or delete structures as appropriate. 9I To ensure all digital mapping for the Record of Protected Structures is up to date and current, and readily accessible to the public. Development Management Requirements: • To have regard to the Architectural Heritage Protection Guidelines28 when assessing proposals for development affecting a protected structure and buildings listed in the NIAH. • To encourage the sympathetic retention, reuse and rehabilitation of protected structures and their setting, while ensuring the involvement of suitably qualified professionals • To ensure proposed service upgrades undertake an initial assessment of current services, to ensure the internal environment and fabric is not impacted on by such works. Energy assessments and Architectural Heritage Impact Assessments may be required where energy and service upgrades are proposed. • To ensure proposed development within the curtilage or attendant grounds of a protected structure respects the protected structure and its setting, • To require an architectural impact assessment where appropriate for developments within the grounds of country house estates which are Protected Structures. • To promote principles of best practice in conservation in terms of use of appropriate materials, repair techniques, and thermal upgrades by adhering to the guidelines as set out in Department of Housing, Local Government and Heritage's Advice Series publications • To promote best conservation principles and practice when assessing proposals for Kilkenny's architectural heritage • To ensure that energy upgrades for buildings constructed from traditional materials are respectful of architectural features, form, and environmental requirements necessary to maintain breathability in the structure. Objectives 9J To ensure the preservation of the special character of each ACA listed in this Plan (See Table 9.2 and Volume 2 Heritage Strategy) with particular regard to building scale, proportions, historical plot sizes, building lines, height, general land use, fenestration, signage, and other appendages such as electrical wiring, building materials, historic street furniture, paving and shopfronts. 9K To designate ACAs where appropriate and provide a local policy framework for the preservation of the character of these areas. 9L To prepare and introduce a set of Shopfront Guidelines. General ACA Development Management Guidance • To have regard to the Architectural Heritage Protection Guidelines and the Charter for the Conservation of Historic Towns and Urban Areas (Washington Charter 1987), when assessing proposals for development affecting the character of an ACA • To seek the retention, repair and maintenance of the buildings which make up the streetscape of the ACA • To ensure the retention, repair and the regular maintenance, rather than replacement, of original/early features in buildings which contribute to the character of an ACA such as chimney stacks, roof coverings, roof profiles, external wall treatments, doors and windows, shopfronts and pub fronts, while ensuring appropriate materials and repair techniques are used when repairs are being carried out. • To ensure that inappropriate materials for windows, doors and rainwater goods constructed in aluminium or uPVC are not introduced to buildings within ACAs. • To encourage high quality, contemporary design and materials where appropriate when new buildings are being introduced into an ACA and the retention of the historic scale and plot size. In this regard new development should be of a very high standard of design, and should contribute to the visual enhancement of the area and respect the character of the ACA as set out in the statement of character. New development should be appropriate in form and use to its corner, infill or backland location. Established views to local landmarks should be maintained. • To ensure that new fascia boards inserted in the shopfront entablature are seamless without visible vertical joints or fixing materials. Hand painted fascia are encouraged and will be favoured over glossy, reflective signage. • To ensure the preservation of the special character of the ACA when assessing proposals for advertising signage, to limit the number of projecting signs to no more than one on each commercial premises to avoid visual clutter, to control lighting and coloured lighting on facades. • To seek the retention of mature trees/significant planting (those in good condition) which contribute to the character of each ACA where appropriate. • To retain historic items of street furniture where they contribute to the character of the ACA, such as, post boxes, benchmarks, gates, plaques, milestones, railings etc., • To facilitate the removal of overhead cables throughout the ACA, and to assesses all further cable installations against its likely impact on the character of the ACA. The cumulative impact of wiring is seen as a particular negative impact on the character of ACAs

Topic	Potentially Significant Adverse Effect, if Unmitigated	Variation/Framework Plan measures, including:	Existing Kilkenny City and County Development Plan measures, including:
			• To ensure existing stone kerbs and paving, and or cobble stones are to be retained and refurbished, where new kerbs are necessary they shall be in a like for like basis so as to enhance the area's character. • To ensure the embodied energy of the current building stock within ACAs are acknowledged when considering proposed developments, and to encourage the reuse of these building over demolition.
Landscape	• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.	Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage. DSUD7 Envisage that each neighbourhood is close to green landscape areas. Close attention is paid to existing high value landscape areas and corridors. RAN2 Maintain the green belt with high value landscape as it is an asset for the quality of place and residential amenity. Thus, a careful and respectful relationship between new development and existing nature is required. SC9 Facilitate landscape belts around the Built Up Area boundary of Ferrybank through the following 6 measures: • In conjunction with Waterford City and County Council, from Waterford North Quays, along the banks of the River Suir and to the east of Belview Port. • From Milepost Village to Gyles Quay, along the course of the existing stream corridor. (This also has the potential to extend north from Milepost to the forest west of Slieverue). • From the Belmont Road across the new Greenway corridor and down into Abbeylands to the west of the water reservoir which is already zoned POS Passive Open Space. • From the L7526 road to the north west of Newrath road eastwards via Mullinabro Woods estate towards Rockshire, and south-east to meet with Belmont Woods. • To the west of the R448 in the vicinity of the north side of the Old Red Iron Bridge (see also objective DS6) TAC-DM1 To work with Waterford City and County Council to ensure development proposals for the Árd Rí hotel site, as an Opportunity site, are only considered within an overall design framework plan for the entire site, which includes for protection of the ridgeline, View FB3 and the watchtower, RPS C456. INF-DM6 Encourage the screening through landscaping of utility substations as to minimise the visual effects that this development may have on the landscape, or alternatively encourage suitable integration through design.	Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage. 7.7.1 Development Management Requirements • A high standard of design and maintenance will be required in all developments in rural areas. • Buildings and structures in visually sensitive areas will be required to: o be sited as unobtrusively as possible; o be clustered to form a distinct and unified feature in the landscape; o utilise suitable materials and colours; and o utilise native species in screen planting 8.4.3 Riverside and Water sports Development Management Requirements The Council will normally only permit proposals for development associated with water sports adjacent to waterways and inland lakes where all the following criteria are met. • The proposed facilities are compatible with any existing use of the water, including nonrecreational uses; • It will not have adverse impacts on any Natura 2000 site, will not result in damage to sites of nature conservation importance or features of the archaeological and built heritage; • The development can be satisfactorily integrated into its landscape or townscape surroundings; • The development will not have an unacceptable impact on visual amenity, having regard to the landscape character assessment; and • The development will not result in over intensification of use leading to pollution, excessive noise and nuisance.

Section 3 Environmental Report and Submissions/ Observations

3.1 Introduction

This section details how both the Environmental Report and submissions and observations made to Kilkenny County Council on the Environmental Report and SEA process have been taken into account during the preparation of the Variation and the SEA.

3.2 SEA Scoping Notices and Submissions

As part of the SEA scoping process for preparation of the Variation, environmental authorities[4] were notified that a submission or observation in relation to the scope and level of detail of the information to be included in the Environmental Report could be made to the Council. A submission received from the Environmental Protection Agency was taken into account when undertaking the assessment.

The issues raised in this submission and the associated SEA scoping responses are detailed on Table 1.1 below.

[4] The following authorities were notified: Environmental Protection Agency; Department of Environment, Climate and Communications; Department of Agriculture, Food and the Marine; Department of Housing, Local Government and Heritage; Carlow County Council; Laois County Council; Tipperary County Council; Waterford City and County Council; and Wexford County Council.

Table 3.1 SEA Scoping Submissions and Responses

No.	Submission text/Summary	SEA Response
1	**Submission from Environmental Protection Agency**	
A	We acknowledge your notice, dated 11th April 2025, in relation to the Proposed Variation No 6 to Kilkenny City and County Development Plan 2021- 2027 (the 'Variation').	Noted.
B	The EPA is one of the statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Plan and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.	Noted.
C	As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a 'self-service approach' via the attached guidance document 'SEA of Local Authority Land Use Plans – EPA Recommendations and Resources'. This document is updated regularly and sets out our key recommendations for integrating environmental considerations into Local Authority land use Plans. We recommend that you take this guidance document into account in preparing the Variation and SEA.	The 'SEA of Local Authority Land Use Plans – EPA Recommendations and Resources' document has been considered in the preparation of the SEA Scoping Report and will be kept on file for reference throughout the SEA process.
D	In preparing the Variation, Kilkenny County Council should also ensure that the Variation aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern and Midlands Region.	The SEA has helped to ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.
E	The EPA may provide additional comments upon receipt of the SEA Environmental Report and Draft Plan/Programme/Variation at the next stage of the SEA process.	Noted – all submissions received have been taken into account as relevant and appropriate.
F	Available Guidance & Resources Our website contains various SEA resources and guidance, including: - SEA process guidance and checklists; - Inventory of spatial datasets relevant to SEA; - Topic and sector specific SEA guidance (including SEA and Integration Guidance (EPA, 2025), Good practice note on Cumulative Effects Assessment (EPA, 2020), Developing and Assessing Alternatives in SEA (EPA, 2015), and Integrated Biodiversity Impact Assessment (EPA, 2012)). You can access these guidance notes and other resources at: https://www.epa.ie/our-services/monitoring--assessment/assessment/strategic-environmental-assessment/sea-topic-and-sector-specific-guidance-/	These resources and guidance have been considered in the preparation of the SEA Scoping Report and were accessed, as relevant, for reference throughout the SEA process.
G	EPA SEA GIS Search and Reporting Webtool Our SEA WebGIS Tool has been updated recently and is now available at https://gis.epa.ie/EPAMaps/SEA. It allows an indicative report on key aspects of the environment in a specific geographic area to be produced. It is intended to assist public authorities in SEA screening and scoping exercises. Catchments.ie Our https://gis.epa.ie/EPAMaps/Water website provides a single point of access to water quality and catchment data from the National WFD monitoring programme. EPA AA GeoTool Our AA GeoTool application has been developed in partnership with the NPWS. It allows users to a select a location, specify a search area and gather available information for each European Site within the area. It is also available through EPA https://gis.epa.ie/EPAMaps/AAGeoTool.	Available online EPA resources, including mapping resources, has been considered in the preparation of the SEA Scoping report and was considered throughout the SEA process, where relevant.
H	Ireland's State of the Environment Report 2024 In October 2024, the EPA published the latest iteration of our 4-yearly State of the Environment Report. This report should be considered, and relevant aspects integrated as appropriate, in implementing the Plan outputs/ recommendations. It is available at: https://www.epa.ie/our-services/monitoring--assessment/assessment/state-of-environment-report-/.	The recommendations, key issues and challenges described within the current version of Ireland's Environment have been considered in the preparation of the Plan and SEA.

No.	Submission text/Summary	SEA Response
I	Transition to a low carbon climate resilient economy and society You should ensure that the Variation aligns with national commitments on climate change mitigation and adaptation, as well as relevant sectoral, regional and local adaptation plans.	The SEA has helped to ensure that the Plan aligns with national commitments on climate change and adaptation, as well as relevant sectoral, regional and local adaptation plans.
J	Environmental Authorities Under the SEA Regulations, you should consult with: • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; and • Minister for Agriculture, Food and the Marine. • any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan. If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.	Notice was given to relevant environmental authorities as part of the SEA scoping process.
K	If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.	Noted.

3.3 Submissions on the Environmental Report for the Proposed Variation

Various submissions were made on the Proposed Variation, Proposed Material Alterations and/or associated environmental assessment documents, including the SEA Environmental Report and AA/SFRA documents, while these documents were on public display.

Updates made to the Variation's SEA Environmental Report on foot of submissions included updating water services information.

Environmental-related changes made to the Variation and/or associated documents included:

- Add the following text into Proposed Variation Section 5.7 "Land Use Zones - Overriding Flood Risk-related Limitation":

  Uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood Zones A or B, shall be limited to less vulnerable and water compatible development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas.

- Include overlays of Flood Zones and available future scenario mapping and adopted land use zoning will be prepared and included in final Plan/SFRA documents.

- Update Flood Zone mapping in the SFRA have been updated with higher resolution maps.

- Amend the zoning of minor overlaps between Flood to A and B and Proposed Material Alteration No. 3 lands will revert back to Open Space, as was included under the original Proposed Variation.

- To add reference to the following in Appendix I of the SEA Environmental Report:

  A National Cultural Policy Framework to 2025 (Department of Culture, Communications and Sport, 2020)

- To add the following text to Section 2.2. Drainage, Defences, and Early Warning Systems of the SFRA report:

  Kilkenny County Council have submitted two applications for funding from the OPW under the Minor Works Scheme to address pluvial flooding issues in Drumdowney, where at least one property has previously flooded and others are at risk of flooding or of being cut off by flooding.

- Add the following text to SFRA report at Section 2.4 Flood Risk Indicators:

  Historical indicators taken into account in the identification of flood zones include flood events, such as during Storm Babet (October 2023).

- Amendment to text to the SFRA report in Section 3.5:

  Predictive indicators, including **those detailed at Table 3 of this report**. ~~the emerging findings of the Ferrybank Belview Flood Relief Scheme Project.~~

- Amendment to add information from Appendix 1 of the Proposed Variation on pluvial flooding and flooding relating to constraints in drainage systems, to Section 2.2 Drainage, Defences, and Early Warning System of the SFRA report.

For further information on how submissions were considered, refer to the Chief Executive's Report on submissions received on the Proposed Variation and associated documents and the Chief Executive's Report on submissions received on the Proposed Material Alterations and associated documentation – both available at https://consult.kilkenny.ie.

All parts of the Variation-preparation process were informed by the SEA, AA and SFRA processes - this includes the preparation of the Proposed Variation, Proposed Material Alterations and Further Modifications. The mitigation integrated into the final, adopted Plan includes that identified at Table 2.1 of this report.

3.4 SEA documents including SEA Environmental Report

The Proposed Variation and accompanying documents (including SEA Environmental Report and AA and SFRA documents) were placed on public display, having integrated various recommendations arising from the SEA, AA and SFRA processes. Responses to submissions made during the public display of the Proposed Variation and associated SEA, AA and SFRA documents were integrated into a Chief Executive's Report and considered by Kilkenny County Council.

A number of material alterations were proposed after public display of the Proposed

Variation. The Proposed Material Alterations were subject to Screening for SEA and Screening for AA. Responses to submissions made during the public display of the Proposed Material Alterations and associated SEA and AA Screening documents were integrated into a Chief Executive's Report and considered by Kilkenny County Council. Further modifications were considered by the SEA and AA processes.

On making the Variation, the Environmental Report that had been placed on public display alongside the Proposed Variation was updated to become a final Environmental Report that is consistent with the Variation as made, taking into account all changes that were made to the original Proposed Variation that was placed on public display.

Section 4 Summary of Alternatives considered

4.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme, or variation to these) are identified, described and evaluated for their likely significant effects on the environment. Summaries of the alternatives for the Variation and their assessment are provided below. Four alternatives for the Variation are identified, focused on the Variation's Framework Plan for the Ferrybank-Belview area.

4.2 Limitations and Alternatives Already Considered

The Variation's Framework Plan is required to be prepared by the existing, already in force, Kilkenny City and County Development Plan (Objective 4I). The alternatives available for the Framework Plan are significantly limited by the provisions of higher-level planning objectives, including those of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region and the existing City and County Development Plan. These documents set out various requirements for the content of the Framework Plan including on topics such as land use zoning.

The preparation of the Kilkenny City and County Development Plan and associated SEA processes already considered three growth alternatives. The preferred alternative which emerged from the evaluation process was Alternative 1 "Continued Consolidation"[5] with an element of Alternative 2 "Dispersed Growth" to encourage some level of growth of the smaller settlements to ensure that these smaller settlements are sustained. The County Development Plan sets requirements for lower tier planning in the County that have been integrated into the Framework Plan, as appropriate.

4.3 Alternatives Description and Assessment Summary

4.3.1 Local Transport Plan Alternatives

Informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 1**) would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Not informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 2**) would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

<u>Selected Local Transport Plan Alternative for the Variation: Alternative 1</u>

[5] Alternative 1 concentrates growth mainly into the seven main settlements of Kilkenny, Ferrybank, the Environs of New Ross, the District Towns of Callan, Castlecomer, Graiguenamanagh and Thomastown, with little growth being allocated to the smaller level settlements or to rural areas.

4.3.2 Ecosystem Services Approach Alternatives

Ecosystem Services Approach Alternative 1 would integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Principles that would be integrated, in a coordinated and comprehensive manner, would include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function;
- Taking into account of the services that ecosystems provide - including those that underpin social and economic well-being, such as climate regulation, recreation, culture and quality of life; and
- Involving people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them.

This would mean that there would be:

- An increased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues, such as the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation; and
- A decreased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Ecosystem Services Approach Alternative 2 would not integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

Natural capital and ecosystem service issues would continut to be implemented through the existing County Developemnt Plan and would be integrated into decision making at lower tiers of development management. However, this approach would be less coordinated and comprehensive than would be the case under Alternative 1.

This would mean that there would be:

- A decreased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues; and
- An increased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Selected Ecosystem Services Approach Alternative for the Variation: Alternative 1

4.3.3 Built Heritage Alternatives

A Variation that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage (**Built Heritage Alternative 1**) would further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By integrating heritage considerations into the Variation, Alternative 1 would be most likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

A Variation that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage, relying solely on existing provisions, including those included as part of the City and County Development Plan (**Built Heritage Alternative 2**) would not further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By not integrating heritage considerations into the Variation, Alternative 2 would be least likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

Selected Built Heritage Alternative for the Variation: Alternative 1

4.3.4 Compact Development/Land Use Zoning Alternatives

Compact Development/Land Use Zoning Alternative 1: "More Consolidated, More Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

The infrastructure required to be in place to achieve the growth targets is already in place or planned under this alternative.

The development of central and adjacent areas would be more compact and sustainable under this scenario and would better support the longer-term viability of the settlement. A higher number of residential units, in comparison with Alternative 2, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities, with a greater focus on use of consolidation and regeneration sites, with potential for wider regeneration benefits to central areas, including housing provision. Regeneration, reuse and redevelopment of more central and brownfield and infill lands and optimising the use of vacant, derelict, and underutilised sites and buildings would be more likely to be achieved.

Giving a strong preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to the greatest degree.

There would be greater potential and viability for integrated land use and transportation under this alternative, including proximate development patterns linked by active travel infrastructure and public transport. Associated benefits and improvements to the public realm and appearance of the built environment, including liveability and quality of life improvements, would be more likely.

This Compact Development/Land Use Zoning Alternative would make the greatest contribution towards the protection and management of the environment by facilitating development of lands (including those within central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. There would be a reduced need for greenfield land consumption under this alternative. This Compact Development/Land Use Zoning Alternative would be considered the most effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Compact Development/Land Use Zoning Alternative 1 'More Consolidated, More Compact Development' would benefit the protection of various environmental components. Although potentially adverse effects associated with land use development would exist, they would be mitigated to a significant degree. Less residual environmental effects would result.

Under this alternative there would be:

- More optimum use of land and resources, with positive role for addressing climate change, such as potential for reduced carbon heavy travel patterns.

- Greater potential for modal shift to sustainable travel such as walking, cycling and public transport, with knock on benefits for climate resilience in Ferrybank-Belview.
- Use of already serviced lands in more central and built-up urban area could lead to potential reduced costs for delivery of new supporting infrastructure.
- Creation of more liveable built environments, with greater accessibility to services and amenities for local communities.

Compact Development/Land Use Zoning Alternative 2: "Less Consolidated, Less Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would not allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

Additional infrastructure would be required to accommodate an extent of sporadic development, more than would be required for Alternative 1 'More Consolidated, More Compact Development'.

The development of Ferrybank-Belview would be less compact and less sustainable under this scenario and would not optimally support the longer-term viability of the settlement. A lower number of residential units, in comparison with Alternative 1, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities. Under this alternative there would be potential for greater proportion of housing to be delivered outside of the built-up area, including on urban fringe areas and on greenfield sites, creating unsustainable travel patterns with a reliance on the private car. Giving less of a preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied and would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to a lesser degree.

There would be greater potential for negative impacts on the vitality and viability of the built-up area, due to increased and sustained levels of vacancy and dereliction for existing buildings and brownfield lands. This alternative would be likely to result in a more dispersed pattern of low-density urban development, that would be more difficult to serve with active travel infrastructure and public transport.

This Compact Development/Land Use Zoning Alternative would make less of a contribution towards the protection and management of the environment by facilitating development of lands (including those central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services. Demand to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview would be provided for. This Compact Development/Land Use Zoning Alternative would be considered the least effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Alternative 2 'Less Consolidated, Less Compact Development' would benefit the protection of various environmental components to a lesser degree. Although potentially adverse effects associated with land use development would exist, they would be mitigated to in many cases; however, more residual environmental effects would result.

Under this alternative there would be:

- An increase in car dependency and associated carbon heavy travel patterns, which would undermine efforts aimed at securing climate resilience.
- Increased suburban pattern of residential development with potential for self-contained and disconnected built environments.
- Reduced potential for modal shift to sustainable travel options such as walking, cycling and public transport.
- Potential for increased costs associated with the delivery on new supporting infrastructure (roads, footpaths etc.) in more peripheral areas.
- Increased costs for the delivery of necessary supporting infrastructure for urban fringe, outer suburban areas and greenfield sites.

Selected Compact Development/Land Use Zoning Alternative for the Variation: Alternative 1 "More Consolidated, More Compact Development"

4.4 Reasons for Choosing the Selected Alternatives in light of Other Reasonable Alternatives Considered

Selected alternatives for the Variation from each of the types of alternatives that emerged from the planning/SEA process are indicated above.

These alternatives have been integrated into the Variation having regard to both:

1. The environmental effects which were identified by the SEA and are summarised above; and
2. Planning – including social and economic – effects that also were considered by the Members.

Section 5 Monitoring Measures

5.1 Introduction

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. This section details the measures which will be used in order to monitor the likely significant effects of implementing the Plan, as varied.

Monitoring can both demonstrate the positive effects facilitated by the Plan, as varied, and can enable, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action.

The occurrence of significant adverse environmental effects not predicted and mitigated by this assessment, which are directly attributable to the implementation of the Plan, as varied, would necessitate consideration of these effects in the context of the Plan and potential remediation action(s) and/or review of part(s) of the Plan, as varied.

5.2 Indicators and Targets

Monitoring is based around indicators which allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified in the SEA Environmental Report and used in the evaluation. Each indicator to be monitored is accompanied by the target(s) which were identified with regard to the relevant strategic actions. The monitoring measures identified below as part of the Variation SEA are consistent with the measures that were identified by the Kilkenny City and County Development Plan 2021-2027 SEA. This consistency across the hierarchy of land use plans will improve the efficiency and effectiveness of future monitoring.

Table 5.1 overleaf shows the indicators and targets which have been selected for monitoring the likely significant environmental effects of implementing the Variation, if unmitigated.

Monitoring is an ongoing process and the programme allows for flexibility and the further refinement of indicators and targets. The Monitoring Programme may be updated to deal with specific environmental issues – including unforeseen effects – as they arise.

5.3 Sources

The Variation will be integrated into the wider land use planning framework comprising a hierarchy of policies, plans, programmes, etc. This wider framework, including the National Planning Framework, Southern RSES, and the existing Development Plan, as varied, is subject to its own SEA (and associated monitoring) requirements. Individual projects will be subject to their own monitoring requirements as relevant.

In implementing the Monitoring Programme, the Council will take into account this hierarchy of planning and environmental monitoring.

Sources for indicators may include existing monitoring databases (including those maintained by planning authorities and national/regional government departments and agencies) and the output of lower-tier environmental assessment and decision making (including a review of project approvals granted and associated documents and the output of any EIA monitoring programmes).

Internal monitoring of the environmental effects of grants of permission in the Council would provide monitoring of certain indicators on a *grant of permission*[6] basis. Where significant adverse effects as a result of the development to be permitted are identified, such effects could be identified, recorded and used to inform monitoring evaluation.

[6] The likely significant effects of development proposals on environmental sensitivities are further determined during the development management process. Documenting any identified effects as a result of a development to be permitted can help to fulfill monitoring requirements.

5.4 Reporting

A stand-alone Monitoring Report on the significant environmental effects of implementing the City and County Development Plan, as varied, will be prepared in advance of the beginning of the review of the Plan. Monitoring frequencies of indicators tend to change although where they are consistent frequencies are identified. This report should address the indicators set out on Table 5.1.

The methodology for monitoring set out below will be undertaken by the Council. Where monitoring beyond existing sources is to be undertaken, it is recommended that industry standard methods are used where they exist and where appropriate.

Reporting may be undertaken in conjunction with the monitoring reporting on other plans, such as the County Development Plan and other Urban Area Plans, Priority Area Plans, or Coordinated Area Plans.

The Council is responsible for the ongoing review of indicators and targets, collating existing relevant monitored data, the preparation of monitoring evaluation report(s), the publication of these reports and, if necessary, the carrying out of remedial action.

Table 5.1 Indicators, Targets, Sources and Remedial Action

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[7]
Biodiversity, Flora and Fauna	**BFF**	• Condition of European sites	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources • Implement and review, as relevant, the County Heritage Plan and Biodiversity Action Plan, the preparation of which is committed to by the Plan	• DHLGH report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years)[8] • DHLGH National Birds Directive Monitoring Report for the under Article 12 (every 6 years)[9] • Internal review of local land use plans • Internal review of development management / grants of permission	• Where condition of European sites is found to be deteriorating this will be investigated with the Regional Assembly and the DHLGH to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.
		• Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Implement and review, as relevant, the County Heritage Plan and Biodiversity Action Plan, the preparation of which is committed to by the Plan	• Internal review of local land use plans	• Review internal systems
		• SEAs and AAs as relevant for new Council policies, plans, programmes etc.	• Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.	• Internal review of new Council policies, plans, programmes etc. under the City and County Development Plan	• Review internal systems
		• Status of water bodies	• Included under Water below	• Included under Water below	• Included under Water below
		• Compliance of planning permissions with City and County Development Plan measures providing for the protection of Biodiversity and flora and fauna – see Volume 1 Chapter 9 "Heritage, Culture and the Arts	• For planning permission to be only granted when applications demonstrate that they comply with all City and County Development Plan measures providing for the protection of Biodiversity and flora and fauna – see Volume 1 Chapter 9 "Heritage, Culture and the Arts	• Internal review of development management / grants of permission	• Review internal systems
Population and Human Health	**PHH**	• Implementation of City and County Development Plan measures relating to the promotion of	• Progress in successfully implementing City and County Development Plan measures relating to the promotion of economic	• Internal review of progress on implementing Plan objectives	• Review internal systems • Consultations with DCEE

[7] Where remedial action is required, consultations with government agencies (e.g. DCEE, DT, EPA, HSE, NPWS, Regional Assembly, Uisce Éireann) may be undertaken in order to confirm causes of any identified changes in the environment and in order to develop appropriate responses.

[8] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

[9] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[7]
		economic growth as provided for by Volume 1 Chapter 5 "Economic Development"	growth as provided for by Volume 1 Chapter 5 "Economic Development"		
		• Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Development Plan, as varied	• No spatial concentrations of health problems arising from environmental factors as a result of implementing the Development Plan, as varied	• Review of published information from the Health Service Executive and EPA • Internal consultations with the Council's Environment Department	• Consultations with the Health Service Executive and EPA
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.
		• Number of spatial plans that include specific green infrastructure mapping	• Require all local level land use plans to include specific green infrastructure mapping	• Internal review of local land use plans	• Review internal systems
Soil (and Land)	**S**	• Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)	• As per the revised NPF, to limit the rate of increase land that is sealed or artificialised per year and promote the reversal of this in suitable areas e.g., flood zones, high density areas • In accordance with the NPF, deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth • To map brownfield and infill land parcels	• EPA Geoportal • Compilation of greenfield and brownfield development for the DHLGH • Internal review of development management / grants of permission	• Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and the RSES, the Council will liaise with the Regional Assembly to establish reasons and coordinate actions to address constraints to doing so.
		• Instances where contaminated material generated from brownfield and infill must be disposed of	• Dispose of contaminated material in compliance with EPA guidance and waste management requirements	• Internal review of development management / grants of permission where contaminated material must be disposed of	• Consultations with the EPA and Development Management
		• Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission	• Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission	• Internal review of development management / grants of permission	• Review internal systems

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[7]
Water	**W**	• Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD	• Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status' • Implementation of the objectives of the River Basin Management Plan	• EPA Monitoring Programme for WFD compliance [10]	• Where water bodies are failing to meet at least good status this will be investigated with the DHLGH Water Section, the EPA Catchment Unit, the Regional Assembly and, as relevant, Uisce Éireann to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. • Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Number of incompatible developments permitted within flood risk areas	• Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk	• Internal review of development management / grants of permission	• Where planning applications are being permitted on flood zones, the Council will ensure that such grants are in compliance with the Flood Risk Management Guidelines and include appropriate flood risk mitigation and management measures.
Material Assets	**MA**	• Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated • Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Development Plan, as varied	• All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Development Plan, as varied • Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in-combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive • Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure • See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health	• Internal review of development management / grants of permission	• Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.

[10] Including monitoring of water quality and nitrogen deposition due to bioenergy and agricultural projects where available

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[7]
Air	A	• Proportion of journeys made by private fossil fuel-based car compared to previous levels • NO_2 (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O_3 (Ozone) as part of Ambient Air Quality Monitoring	• Decrease in proportion of journeys made by car compared to previous levels • Improvement in Air Quality trends, particularly in relation to transport related emissions • Progress in successfully implementing Development Plan measures relating to sustainable mobility and travel	• CSO data • EPA Air Quality Monitoring • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, Council will coordinate with the Regional Assembly, DHLGH, DCEE and NTA to develop a tailored response. See also entry under Population and human health above
Climatic Factors	C	• Implementation of Development Plan measures relating to climate reduction targets	• For review of progress on implementing Development Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets	• Internal review of development management / grants of permission	• Review internal systems
		• A competitive, low-carbon, climate-resilient and environmentally sustainable economy	• Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050	• Confirmation of progress in implementing of Kilkenny County Council's Climate Change Adaptation Strategy 2019-2024 and Climate Action Plan 2024-2029 • EPA Greenhouse Gas Emissions reporting • Internal review of implementation of Plan provisions relating to renewable energy in transport, including facilitating the development of electricity charging and transmission infrastructure	• Where targets are not achieved, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Share of renewable energy in transport	• Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)		
		• Greenhouse gas emissions	• Contribute towards the target of aggregate reduction in carbon dioxide (CO_2) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)		
		• Energy consumption, the uptake of renewable options and solid fuels for residential heating	• To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating		
		• Proportion of journeys made by private fossil fuel-based car compared to previous levels	• Decrease in the proportion of journeys made by residents of the settlements using private fossil fuel-based car compared to previous levels • Progress in successfully implementing Development Plan measures relating to sustainable mobility and travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where trends toward carbon reduction are not recorded, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[7]
Cultural Heritage	CH	• Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Development Plan, as varied	• Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	• Where monitoring reveals visitor or development pressure is causing negative effects on designated archaeological or architectural heritage, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation.
		• Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Development Plan, as varied	• Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	
Landscape	L	• Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Development Plan, as varied	• No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	• Where monitoring reveals developments permitted which result in avoidable adverse visual impacts on the landscape, the Council will re-examine Plan provisions and the effectiveness of their implementation

SEA Environmental Report
Appendix II – Non-Technical Summary

FOR

Variation No. 6
TO THE
Kilkenny City and County Development Plan
2021-2027
(as varied)

for: Kilkenny County Council

by: CAAS Ltd.

March 2026

Kilkenny County Council, County Hall, John Street, Kilkenny.
CAAS Ltd., 1st Floor, 24-26 Ormond Quay Upper, Dublin.

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Section 1 Introduction and Terms of Reference

This is the Non-Technical Summary of the Environmental Report for Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 (as varied). The purpose of the Environmental Report is to provide a clear understanding of the likely environmental consequences of decisions regarding the adoption and implementation of the Variation. The Environmental Report has been prepared as part of a Strategic Environmental Assessment (SEA) process for the Variation.

What is SEA?

SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic, social and other considerations.

Why is SEA needed? The Benefits

SEA is the Council's and the public's guide to what are generally the best areas for development in Ferrybank-Belview.

SEA enables the Council to direct development towards robust, well-serviced and connected areas in Ferrybank-Belview – thereby facilitating the general avoidance of incompatible development in the most sensitive, least well-serviced and least well-connected areas, in Ferrybank-Belview and beyond.

SEA provides greater certainty to the public and to developers. Plans are more likely to be adopted without delays or challenges and planning applications are more likely to be granted permission. Environmental mitigation is more likely to cost less.

The Variation's Framework Plan directs incompatible development away from the most sensitive areas in Ferrybank-Belview and focuses on directing compact, sustainable development within Ferrybank-Belview. Development of these generally more robust, well-serviced and well-connected areas will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation.

Compact development can be accompanied by placemaking initiatives to enable Ferrybank-Belview to become a more desirable place to live, work and visit.

Compatible sustainable development in Ferrybank-Belview's sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

How does the SEA work?

All of the main environmental issues in the area were assembled and considered by the team who prepared the Variation. This helped them to devise a Variation that contributes towards the protection and management of environmental sensitivities. It also helped to identify wherever potential conflicts between the Variation and the environment exist and enabled these conflicts to be mitigated.

The SEA was scoped in consultation with designated environmental authorities.

What is included in the Environmental Report that accompanies the Variation?

- A description of the environment and the key environmental issues;
- A description and assessment of alternatives for the Variation;
- An assessment of the provisions of the Variation; and,
- Mitigation measures, which will avoid/reduce the environmental effects of implementing the Variation and will contribute towards compliance with important environmental protection legislation.

Difficulties Encountered during the SEA process

No significant difficulties have been encountered during the undertaking of the assessment.

What happens at the end of the process?

An SEA Statement is prepared which summarises, inter alia, how environmental considerations have been integrated into the Variation.

Section 2 The Variation

2.1 Introduction and Content

The Variation has been prepared and made pursuant to Section 13 of the Planning and Development Act 2000 (as amended).

The purpose of the Variation is to integrate Framework Plan for Ferrybank-Belview into the Kilkenny City and County Development Plan 2021-2027 (as varied).

The Framework Plan will put in place a land use framework that will guide the future sustainable development of Ferrybank-Belview. The Framework Plan, in conjunction with the existing City and County Development Plan, will inform and manage the future development of the area.

2.2 Overall Vision and Strategic Objectives

The Overall Vision for Ferrybank-Belview is for "A thriving, climate resilient community, focussed on its residents, serving as an essential neighbourhood in a regional city, characterised by compact, sustainable social and economic activity."

The Framework Plan's Strategic Objectives are as follows:

- SO1: To contribute to achieving climate resilience and supporting the climate change action targets and commitments under the National Climate Plan 2024 by encouraging and facilitating a shift towards more sustainable travel modes and patterns; and increasing renewable energy production and use, including wind, solar, and bioenergy, both at macro and micro scales; facilitating the use of nature based solutions, and supporting a Green Energy hub at Belview.
- SO2: To deliver compact, connected, and thriving communities as envisioned under the NPF and RSES for the Ferrybank area, aiming to develop the Waterford Metropolitan Area as a concentric city, with balanced and compact growth supported by integrated land-use and transportation planning.
- S03: To facilitate employment-generating development and providing opportunities for residents to work near their homes. Supporting the sustainable development of the Belview Port area as a key strategic asset for County Kilkenny and the Southeast Waterford City region.
- SO4: To prioritise quality of place to attract people to live and work in sustainable settlement patterns in the Ferrybank and Belview area and to provide suitable living spaces based around a 15-minute neighbourhood concept.
- SO5: To protect and conserve and restore biodiversity, and protect and conserve built heritage, including rivers, waterways, wetlands, and woodlands that provide habitats for various species.
- SO6: To make provision for key social infrastructure to accommodate the increased population in the Ferrybank and Belview area, including community facilities, education and childcare facilities, open spaces, and recreational facilities.
- SO7: To achieve a more socially inclusive society through the provision of appropriate community infrastructure located in local centres or easily accessible to communities and designed for accessibility and ease of use for all.

2.3 Strategic work undertaken by the Council to ensure evidence-based planning

In preparing the Variation, information relating to various sectors, from different Departments within the Council and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led provisions. This work included preparing the following documents that are appended to the Framework Plan: this SEA Environmental Report; an Appropriate Assessment Natura Impact Report; a Strategic Flood Risk Assessment Report; a Local Transport Plan; Demographic and Socio-economic Characteristics Detail; Population Projections; and a Settlement Capacity Audit.

The undertaking of the SEA process was part of this strategic work and contributed towards the integration of environmental considerations into individual Framework Plan provisions as summarised in Section 6 of this report.

2.4 Relationship with other relevant Plans and Programmes

It is important to note that when reading the Variation, the policy objectives of the existing City and County Development Plan are relevant, must be complied with throughout the implementation of the Framework Plan and, in this regard, both documents should be read in tandem with each other.

The Variation sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management. The Variation must comply with relevant higher-level strategic actions and will, in turn, guide lower-level strategic actions. These documents have been subject to their own environmental assessment processes, as relevant.

The Revised National Planning Framework sets out Ireland's planning policy direction to 2040. The National Planning Framework is to be implemented through Regional Spatial and Economic Strategies and lower tier Development Plans and Local Plans. The Regional Spatial and Economic Strategy for the Southern Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must, as relevant and appropriate, be implemented through the Kilkenny City and County Development Plan, which sets out the overarching development strategy for the County.

In order to be realised, projects included in the Framework Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

Section 3 The Environmental Baseline

3.1 Introduction

The summary of the environmental baseline of Ferrybank-Belview is described in this section. This baseline together with the Strategic Environmental Objectives, which are identified in Section 3.11, is used in order to identify, describe and evaluate the likely significant environmental effects of implementing the Variation and in order to determine appropriate monitoring measures.

3.2 Likely Evolution of the Environment in the Absence of a Variation

In the absence of a Variation, the framework for development across Ferrybank-Belview would be provided by the City and County Development Plan and other related documents. There would be no Variation to provide additional detail beyond that provided already through the existing planning framework as how to achieve sustainable development and environmental protection and management in Ferrybank-Belview. As a result, there would be both:

- A decreased likelihood in the extent, magnitude and frequency of the positive environmental effects identified by this assessment occurring; and;
- An increased likelihood in the extent, magnitude and frequency of the adverse environmental effects identified by this assessment occurring.

3.3 Biodiversity and Flora and Fauna

Key ecological sensitivities within and surrounding the Framework Plan area include:

- **Designated European sites partially within or in close proximity to the Framework Plan boundary:**
  - **Lower River Suir Special Area of Conservation, situated partially within and adjacent to the south, south-west and south-east of the Framework Plan area.** Sensitive features of this site include: Atlantic salt meadows; water courses of plain to montane levels; old sessile oak woodlands; alluvial forests freshwater pearl mussel; white-clawed crayfish; sea lamprey; brook lamprey; river lamprey; twaite shad; salmon; and otter.
  - **River Barrow and River Nore Special Area of Conservation, designated c. 0.5 km to the north-east of the Framework Plan area**. Sensitive features of this site include: estuaries; mudflats and sandflats not covered by seawater at low tide; reefs; Atlantic salt meadows; Mediterranean salt meadows; water courses of plain to montane levels; European dry heaths; old sessile oak woodlands; alluvial forests; Desmoulin's whorl snail; freshwater pearl mussel; white-clawed crayfish; sea lamprey; brook lamprey; river lamprey; twaite shad; salmon; otter; and Killarney fern.
- **Proposed sites:**
  - **The Grannyferry proposed Natural Heritage Area** (the most significant of the wetland sites within the Framework Plan area)[1], situated within the western parts of the Framework Plan area. Sensitive features comprise: reed swamp; marshes wet fields with a salt influence; saltmarsh rush; sea arrowgrass; sea aster; various sedges; slender spike-rush; strawberry clover; meadow barley; lesser pond sedge; hard rush; yellow iris; common reed; marsh-marigold; mallard; and water rail. Another area of important wetland habitat is found in Kilmurry; a wet grassland, important due to its unusual locality and species not found elsewhere.
  - **King's Channel proposed Natural Heritage Area,** situated c. 0.1 km to the south of the Framework Plan area. This site's sensitive feature is saltmarsh fringe.
  - **Barrow River Estuary proposed Natural Heritage Area**, situated c. 0.5 km to the north-east of the Framework Plan area. Sensitive features of this site include: twaite shad; divided sedge; Borer's salt marsh grass; meadow barley; nettle-leaved bellflower; and peregrine falcon.
- **Locally important non-designated habitats within and surrounding the Framework Plan area** including coastal, transitional and marine areas, water bodies, various woodlands, trees, parks, gardens, hedgerows, old buildings/stone walls, railway lines, pollinator sites and lands used for agriculture within and surrounding the Framework Plan area, providing habitats for flora and fauna and facilitating linkages and corridors to the surrounding countryside for the wildlife.
- **Tree Preservation Orders (TPOs)** are a planning mechanism whereby individual trees or groups of trees can be identified as important and protected. There is one TPO designated within the Framework Plan area (at Rockland Woods in Christendom, ref. 1/2008), as identified in the Kilkenny City and County Development Plan 2021-2027. The National Survey of Native Woodlands surveyed a total of 58 sites in Kilkenny as part of the National Survey and identified one such site within the Framework Plan area, at Mullinabro/Newrath. The woods at Rockland are amongst the most significant swathes of mature trees to be found within the Framework Plan area.
- **Aquatic and riverine ecology** associated with the River Suir, including its tributaries and riparian buffer zones.

[1] These wetland areas are important components in the water cycle, removing sediment and pollutants and alleviating the impacts of flooding by acting as a sponge. A large area of reed swamp adjacent to the Grannyferry NHA as well as a similar area adjacent to the Lower River Suir SAC have been zoned for Passive Open Space/Biodiversity conservation.

Special Areas of Conservation[2] (SACs) and Special Protection Areas[3] (SPAs) within 15 km of the Framework Plan area are mapped at Figure 3.1.

Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface. The CORINE 2018[4] mapping (shown on Figure 3.2) identifies parts of the central and south of the Framework Plan area as urban fabric with adjacent areas of green urban areas, sport and leisure facilities. Areas of inland marshes and road and rail networks and associated land are identified in the west of the Framework Plan area and industrial or commercial units are identified in the east of the Framework Plan area.

Existing Problems
Ireland's Article 17 report on the Status of EU Protected Habitats and Species in Ireland identifies various Irish, EU-protected habitats and species to be of unfavourable status and many to be still declining, although it also identifies that a range of positive actions are underway. Ireland's Article 12 Birds Directive Reports and the 6th National Report under the Convention of Biological Diversity identify similar issues.

The Framework Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

Previous changes in land uses arising from human development have resulted in a loss of biodiversity and flora and fauna; however, legislative objectives governing biodiversity and fauna were not identified as being conflicted with. The Framework Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

3.4 Population and Human Health

The results of Census 2022 recorded a population of 7,749 persons within the CSO boundaries of the relevant Electoral Divisions (Kilculliheen, Rathpatrick and Ferrybank) covered by the Framework Plan area[5].

Ferrybank-Belview is part of the Waterford Metropolitan Area, as identified in the Waterford Metropolitan Area Strategic Plan and the Kilkenny City and County Development Plan 2021-2027 (as varied). Metropolitan areas are accessible with national and international connectivity, a strong business core, innovation, education, retail, health and cultural roles.

The population provided for in the Framework Plan will interact with various environmental components. Potential interactions include:

- Recreational and development pressure on habitats and landscapes;
- Contribution towards increase in demand for waste water treatment at the municipal level;
- Contribution towards increase in demand for water supply and associated potential impact of water abstraction;
- Potential interactions in flood-sensitive areas; and
- Potential effects on water quality.

With regard to human health, impacts relevant to the SEA are those which arise as a result of interactions with environmental vectors (i.e. environmental components such as air, water or soil through which

[2] SACs have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union. The Habitats Directive seeks to establish Natura 2000, a network of protected areas throughout the EU. It is the responsibility of each member state to designate SACs to protect habitats and species, which, together with the SPAs designated under the 1979 Birds Directive, form Natura 2000. The European Communities (Birds and Natural Habitats) Regulations 2011 consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010. The Regulations have been prepared to address several judgments of the Court of Justice of the European Union (CJEU) against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.
[3] SPAs have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) - referred to as the Birds Directive - due to their conservation value for birds of importance in the EU.
[4] The CORINE (Co-ordinated Information on the Environment) land cover data series was devised as a means of compiling geo-spatial environmental information in a standardised and comparable manner. CORINE has become a key data source for informing environmental and planning policy on a national and European level. The main land cover type in Ireland is agricultural land including forestry, which accounts for two-thirds of the national landmass. Most of this is permanent grassland pastures. Peatlands and wetlands are the second most widespread land cover type, covering almost one-fifth of the country. While forested areas cover about one-tenth of the country. Despite rapid development in the past two decades, Ireland's landscape is predominantly rural and agricultural.
[5] The Framework Plan area covers the area stretching from Granny/Grannagh in the west to Belview in the east and from the administrative boundary with Waterford City to the line of the Waterford City bypass.

contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors e.g. interactions with human health that could occur in urban locations that experience high-levels of traffic congestion and associated particulate matter and noise emissions to air.

Seveso Sites are defined as industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under the European Seveso-III Directive (2012/18/EU). There is one Seveso site in the Framework Plan area, Trans-Stock Warehousing and Cold Storage in Christendom. There is also one site in close proximity to the Framework Plan area, SSE Generation Ireland Ltd. (formerly Endesa Ireland Ltd.) Great Island Generating Station in Campile, Co. Wexford.[6]

Existing Problems
The number of homes within the Framework Plan area with radon levels above the reference level is within the normal range experienced in other locations across the country.

Parts of the Framework Plan area are vulnerable to adverse effects from changes in the occurrence of severe rainfall events and associated flooding from surface water. Flooding in certain circumstances could pose a risk to human health. There is historic and predictive evidence of flooding within the Framework Plan area.

3.5 Soil

Main soil types surrounding the built-up areas[7] of Ferrybank-Belview are: brown earths (well-drained mineral soils, associated with high levels of natural fertility) and alluvial soils (associated with alluvial clay, silt or sand river deposits). An area of peat is identified to the north of the Framework Plan area and areas of tidal marsh occur along the water body to the south of the Framework Plan area.

Geological Survey Ireland coordinate the Irish Geological Heritage Programme, whereby an objective has been set to identify and select sites of geological interest within each county across the country. County Geological Sites (CGSs) do not receive statutory protection like Natural Heritage Areas but receive an effective protection from their inclusion in the planning system. The audit of CGSs in County Kilkenny was completed in 2007 and revised in 2012, which identified 26 CGSs. There is one designated County Geological Site occurring partially within/adjacent to the Framework Plan area, namely Granny Quarry CGS (Site Code: KK011), located to the north-west of the Framework Plan area.

The term "landslide" describes a wide variety of processes that result in the downward and outward movement of materials such as rock, debris, earth, mud and peat under the force of gravity. Issues such as existing ground conditions, slope stability and storage of excavated material have the potential to influence susceptibility to landslides/bog bursts. The potential impacts of landslides include loss of human life/injury, flooding, pollution of watercourses and impacts upon aquatic biodiversity. The Geological Survey Ireland have identified[8] the Framework Plan area as having mainly low, moderately low and moderately high levels of landslide susceptibility.

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species. As is the case with other urban, semi-urban and port areas across the country, there is potential for contamination at sites within the Framework Plan area, especially where land uses occurred in the past, in the absence of environmental protection legislation.

[6] Variation's Framework Plan
[7] The built-up areas are mainly made up of urban soils. Urban soils are soils, which have been disturbed, transported or manipulated by human activity in the urban environment and are often overlain by a non-agricultural, man-made surface layer that has been produced by mixing, filling or by contamination of land surfaces in urban and suburban areas.
[8] https://www.gsi.ie/en-ie/programmes-and-projects/geohazards/projects/Pages/Landslide-Susceptibility-Mapping.aspx

3.6 Water

Since 2000, Water Management in the EU has been directed by the Water Framework Directive 2000/60/EC (WFD). The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters with the aim of achieving *good status*. All public bodies are required to coordinate their policies and operations so as to maintain the *good status* of water bodies that are currently unpolluted and improve polluted water bodies to *good status.*

The current WFD (2016-2021) status[9] of the rivers and streams draining the Framework Plan area is:

- *good* (identified by the EPA as 'Glengrant_010');
- *moderate* (identified by the EPA as 'Luffany_010', 'Faithlegg_010', 'Smartscastle Stream_020', 'Blackwater Kilmacow_040' and 'Blackwater Kilmacow_050'); and
- *poor* (identified by the EPA as 'Flemingstown Kilkenny_10', 'Halfway House Stream_010', 'St John's_010' and 'St John's_020').

The current WFD (2016-2021) status of the transitional water bodies of Middle Suir Estuary, Lower Suir Estuary (Little Island – Cheekpoint) and New Ross Port draining the Framework Plan area is identified as *moderate*.

The WFD status (2016-2021) of groundwater underlying the Framework Plan area is currently identified as being of *good status*, meeting the objectives of the WFD.

A Strategic Flood Risk Assessment (SFRA) document accompanies this SEA Environmental Report and the Variation. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. Flood risk management and drainage provisions are already in force through the Kilkenny City and County Development Plan 2021-2027 (as varied) and related provisions have been integrated into the Framework Plan. In addition, land use zoning contained within the Variation has been informed by the SFRA process and associated delineation of flood risk zones. Historical flooding is documented by the Office of Public Works. Recurring flood events are identified within the Framework Plan area. Predictive flood risk mapping is also available from the Office of Public Works. The most significant sources of flood risk within the Framework Plan area are from fluvial (from rivers and streams) and coastal sources. There are other sources of flooding present including from pluvial (rainwater) and from surface drainage systems sources.

Existing Problems

Subject to exemptions provided for by Article 4 of the WFD, certain water bodies within and downstream of the Framework Plan area will need improvement in order to comply with the objectives of the WFD.

There is elevated levels of flood risk from fluvial and coastal sources at various locations across the Framework Plan area. The preparation of the Framework Plan, SEA and SFRA has taken place concurrently and the findings of the SFRA have informed both the Framework Plan and the SEA.

[9] As per EPA's WFD Status 2016-2021 classification (https://gis.epa.ie/EPAMaps/).

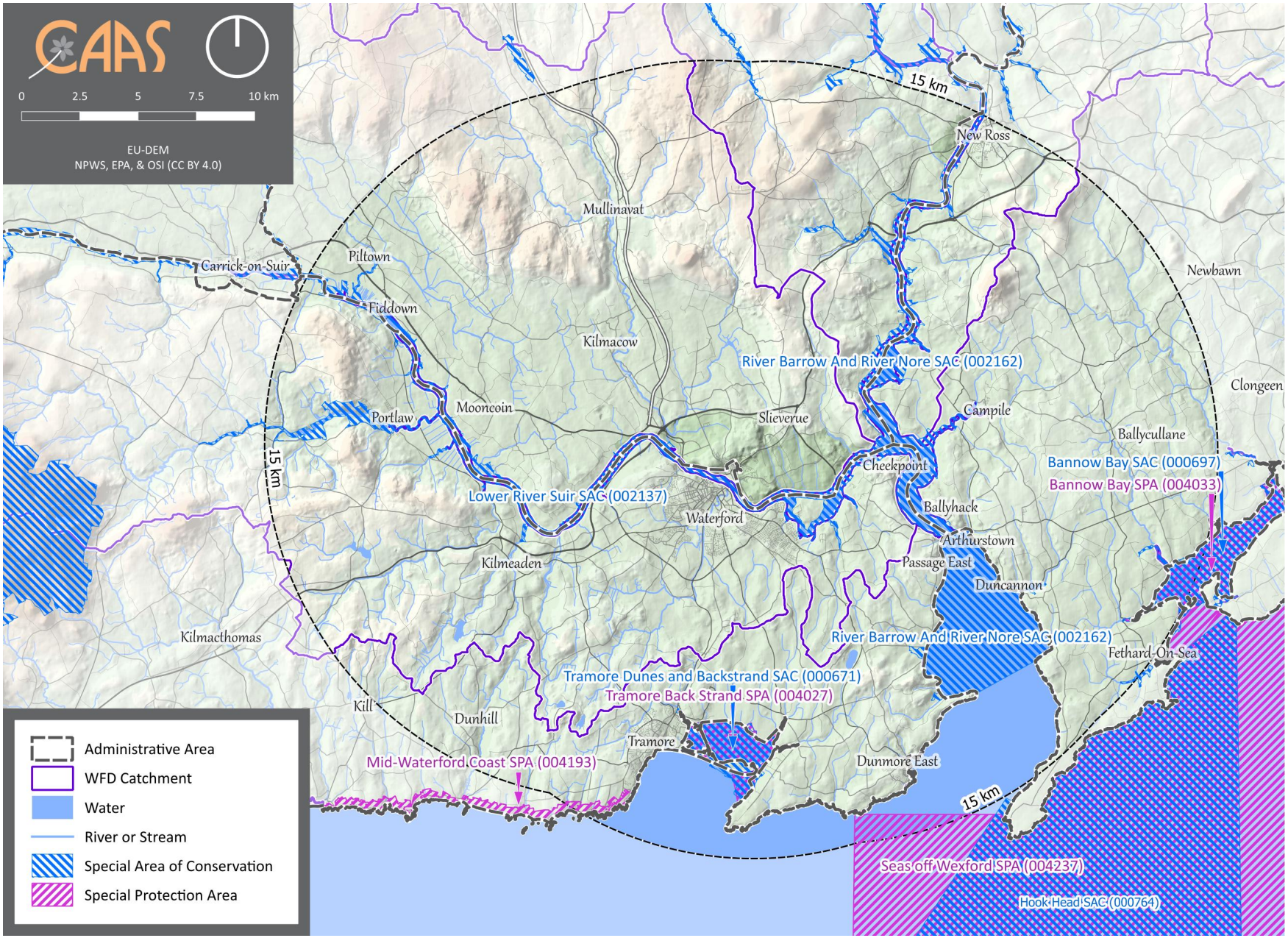

Figure 3.1 European Sites within and within 15 km buffer of the Framework Plan area

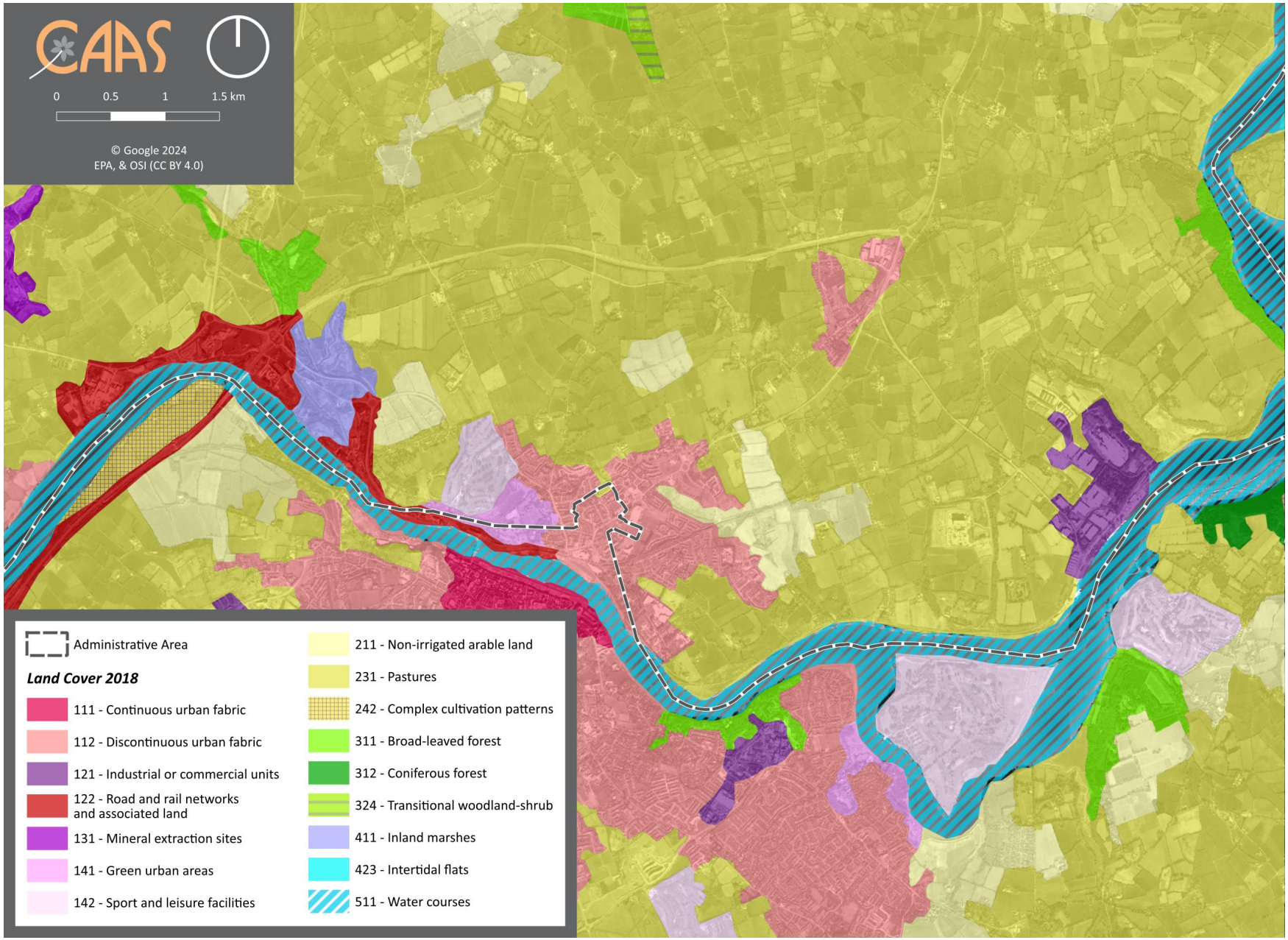

Figure 3.2 CORINE Land Cover Mapping 2018

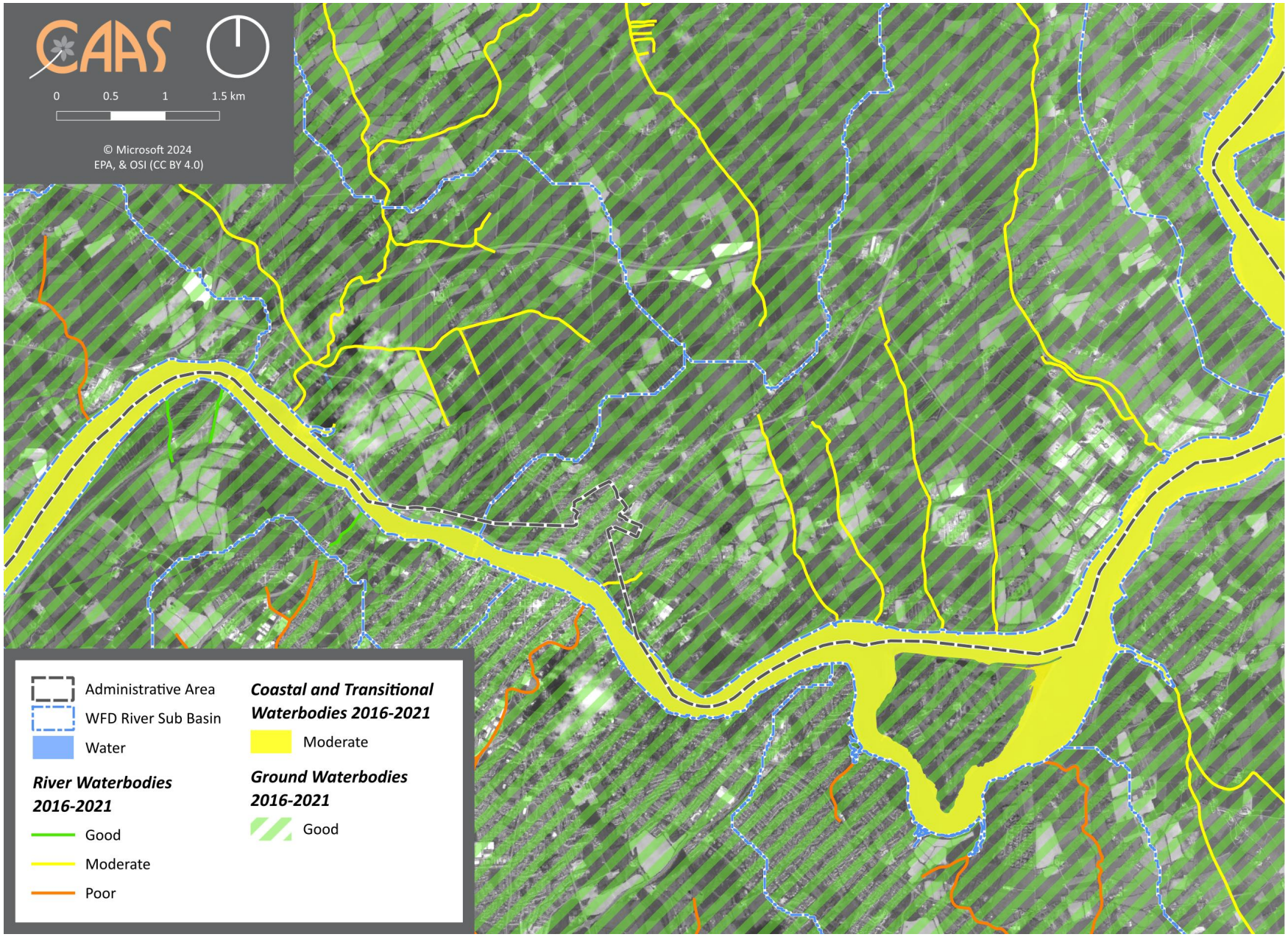

Figure 3.3 Surface Water Status (2016-2021)

3.7 Air and Climatic Factors

Total emissions of greenhouse gases by humans come from various sectors including transport, agriculture, energy industries, manufacturing combustion, industrial processes, residential developments, commercial services developments, waste management processes and fluorinated gases equipment (such as refrigeration and fire protection systems).

In 2023, Ireland's greenhouse gas emissions are estimated to be 55.01 million tonnes carbon dioxide equivalent (Mt CO_2 eq), which is 6.8% lower (or 4.00 Mt CO_2 eq) than emissions in 2022 (59.00 Mt CO_2 eq) and follows a 2.0% decrease in emissions reported for 2022. Emissions are 1.2% below the historical 1990 baseline for the first time in 33 years. In 2023, emissions in the stationary EU Emissions Trading System emissions (covering emissions from sectors including Agriculture, Transport, Energy, Industries, Residential, Manufacturing Combustion and Industrial Processes) decreased by 17%. When land use, land-use change and forestry is included, total national emissions decreased by 3.8%. Emissions under the Effort Sharing Regulation (covering emissions from the electricity and heat generation, industrial manufacturing and aviation sectors) decreased by 3.4%. Decreased emissions in 2023 compared to 2022 were observed in the largest sectors except for transport which showed an increase of 0.3%.

The Baseline Emissions Inventory prepared for Kilkenny County Council found that the total greenhouse gas emissions produced in County Kilkenny in 2018 were 1,945.45kt of CO_2eq, with the largest contribution of the total emissions from the agricultural sector (over 49%).[10]

Climate mitigation describes the action to reduce the likelihood of climate change occurring or reduce the impact if it does occur. This can include reducing the causes of climate change (e.g. emissions of greenhouse gases) as well as reducing future risks associated with climate change. The National Climate Action Plan 2024 is the second statutory update to the plan since the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas emissions. It builds on Climate Action Plan 2023, outlining how Ireland will accelerate the actions required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development.

Climate adaptation is a change in natural or human systems in response to the impacts of climate change. These changes moderate harm or exploit beneficial opportunities and can be in response to actual or expected impacts. The National Adaptation Framework (2024) aims to create a unified approach involving both government and society to adapt to climate change. It outlines how various sectors and local authorities can implement adaptation measures to minimise Ireland's vulnerability to climate change's adverse effects while taking advantage of any beneficial impacts. The Framework emphasises the importance of integrating adaptation strategies into all levels of policy making, infrastructure development, and local planning.

The Kilkenny County Council Climate Action Plan 2024-2029 is a statutory 5-year Plan which outlines the actions that the Council will take towards addressing the mitigation of greenhouse gas emissions, climate change adaptation and strengthening the alignment between national climate policy and the delivery of local climate action. The Kilkenny Climate Action Plan covers a range of specific actions developed in line with the following Strategic Goals and Objectives:

- **Strategic Goal 1: Governance and Leadership**
  Objective 1.1: To embed climate action focussed governance in Kilkenny County Council, and through leadership, collaboration, advocacy and communication to support and inspire climate action in the County.
  Objective 1.2: To plan for, and protect our assets and infrastructure from, severe weather events.
- **Strategic Goal 2: Built Environment and Transport**
  Objective 2.1: To achieve Kilkenny County Council's emissions reduction target of 51%, and energy efficiency target of 50% in our buildings, fleet and public lighting by 2030. Objective 2.2: To provide for and facilitate a shift to active and sustainable travel.
  Objective 2.3: To improve energy efficiency and sustainable building practices in Local Authority housing and road infrastructure, and facilitate the same in the County through policy and supports.
- **Strategic Goal 3: Natural Environment and Green Infrastructure**
  Objective 3.1: To protect and manage the natural environment to support biodiversity, water catchments, carbon storage and urban cooling; and to promote nature-based solutions in development.
- **Strategic Goal 4: Communities: Resilience and Transition**
  Objective 4.1: Support and empower communities to adapt to the impacts of climate change and facilitate local climate action through education and awareness initiatives, well-being, cultural and creative programmes, and grants.

[10] Kilkenny County Council Climate Action Plan 2024-2029

- **Strategic Goal 5: Sustainability & Resource Management**
  Objective 5.1: To support local business to adapt to the impacts of climate change, to reduce energy use and emissions and to adopt sustainable practises through grants, support, training and shared learning.
  Objective 5.2: To adopt a sustainability approach to Kilkenny County Council's operations and service delivery.

The EPA's (2024) *Air Quality in Ireland 2023 Report* identifies that:

- Ireland's latest monitoring shows we are in compliance with current EU standards.
- Ireland is not on track to achieve its ambition, set out in the National Clean Air Strategy, to meet the health-based WHO air quality guideline limits in 2026.
- Main pollutants of concern are fine particulate matter ($PM_{2.5}$) from solid fuel combustion and nitrogen dioxide (NO_2) from vehicle emissions/traffic.
- Air pollution can be a major environmental risk to people's health, with approximately 1,600 premature deaths annually in Ireland due to poor air quality.

The report further identifies the critical role of local authorities in the enforcement and implementation of existing plans and investment in infrastructure to encourage cleaner and healthier air quality choices, including:

- Local authorities must provide more resources to implement the new solid fuel regulations and full implementation of air quality plans.
- Local authorities must prioritise resource allocation of resources to advance enforcement.
- Investment in clean public transport infrastructure across the country must be maintained and increased.
- More safe footpaths and cycle lanes must be created to continue to increase active travel as a viable and safe alternative to car use and associated NO_2 emissions.

Existing Problems

Significant progress is being made in the reduction of Ireland's greenhouse gas emissions. The EPA's 2024 publication Ireland's Greenhouse Gas Emission Projections 2023-2040 identifies that Ireland's emissions, under the Emissions in the 'Planned Additional Measures' scenario, which includes most 2024 Climate Action Plan measures, are projected to be 29% lower in 2030 (compared with 2018). However, this would not meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections.

In the Climate Change Advisory Council's *Annual Review 2024,* the findings of an assessment of the degree to which progress is being made solely in the implementation of adaptation policy and increasing resilience for the period April 2023 to March 2024 is provided. The Review details that four sectors (Transport, Flood Risk Management, Built and Archaeological Heritage and Local Government) demonstrated good overall progress, six showed moderate progress (Agriculture, Forestry and Seafood, National Adaptation Framework, Communications Networks, Water Quality and Water Services Infrastructure, Health and Electricity and Gas Networks) and one (Biodiversity) showed no progress and supplied insufficient evidence. This was a slight improvement compared with the results in 2023.

Air quality and noise can present challenges, especially in urban areas, as detailed under the relevant sub-sections above. With regard to air quality, air pollution from transport is dominated by NO_x emissions. Of these, NO_2 is particularly impactful from a health perspective. The Framework Plan will help to facilitate reductions in emissions and a transition from dependence on fossil fuel combustion powered transport.

3.8 Material Assets

Other material assets, in addition to those referred to below, covered by the SEA include archaeological and architectural heritage (see Section 3.9) and natural resources of economic value, such as water and air (see Sections 3.6 and 3.7).

Public Assets and Infrastructure

Public assets and infrastructure that have the potential to be impacted upon by the Framework Plan, if unmitigated, include: the town of Ferrybank-Belview; resources such as public open spaces, parks and recreational areas; public buildings and services; transport and utility infrastructure (electricity, gas, telecommunications, water supply, waste water infrastructure etc.); and natural resources that are covered under other topics such as water and soil.

Land

The Framework Plan has the potential to assist with the reuse and regeneration of brownfield sites thereby contributing towards sustainable mobility and reducing the need to develop greenfield lands and associated potential adverse environmental effects. Brownfield lands are generally located within urban/suburban areas.

Green Infrastructure

Parks and open space promote health and well-being, provide recreational facilities and range of habitats for various species. Green infrastructure is also a crucial component in building resilient communities capable of adapting to the consequences of climate change with trees, woodlands and wetlands providing carbon capture and slowing water flows while improving air quality.

Ferrybank-Belview boasts various natural features like rivers, wetlands, and woodlands, which collectively give the area its unique environmental character. Kilkenny County Council and Waterford City and County Council have prepared a draft joint Waterford Blue and Green Infrastructure (BGI) Strategy. The BGI Strategy includes 10 strategic projects of which four are directly relevant for and have been incorporated into the Framework Plan. These include: Greening North Quays; The Greenway; Ferrybank Park; Grannyferry pNHA; and Ard Rí Park. Each of these projects has a focus on Nature-based Solutions and Natural Flood Management, as well as protecting biodiversity, promoting physical and mental well-being by encouraging outdoor activity, supporting thriving communities, and contributing to the wider BGI strategy aim of a more resilient and climate positive community.[11]

Woodland

Woodlands provide recreational opportunities in addition to their heritage and economic benefits. They are a valuable resource in terms of biodiversity, recreation and tourism, and also important as links in the green infrastructure network.

There are several significant woodlands in the Framework Plan area, some of which once formed part of the demesnes of large country houses. The woods at Rockland are amongst the most significant swathes of mature trees to be found in the Framework Plan area, with a Tree Preservation Order in place in Christendom. There are several woodlands running in a northward direction perpendicular to the River Suir corridor in the east of the Framework Plan area. The most significant of these are the riparian woodlands at Gyles Quay and the woodlands around the Glass House at Gorteens. Many of these woodlands are deciduous and generally consist of a mix of native and non-native trees. These woodlands represent an important environmental amenity for the area and are particularly significant given their elevated location overlooking the River Suir. The Framework Plan seeks to protect woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character.[12]

Transport

Ferrybank-Belview is strategically located near a number of well-served transport routes, including the N29, which traverses the east of the Framework Plan area, and the R711, which traverses the centre of the Framework Plan area and provides access to Waterford City. The N25 is located along much of the Framework Plan's northern boundary and links the Framework Plan area to the M9, Kilkenny City and Dublin.

Waterford (Plunkett) train station is located to the west of the Framework Plan area and is served by the Dublin Heuston-Waterford and Waterford-Clonmel-Limerick Junction train lines, by Irish Rail. The Waterford City and County Development Plan 2022-2028 and the Waterford Metropolitan Area Transport Strategy proposes the relocation of Plunkett Train Station eastward to the North Quays as part of a wider urban regeneration project. Ferrybank is served by hourly bus services to Waterford City. City and Regional bus services are provided to and from Waterford Bus Station, located to the south of the Suir. Belview Port is also operational as a multi-modal port to mainland Europe.

The NTA and TII, along with Waterford City and County Council and Kilkenny County Council, have developed the Waterford Metropolitan Area Transport Strategy (WMATS) 2040 for the Greater Waterford Area that includes Ferrybank-Bellview Plan area. WMATS seeks to:

- Align land-use planning and transportation provision.
- Promote balanced development and compact growth – a concept known as the Concentric City - on both sides of the River Suir.
- Underpin the growth of the Metropolitan Area by prioritising sustainable modes of travel.

A Local Transport Plan (LTP) has been developed for the Framework Plan area to ensure that the assessment of transport demand and its associated impacts plays a central role in informing future development patterns within Ferrybank-Belview. The measures set out in the LTP create the conditions for a modal shift away from primarily car journeys and towards predominant active travel and public transport

[11] Variation's Framework Plan
[12] Variation's Framework Plan

commuting for trips within the WMA as well as facilitating the conditions for place-making opportunities throughout the Framework Plan area.

Minerals and Aggregates
The GSI have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

A disused limestone quarry (currently designated as a County Geological Site) is located in the townland of Granny, in the north-west of the Framework Plan area.

Waste Water
Uisce Éireann, working in partnership with Kilkenny County Council, is making investments to undertake essential upgrade works to waste treatment plants in towns and villages across the County. The upgrading of infrastructure will contribute towards compliance with the Water Framework Directive, EU Urban Waste Water Treatment Directive and Drinking Water Regulations and will help to protect human health and maintain the quality of surface and ground waters.

The Waterford City Wastewater Treatment Plant (WWTP) serving the Framework Plan area is currently not listed as a priority area[13] (such areas are those where improvements are required to resolve urgent environmental issues).

The Waterford City WWTP has a design capacity of 190,600 Population Equivalent (PE), with current load of 113,382 PE[14] and, as indicated by Uisce Éireann, has spare capacity available.[15]

The Waterford City WWTP (Registration No. D0022-01) is currently fully compliant with the Emission Limit Values (ELVs) set in the Wastewater Discharge Licence in the most recent available Annual Environmental Report 2022 (published in April 2023).[16]

Water Supply
Uisce Éireann is responsible for providing and maintaining adequate public water supply infrastructure throughout County Kilkenny.

Ferrybank-Belview is located within the East Waterford and South Kilkenny Water Resource Zones[17] and as identified by Uisce Éireann, has capacity available to meet targeted population growth by 2033.[18]

The Framework Plan area is served by the South Kilkenny Public Water Supply Scheme (WSS), which produces 2,951 m^3/day and supplies a population of 6,028 persons. The source of this supply are three groundwater boreholes which are located near the village of Kilmacow and the water is treated at the Mullinabro Water Treatment Plant. There are also reservoirs in Belmont to provide storage for the water supply.[19]

Under Section 58 of the Environmental Protection Agency Act 1992, the EPA is required to collect and verify monitoring results for all water supplies in Ireland covered by the European Communities (Drinking Water) Regulations, 2000. The EPA publishes their results in annual reports that are supported by Remedial Action Lists (RALs). The RAL identifies water supplies that are not in compliance with the Regulations mentioned above. The most recent EPA Remedial Action List (Q4 of 2024, published in

[13] https://www.epa.ie/publications/compliance--enforcement/waste-water/Priority-areas-for-website-April-2024.pdf
[14] https://www.water.ie/sites/default/files/docs/aers/2022/d0022-01_2022_aer.pdf
[15] Uisce Éireann: Settlements with Waste Water Discharge Authorisations - *Wastewater Treatment Capacity Register*. The register provides an indication of available wastewater treatment capacity based on loads received in 2021 and available treatment plan capacity now or by completion of a project by 2024 (where relevant). Available at: https://www.water.ie/connections/developer-services/capacity-registers/wastewater-treatment-capacity-register/waterford (the most recent information available in February 2025).
[16] https://www.water.ie/sites/default/files/docs/aers/2022/d0022-01_2022_aer.pdf
[17] A Water Resource Zone (WRZ) is an independent water supply system serving a region, city, town or village and is governed by topography or the extent of the water distribution network in an area. A WRZ may include multiple Water Treatment Plants and/or sources.
[18] Available at: https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/waterford (the most recent information available in February 2025).

[19] Variation's Framework Plan

December 2024)[20] lists South Kilkenny Water Supply that serves the Framework Plan area, as non-compliant due to inadequate treatment of cryptosporidium. The Proposed Action Programme identified by the Remedial Action List to address this issue is the installation of UV disinfection.

Waste Management
The National Waste Management Plan for a Circular Economy (Regional Waste Management Planning Offices, 2024) sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030. The Framework Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.

Existing Problems
The provisions of the Framework Plan will contribute towards protection of the environment with regard to impacts arising from material assets. The provision of infrastructure and supporting services for development, particularly water and wastewater services, is critical.

3.9 Cultural Heritage

Archaeological Heritage
The Record of Monuments and Places (RMP) is an inventory, put on a statutory basis by amendment to the National Monuments Act 1994, of sites and areas of archaeological significance, numbered and mapped. It is available from the National Monuments Service and at archaeology.ie. There are 45 entries to Record of Monuments and Places (RMP) and their associated Zones of Notification within the Framework Plan area, including the remains of castles at Gorteens and at Kilmurry and one National Monument in State Care - Granny Castle. Many other significant archaeological features within and surrounding the Framework Plan area include ecclesiastical remains, fulacht fia, gibbets, standing stones, holy wells and graveyards.

Architectural Heritage
Protected structures are defined in the Planning and Development Act 2000 as amended as structures, or parts of structures that are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. There are a total of 33 entries in the RPS within the Framework Plan area, as set out in Appendix I of Kilkenny City and County Development Plan 2021-2027 (as varied). Clusters of architectural heritage are indicated within the Ferrybank urban area of the Framework Plan area. Notable Protected Structures include: watch towers; Rockshire House; Rockland House; Granny Tower House; Suir Railway Viaduct; and Mullinabro Turret Structure.

Existing Problems
The context of archaeological and architectural heritage has changed over time however no existing conflicts with legislative objectives governing archaeological and architectural heritage have been identified.

3.10 Landscape

The Framework Plan area is bounded to the south by the River Suir. The outline of the land running alongside this river curves in and out quite dramatically, resulting in several sharp river bends which offer impressive views of Waterford City and Little Island. The Framework Plan area also features another smaller river, the Blackwater, which runs through the townland of Granny. There are also a number of streams in the Framework Plan area. Due to its riverside location and dramatic topography, the area has a distinct environmental character. The south facing slopes which overlook the River Suir are one of the most dominant landscape features in the Ferrybank-Belview area. In the west of the Framework Plan area, the land rises sharply upwards, reaching a height of 80 m above sea level along the Rockshire Hill ridgeline. In contrast to this, the eastern portion of the Framework Plan area features undulating, low-lying land which runs alongside the river corridor. This area of land gradually rises upward to reach a height of 40-50 m above sea level, forming an important scenic feature in the landscape. Apart from the established area of Ferrybank and the Belview Industrial Area, much of the Framework Plan area is rural in character, featuring large tracts of gently sloping agricultural land lined with hedgerows and mature trees.[21]

[20] https://www.epa.ie/publications/compliance--enforcement/drinking-water/annual-drinking-water-reports/epa-drinking-water-remedial-action-list-q4-of-2024.php
[21] Variation's Framework Plan

The existing Kilkenny City and County Development Plan 2021-2027 (as varied) identifies four Landscape Character Types, which are subdivided into 14 Landscape Character Areas and 32 Scenic Views and Prospects within the Council's administrative area. The Framework Plan area is located within the 'South Kilkenny Lowlands', 'South Eastern Hills' and the 'Suir River Valley' Landscape Character Areas.

In addition to the physical and visual characteristics of the landscape, communities or individuals attach certain values to the landscape. Landscape values can be described as the environmental or cultural benefits (including services and functions) derived from various landscape attributes. The Kilkenny Landscape Character Assessment highlights the special landscape value of several of the Landscape Character Areas, including the River Valley Area of the River Suir, which have been identified as being 'Highly Scenic' and as having significant visual amenity value and tourism potential within the county.

The Framework Plan area encompasses many sites and vantage points from which views over areas of great natural beauty, local landmarks, historic landscapes may be obtained. The Scenic Views and Prospects are identified in the County Development Plan and must be considered when assessing planning applications. One Scenic View is designated within the Framework Plan area, ''V21' (views southwest over the River Suir at Grannagh Castle to the Comeraghs). The Scenic View 'V22' (views over the confluence of the Rivers Suir and Barrow at Snow Hill) lies to the immediate east of the Framework Plan area.

Existing Problems
New developments have resulted in changes to the visual appearance of lands within the Framework Plan area however legislative objectives governing landscape and visual appearance were not identified as being conflicted with.

3.11 Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and which are required to be implemented. The SEOs are set out under a range of topics (see Table 3.1) and are used as standards against which the provisions of Ferrybank-Belview and the alternatives are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if – in the case of adverse effects – unmitigated.

Table 3.1 Strategic Environmental Objectives

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Biodiversity, Flora and Fauna	**BFF**	No net contribution to biodiversity losses or deterioration	• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species • Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function • Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species • Enhance biodiversity in line with the National Biodiversity Strategy and its targets • To protect, maintain and conserve natural capital
Population and Human Health	**PHH**	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	• Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management • Ensure that existing population and planned growth is matched with the required public infrastructure and the required services • Safeguard citizens from environment-related pressures and risks to health and well-being
Soil (and Land)	**S**	Ensure the long-term sustainable management of land	• Protect soils against pollution, and prevent degradation of the soil resource • Promote the sustainable use of infill and brownfield sites over the use of greenfield • Safeguard areas of prime agricultural land and designated geological sites

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Water	**W**	Protection, improvement and sustainable management of the water resource	• Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive • Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments • Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion • Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals
Material Assets	**MA**	Sustainable and efficient use of natural resources	• Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure • Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels • Promote the circular economy, reduce waste, and increase energy efficiencies • Ensure there is adequate sewerage and drainage infrastructure in place to support new development • Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes • Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings and grids
Air	**A**	Support clean air policies that reduce the impact of air pollution on the environment and public health	• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture • Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency • Promote continuing improvement in air quality • Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution • Meet Air Quality Directive standards for the protection of human health — Air Quality Directive • Significantly decrease noise pollution and move closer to WHO recommended levels
Climatic Factors[22]	**C**	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	• To minimise emissions of greenhouse gasses • Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure) • Contribute towards the reduction of greenhouse gas emissions in line with national targets • Promote development resilient to the effects of climate change • Promote the use of renewable energy, energy efficient development and increased use of public transport
Cultural Heritage	**CH**	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
Landscape	**L**	Protect and enhance the landscape character	To implement the Development Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

[22] Please also refer to relevant legislation and requirements under Section 4.10, Section 8 and Appendix I. Targets under the national Climate Action Plan are reviewed and updated periodically.

Section 4 Alternatives

4.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme, or variation to these) are identified, described and evaluated for their likely significant effects on the environment. Summaries of the alternatives for the Variation and their assessment are provided below. Four alternatives for the Variation are identified, focused on the Variation's Framework Plan for the Ferrybank-Belview area.

4.2 Limitations and Alternatives Already Considered

The Variation's Framework Plan is required to be prepared by the existing, already in force, Kilkenny City and County Development Plan (Objective 4I). The alternatives available for the Framework Plan are significantly limited by the provisions of higher-level planning objectives, including those of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region and the existing City and County Development Plan. These documents set out various requirements for the content of the Framework Plan including on topics such as land use zoning.

The preparation of the Kilkenny City and County Development Plan and associated SEA processes already considered three growth alternatives. The preferred alternative which emerged from the evaluation process was Alternative 1 "Continued Consolidation"[23] with an element of Alternative 2 "Dispersed Growth" to encourage some level of growth of the smaller settlements to ensure that these smaller settlements are sustained. The County Development Plan sets requirements for lower tier planning in the County that have been integrated into the Framework Plan, as appropriate.

4.3 Alternatives Description and Assessment Summary

4.3.1 Local Transport Plan Alternatives

Informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 1**) would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Not informing the Variation with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Area Based Transport Assessment Alternative 2**) would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

Selected Local Transport Plan Alternative for the Variation: Alternative 1

[23] Alternative 1 concentrates growth mainly into the seven main settlements of Kilkenny, Ferrybank, the Environs of New Ross, the District Towns of Callan, Castlecomer, Graiguenamanagh and Thomastown, with little growth being allocated to the smaller level settlements or to rural areas.

4.3.2 Ecosystem Services Approach Alternatives

Ecosystem Services Approach Alternative 1 would integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Principles that would be integrated, in a coordinated and comprehensive manner, would include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function;
- Taking into account of the services that ecosystems provide - including those that underpin social and economic well-being, such as climate regulation, recreation, culture and quality of life; and
- Involving people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them.

This would mean that there would be:

- An increased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues, such as the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation; and
- A decreased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Ecosystem Services Approach Alternative 2 would not integrate a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

Natural capital and ecosystem service issues would continut to be implemented through the existing County Developemnt Plan and would be integrated into decision making at lower tiers of development management. However, this approach would be less coordinated and comprehensive than would be the case under Alternative 1.

This would mean that there would be:

- A decreased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues; and
- An increased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Selected Ecosystem Services Approach Alternative for the Variation: Alternative 1

4.3.3 Built Heritage Alternatives

A Variation that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage (**Built Heritage Alternative 1**) would further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By integrating heritage considerations into the Variation, Alternative 1 would be most likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

A Variation that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage, relying solely on existing provisions, including those included as part of the City and County Development Plan (**Built Heritage Alternative 2**) would not further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By not integrating heritage considerations into the Variation, Alternative 2 would be least likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

Selected Built Heritage Alternative for the Variation: Alternative 1

4.3.4 Compact Development/Land Use Zoning Alternatives

Compact Development/Land Use Zoning Alternative 1: "More Consolidated, More Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

The infrastructure required to be in place to achieve the growth targets is already in place or planned under this alternative.

The development of central and adjacent areas would be more compact and sustainable under this scenario and would better support the longer-term viability of the settlement. A higher number of residential units, in comparison with Alternative 2, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities, with a greater focus on use of consolidation and regeneration sites, with potential for wider regeneration benefits to central areas, including housing provision. Regeneration, reuse and redevelopment of more central and brownfield and infill lands and optimising the use of vacant, derelict, and underutilised sites and buildings would be more likely to be achieved.

Giving a strong preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to the greatest degree.

There would be greater potential and viability for integrated land use and transportation under this alternative, including proximate development patterns linked by active travel infrastructure and public transport. Associated benefits and improvements to the public realm and appearance of the built environment, including liveability and quality of life improvements, would be more likely.

This Compact Development/Land Use Zoning Alternative would make the greatest contribution towards the protection and management of the environment by facilitating development of lands (including those within central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. There would be a reduced need for greenfield land consumption under this alternative. This Compact Development/Land Use Zoning Alternative would be considered the most effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Compact Development/Land Use Zoning Alternative 1 'More Consolidated, More Compact Development' would benefit the protection of various environmental components. Although potentially adverse effects associated with land use development would exist, they would be mitigated to a significant degree. Less residual environmental effects would result.

Under this alternative there would be:

- More optimum use of land and resources, with positive role for addressing climate change, such as potential for reduced carbon heavy travel patterns.

- Greater potential for modal shift to sustainable travel such as walking, cycling and public transport, with knock on benefits for climate resilience in Ferrybank-Belview.
- Use of already serviced lands in more central and built-up urban area could lead to potential reduced costs for delivery of new supporting infrastructure.
- Creation of more liveable built environments, with greater accessibility to services and amenities for local communities.

Compact Development/Land Use Zoning Alternative 2: "Less Consolidated, Less Compact Development"

Under this Compact Development/Land Use Zoning Alternative, Ferrybank-Belview would reach its population allocation under the Core Strategy of the Kilkenny City and County Development Plan 2021-2027.

The approach under this alternative would not allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Variation to the highest degree.

Additional infrastructure would be required to accommodate an extent of sporadic development, more than would be required for Alternative 1 'More Consolidated, More Compact Development'.

The development of Ferrybank-Belview would be less compact and less sustainable under this scenario and would not optimally support the longer-term viability of the settlement. A lower number of residential units, in comparison with Alternative 1, would be expected to take place within the existing built-up footprint on brownfield, infill and under-utilised sites at appropriate densities. Under this alternative there would be potential for greater proportion of housing to be delivered outside of the built-up area, including on urban fringe areas and on greenfield sites, creating unsustainable travel patterns with a reliance on the private car. Giving less of a preference to lands that have both greater capacity to satisfy the principles of active travel and a more realistic opportunity of being developed over the lifetime of the City and County Development Plan to be varied and would allow for the proper planning and sustainable development of Ferrybank-Belview as envisaged by the wider planning framework to a lesser degree.

There would be greater potential for negative impacts on the vitality and viability of the built-up area, due to increased and sustained levels of vacancy and dereliction for existing buildings and brownfield lands. This alternative would be likely to result in a more dispersed pattern of low-density urban development, that would be more difficult to serve with active travel infrastructure and public transport.

This Compact Development/Land Use Zoning Alternative would make less of a contribution towards the protection and management of the environment by facilitating development of lands (including those central and adjacent areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services. Demand to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview would be provided for. This Compact Development/Land Use Zoning Alternative would be considered the least effective out of both Compact Development/Land Use Zoning Alternatives considered in the delivery of a sustainable, low carbon and climate resilient future for Ferrybank-Belview.

The approach under Alternative 2 'Less Consolidated, Less Compact Development' would benefit the protection of various environmental components to a lesser degree. Although potentially adverse effects associated with land use development would exist, they would be mitigated to in many cases; however, more residual environmental effects would result.

Under this alternative there would be:

- An increase in car dependency and associated carbon heavy travel patterns, which would undermine efforts aimed at securing climate resilience.
- Increased suburban pattern of residential development with potential for self-contained and disconnected built environments.
- Reduced potential for modal shift to sustainable travel options such as walking, cycling and public transport.
- Potential for increased costs associated with the delivery on new supporting infrastructure (roads, footpaths etc.) in more peripheral areas.
- Increased costs for the delivery of necessary supporting infrastructure for urban fringe, outer suburban areas and greenfield sites.

Selected Compact Development/Land Use Zoning Alternative for the Variation: Alternative 1 "More Consolidated, More Compact Development"

4.4 Reasons for Choosing the Selected Alternatives in light of Other Reasonable Alternatives Considered

Selected alternatives for the Variation from each of the types of alternatives that emerged from the planning/SEA process are indicated above.

These alternatives have been integrated into the Variation having regard to both:

1. The environmental effects which were identified by the SEA and are summarised above; and
2. Planning – including social and economic – effects that also were considered by the Members.

Section 5 Summary of Effects arising from the Variation

Table 5.1 summarises the overall environmental effects arising from Variation provisions. The Variation would contribute towards the proper planning and sustainable development of Ferrybank-Belview and the wider County and the effects are consistent with those identified by the SEA for the Kilkenny City and County Development Plan 2021-2027. The effects encompass all in-combination/cumulative effects arising from implementation of the Variation. The potentially significant adverse environmental effects (if unmitigated) arising from implementation of the Variation are detailed as are residual effects, taking into account mitigation integrated into both the Variation and the Kilkenny City and County Development Plan – see Section 6.

Environmental impacts which occur will be determined by the nature and extent of multiple or individual projects and site-specific environmental factors. Environmental impacts which occur will be determined by the nature and extent of multiple or individual projects and site-specific environmental factors. Strategic Environmental Objective (SEO) codes are taken from Table 3.1.

Stage 2 Appropriate Assessment (AA) has been undertaken alongside the preparation of the Variation. The requirement for AA is provided under the EU Habitats Directive (Directive 1992/43/EEC). The AA assesses the effects of the Variation on European Sites designated for certain habitats and species. The emerging conclusion of the AA is that the Variation will not affect the integrity of any European Site, alone or in combination with other plans or projects[24].

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Variation. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Framework Plan.

[24] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:
(a) no alternative solution available;
(b) imperative reasons of overriding public interest for the plan, or variation to the plan, to proceed; and
(c) adequate compensatory measures in place.

Table 5.1 Overall Findings –Effects arising from the Variation

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Southern RSES, the Kilkenny City and County Development Plan and adjacent Development Plans and lower-tier land use plans		
	Significant Positive Effect, likely to occur	**Potentially Significant Adverse Environmental Effects, if unmitigated**	**Likely Residual Adverse Non-Significant Effects**
Biodiversity and Flora and Fauna	• Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats. • Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.	Arising from both construction and operation of development and associated infrastructure: • Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna; • Habitat loss, fragmentation and deterioration, including patch size and edge effects; and • Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.	• Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces. • Losses or damage to ecology (these would be in compliance with relevant legislation).
Population and Human Health	• Promotion of economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management. • Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in Ferrybank-Belview and beyond • Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.	• Potential adverse effects arising from flood events. • Potential interactions with human health if effects arise from environmental vectors.	• Potential interactions with residual effects on environmental vectors – please refer to residual adverse effects under "Soil", "Water" and "Air and Climatic Factors" below.

Soil	• Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • Contribution towards the protection of the environment from contamination.	• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands. • Potential for riverbank and estuarine erosion.	• Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces. • Coastal and riverbank and estuarine erosion will continue to occur naturally over time and is likely to be enhanced by climate change.
Water	• Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations. • Contribution towards flood risk management and appropriate drainage.	• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology. • Increase in flood risk and associated effects associated with flood events.	• Any increased loadings as a result of development to comply with the River Basin Management Plan. • Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by measures that have been integrated into the Variation.
Material Assets	• Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • Contribution towards compliance with national and regional water services and waste management policies. • Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments. • Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth. • Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.	• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Increases in waste levels. • Potential impacts upon public assets and infrastructure.	• Exceedance of capacity in critical infrastructure risks remain, including due to uncertainty with regard to climate – however, such risks will be mitigated by: measures, including those requiring the timely provision of critical infrastructure, and compliance with the Water Framework Directive and associated River Basin Management Plan. • Residual wastes to be disposed of in line with higher-level waste management policies. • Any impacts upon public assets and infrastructure to comply with statutory planning/consent-granting framework.

Air and Climatic Factors	• Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to Ferrybank-Belview's central areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in Ferrybank-Belview and beyond. • In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to: o Sustainable compact growth; o Sustainable mobility, including walking, cycling and public transport; o Drainage, flood risk management and resilience; and o Sustainable design, energy efficiency and green infrastructure.	• Potential conflict between development under the Plan as varied and aiming to reduce carbon emissions in line with local, national and European environmental objectives. • Potential conflicts between transport emissions, including those from cars, and air quality[25]. • Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors[26]. • Potential conflicts with climate adaptation measures including those relating to flood risk management.	• An extent of travel related greenhouse gas and other emissions to air. This has been mitigated by provisions that have been integrated into the Variation, including those relating to sustainable compact growth and sustainable mobility. • Interactions between noise emissions and sensitive receptors. Various provisions have been integrated into the Variation to ensure that noise levels at sensitive receptors will be minimised.
Cultural Heritage	• Contributes towards protection of cultural heritage elsewhere by facilitating development within Ferrybank-Belview. • Contributes towards protection of cultural heritage within Ferrybank-Belview by facilitating brownfield development and regeneration.	• Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.	• Potential effects on known architectural and archaeological heritage and unknown archaeology however, these will occur in compliance with legislation.
Landscape	• Contributes towards protection of wider landscape and landscape designations by facilitating development within Ferrybank-Belview.	• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.	• Landscapes will change overtime as a result of natural changes in vegetation cover combined with new developments that will occur in compliance with the Development Plan's landscape protection measures.

[25] Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human heath, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Local Planning Framework area and beyond.

[26] Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human heath, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Local Planning Framework area and beyond.

Section 6 Mitigation and Monitoring Measures

6.1 Mitigation

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Variation. Various environmental sensitivities and issues have been communicated to the Council through the SEA, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) processes. By integrating related recommendations into the Variation, the Council has ensured that both the beneficial environmental effects of implementing the Variation have been and will be maximised and that potential adverse effects have been and will be avoided, reduced or offset.

Mitigation was achieved through:

- Strategic work undertaken by the Council to ensure evidence-based planning [27];
- Considering alternatives for the Variation [28];
- The integration of environmental considerations into zoning provisions of the Variation;
- The integration of individual SEA, AA and SFRA provisions into the text of the Variation; and
- The integration of individual provisions into the text of the existing, already in force, Development Plan.

6.2 Monitoring

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. Monitoring is based around indicators that allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified at Table 3.1 and used in the evaluation. Monitoring indicators, targets, sources and remedial action is provided at Table 6.1 overleaf.

[27] In preparing the Variation, information relating to various sectors, from different Departments within the Council and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led provisions. This work included preparing the following documents that are appended to the Framework Plan: this SEA Environmental Report; an Appropriate Assessment Natura Impact Report; a Strategic Flood Risk Assessment Report; a Local Transport Plan; Demographic and Socio-economic Characteristics Detail; Population Projections; and a Settlement Capacity Audit.

[28] Although strategic alternatives in relation to the content of the Plan were significantly limited for the Plan, as part of the Plan preparation/SEA process alternatives for the Plan were considered. These alternatives were assessed by the SEA process and the findings of this assessment informed the selection of alternatives for the Plan, facilitating an informed choice with respect to the type of Plan that was prepared and placed on public display.

Table 6.1 Indicators, Targets, Sources and Remedial Action

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[29]
Biodiversity, Flora and Fauna	**BFF**	• Condition of European sites	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources	• DHLGH report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years) [30] • DHLGH National Birds Directive Monitoring Report for the under Article 12 (every 6 years) [31] • Internal review of local land use plans • Internal review of development management / grants of permission	• Where condition of European sites is found to be deteriorating this will be investigated with the Regional Assembly and the DHLGH to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.
		• Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Implement and review, as relevant, the County Heritage Plan and Biodiversity Action Plan, the preparation of which is committed to by the Plan	• Internal review of local land use plans	• Review internal systems
		• SEAs and AAs as relevant for new Council policies, plans, programmes etc.	• Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.	• Internal review of new Council policies, plans, programmes etc. under the City and County Development Plan	• Review internal systems
		• Status of water bodies	• Included under Water below	• Included under Water below	• Included under Water below
		• Compliance of planning permissions with City and County Development Plan measures providing for the protection of Biodiversity and flora and fauna – see Volume 1 Chapter 9 "Heritage, Culture and the Arts	• For planning permission to be only granted when applications demonstrate that they comply with all City and County Development Plan measures providing for the protection of Biodiversity and flora and fauna – see Volume 1 Chapter 9 "Heritage, Culture and the Arts	• Internal review of development management / grants of permission	• Review internal systems

[29] Where remedial action is required, consultations with government agencies (e.g. DCEE, DT, EPA, HSE, NPWS, Regional Assembly, Uisce Éireann) may be undertaken in order to confirm causes of any identified changes in the environment and in order to develop appropriate responses.

[30] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

[31] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[29]
Population and Human Health	PHH	• Implementation of City and County Development Plan measures relating to the promotion of economic growth as provided for by Volume 1 Chapter 5 "Economic Development"	• Progress in successfully implementing City and County Development Plan measures relating to the promotion of economic growth as provided for by Volume 1 Chapter 5 "Economic Development"	• Internal review of progress on implementing Plan objectives	• Review internal systems • Consultations with DCEE
		• Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Development Plan, as varied	• No spatial concentrations of health problems arising from environmental factors as a result of implementing the Development Plan, as varied	• Review of published information from the Health Service Executive and EPA • Internal consultations with the Council's Environment Department	• Consultations with the Health Service Executive and EPA
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.
		• Number of spatial plans that include specific green infrastructure mapping	• Require all local level land use plans to include specific green infrastructure mapping	• Internal review of local land use plans	• Review internal systems
Soil (and Land)	S	• Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)	• As per the revised NPF, to limit the rate of increase land that is sealed or artificialised per year and promote the reversal of this in suitable areas e.g., flood zones, high density areas • In accordance with the NPF, deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth • To map brownfield and infill land parcels	• EPA Geoportal • Compilation of greenfield and brownfield development for the DHLGH • Internal review of development management / grants of permission	• Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and the RSES, the Council will liaise with the Regional Assembly to establish reasons and coordinate actions to address constraints to doing so.
		• Instances where contaminated material generated from brownfield and infill must be disposed of	• Dispose of contaminated material in compliance with EPA guidance and waste management requirements	• Internal review of development management / grants of permission where contaminated material must be disposed of	• Consultations with the EPA and Development Management
		• Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission	• Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission	• Internal review of development management / grants of permission	• Review internal systems

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[29]
Water	W	• Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD	• Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status' • Implementation of the objectives of the River Basin Management Plan	• EPA Monitoring Programme for WFD compliance [32]	• Where water bodies are failing to meet at least good status this will be investigated with the DHLGH Water Section, the EPA Catchment Unit, the Regional Assembly and, as relevant, Uisce Éireann to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. • Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Number of incompatible developments permitted within flood risk areas	• Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk	• Internal review of development management / grants of permission	• Where planning applications are being permitted on flood zones, the Council will ensure that such grants are in compliance with the Flood Risk Management Guidelines and include appropriate flood risk mitigation and management measures.
Material Assets	MA	• Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated • Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Development Plan, as varied	• All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Development Plan, as varied • Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in-combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive • Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure • See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health	• Internal review of development management / grants of permission	• Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.

[32] Including monitoring of water quality and nitrogen deposition due to bioenergy and agricultural projects where available

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[29]
Air	A	• Proportion of journeys made by private fossil fuel-based car compared to previous levels • NO_2 (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O_3 (Ozone) as part of Ambient Air Quality Monitoring	• Decrease in proportion of journeys made by car compared to previous levels • Improvement in Air Quality trends, particularly in relation to transport related emissions • Progress in successfully implementing Development Plan measures relating to sustainable mobility and travel	• CSO data • EPA Air Quality Monitoring • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, Council will coordinate with the Regional Assembly, DHLGH, DCEE and NTA to develop a tailored response. See also entry under Population and human health above
Climatic Factors	C	• Implementation of Development Plan measures relating to climate reduction targets	• For review of progress on implementing Development Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets	• Internal review of development management / grants of permission	• Review internal systems
		• A competitive, low-carbon, climate-resilient and environmentally sustainable economy	• Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050	• Confirmation of progress in implementing of Kilkenny County Council's Climate Change Adaptation Strategy 2019-2024 and Climate Action Plan 2024-2029 • EPA Greenhouse Gas Emissions reporting • Internal review of implementation of Plan provisions relating to renewable energy in transport, including facilitating the development of electricity charging and transmission infrastructure	• Where targets are not achieved, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Share of renewable energy in transport	• Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)		
		• Greenhouse gas emissions	• Contribute towards the target of aggregate reduction in carbon dioxide (CO_2) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)		
		• Energy consumption, the uptake of renewable options and solid fuels for residential heating	• To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating		
		• Proportion of journeys made by private fossil fuel-based car compared to previous levels	• Decrease in the proportion of journeys made by residents of the settlements using private fossil fuel-based car compared to previous levels • Progress in successfully implementing Development Plan measures relating to sustainable mobility and travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where trends toward carbon reduction are not recorded, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Development Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[29]
Cultural Heritage	CH	• Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Development Plan, as varied	• Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	• Where monitoring reveals visitor or development pressure is causing negative effects on designated archaeological or architectural heritage, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation.
		• Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Development Plan, as varied	• Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	
Landscape	L	• Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Development Plan, as varied	• No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Development Plan, as varied	• Internal review of development management / grants of permission	• Where monitoring reveals developments permitted which result in avoidable adverse visual impacts on the landscape, the Council will re-examine Plan provisions and the effectiveness of their implementation

STRATEGIC FLOOD RISK ASSESSMENT

FOR

VARIATION NO. 6

TO THE

KILKENNY CITY AND COUNTY DEVELOPMENT PLAN 2021-2027

(AS VARIED)

for: Kilkenny County Council

by: CAAS Ltd.

MARCH 2026

Kilkenny County Council, County Hall, John Street, Kilkenny.
CAAS Ltd., 1st Floor, 24-26 Ormond Quay Upper, Dublin.

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Section 1 Introduction and Policy Background

1.1 Introduction

Kilkenny County Council has prepared and made Variation No. 6 to the Kilkenny City and County Development Plan 2021-2027 (as varied) pursuant to Section 13 of the Planning and Development Act 2000 (as amended).

This Strategic Flood Risk Assessment (SFRA) document has been prepared alongside the Framework Plan taking into account *The Planning System and Flood Risk Management - Guidelines for Planning Authorities* (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Department of the Environment, Community and Local Government Circular PL 2/2014.

1.2 The Variation

The purpose of the Variation is to integrate a Framework Plan for Ferrybank-Belview into the Kilkenny City and County Development Plan 2021-2027 (as varied). The Kilkenny City and County Development Plan is a land use plan and overall strategy, policies and objectives for the proper planning and sustainable development of the functional area of Kilkenny County Council over the six-year period 2021-2027.

The Framework Plan will put in place a land use framework that will guide the future sustainable development of the Ferrybank-Belview area. The Framework Plan, in conjunction with the existing City and County Development Plan, will inform and manage the future development of Ferrybank-Belview.

The Variation is accompanied by a number of appendices, including this SFRA Report. All of these documents have informed the crafting of the Plan.

As detailed in the Framework Plan, all of the provisions from the existing Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with throughout the implementation of the Framework Plan. This includes those provisions relating to flood risk management and drainage.

The SFRA has informed both the land use zoning and the written provisions of the Framework Plan. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk. In addition, various flood risk management provisions have been integrated into the Framework Plan.

1.3 Flood Risk and its Relevance as an Issue to the Framework Plan

Flooding is an environmental phenomenon and can pose a risk to human health as well as causing economic and social effects. Some of the effects of flooding are identified on Table 1.

Certain lands within the Framework Plan area have the potential to be vulnerable to flooding and this vulnerability could be exacerbated by changes in both the occurrence of severe rainfall events and associated flooding. Local conditions such as low-lying lands and slow surface water drainage can increase the risk of flooding.

Table 1 Potential effects that may occur as a result of flooding

Tangible Effects	Intangible Human and Other Effects
Damage to buildings (houses)	Loss of life
Damage to contents of buildings	Physical injury
Damage to new infrastructure e.g. roads	Increased stress
Loss of income	Physical and psychological trauma
Disruption of flow of employees to work causing knock on effects	Increase in flood related suicide
Enhanced rate of property deterioration and decay	Increase in ill health
Long term rot and damp	Homelessness
	Loss of uninsured possessions

1.4 Flood Risk Management Policy

1.4.1 EU Floods Directive

The European Directive 2007/60/EC on the assessment and management of flood risk aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. The Directive applies to inland waters as well as all coastal waters across the whole territory of the EU. The Directive requires Member States to:

- Carry out a preliminary assessment by 2011 in order to identify the river basins and associated coastal areas where potential significant flood risk exists (preliminary mapping was prepared and a list of Areas for Further Assessment finalised in 2012).
- Prepare flood extent maps for the identified areas (finalised in 2016 for inclusion in Flood Risk Management Plans – see below).
- Prepare flood risk management plans focused on prevention, protection and preparedness. These plans are to include measures to reduce the probability of flooding and its potential consequences. These Plans were adopted in 2018.

Implementation of the EU Floods Directive is required to be coordinated with the requirements of the EU Water Framework Directive and the current National River Basin Management Plan.

1.4.2 National Flood Policy

Historically, flood risk management focused on land drainage for the benefit of agricultural improvement. With increasing urbanisation, the Arterial Drainage Act, 1945, was amended in 1995 to permit the Office of Public Works (OPW) to implement localised flood relief schemes to provide flood protection for cities, towns and villages.

In line with changing national and international paradigms on how to manage flood risk most effectively and efficiently, a review of national flood policy was undertaken in 2003-2004. The review was undertaken by an Inter-Departmental Review Group, led by the Minister of State at the Department of Finance with special responsibility for the OPW. The Review Group prepared a report that was put to Government, and subsequently approved and published in September 2004 (Report of the Flood Policy Review Group, OPW, 2004).

The scope of the review included a review of the roles and responsibilities of the different bodies with responsibilities for managing flood risk, and to set a new policy for flood risk management in Ireland into the future. The adopted policy was accompanied by many specific recommendations, including:

- Focus on managing flood risk, rather than relying only flood protection measures aimed at reducing flooding;
- Taking a catchment-based approach to assess and manage risks within the whole-catchment context; and
- Being proactive in assessing and managing flood risks, including the preparation of flood maps and flood risk management plans.

1.4.3 National CFRAM Programme

The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive. The Programme has been implemented through CFRAM studies that have been undertaken for each of the river basin districts in Ireland.

The CFRAM Programme comprises three phases as follows:

- The Preliminary Flood Risk Assessment[1] (PFRA) mapping exercise, which was completed in 2012;
- The CFRAM Studies and parallel activities, with Flood Risk Management Plans finalised in 2018; and
- Implementation and Review.

The Programme provides for three main consultative stages as follows:

- Consultation for the PFRA mapping that was adopted in 2012;
- Consultation for Flood Extent mapping, that was finalised in 2016 for inclusion in Flood Risk Management Plans; and
- Consultation for Flood Risk Management Plans, that were adopted in 2018.

The OPW is the lead agency for flood risk management in Ireland. The coordination and implementation of Government policy on the management of flood risk in Ireland is part of its responsibility. The European Communities (Assessment and Management of Flood Risks) Regulations 2010 (S.I. No. 122) identifies the Commissioners of Public Works as the 'competent authority' with overall responsibility for implementation of the Floods Directive 2007/60/EC. The OPW is the principal agency involved in the preparation of CFRAM Studies.

1.4.4 Flood Risk Management Guidelines

1.4.4.1 Introduction

In 2009, the OPW and the then Department of the Environment and Local Government (DEHLG) published Guidelines on flood risk management for planning authorities entitled *The Planning System and Flood Risk Management - Guidelines for Planning Authorities*. The Guidelines introduce mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. Implementation of the Guidelines is intended to be achieved through actions at the national, regional, local authority and site-specific levels. Planning authorities and An Bord Pleanála are required to have regard to the Guidelines in carrying out their functions under the Planning Acts.

The core objectives of the Guidelines are to:

- Avoid inappropriate development in areas at risk of flooding;
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

[1] The PFRAs identified areas at risk of significant flooding and includes maps showing areas deemed to be at risk. The areas deemed to be most significant risk, where the flood risk that is of particular concern nationally, are identified as Areas for Further Assessment (AFAs). Part of the Ferrybank-Belview Framework Plan area is included within the Waterford City AFA. The OPW has undertaken a detailed assessment on the extent and degree of flood risk for various areas, including these AFAs, producing Flood Extent Mapping.

1.4.4.2 Principles of Flood Risk Management

The key principles of flood risk management set out in the flood Guidelines are to:

- Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible;
- Substitute less vulnerable uses, where avoidance is not possible; and
- Mitigate and manage the risk, where avoidance and substitution are not possible.

The Guidelines follow the principle that development should not be permitted in flood risk areas, particularly floodplains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Development in areas that have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed *Justification Test*) if adequate land or sites are not available in areas that have lower flood risk. Most types of development would be considered inappropriate in areas that have the highest flood risk. Only water-compatible development such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation and essential transport infrastructure that cannot be located elsewhere would be considered appropriate in these areas.

1.4.4.3 Stages of SFRA

The Flood Risk Management Guidelines recommend a staged approach to flood risk assessment that covers both the likelihood of flooding and the potential consequences. The stages of appraisal and assessment are:

> Stage 1 Flood risk identification – to identify whether there may be any flooding or surface water management issues related to either the area of Regional Spatial and Economic Strategies, Development Plans and Local Area Plans or a proposed development site that may warrant further investigation at the appropriate lower-level plan or planning application levels.
>
> Stage 2 Initial flood risk assessment – to confirm sources of flooding that may affect a Plan area or proposed development site, to appraise the adequacy of existing information and to scope the extent of the risk of flooding which may involve preparing flood zone maps. Where hydraulic models exist the potential impact of a development on flooding elsewhere and of the scope of possible mitigation measures can be assessed. In addition, the requirements of the detailed assessment are scoped.
>
> Stage 3 Detailed flood risk assessment – to assess flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development or land to be zoned, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

1.4.4.4 Flood Zones

Flood risk is an expression of the combination of the flood probability or likelihood and the magnitude of the potential consequences of the flood event. It is normally expressed in terms of the following relationship:

Flood risk = Likelihood of flooding x Consequences of flooding

Likelihood of flooding is normally defined as the percentage probability of a flood of a given magnitude or severity occurring or being exceeded in any given year. For example, a 1% Annual Exceedance Probability (AEP) indicates the severity of a flood that is expected to be exceeded on average once in 100 years, i.e. it has a 1 in 100 (1%) chance of occurring in any one year.

Consequences of flooding depend on the hazards associated with the flooding (e.g. depth of water, speed of flow, rate of onset, duration, wave-action effects, water quality) and the vulnerability of

people, property and the environment potentially affected by a flood (e.g. the age profile of the population, the type of development and the presence and reliability of mitigation measures).

Flood zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning.

There are three types of flood zones defined for the purposes of the Flood Guidelines:

- Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);
- Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- Flood Zone C – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all other areas that are not in zones A or B.

A summary of the requirements of the Flood Guidelines for land uses across each of the above flood zones is provided at Appendix I.

1.5 Emerging Information and Disclaimer

It is important to note that compliance with the requirements of the Flood Risk Management Guidelines is currently based on emerging and best available data at the time of preparing the assessment, including Flood Risk Management Plans, which will be updated on a cyclical basis. The SFRA process for the Variation has taken account of submissions made[2] and Material Alterations that that were made during the Variation-preparation process.

Following the making of the Variation, information in relation to flood risk may be altered in light of future data and analysis, by, for example, the OPW, or future flood events. As a result, all landowners and developers are advised that Kilkenny County Council and its agents can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. Owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding of lands and buildings (including basements) in which they have an interest prior to making planning or development decisions.

Any future SFRAs for the Framework Plan area or for the County will consider other new and emerging data.

[2] As per the Chief Executive's Report on Submissions to Material Alterations to Proposed Variation 6 to the Kilkenny City and County Development Plan 2021, responses to the OPW's submission made during the public display of material alterations are appended to this SFRA Report.

Section 2 Stage 1 SFRA - Flood Risk Identification

2.1 Introduction

Stage 1 SFRA (flood risk identification) has been undertaken in order to identify whether there may be any flooding or surface water management issues within or adjacent to zoned lands and consequently whether Stage 2 SFRA (flood risk assessment) should be proceeded to.

Ferrybank-Belview is located within the Suir River Basin for which the "Flood Risk Management Plan for the Suir River Basin (UOM16)" has been prepared. Stage 1 SFRA is based on existing information on flood risk indicators based on historical evidence and computational models. A selection of key indicators is mapped for Ferrybank-Belview in Appendix II.

2.2 Drainage, Defences and Early Warning Systems

With regard to areas benefitting from drainage and defences (flood relief scheme works), there are various measures that have been implemented in the Ferrybank-Belview area that will contribute towards flood risk management. These include the culverting of streams and rivers in urban areas.

The 2018 Flood Risk Management Plan for the Suir River Basin identifies the following general measures applicable to the catchment under "Measures Applicable for all Areas":

- Prevention: Sustainable Planning and Development Management
- Prevention: Sustainable Urban Drainage Systems
- Prevention: Adaptation Planning
- Prevention: Land Use Management and Natural Flood Risk Management
- Protection: Maintenance of Channels Not Part of a Scheme
- Preparedness: Flood Forecasting and Warning
- Preparedness: Emergency Response Planning
- Preparedness: Promotion of Individual and Community Resilience
- Preparedness: Individual Property Protection
- Preparedness: Flood-Related Data Collection
- Prevention: Voluntary Home Relocation

The FRMP identifies the following existing measures for the Suir River Basin:

- Maintenance of Arterial Drainage Schemes[3]; and
- Maintenance of Drainage Districts[4].

The FRMP identifies the following existing measures for the Waterford City Area for Further Assessment:

- Maintain the existing Waterford Flood Relief Scheme[5].

[3] The OPW has a statutory duty under the Arterial Drainage Act, 1945, and the Amendment of the Act, 1995, to maintain the Arterial Drainage and Flood Relief Schemes constructed by it under those Acts. There are no such schemes identified within the Framework Plan area.

[4] The statutory duty of maintenance for 4,600 km of river channel benefiting from Drainage District Schemes rests with the relevant Local Authorities. There are no such areas identified within the Framework Plan area.

[5] The Waterford City Flood Alleviation Scheme was initiated in 1994 and was constructed from 2008 to 2015. The Scheme comprises of flood defence walls, embankments, flood gates and pumping stations for storm water that would otherwise accumulate behind the defences. It provides protection against a 200-Year flood (0.5% Annual Exceedance Probability) for 615 properties against flooding from Waterford Harbour, the River Suir Estuary and the Johns River. The Benefitting Areas are not located within the Framework Plan area and are to the south of the Suir.

The provision of flood protection measures can significantly reduce flood risk. However, the Ministerial Guidelines require that the presence of flood protection structures should be ignored in determining flood zones. This is because of risks relating to failure and severe flood events that exceed design capacity (the risk of severe events is exacerbated with climate change). Notwithstanding this, new development can proceed in areas that are at elevated levels of flood risk subject to the Justification Test provided for by the Guidelines being passed, which takes into account proposals to manage flood risk, such as the development of defences. Although insurance can be challenging to attain in these instances.

Met Éireann currently issues flood warnings for County Kilkenny. Met Éireann, in collaboration with the OPW, is currently engaged in the establishment of a National Flood Forecasting and Warnings Service to forecast for fluvial and coastal flood events.

Kilkenny County Council have submitted two applications for funding from the OPW under the Minor Works Scheme to address pluvial flooding issues in Drumdowney, where at least one property has previously flooded and others are at risk of flooding or of being cut off by flooding.

As identified in Section 5.3 of Appendix I to the Framework Plan:

> "Drainage/SuDs/Flooding
> Local surface water management is the responsibility of Kilkenny City and County Council. Any drainage works on site will generally be developer led.
>
> Residential Sites: There is a constraint on the combined drainage system in Ferrybank that runs from the Rockshire Road through the general vicinity of residential sites A, B, D, E and F to a pump station on the Abbey Road beside the Clover Road Junction. A separate combined sewer that runs along Abbey Road from Co. Waterford leads to the same pumping station. This frequently backs up, leading to frequent flooding of the area and frequently resulting in road closures and occasionally flooding property. A small, dedicated surface water system in the area has very limited capacity.
>
> There has been recent flooding of the stream that flows westwards along the BUA (Built Up Area) line
> to the northeast of site L. There have been pluvial floods where this stream crosses the Ballyrobin Road (that runs through site L) and further flooding that affected houses in the Mullinabro Woods Housing Estate, immediately north of site O. These areas were badly affected on 23/10/2023. Houses forming ribbon development further north of Mullinabro Woods and on the Cloone Road (outside of the BUA line) all rely on individual septic tanks, many of which frequently flood. Pluvial floods have affected houses to the south of site Q. Runoff arose on from higher ground to the south of these houses.
>
> A full reliance on infiltration could require significant areas for percolation to cope with the emerging
> increased rainfall intensity, which could impact on densities on these plots. The scope for positive drainage systems that avoid existing drainage systems should be explored to provide resilience for more extreme rainfall events.
>
> Employment Sites:
> A. Attenuation facilities installed through private development works – IDA Business Park west of E-B and Smartply, north of E-O.
> B. Flooding history where two properties at Ballyvalla (Eircode X91 W8X4 and X91 C6Y6) were flooded. The latter occurred most recently on 23/10/23, when the residents had to be rescued and evacuated by the Fire Service. The Local Primary Road LP3412 flooded frequently to the west of these properties. The bridge on the LP3412 between the two properties was replaced in early 2024 with a larger flow capacity, which may alleviate the risk. Local residents held the view that works on Plot E-I and E-J contributed to the flood events.
> C. The bridge on the Local Secondary Road LS7476 was repaired in early 2024 and appears to have ample capacity.

D. The N29 positive drainage system can become overwhelmed at its junction with the LS7582 leading to Smartply. Spilled fertiliser from Port operations and mud from illegal truck parking along the N29 verges exacerbate the issue.
E. Eircode X91 W2VO in Gorteens flooded extensively on 23/10/23 from water emerging from plot E-L. Works were carried in 2024 on in that land (open drain behind roadside boundary ditch) and at the flooded property (kerbing and ramps to divert water along the road and to existing drainage system) to reduce the flood risk.
F. Run off from lands to the north of Plot E-J flowed through railway bridge on LP3415, entering Eircode X91 HX09 in Drumdowney Lower, destroying boundary walls and flooding several properties. Works to reshape the LP3415 to convey water further along the LP3415 and avoid the affected properties was completed in 2024.
G. These reclaimed lands are prone to flooding. The landowner believes this was a result of the development of the Port, but 25" maps indicate "liable to floods"."

2.3 Other Flood Studies

Other Flood Studies considered in the preparation of this assessment include:

- Previous SFRAs in County Kilkenny;
- Flood Risk Management Plan for the Suir River Basin, 2018; and
- Regional Flood Risk Assessment for the Southern Regional Spatial and Economic Strategy, 2020.

2.4 Flood Risk Indicators

Indicators of flood risk that are based on historical flooding events are identified and described on Table 2. Indicators of flood risk that are based on computational models – predictive flood risk indicators – are identified and described on Table 3. A selection of the historical and predictive flood risk indicators that were considered by the SFRA are mapped at settlement level for Ferrybank-Belview in Appendix II.

Historical indicators taken into account in the identification of flood zones include flood events, such as during Storm Babet (October 2023).

Table 2 Historical Flood Risk Indicators

Information Source	Description	Strategic Limitations
Recorded Flood Events from the OPW	A flood event is the occurrence of recorded flooding at a given location on a given date. The flood event is derived from different types of information (reports, photographs etc.).	This dataset only provides a spot location
Recurring Flood Events	A flood event that has occurred more than once at a certain area is named a recurring flood event.	This dataset only provides a spot location
OPW Flood Extent	A flood extent is an inundated area as recorded at a certain moment in time. This layer of information includes floods recorded in 1999/2000 and 1954.	Coverage limited
Alluvium Soils	Mineral alluvial soil mapping is indicative of recurrent or significant fluvial flooding at some point in the past and was generated by Teagasc with co-operation of the Forest Service, EPA and GSI. This project was completed May 2006.	Drainage may have changed significantly since these soils were deposited.

Table 3 Predictive Flood Risk Indicators

Information Source	Description	Strategic Limitations
CFRAM Study, Flood Extent Mapping, 2016	Following the undertaking of the PFRA, the OPW, through its engineering consultants and working with local authorities and other stakeholders, conducted extensive engineering assessments to better understand and detail the actual risk from flooding for areas that were at highest levels of risk. This was the subject of public consultation. The outcome of that work includes Predicted Flood Extent maps that were finalised in 2016. For fluvial flood levels, calibration and verification of the models make use of the best available data including hydrometric records, photographs, videos, press articles and anecdotal information.	Spatial spread is limited, including to the areas that are considered to be at most risk of flooding.
National Indicative Fluvial Mapping (NIFM) 2021	The PFRA indicative flood maps have now been superseded by the recently published NIFM. The OPW NIFM project has produced second generation indicative fluvial flood spatial data that are of a higher quality and accuracy to those produced for the first cycle PFRA. This project has covered 27,000 km of river reaches, separated into 37 drainage areas, consisting of 509 sub-catchments. Data has been produced for catchments greater than $5km^2$ in areas for which flood maps were not produced under the National CFRAM Programme and should be read in this context.	Does not cover smaller sized catchments less than $5km^2$.
National Coastal Flood Hazard Mapping 2021	The OPW's National Coastal Flood Hazard Mapping, completed in 2021, provides updated national scale coastal flood extent and depth maps. Maps were produced for the 50% (equivalent to a one in two-year event), 20%, 10%, 5%, 2%, 1%, 0.5% and 0.1% (equivalent to a one in 1000-year event) Annual Exceedance Probabilities for the present-day scenario and for future climate change scenarios, which represent increases in sea level.	Although widely accepted methods have been used to prepare the maps, there is a range of inherent uncertainties within the process of preparing the flood extent and depth maps. These include: • Uncertainties in the estimated extreme water levels: This can arise due to uncertainties in topographic and other survey data, meteorological data, assumptions and / or approximations in the hydraulic / hydrodynamic models in representing physical reality, assumptions in the hydraulic / hydrodynamic modelling, datum conversions, etc. • Uncertainties in the flood extents and depths: This can arise due to uncertainties in the estimated extreme water levels, topographic and other survey data, assumptions and / or approximations in the way that flooding spreads over a floodplain, etc. Due to the various sources of potential inaccuracies in the flood extent and depth maps, a quantitative assessment of their accuracy has not been carried out. A qualitative assessment of the maps was carried out as part of the quality control process. The flood extent and depth maps are therefore suitable for the assessment of flood risk at a strategic scale only, and should not be used to assess the flood hazard and risk associated with individual properties or point locations, or to replace a detailed flood risk assessment. The potential for inaccuracy should be recognised if these flood maps are to be used for any purpose.
GSI's Synthetic Aperture Radar Seasonal Flood Mapping, 2015-2021	This mapping outlines the peak observed surface and groundwater flood extents over each winter season from 2015 to 2021.	Not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.

Information Source	Description	Strategic Limitations
PFRA Mapping, OPW, 2012	Along water bodies where no other modelled data is available, this mapping was considered by the SFRA alongside other indicators of flood risk. The PFRA was completed as part of the first cycle of implementation of the Floods Directive in 2011. The PFRA covered a range of sources of flood risk.	Significant limitations. With respect to fluvial data, the maps have various limitations and potential sources of local error, notably: • Local errors in the DTM: For example, where bank-side vegetation was not filtered out of the DTM, the flood levels are likely to be over estimated • Local channel works: The method assumes a certain channel capacity, so the flood levels are likely to be over-estimated where works have been carried out to enhance channel capacity (e.g., where arterial drainage schemes have been completed) • Flood defences: The method does not take account of flood defences • Channel structures: The method does not take account of structures in or over the channel, and so where such structures exist and constrict flow capacity, the flood levels may be under-estimated Further, Some buildings and other infrastructure may be shown as being within the flooded area, but may in reality be above the flood level.

2.5 Conclusion

The information detailed above indicates elevated levels of flood risk in various locations across the town; therefore, a Stage 2 SFRA was proceeded to.

Section 3 Stage 2 SFRA - Flood Risk Assessment

3.1 Introduction

Stage 2 SFRA (flood risk assessment) has been undertaken in order to:

- Confirm the sources of flooding that may affect zoned and adjacent areas;
- Appraise the adequacy of existing information as identified by the Stage 1 SFRA; and
- Scope the extent of the risk of flooding through the preparation of flood zone maps.

3.2 Findings and Adequacy of Existing Information and Delineation of Flood Zones

Desk and in-field studies were undertaken taking into account the following factors:

- Predictive indicators, including those detailed at Table 3 of this report;
- Historical indicators of flood risk;
- Documented Council knowledge of lands;
- The potential source and direction of flood paths from rivers and streams;
- Vegetation indicative of flood risk; and
- The locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.

Within the annual exceedance probabilities specified by the Flood Guidelines for Flood Zones A and B, there are elevated levels of flood risk at certain areas in Ferrybank-Belview, as shown in Appendix II. Appendix IV provides overlay mapping of the adopted Framework Plan's land use zoning and: the Flood Zones; and Future Climate Scenario Risk Areas (see Section 3.4).

3.3 Flood Risk Zone Mapping

Flood Risk Zone maps have been produced taking into account the findings of the Stage 1 and Stage 2 SFRA desk and in field studies as identified above[6].

The Flood Risk Zone map for Ferrybank-Belview is provided in Appendix II and identifies Flood Zone A (darker blue) and Flood Zone B[7] (lighter blue). All other areas fall within Flood Zone C. As per the Guidelines, the flood zones are as follow:

- Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);
- Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- Flood Zone C – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all other areas that are not in zones A or B.

Appendix IV provides overlay mapping of the adopted Framework Plan's land use zoning and: the Flood Zones; and Future Climate Scenario Risk Areas (see Section 3.4).

[6] Including taking into account predictive and historical indicators of flood risk, documented Council knowledge of lands, Council Engineer review and input into indicators and flood zones (local knowledge), the potential source and direction of flood paths from rivers and streams, vegetation indicative of flood risk and the locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.

[7] As identified by the Guidelines, in rivers with a well-defined floodplain or where the coastal plain is well defined at its rear, the limits of Zones A and B will virtually coincide. Zone B will only be significantly different in spatial extent from Zone A where there is extensive land with a gentle gradient away from the river or the sea.

3.4 Sensitivity to Climate Change

'The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009' recommends that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. In this regard, the Guidelines recommend:

- Recognising that significant changes in the flood extent may result from an increase in rainfall or tide events and accordingly adopting a cautious approach to zoning land in these potential transitional areas;
- Ensuring that the levels of structures designed to protect against flooding such as flood defences[8], land raising or raised floor levels are sufficient to cope with the effects of climate change over the lifetime of the development they are designed to protect (normally 85-100 years); and
- Ensuring that structures to protect against flooding and the development protected are capable of adaptation to the effects of climate change when there is more certainty about the effects and still time for such adaptation to be effective.

The CFRAM Programme include maps for two potential future scenarios taking account of different degrees of climate impact, the Mid-Range Future Scenario (more likely to occur over the coming decades) and the High-Range Future Scenario (less likely to occur over the coming decades). Furthermore, the National Coastal Flood Hazard Mapping 2021 provides updated national scale coastal flood extent and depth maps for the present-day scenario and for various future scenario maps, representing projected future scenarios for the end of century (c. 2100). Appendix IV provides overlay mapping of the adopted Framework Plan's land use zoning and: the Flood Zones; and Future Climate Scenario Risk Areas (see Section 3.4).

A selection of Future Scenario Mapping is provided under Appendix II of this SFRA report. In compliance with the Guidelines, the Flood Zones identified by the SFRA are defined on the basis of current flood risk.

The Guidelines state that:

> "A precautionary approach should be applied, where necessary, to reflect uncertainties in flooding datasets and risk assessment techniques and the ability to predict the future climate and performance of existing flood defences. Development should be designed with careful consideration to possible future changes in flood risk, including the effects of climate change and / or coastal erosion so that future occupants are not subject to unacceptable risks."

The Framework Plan informed by the SFRA ensures a precautionary approach to flood risk management and greenfield lands at risk of flooding is generally zoned only for open space or water compatible development purposes. The Council will require all developments within areas identified to be at flood risk to comply with the requirements of *The Planning System and Flood Risk Assessment Guidelines* (2009). Proposals for development where there is an identified or potential flood risk will be required to carry out a site-specific Flood Risk Assessment in accordance with these Guidelines and the standards of the Development Plan and Framework Plan.

Relevant Development Management Standards from the Framework Plan include:

> INF-DM3 Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not:
>
> - obstruct important flow paths.
> - introduce a significant number of people into flood risk areas.
> - entail the storage of hazardous substances.
> - increase the risk of flooding elsewhere or

[8] Defended areas are highly sensitive to climate change as the likelihood of defence failure and resulting flooding increases.

- have adverse impacts or impede access to a water- course, floodplain or flood protection and management facilities.

INF-DM4 Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard.

3.5 Sustainable Drainage Systems and Surface Water Guidance and Strategy

As provided for by measures integrated into both the existing, already in force, Kilkenny City and County Development Plan and the Framework Plan (including the measures reproduced at Section 4 of this report), new developments will be required to incorporate the requirement for Sustainable Urban Drainage Systems (SuDS) where appropriate. In combination, these provisions contribute towards a sustainable drainage strategy for the Framework Plan area.

It is likely that some or all of the following SuDS techniques will be applicable to opportunity sites within Ferrybank-Belview, including to manage surface water run-off:

- Rainwater harvesting
- Green roofs
- Infiltration systems
- Proprietary treatment systems
- Filter strips
- Filter drains
- Swales
- Bioretention systems
- Trees
- Pervious pavements
- Attenuation storage tanks
- Detention basins
- Ponds and wetlands

Each land use zoning objective, including those for opportunity sites, allows for a range of possible uses and the Framework Plan, and associated City and County Development Plan, allow for a range of scales, heights, densities configurations/layouts and designs. The application of different SuDS techniques will be dependent on a combination of the site's characteristics and the development (when known) being considered.

Because of the infinite range of land use types and associated developments and designs that could occur on sites within the Framework Plan area under this type of Plan[9], the guidance from this SFRA is to consider the full range of SUDs available, taking into account the recommendations and information provided above and below. On key development/opportunity sites, in particular, integrated and area-based provision of SuDS and green infrastructure may be appropriate in order to avoid reliance on individual site by site solutions.

Some sites, such as those for which guidance is provided for below, will pose particular challenges for SuDS. The best practice manuals cited at the end of this sub-section should be considered in determining solutions at these and other development sites.

At sites with high groundwater levels:

[9] Refer to Framework Plan Section "5.7 Land Use Zones".

- Infiltration techniques may be particularly challenging and shallow infiltration basins or permeable pavements, may be most appropriate.
- Storage and conveyance systems need to be kept above maximum groundwater levels and membranes of appropriate robustness should be used to line any tanks
- Locating storage tanks or lined sub-base systems below the maximum likely groundwater level can cause result in flotation and structural risks

At sites that are steeply sloping:

- Effective utilisation of SuDS storage capacity should be considered, which can benefit from aligning with contours of roads and other structures, where these sites are terraced. Terraced car-parking areas can allow for storage of water through pervious pavements. Basins on terraces can provide open space. The runoff catchment on these sites can also be divided into smaller sub catchments.
- Velocities in swales and basins due to the steep slope can be managed by using check dams in swales or in storage layers, such as below permeable pavements.
- The possibility of infiltrating water resurfacing downslope or to increase pressure on downslope structures, such as walls, causing them to fail should be considered.

At sites that are very flat:

- On very flat sites, it is often not possible to construct piped drainage systems with sufficient falls to achieve minimum self-cleansing velocities. The solution can involve the use of shallow SuDS components such as swales, pervious pavements or high-capacity linear drainage channels, often dividing the site into small sub-catchments and providing local combined storage and conveyance components.
- A slight fall on any subgrade exposed to water is preferred in order to avoid ponding of water and reduction in strength in the soil due to waterlogging. If this is not possible then reduction in strength should be taken into account in the structural design of tanks or pervious pavements.
- Pumping should be a last resort and only allowable in situations where guaranteed maintenance of the pumps can be ensured.

At sites that include areas of floodplain:

- Notwithstanding that all storage volume should normally be provided within the development footprint, outside of the floodplain, SuDs on floodplains can be effective in managing routine rainfall/treatment for frequent events.
- SuDs should be selected and designed taking account of the likely high groundwater table and vulnerability to erosion during periods of high flows/water levels and SuDS should not reduce floodplain storage or conveyance.
- Conveyance routes should limit grading and the creation of surface features that could either reduce floodplain capacity or be washed out in a flood.
- Surface discharge from SuDS should be dispersed with point discharges minimised or eliminated.
- All SuDS within or crossing a floodplain should take full consideration of the likely influence of river water levels on the design performance. Combined probability assessments may be required.
- Siltation and subsequent clearance after a flood event has subsided should also be taken into account in the design.

SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity.

The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways. SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. The integration of nature-based solutions, such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the

Framework Plan and should be encouraged. Applications for development should take into account, as appropriate, the Department of Housing, Local Government and Heritage's (2022) "Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document".

In some exceptional cases, and at the discretion of the relevant Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Urban developments, both within developments and within the public realm, should seek to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flood risk. Development proposals should be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

For larger sites (i.e. multiple dwellings or commercial units) master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. In addition, where multiple individual proposals are being made SUDS should be integrated where appropriate and relevant.

All proposed development, should consider the impact of surface water flood risks on drainage design e.g. in the form of a section within the flood risk assessment (for sites in Flood Zone A or B) or part of a surface water management plan.

Pluvial flood risk is likely to be present in local areas, however; it is not taken into account in the delineation of flood zones. Furthermore, PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision-making. Particular attention should be given to development in low-lying areas which may act as natural ponds for collection of run-off. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. Where possible, and particularly in areas of new development, floor levels should be at an appropriate height above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared.

Further to the above, proposals for development should consider the Construction Industry Research and Information Association (CIRIA) SuDS Manual 2015 and any future update of this guidance and Greater Dublin Strategic Drainage Study documents in designing SUDS solutions, including the New Development Policy, the Final Strategy Report, the Code of Practice and "Irish SuDS: guidance on applying the GDSDS surface water drainage criteria".

Section 4 Flood and Drainage Provisions

4.1 Introduction

In order to comply with *The Planning System and Flood Risk Management - Guidelines for Planning Authorities* (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Department of the Environment, Community and Local Government Circular (*PL 2/2014*) and in order to contribute towards flood risk management within the Framework Plan area, the measures below have been integrated into the Framework Plan and the existing, already in force, Kilkenny City and County Development Plan.

4.2 Land Use Zoning

That Flood Zones identified by the SFRA were used in line with the requirements provided for by the Flood Guidelines for land uses in Flood Zones A and B when preparing the Framework Plan. Appendix IV provides overlay mapping of the adopted Framework Plan's land use zoning and: the Flood Zones; and Future Climate Scenario Risk Areas (see Section 3.4).

4.3 Integration of flood risk management provisions into the Kilkenny City and County Development Plan

Provisions relating to flood risk management have already been integrated into the Kilkenny City and County Development Plan. These are detailed on Table 4.

Table 4 Kilkenny City and County Development Plan Provisions relating to Flood Risk Management

Kilkenny City and County Development Plan Provision
10.2.6 Flooding It is Council policy to adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities, the avoidance of development in areas where flood risk has been identified shall be the primary response. The Council will ensure that new developments do not reduce the effectiveness or integrity of any existing or new flood defence infrastructure, and will facilitate the provision of new, or the reinforcement of existing, flood defences and protection measures where necessary. 10.2.6.2 Development Management Requirements • Where flood risk may be an issue for any proposed development, a detailed flood risk assessment should be carried out appropriate to the scale and nature of the development and the risks arising. In particular, any area within or adjoining flood zone A or B, or flood risk area, shall be the subject of a site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. This shall be undertaken in accordance with the Planning System and Flood Risk Management – Guidelines and the Strategic Flood Risk Assessment accompanying this Plan. • If a Site Specific FRA demonstrates an unmanageable level of flood risk and/or impacts to 3rd party lands, development cannot proceed. • Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the Guidelines' Justification Test. 10.2.7 Surface Water Drainage The Planning Authority shall have regard to any catchment-based surface water management plan in accordance with the Flood Risk Guidelines 2009, to facilitate the management of nature-based surface water management in a holistic manner. In all instances where development is proposed, non – nature based solutions to surface water management will only be considered where nature-based solutions cannot be incorporated or will not provide an adequate solution to the surface water management. 10.2.8 Development Management Requirements The Planning Authority will have regard to the Inland Fisheries Ireland guidance on 'Planning for Watercourses in the Urban Environment' in assessing applications. • Development must, so far as is reasonably practicable, incorporate the maximum provision to reduce the rate and quantity of runoff e.g.: - o Hard surface areas (car parks, etc.), should be constructed in permeable or semipermeable materials,

Kilkenny City and County Development Plan Provision
o On site storm water ponds to store and/or attenuate additional runoff from the development should be provided, o Soak-aways or french drains should be provided to increase infiltration and minimise additional runoff. o The Planning Authority will normally require that all new developments, include rainwater harvesting and/or grey water recycling in their design. except where not practical or feasible • Individual developments shall be obliged, in all cases where surface water drainage measures are required, to provide a surface water drainage system separated from the foul drainage system. • In the case of one-off rural dwellings or extensions, except in circumstances where an existing surface water drainage system is available to the proposed site for development and which, in the opinion of the planning authority has adequate capacity to accommodate the identified surface water loading, surface water shall be disposed of, in its entirety within the curtilage of the development site by way of suitably sized soak holes. • In the case of driveways, drainage measures shall be provided to a detail acceptable to the planning authority so as to avoid run-off from the site to the adjoining public road. • For all other green-field developments in general the limitation of surface water run-off to pre-development levels will be required. Where a developer can clearly demonstrate that capacity exists to accommodate run-off levels in excess of green-field levels then the planning authority shall consider such proposals on a case by case basis. • In the case of brown-field development, while existing surface water drainage measures will be taken into account, some attenuation measures for surface water may be required at the discretion of the planning authority in the interests of balanced and sustainable development. • In line with the above Kilkenny County Council will consider all drainage proposals consistent with SuDS (Sustainable Drainage Systems). • For developments adjacent to watercourses of a significant conveyance capacity any structures (including hard landscaping) must be set back a minimum of 5-10m from the edge of the watercourse to allow access for channel clearing/maintenance. Any required setback may be increased to provide for habitat protection. Development consisting of construction of embankments, wide bridge piers, or similar structures will not normally be permitted in or across flood plains or river channels. • The culverting of water courses is discouraged. Where culverting is unavoidable, the use of ecologically friendly box culverts is required. A development proposal requiring culverting should document open watercourse habitat lost and provide compensatory habitat. • Adequate allowance be made for climate change in designing surface water proposals a multiplication factor of 1.2 shall be applied to all river return periods up to 100 years except in circumstances where the OPW have provided advice specifying the particular multiplication factor for return periods up to 100 years. In the case of rainfall a multiplication factor of 1.1 shall be applied to rainfall intensities to make allowance for climate change requirements. • In the design of surface water systems, regard shall be had to the Greater Dublin Regional Code of Practice for Drainage Works and associated GDSDS technical documents. • For larger scale developments a report will be required specifying the SUDS measures considered in principle. If natural measures are not included, the reasons why not should be outlined.

4.4 Integration of flood risk management provisions into the Variation

Further to the land use zoning approach contained in the Variation's Framework Plan (see Section 4.2 above) and the measures contained in the existing County Development Plans (see Section 4.3 above), a number of other measures relating to flood risk and drainage have been integrated into the Framework Plan as detailed on Table 5.

Table 5 Variation's Framework Plan Provisions relating to Flood Risk Management

Variation's Framework Plan Provision
DSUD8 Apply nature-based solutions with natural landscape, rain gardens, swales and biodiversity enhancement, as part of an overall water management strategy. Relevant policy and guidance documents with regards to nature-based solutions to be applied in both new and existing developments. • Implementation of Urban Nature-based Solutions- Guidance Document for Planners, Developers and Developer Agents. (LAWPRP, KCC and Uisce Eireann) • Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas. Water Sensitive Urban Design. Best Practise Interim Guidance Document. (DHLGH) • Rainwater Management Plans- Guidance for Local Authorities. (DHLGH) Section 5.7 Land Use Zones - Overriding Flood Risk-related Limitation on the above Land Use Zones There are a number of instances where Flood Risk Zones A and B overlap with a variety of the above land-use zoning objectives, including Open Space and Water Compatible Development. Uses under all zoning objectives shall be limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B. Detailed, site specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives. Uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood

Variation's Framework Plan Provision
Zones A or B, shall be limited to less vulnerable and water compatible development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas. INF1 To adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities and associated Circular PL2/2014 follow the sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk. INF2 Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas. INF-DM1 Where flood risk may be an issue for any proposed development, including pluvial flood risk, a flood risk assessment shall be carried out that is appropriate to the scale and nature of the development and the risks arising. This shall be undertaken in accordance with the Flood Risk Assessment Guidelines, including the sequential approach. Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the Guidelines' Justification Test. INF-DM2 Applications for development in flood vulnerable zones, and accompanying flood risk assessments, shall provide details of appropriate structural and non-structural risk management measures as relevant and appropriate, including, but not limited to specifications of the following (for more details please refer to Section 4 of the accompanying SFRA): • Floor Levels • Internal Layout • Flood-Resistant Construction • Flood-Resilient Construction • Emergency Response Planning • Access and Egress During Flood Events INF-DM3 Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not: • obstruct important flow paths. • introduce a significant number of people into flood risk areas. • entail the storage of hazardous substances. • increase the risk of flooding elsewhere or • have adverse impacts or impede access to a water- course, floodplain or flood protection and management facilities. INF-DM4 Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard INF-DM5 Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA "Sustainable Drainage Systems and Surface Water Guidance and Strategy")

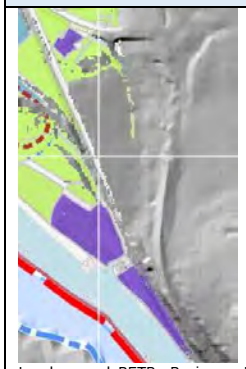
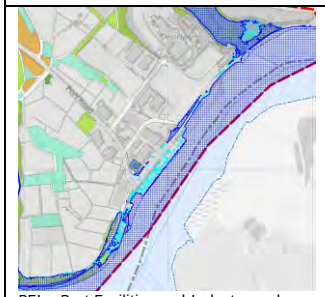
4.5 Justification Tests

In order to meet the objectives of proper planning and sustainable development various uses are provided for in Flood Zones A and B. The limitations outlined under the "Overriding Flood Risk-related Limitation on the above Land Use Zones" from Section 5.7 of the Framework Plan's applies to all lands zoned in Flood Zone A and B.

Table 6 provides the findings of the Justification Test undertaken for certain lands, as required by the Flood Guidelines, informed by Kilkenny County Council.

Open Space and Water Compatible Development in Flood Zones A/B are considered appropriate under the Guidelines and are not subject to the Justification Test.

Table 6 Justification Test

Site	Flood Zone	Justification Test (Fails, if one of the following fails; all must be passed for the test to be passed)			
		Is the settlement targeted for growth under the NPF, RSES, existing CDP and/or CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement and in particular has the required sub-criteria been satisfied[10] ?	Has flood risk assessment to an appropriate level of detail been carried out as part of the SEA as part of the plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impact elsewhere?	Overall Result and Decision by Planning Authority
 Lands zoned BETPs Business, Enterprise and Technology Parks	A and B	Yes	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the Variation preparation process. This level of assessment is considered appropriate and has informed the zoning proposals and policies and objectives contained in the Framework Plan. Section 4 of the SFRA outlines the measures integrated into Framework Plan (and existing City and County Development Plan) to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for Open Space or Water Compatible Development related uses. Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Framework Plan and existing City and County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk. Development is subject to the policies, objectives and requirements of the Framework Plan and existing City and County Development Plan that relate to flood risk and climate change.	Fail, however these lands are associated with existing development / infrastructure and the "Overriding Flood Risk-related Limitation on the above Land Use Zones" from Section 5.7 of the Framework Plan would significantly limit future development. The land use zoning objective reflects the existing use of the site and therefore the zoning is retained.
Existing Residential	A and B	Yes	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the Variation preparation process. This level of assessment is considered appropriate and has informed the zoning proposals and policies and objectives contained in the Framework Plan. Section 4 of the SFRA outlines the measures integrated into Framework Plan (and existing City and County Development Plan) to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for Open Space or Water Compatible Development related uses. Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Framework Plan and existing City and County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk. Development is subject to the policies, objectives and requirements of the Framework Plan and existing City and County Development Plan that relate to flood risk and climate change.	Fail, however these lands are associated with existing development / infrastructure and the "Overriding Flood Risk-related Limitation on the above Land Use Zones" from Section 5.7 of the Framework Plan would significantly limit future development. The land use zoning objective reflects the existing use of the site and therefore the zoning is retained.
 PFI – Port Facilities and Industry and Public Utility	A and B	Yes	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the zoning proposals and policies and objectives contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for Open Space or Water Compatible Development related uses. Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk. Development is subject to the policies, objectives and requirements of the Plan that relate to flood risk and climate change.	Fail, however these lands are associated with existing development / infrastructure and the "Overriding Flood Risk-related Limitation on the above Land Use Zones" from Section 5.7 of the Framework Plan would significantly limit future development. The land use zoning objective reflects the existing use of the site and therefore the zoning is retained.

[10] (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; (ii) Comprises significant previously developed and/or under-utilised lands; (iii) Is within or adjoining the core of an established or designated urban settlement; (iv) Will be essential in achieving compact and sustainable urban growth; and (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

Section 5 Conclusion

Kilkenny County Council has prepared a Framework Plan for Ferrybank-Belview under the Planning and Development Act 2000 (as amended). The Framework Plan sets out an overall strategy for the proper planning and sustainable development of the Framework Plan area.

As detailed in the Framework Plan, all of the provisions from the existing Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with throughout the implementation of the Framework Plan. This includes those provisions relating to flood risk management and drainage.

The SFRA has informed both the land use zoning and the written provisions of the Framework Plan. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk. In addition, various flood risk management provisions have been integrated into the Framework Plan.

Appendix I: Summary of the requirements of the Flood Guidelines for land uses in Flood Zones

Requirements relating to land uses in Flood Zones as set out in the Department of Environment, Heritage and Local Government (DEHLG) and Office of Public Works (OPW) 2009 Flood Guidelines (including at Chapter 3 Principles and Key Mechanisms and Chapter 5 Flooding and Development Management) and Departmental Circular PL2/2014 should be adhered to.

- The Sequential Approach, including the Justification test -

The key principles of the Guidelines' risk-based sequential approach (see Figure 1) are:

- Avoid development in areas at risk of flooding. If this is not possible, consider substituting a land use that is less vulnerable to flooding. Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.

- Inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted.

- Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated.

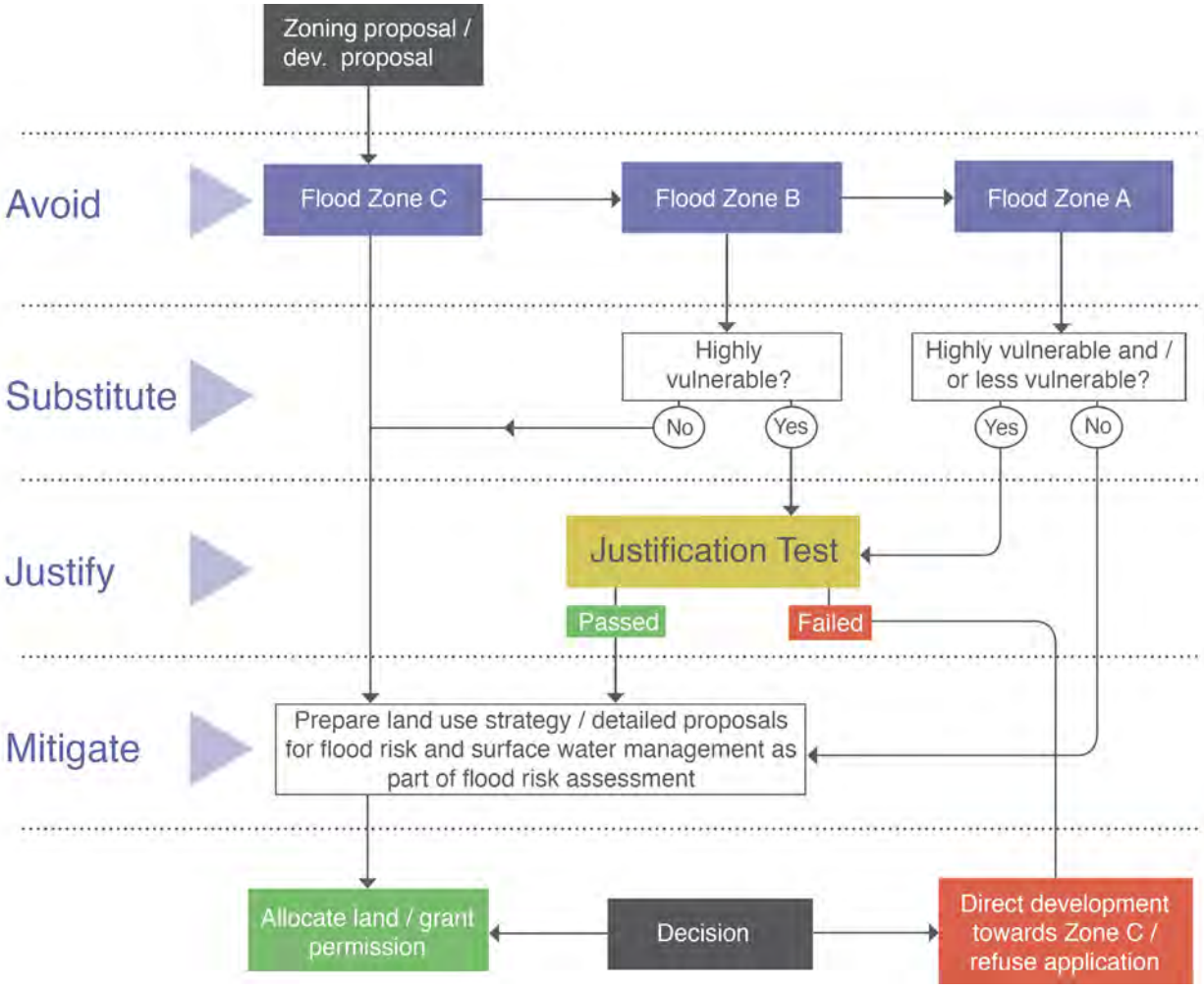


Figure 1 Sequential Approach Process[11]

In summary, the planning implications for each of the flood zones are:

Zone A - High probability of flooding. Most types of development would be considered inappropriate in this zone. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in city and town centres, or in the case of essential infrastructure that cannot be located elsewhere, and where the Justification Test has been applied. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.

Zone B - Moderate probability of flooding. Highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate in this zone, unless the requirements of the Justification Test can be met. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone. In general however, less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will adequately be managed.

Zone C - Low probability of flooding. Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but

[11] Flood Zone C covers all areas outside of Zones A and B

would need to meet the normal range of other proper planning and sustainable development considerations.

Table 7 overleaf classifies the vulnerability of different types of development while Table 8 identifies the appropriateness of development belonging to each vulnerability class within each of the flood zones as well as identifying what instances in which the Justification Test should be undertaken. Inappropriate development that does not meet the criteria of the Justification Test should not be considered at the plan-making stage or approved within the development management process.

Table 7 Classification of vulnerability of different types of development

Vulnerability class	Land uses and types of development which include*:
Highly vulnerable development (including essential infrastructure)	Garda, ambulance and fire stations and command centres required to be operational during flooding; Hospitals; Emergency access and egress points; Schools; Dwelling houses, student halls of residence and hostels; Residential institutions such as residential care homes, children's homes and social services homes; Caravans and mobile home parks; Dwelling houses designed, constructed or adapted for the elderly or, other people with impaired mobility; and Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution (SEVESO sites, IPPC sites, etc.) in the event of flooding.
Less vulnerable development	Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential institutions; Land and buildings used for holiday or short-let caravans and camping, subject to specific warning and evacuation plans; Land and buildings used for agriculture and forestry; Waste treatment (except landfill and hazardous waste); Mineral working and processing; and Local transport infrastructure.
Water-compatible development	Flood control infrastructure; Docks, marinas and wharves; Navigation facilities; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms; and Essential ancillary sleeping or residential accommodation for staff required by uses in this category (subject to a specific warning and evacuation plan).

*Uses not listed here should be considered on their own merits

Table 8 Vulnerability Classes and Flood Zones

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development (including essential infrastructure)	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water-compatible development	Appropriate	Appropriate	Appropriate

The Justification Test which is referred to as part of the Sequential Approach is an assessment of whether a development proposal within an area at risk of flooding meets specific criteria for proper planning and sustainable development and demonstrates that it will not be subject to unacceptable risk nor increase flood risk elsewhere. The Justification Test should be applied only where development is within flood risk areas that would be defined as inappropriate under the screening test of the sequential risk based approach outlined above. This Justification Test is shown below.

Where, as part of the preparation and adoption or variation and amendment of a development/local area plan[1], a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in Table 3.2, all of the following criteria must be satisfied:

1 The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.

2 The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:

(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement[2];

(ii) Comprises significant previously developed and/or under-utilised lands;

(iii) Is within or adjoining the core[3] of an established or designated urban settlement;

(iv) Will be essential in achieving compact and sustainable urban growth; and

(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement[4]

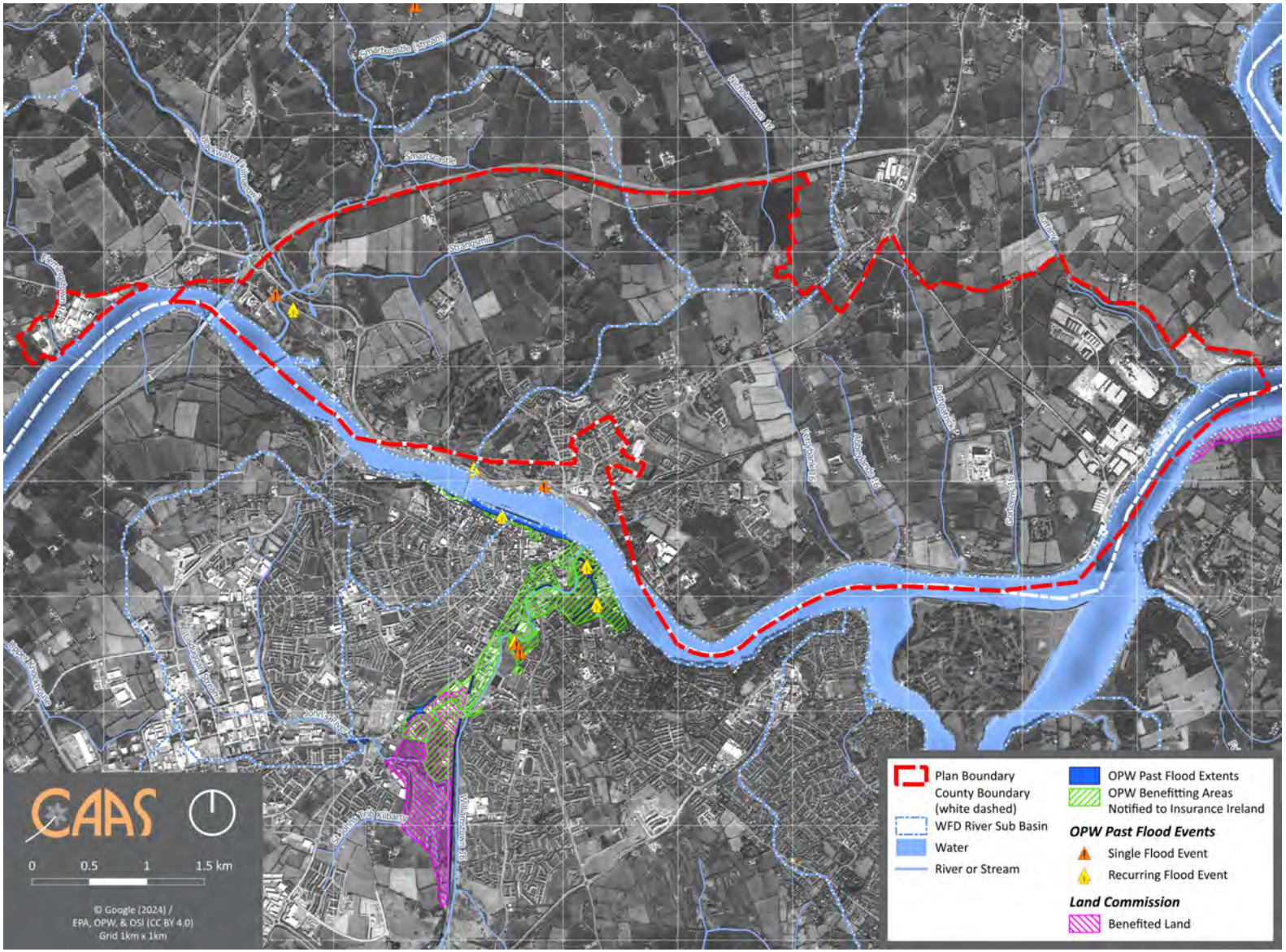
3 A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.

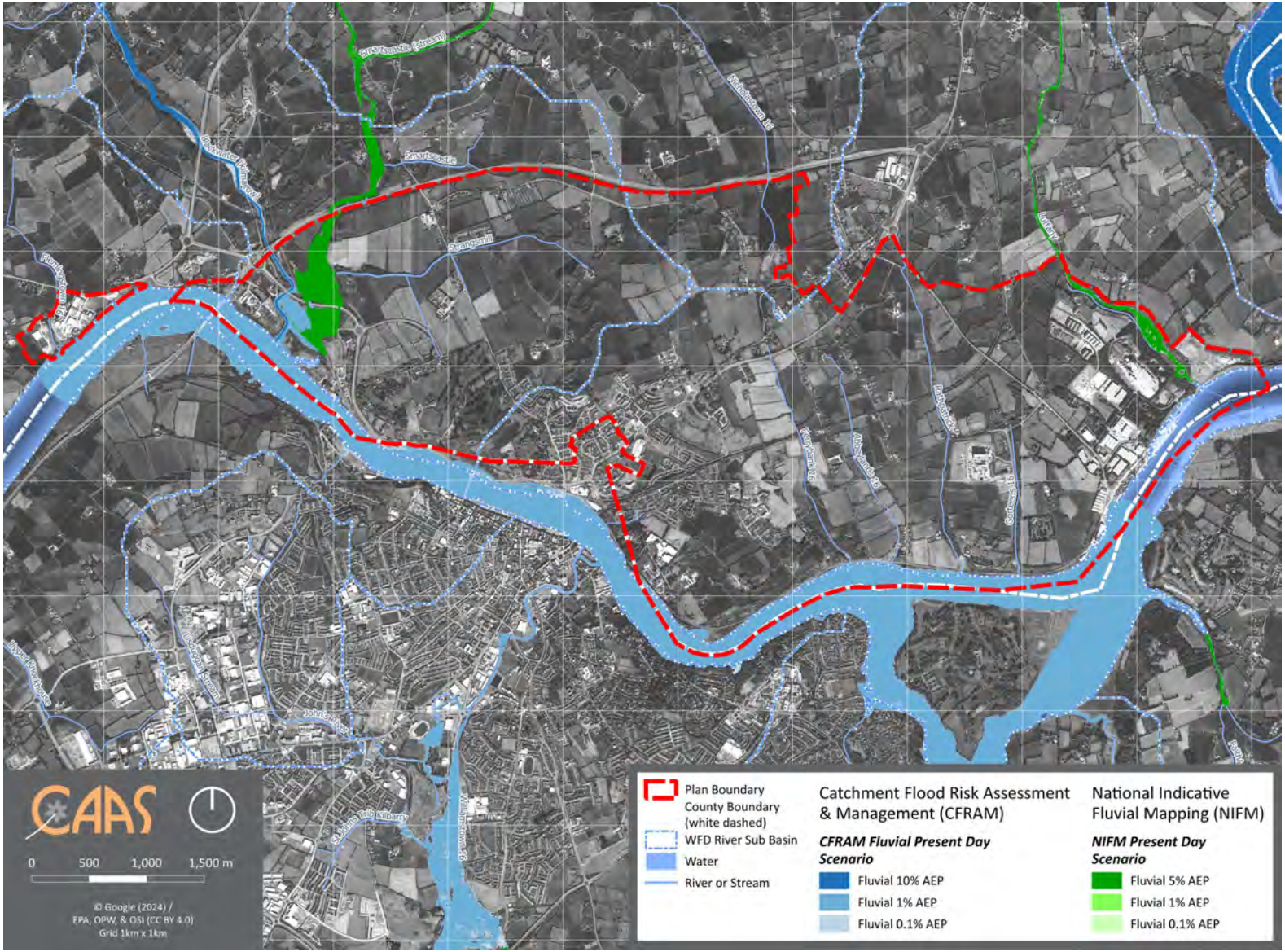
Figure 2 Justification Test [12]

[12] Footnotes: [1] Including Strategic Development Zones and Section 25 Schemes in the area of the Dublin Docklands Development Authority [2]In the case of Gateway planning authorities, where a number of strategic growth centres have been identified within the overall area of the authority, the Justification Test may be applied for vulnerable development within each centre. [3] See definition of the core of an urban settlement in Glossary of Terms. [4] This criterion may be set aside where section 4.27b applies.

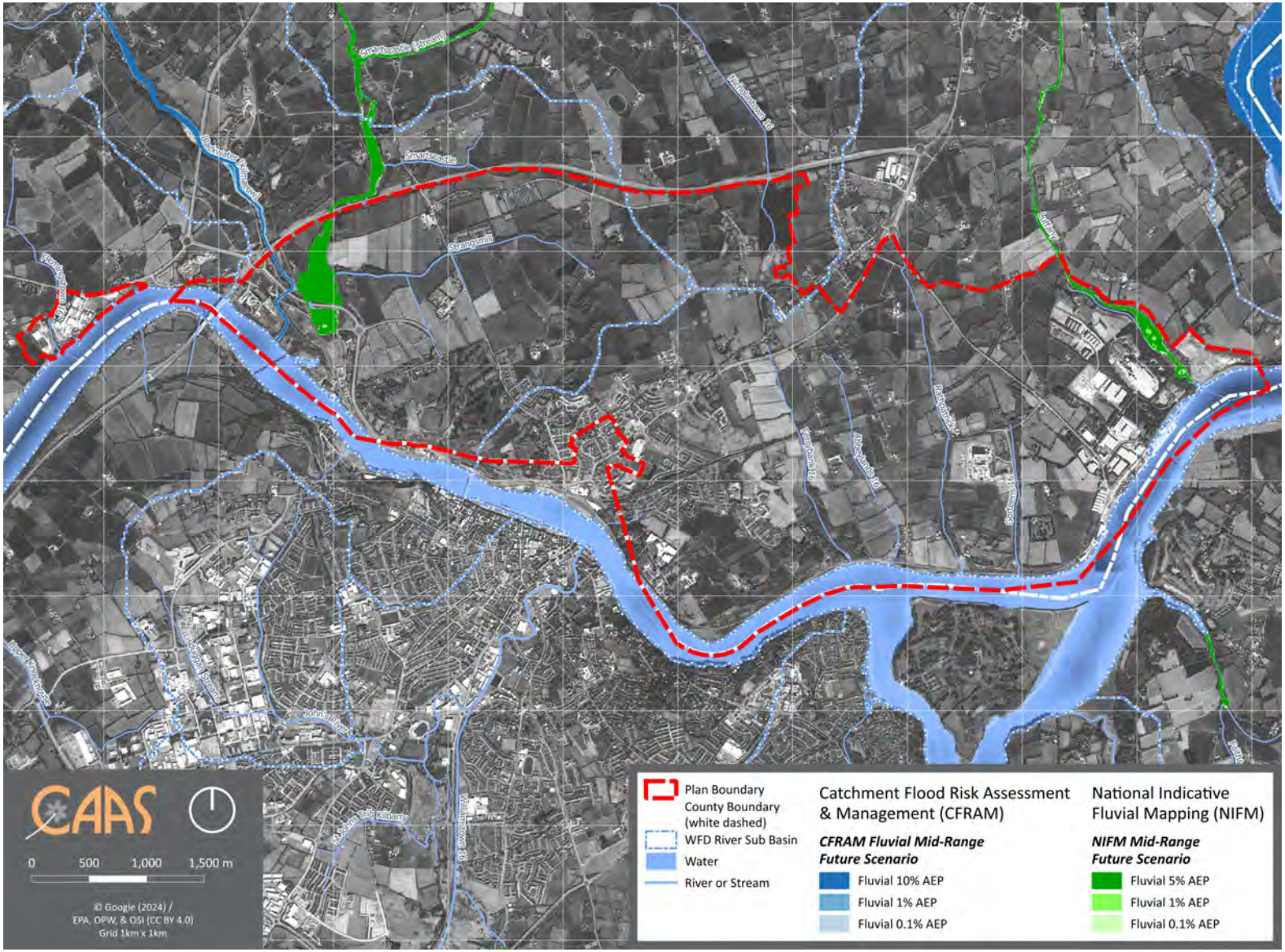
Appendix II: Flood Risk Indicator and Zone Mapping



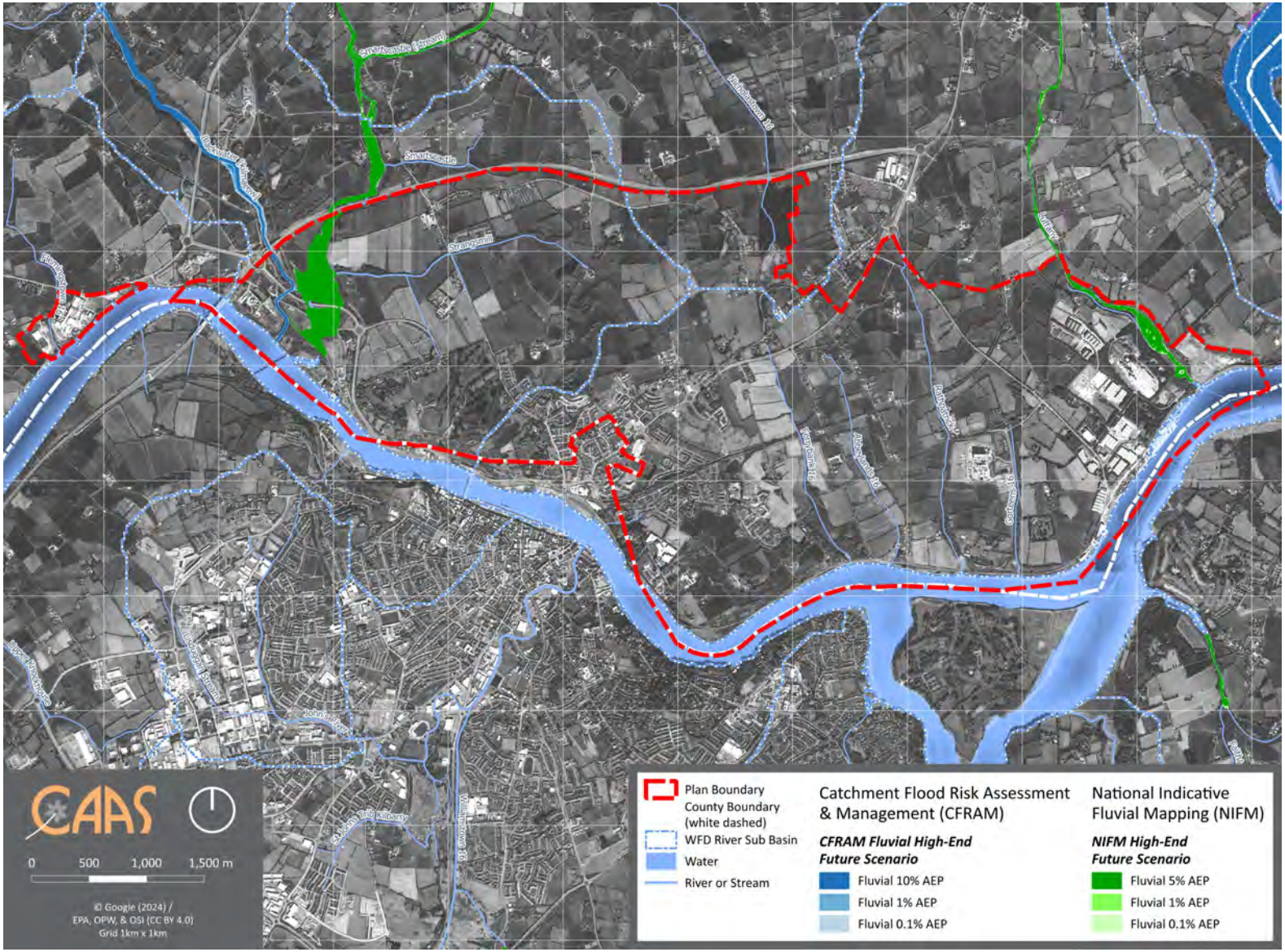
Historical Indicators



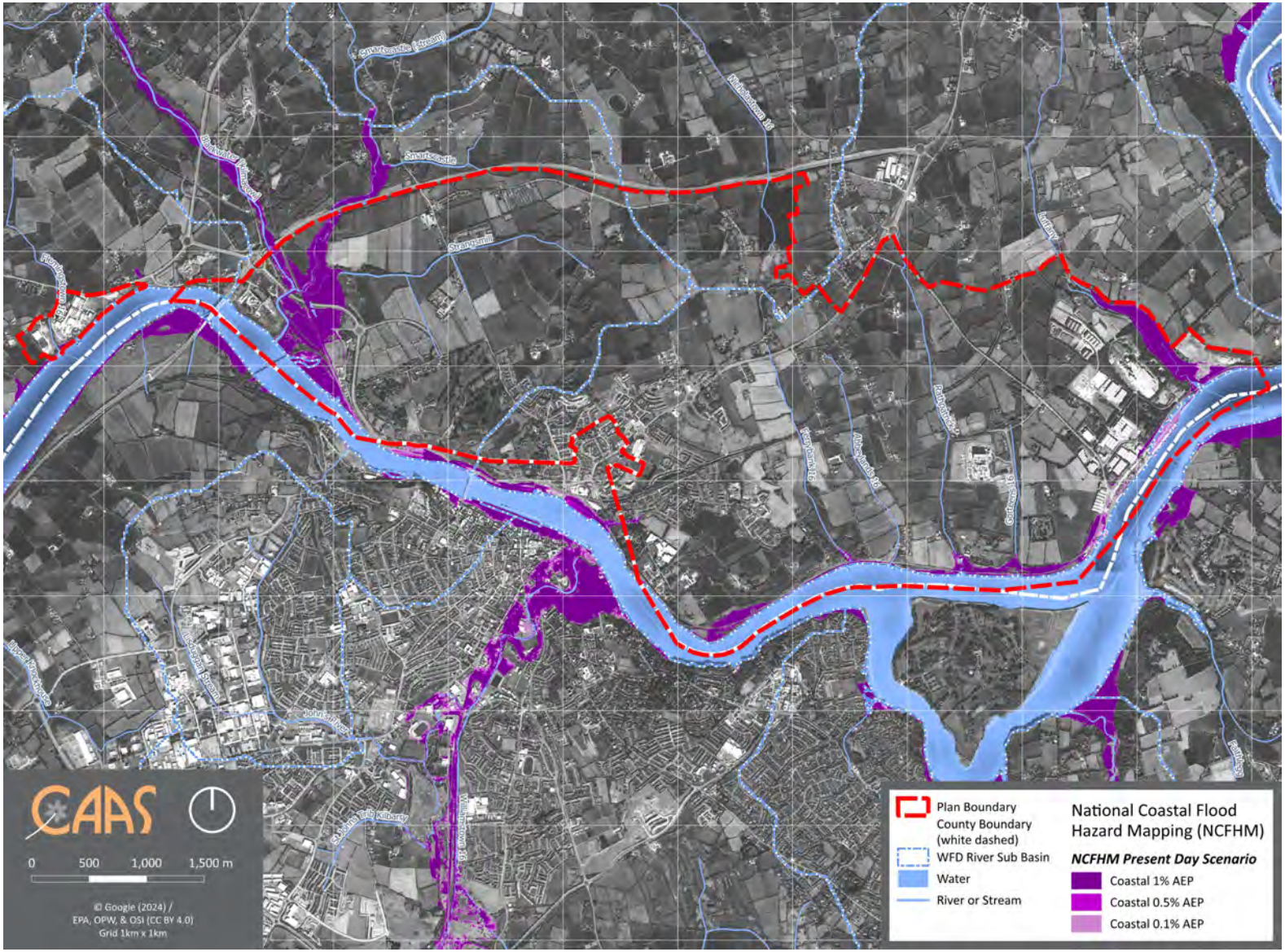
CFRAM and NIFM Fluvial Present Day Scenario Mapping



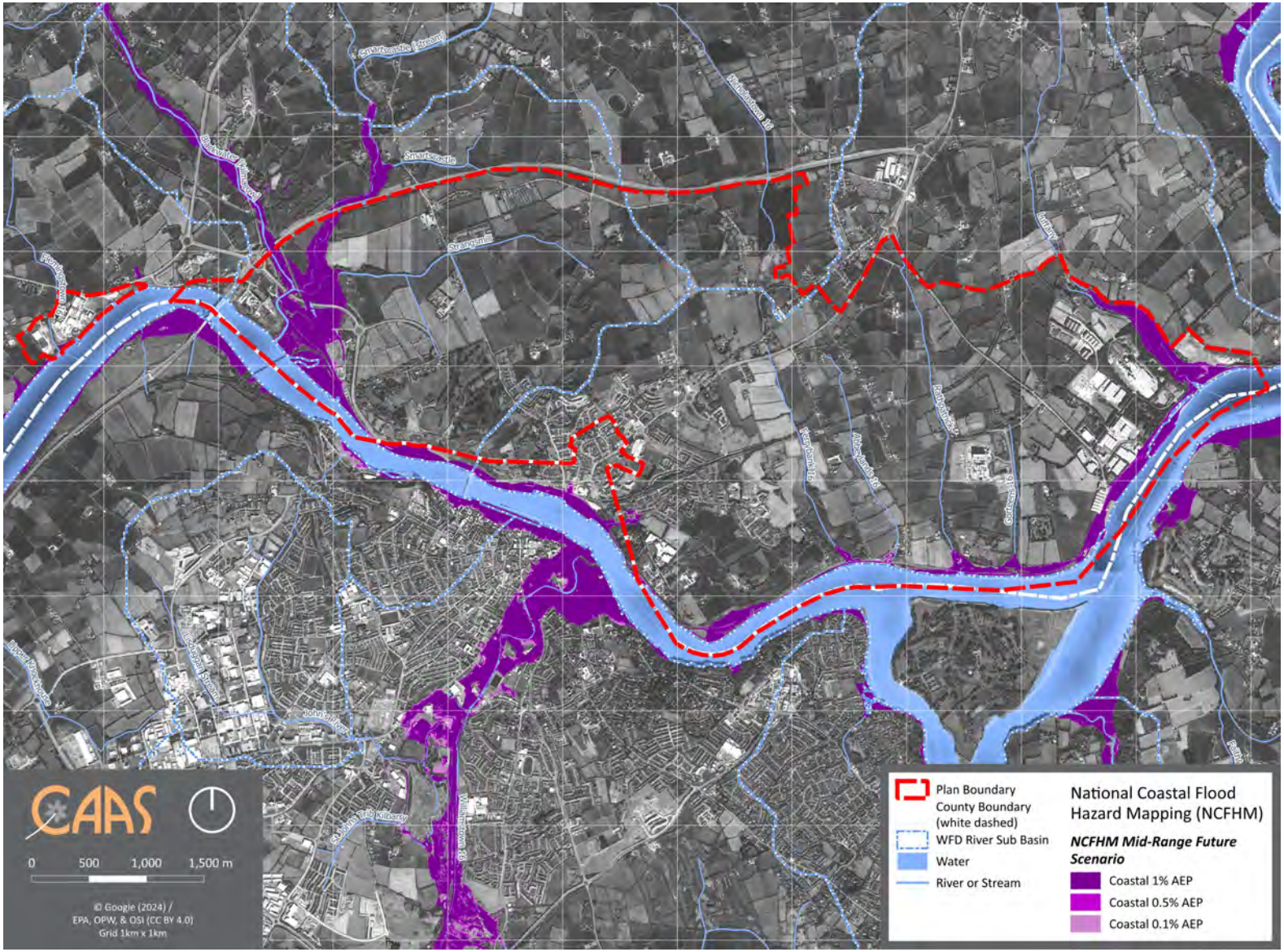
CFRAM and NIFM Fluvial Mid-Range Climate Change Scenario Mapping



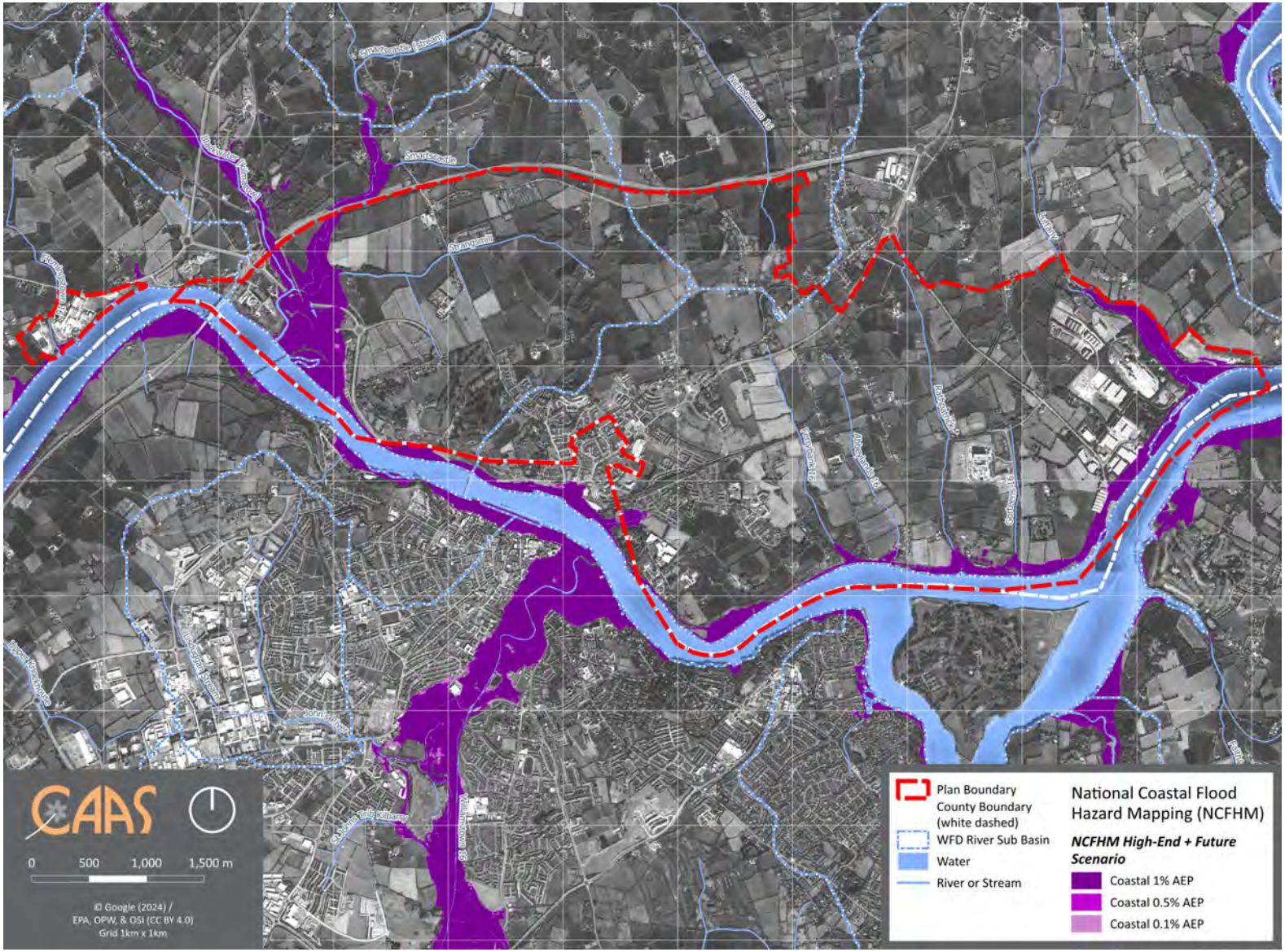
CFRAM and NIFM Fluvial High-End Climate Change Scenario Mapping



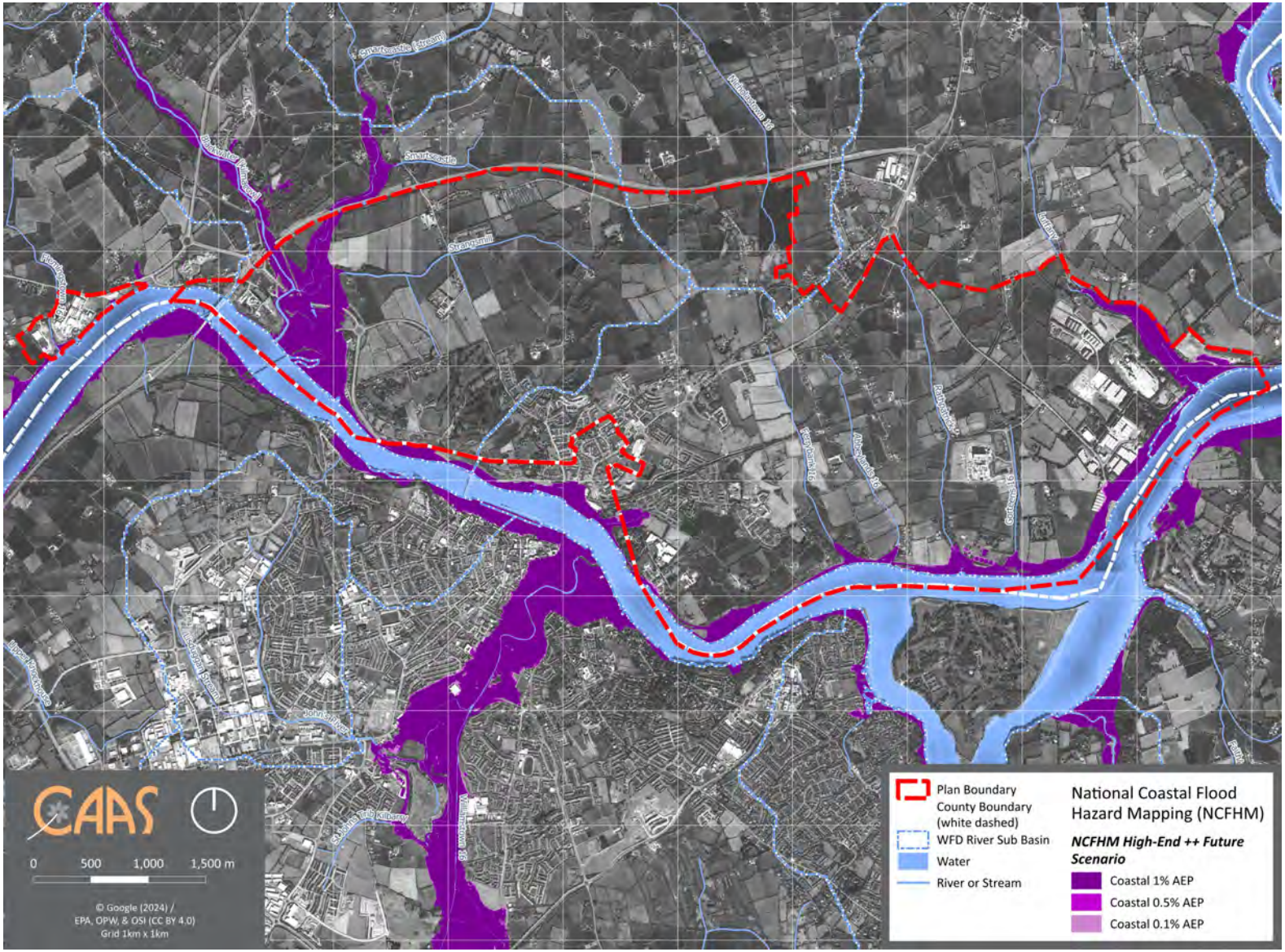
NCFHM (Coastal) Present Day Climate Change Scenario Mapping



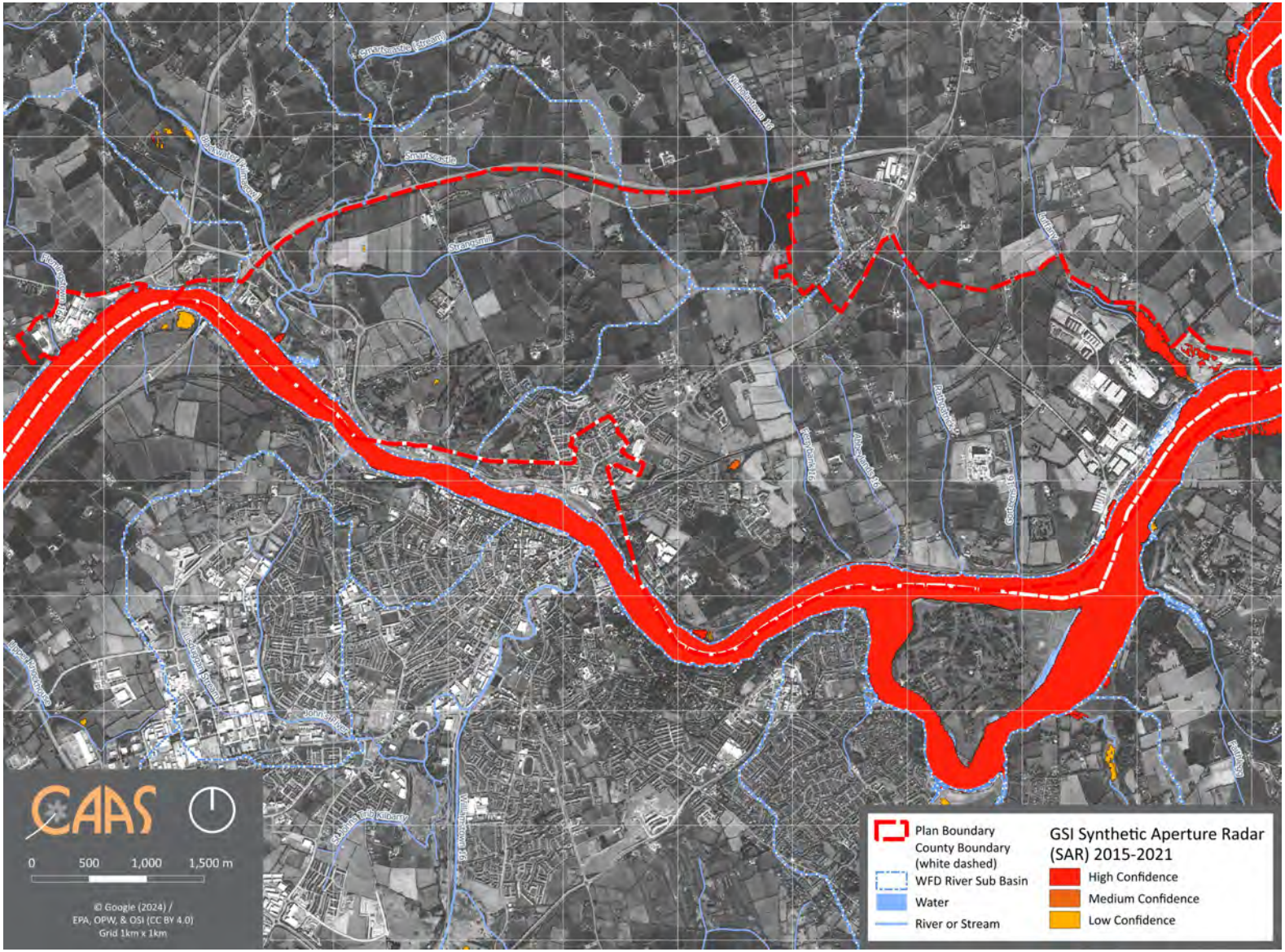
NCFHM (Coastal) Present Day Climate Change Scenario Mapping



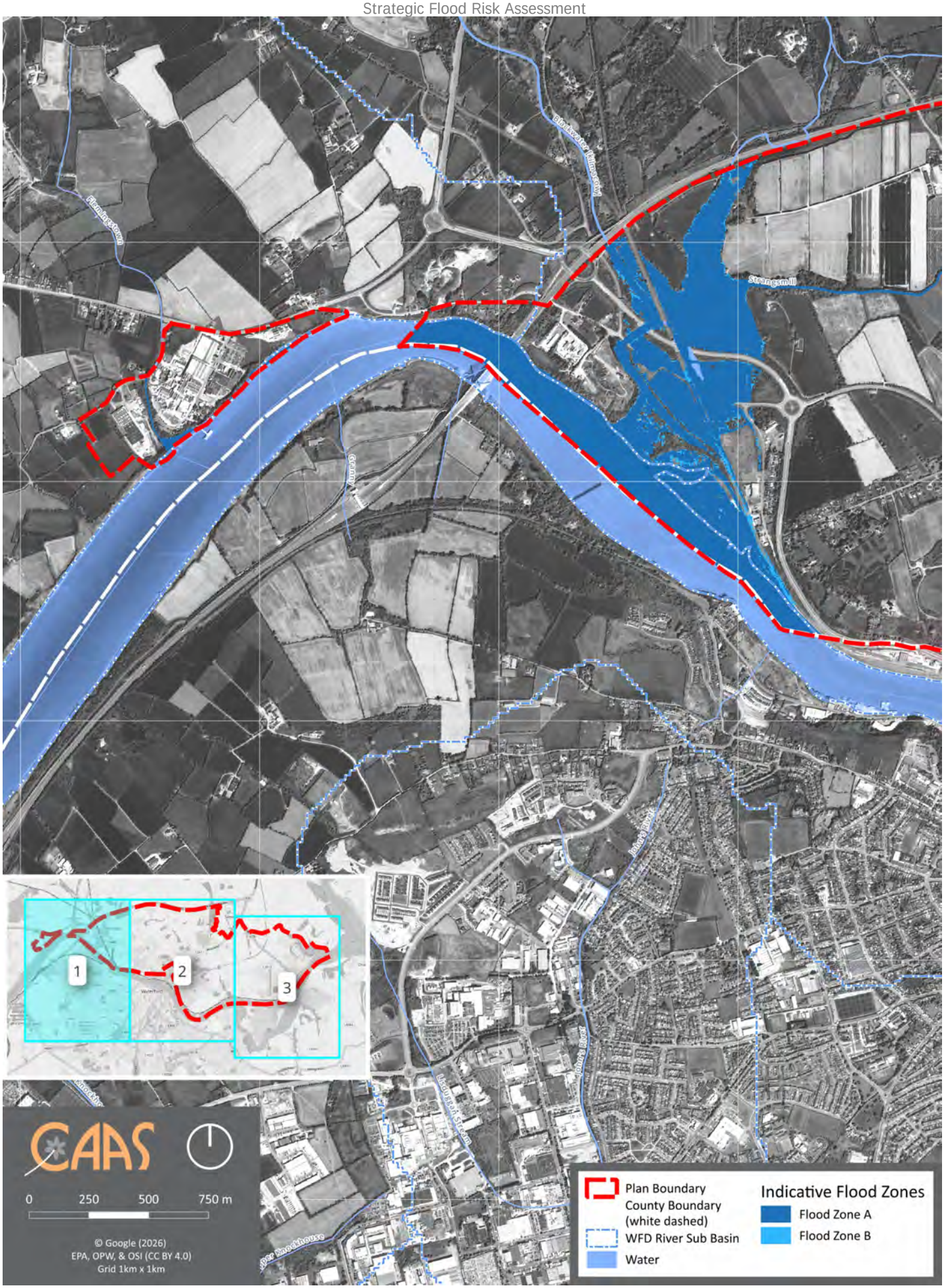
NCFHM (Coastal) High End + Climate Change Scenario Mapping



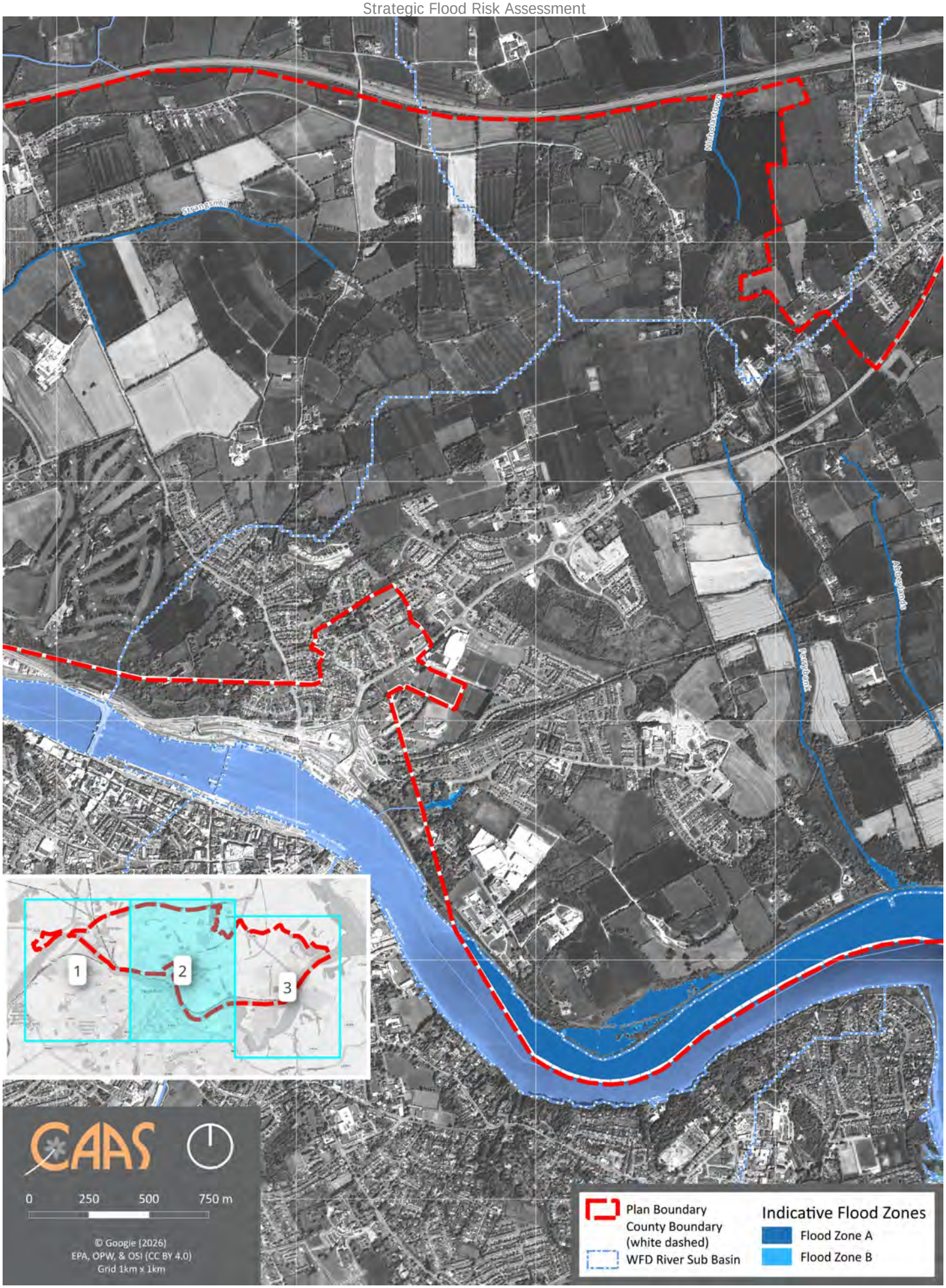
NCFHM (Coastal) High End + + Climate Change Scenario Mapping



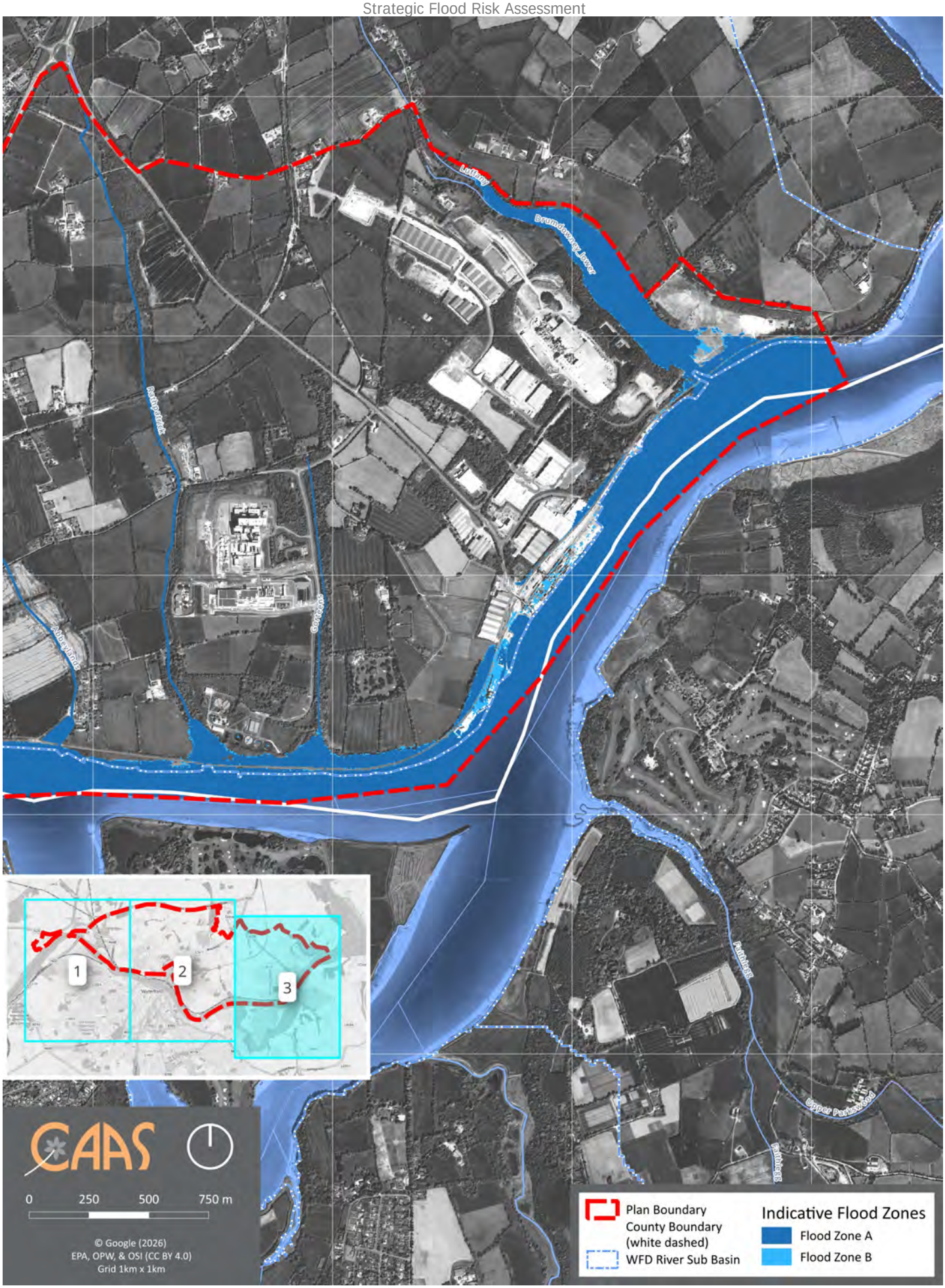
GSI's Synthetic Aperture Radar Seasonal Flood Mapping



Flood Zones A and B (1 of 3)



Flood Zones A and B (2 of 3)



Flood Zones A and B (3 of 3)

Appendix III: Response to Submission

As per the Chief Executive's Report on Submissions to Material Alterations to Proposed Variation 6 to the Kilkenny City and County Development Plan 2021, responses to the OPW's submission made during the public display of material alterations are appended to this SFRA Report.

KK-C367-7	OPW	Flooding and Strategic Flood Risk Assessment	1. The OPW, as lead agency for flood risk management in Ireland, welcomes the opportunity to comment on Material Alterations to Proposed Variation No.6 to the Kilkenny City & County Development Plan 2021-2027 (Ferrybank - Belview). This submission is made specifically concerning flood risk management. Further submissions on the material alterations may be made by the OPW concerning the estate portfolio, heritage and other areas of responsibility. The National Planning Framework (2025) sets out National Policy Objective 78 to "*Promote sustainable development by ensuring flooding and flood risk management informs place-making by:* a. *Avoiding inappropriate development in areas at risk of flooding that do not pass the Justification Test, in accordance*	**Response**: 1. Noted. 2. An overlay of Flood Zone and available future scenario mapping and adopted land use zoning will be prepared and included in final Plan/SFRA documents. 3. Noted. Flood Zone extent mapping was included for the watercourses referred to in the SFRA that accompanied the Draft Plan on display in the submission, however it was recognised in response to the OPW's previous comments that an extent of these Flood Zones may not have been easily visible at the resolution provided due to the size of the Flood Zones within the context of the Plan area. The Flood Zone map was therefore updated, with higher resolution maps provided for inclusion alongside the Proposed Material Alterations (within

			with the Guidelines on the Planning System and Flood Risk Management; b. *Taking account of the potential impacts of climate change on flooding and flood risk, in line with national policy regarding climate adaptation.".* 2. **Flood Zone Map:** The OPW had previously commented that "It is difficult to assess if the sequential approach has been followed without the inclusion of Flood Zone mapping overlaid on the land use zoning mapping. Kilkenny County Council should provide such a map and consider its inclusion in Appendix 4 Ferrybank - Belview Framework Plan Maps". This comment has not been addressed in the material alterations, while higher resolution maps of the flood zones have been provided these maps are still not overlaid with the land use zoning. 3. **Flood Risk Assessment:** The OPW had previously commented *"Only a proportion of the plan area is located within the Waterford AFA. The watercourses within the AFA area were assessed as part of the National CFRAM programme. There are watercourses outside the AFA which have no flood risk extents shown on the flood risk mapping provided in the SFRA. While the National Indicative Fluvial Mapping (NIFM) programme produced mapping for watercourses greater than 5km2 that were not included in the National CFRAM programme, these watercourses appear to have not met the criteria for inclusion in NIFM.*	Appendix 3, not the main Proposed Material Alterations document). These updated versions of the Flood Zone maps, which include flood extents for the water courses referred to in the submission, will be included in the final SFRA to accompany the adopted Plan. It is acknowledged that the catchments referred to in the submission were not modelled as part of the OPW's AFA for the National Catchment-based Flood Risk Assessment and Management (CFRAM) programme or as part of the OPW's National Indicative Fluvial Mapping (NIFM) programme. The CFRAM programme covered those areas, in each county, where, based on initial analysis, the flood risk was determined to be potentially significant from one or more sources of flooding. The NIFM programme covered catchments greater than 5km2 in areas for which flood maps were not produced under the National CFRAM Programme. This is due to the size of the catchments in question – they are quite small. When delineating the flood zones associated with these catchments the following factors[5], were considered. • Catchment size – the catchments are quite small; • Stream order, with the water bodies being lower order water bodies; • A digital terrain model derived from photogrammetry; generally sloping topography with well-defined valleys within which most of the water bodies are situated; • Relevant Planning history of the lands. • In field observations, including sources of flooding, likely routes for flood waters and bridges/culverts, including Ballyvalla Bridge upgrade.[6]

[6] While the PFRA is no longer a reliable model for flood risk the Planning Authority did have regard to it in assessing flood risk.

			The lands along either side of these watercourses have been zoned as Passive Open Space, however it is unclear how the area of these zonings have been arrived at without flood extents. The zonings outside these Passive Open Space zonings are BETP – Business, Enterprise and Technology Parks, SR – Strategic Reserve, Agriculture, Public Utility and PFI – Port Facilities and Industry. Kilkenny County Council should review if stage 3 flood risk assessments are required to inform the land use zonings and the SFRA. An evaluation of site-specific flood risk assessments may also assist with establishing flood zones". Kilkenny County Council require a detailed site specific flood risk assessment where there is an overlap of flood zones A and B and land use zonings. Without flood zones a site specific flood risk assessment may not be carried out for development that may be at a risk of flooding. Kilkenny County Council should review if stage 3 flood risk assessments are required to inform the land use zonings, the SFRA and for planning decisions. Zoning Map Amendment No. 6 as part of Material Alteration No. 12 proposes rezoning *Strategic Reserve as New Residential.* There is a watercourse in the vicinity of these lands which Kilkenny County Council have not produced flood zones for. *Residential* is highly vulnerable development and would not be appropriate in flood zone A and B.	Furthermore, Kilkenny County Council require: a detailed site specific flood risk assessment where flood risk may be an issue for any proposed development and any area within or adjoining flood zone A or B, or flood risk area, to be the subject of a site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed (City and County Development Plan Section 10.2.6.2 Development Management Requirements). The Variation (INF-DM1) requires that: "Where flood risk may be an issue for any proposed development, including pluvial flood risk, a flood risk assessment shall be carried out that is appropriate to the scale and nature of the development and the risks arising. This shall be undertaken in accordance with the Flood Risk Assessment Guidelines, including the sequential approach. Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the Guidelines' Justification Test." Lands zoned Passive Open Space (where future built development would be significantly limited) has taken into account the Flood Zones and, taking a precautionary approach as outlined in the Guidelines, covers areas significantly beyond the Flood Zones. As per above, Flood Zones have been included. 4. An overlay of Flood Zone and available future scenario mapping and adopted land use zoning will be prepared and included in final Plan/SFRA documents.

			Zoning Map Amendment No. 8 and 9 as part of Material Alteration No. 12 proposes rezoning *Agriculture* and *Strategic Reserve as BETP – Business, Enterprise and Technology Parks*. There are watercourses in the vicinity of these lands which Kilkenny County Council have not produced flood zones for. *Agriculture and Business, Enterprise and Technology Parks* zoning types would be considered less vulnerable development and would not be appropriate in flood zone A. Zoning Map Amendment No. 8 and 9 as part of Material Alteration No. 12 proposes rezoning *Agriculture* and *Strategic Reserve as BETP – Business, Enterprise and Technology Parks*. There are water courses in the vicinity of these lands which Kilkenny County Council have not produced flood zones for *Agriculture* and *Business, Enterprise and Technology Parks* zoning types would be considered less vulnerable development and would not be appropriate in flood zone A. 4. The OPW had previously commented that "*In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives. The potential future flood extents included in Appendix II of*	Climate change considerations have been integrated into the existing provisions of the County Development Plan and into the Proposed Variation with which future developments will need to comply with[7]. Furthermore, the Council will add into Section 5.7 Land Use Zones of the Local Planning Framework: the following text to address the climate change . *Uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood Zones A or B, shall be limited to less vulnerable and water compatible development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas.".* See also KK-C367-20 - submission from the OPR.

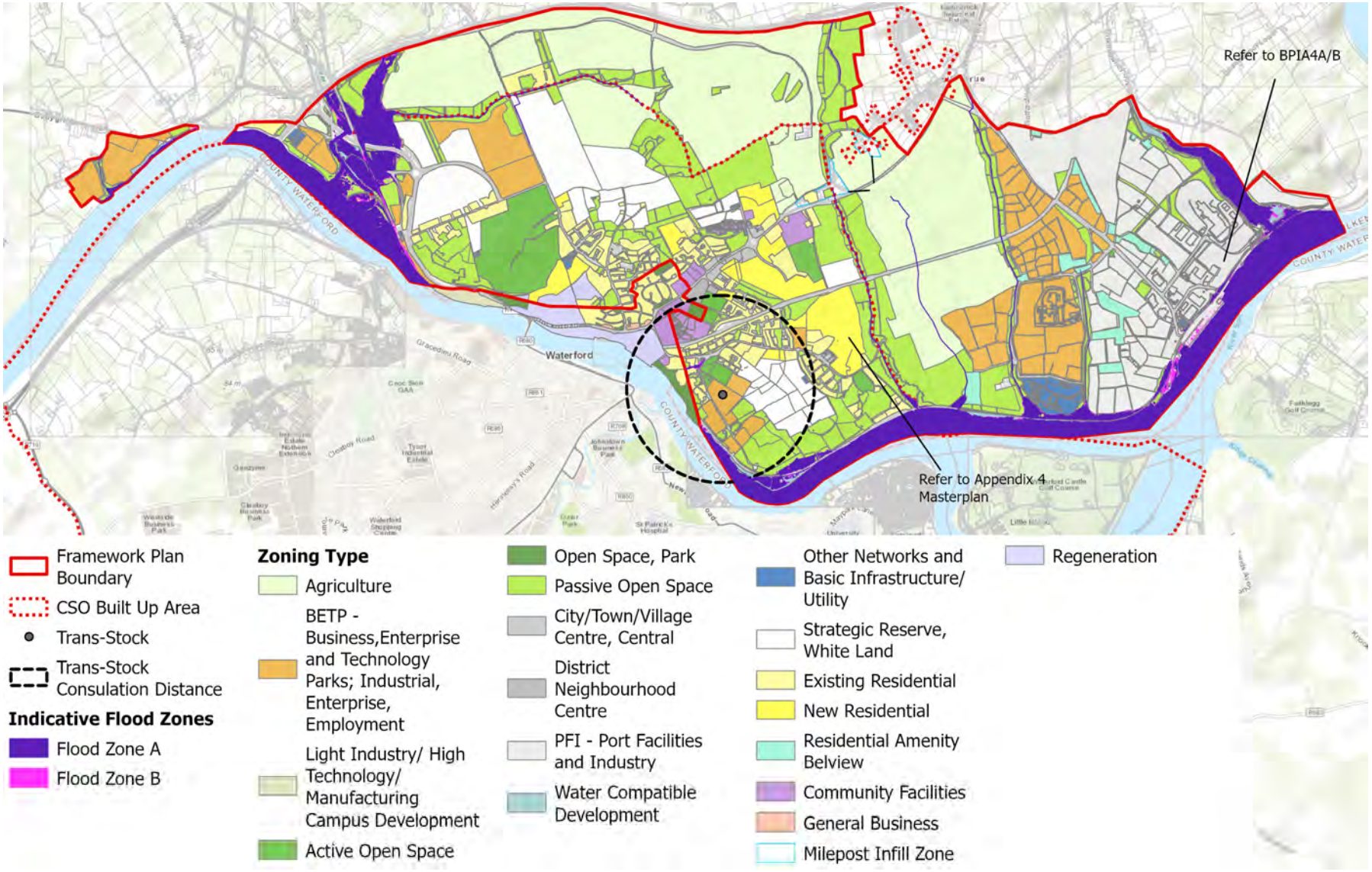
[7] Including Local Planning Framework Development Management Standard INF-DM4 Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard

			the SFRA might be shown overlaid with the land use zonings, to highlight any developments that could potentially be affected by climate change. Areas in the vicinity of the unmapped watercourses could also be potentially at risk of flooding in the future, however this could only be established through modeling of the watercourses". This comment has not been addressed in the material alterations. No fluvial or coastal CFRAM future scenario mapping is available for the Plan area. The future scenario mapping that is currently available are the indicative OPW datasets produced as part of the National Indicative Fluvial Mapping (NIFM) and the National Coastal Flood Hazard Mapping (NCFHM). Zoning Map Amendment No. 7 and 10 as part of Material Alteration No. 12 proposes rezoning *Regeneration* as *New Residential* and *Passive Open Space* as *BETP – Business, Enterprise and Technology Parks.* While these lands are not in present day extents, they could be at risk of flooding in the future. If further information is required, please do not hesitate to contact the OPW (floodplanning@opw.ie).	

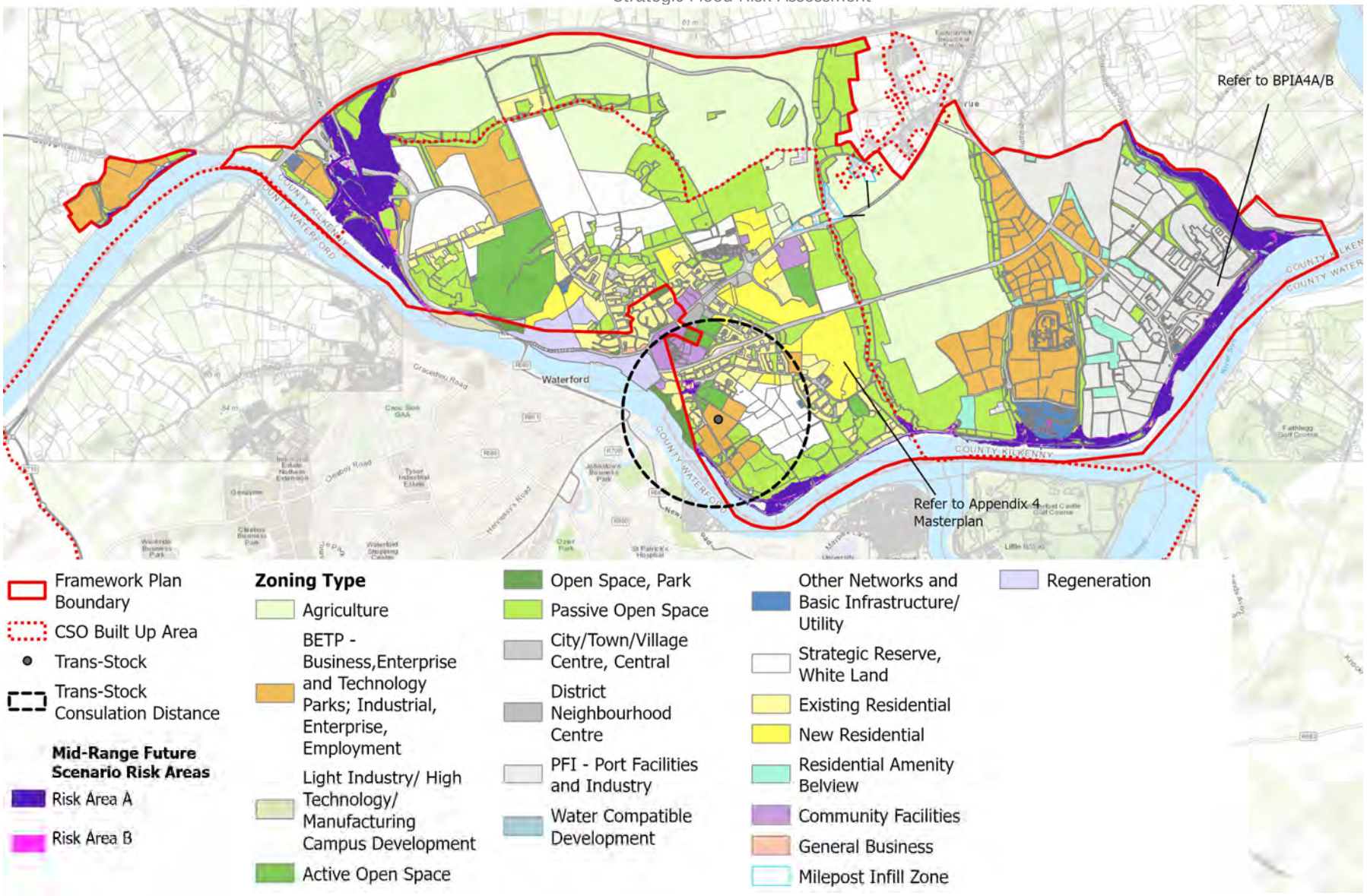
Recommendation:

1. No further amendment required.
2. An overlay of Flood Zone and available future scenario mapping and adopted land use zoning will be prepared and included in final Plan/SFRA documents.
3. Update Flood Zone mapping in the SFRA have been updated with higher resolution maps. This table responding to the OPW's submission will be appended to the SFRA Report that accompanies the adopted Plan.
4. An overlay of Flood Zone and available future scenario mapping and adopted land use zoning will be prepared and included in final Plan/SFRA documents. Furthermore, the Council may consider the following for integration into the Local Planning Framework: "There are a number of instances where future climate scenario risk areas (see SFRA) overlap with land-use zoning objectives. Uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood Zones A or B, shall be limited to less vulnerable and water compatible development. development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas."

Appendix IV: Additional Overlay Mapping of Adopted Zoning and Flood Data

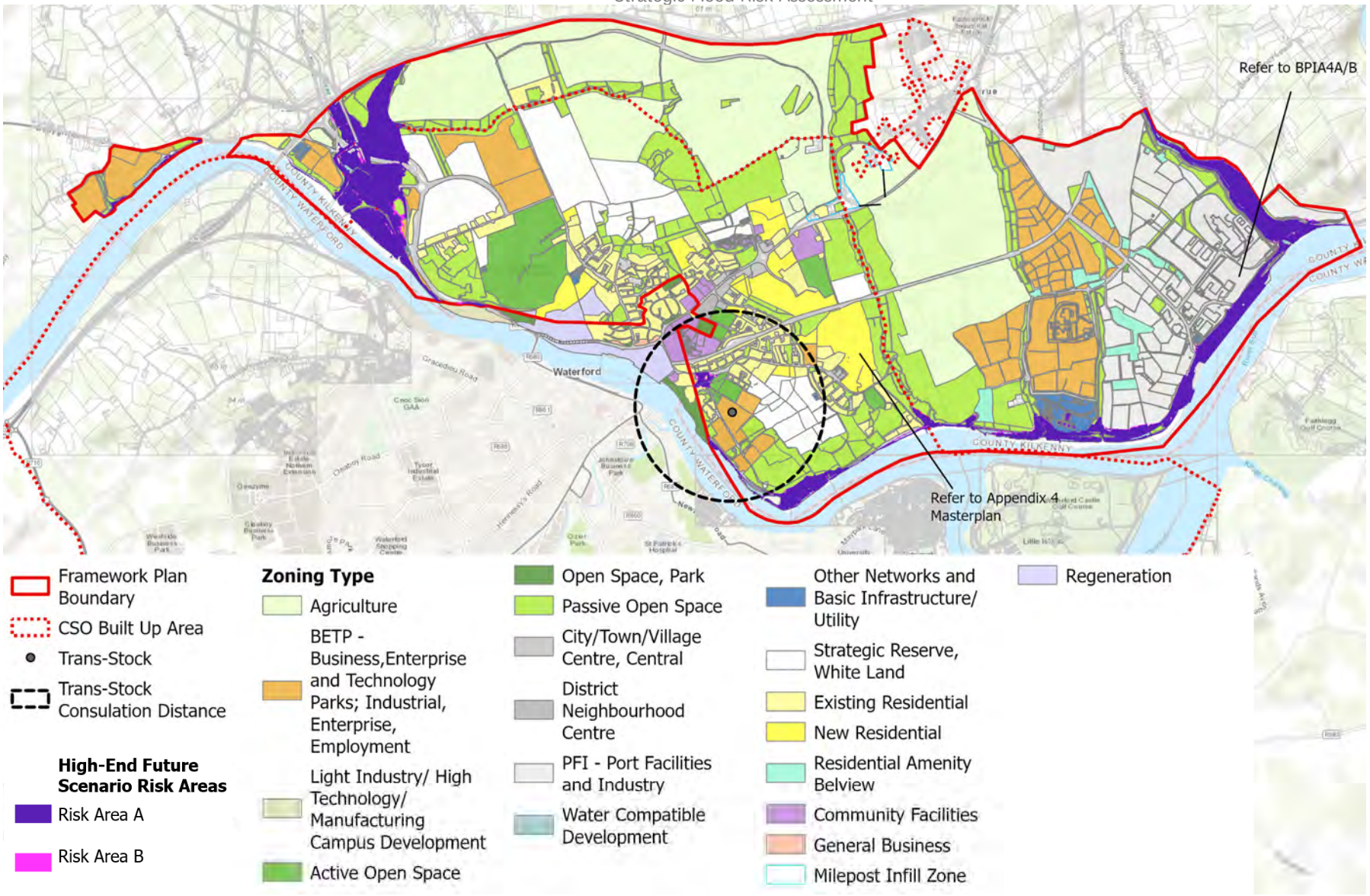


Adopted Land Use Zoning Overlay with Flood Zones



Adopted Land Use Zoning Overlay with Mid-Range Future Climate Scenario Risk Areas[13]

[13] Mid-Range Risk Areas: A, comprising CFRAM fluvial 1%AEP, NIFM 1%AEP, NCFHM 0.5%AEP; B, comprising CFRAM fluvial 0.1%AEP, NIFM 0.1%AEP, NCFHM 0.1%AEP.



Adopted Land Use Zoning Overlay with High-End Future Climate Scenario Risk Areas[14]

[14] High-End Risk Areas: A, comprising CFRAM fluvial 1%AEP, NIFM 1%AEP, NCFHM 0.5%AEP; B, comprising CFRAM fluvial 0.1%AEP, NIFM 0.1%AEP, NCFHM 0.1%AEP.

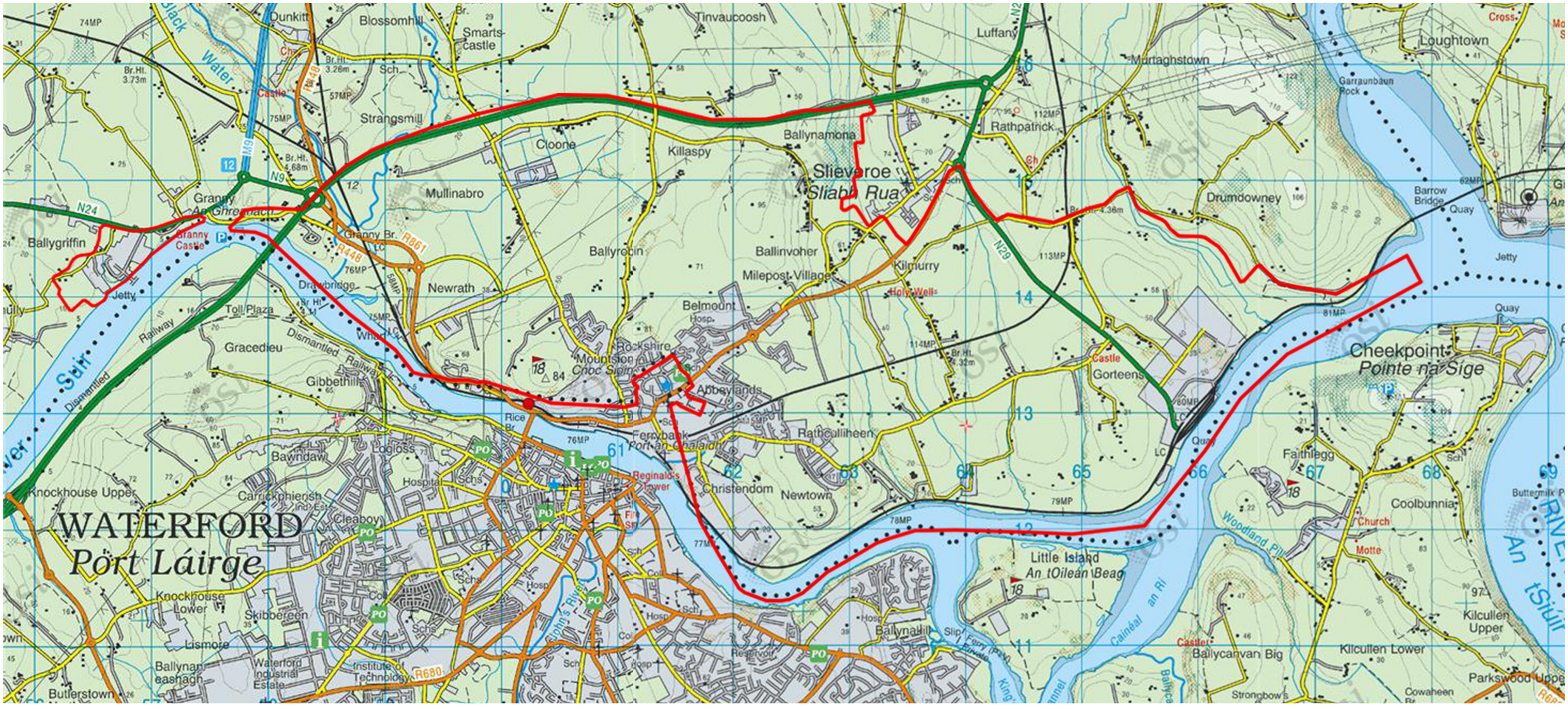
Comhairle Chontae Chill Chainnigh
Kilkenny County Council

TIDY TOWNS
PORT AN CHALAIDH
FERRYBANK
AN TAIRBHE AS TARRAINGT LE CHÉILE

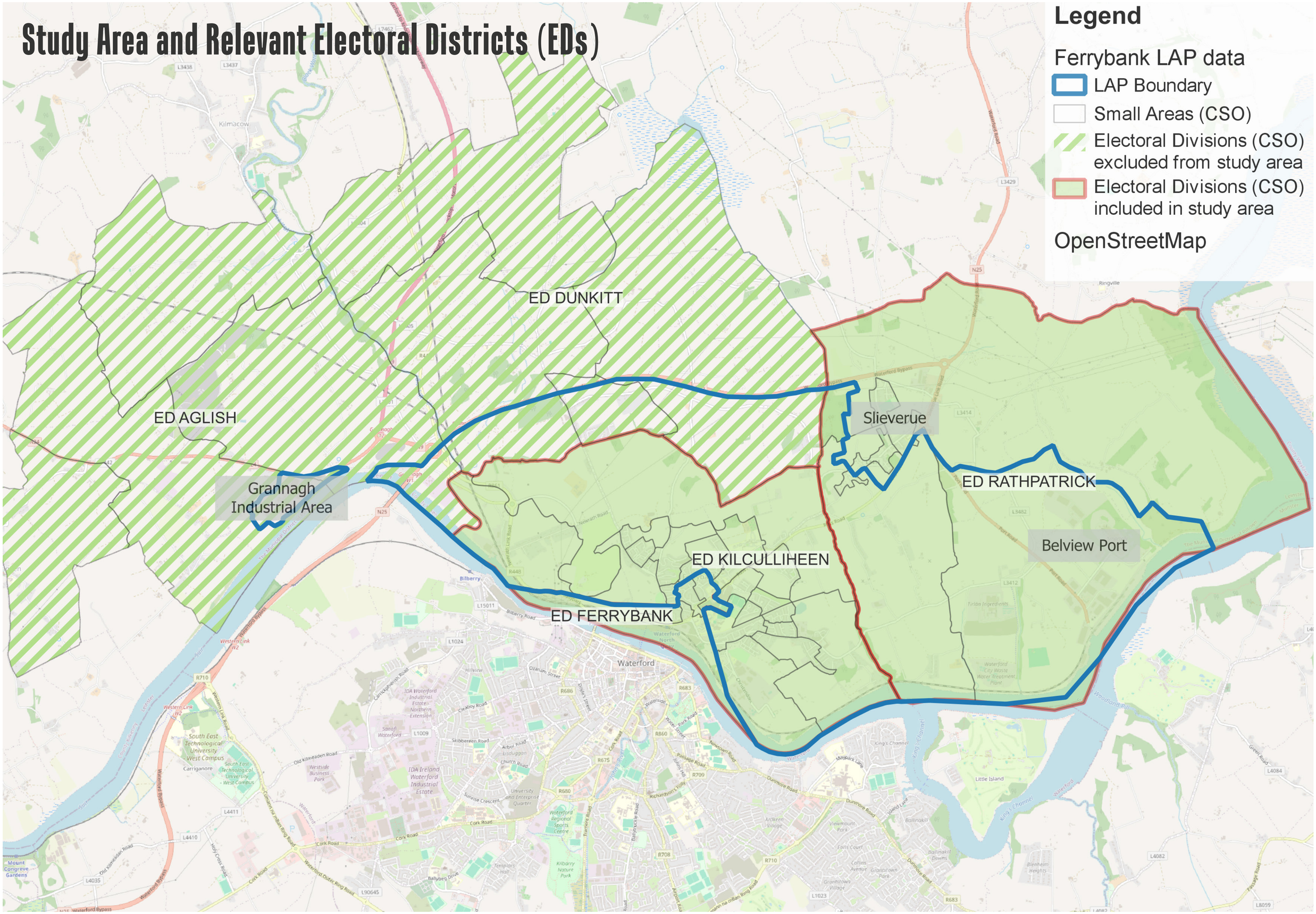
Ferrybank - Belview

Framework Plan Appendix 4: Maps

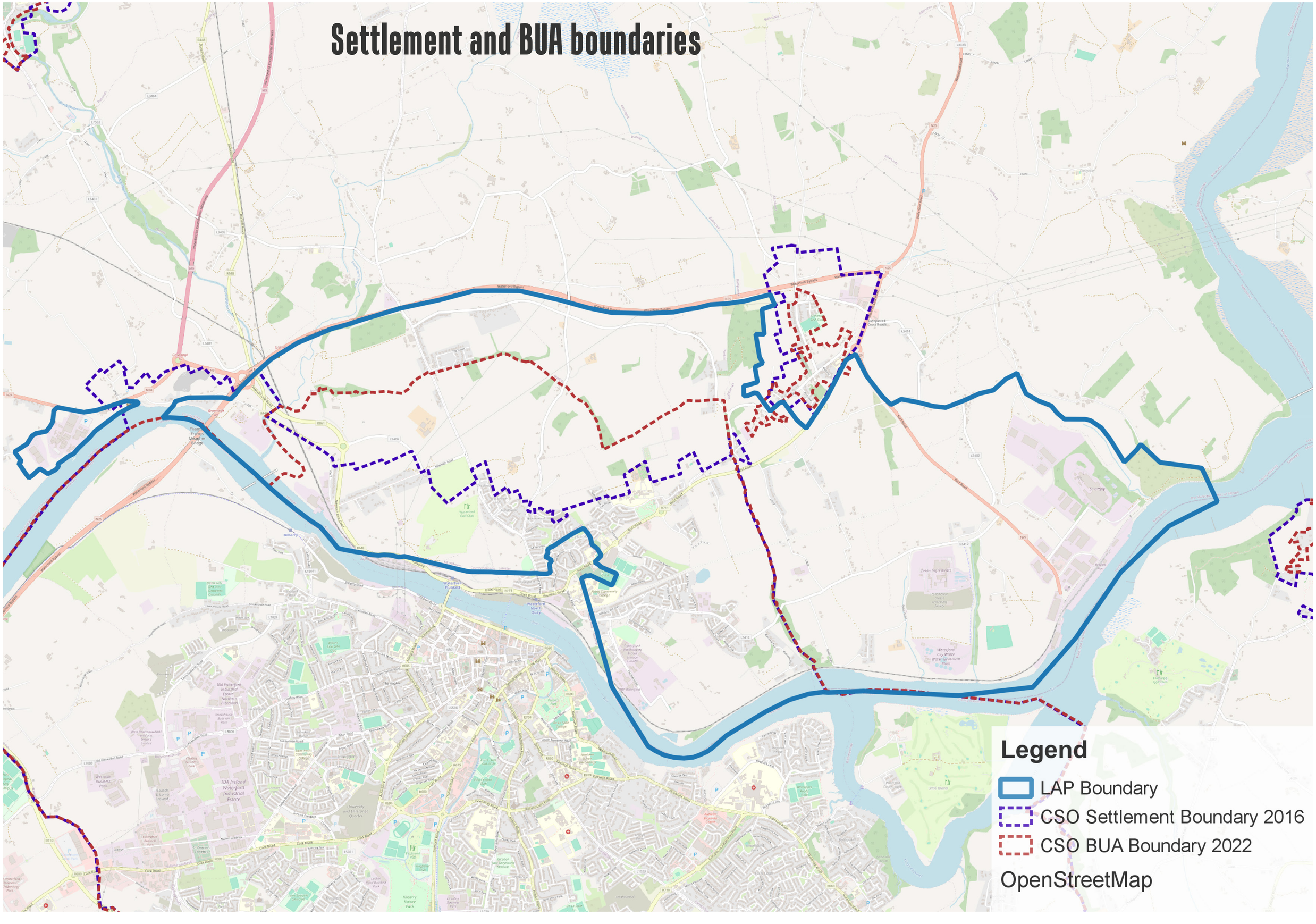
Ferrybank/Belview Framework Plan Study Area



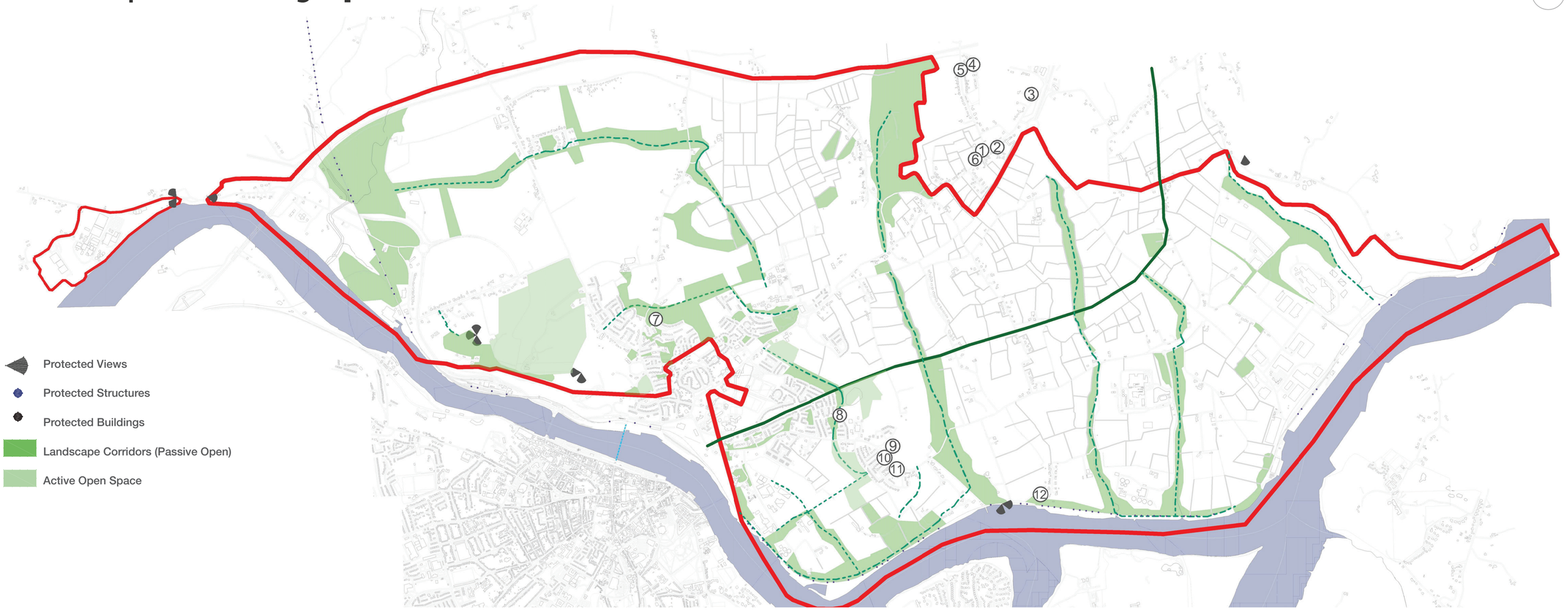
Study Area and Relevant Electoral Districts (EDs)



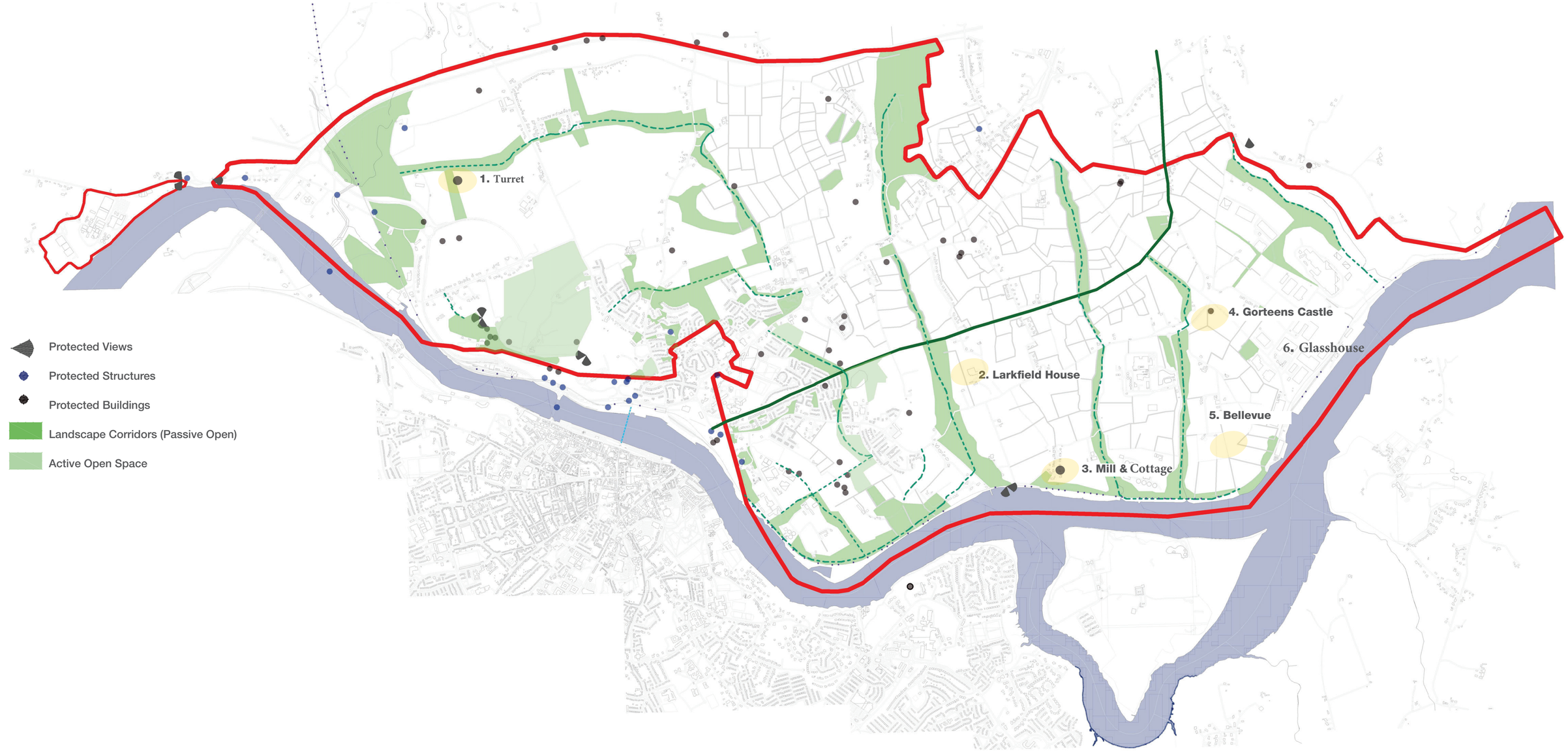
Settlement and BUA boundaries



Site Plan | Site Photographs



Heritage Review List of Protected Structures



1. Turret C673

2. Larkfield House

3. Mill & Cottage

4. Gorteens Castle C659

5. Bellevue House

6. Glasshouse

Existing Community and Social Infrastructure within the Study Area

Social Infrastructure Audit

- Arts and Cultural Facilities (15)
- Childcare Facilities (5)
- Community Facilities (9)
- Educational Institutions (5)
- Healthcare Facilities (7)
- Open Space & Recreational Facilities (34)
- Religious Institutions (12)
- Ferrybank-Belview Local Area Plan Boundary
- Study Area (CSO Electoral Divisions, 2022)

Natural, Built Heritage and Archaeological Designations

0 0.5 1 1.5 km

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Lough Cullin pNHA (000406)

River Barrow And River Nore SAC (002162)

Barrow River Estuary pNHA (000698)

KK011 - Granny Quarry

Grannyferry pNHA (000833)

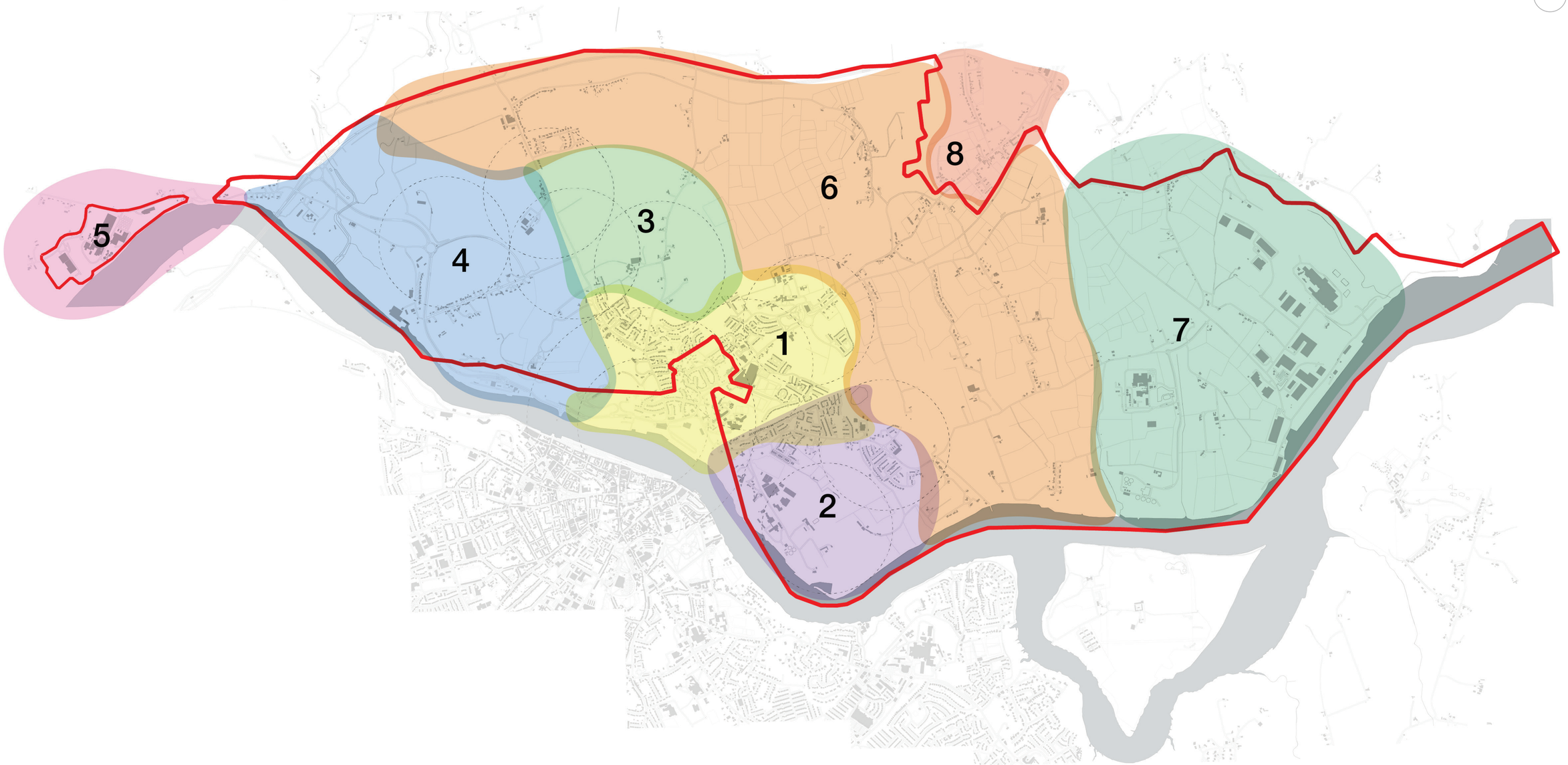
Lower River Suir SAC (002137)

King's Channel pNHA (001702)

Kilbarry Bog pNHA (001700)

- Urban Framework Plan Boundary
- County Boundary
- Water
- River or Stream
- Areas Likely to Contain Annex I Habitats
- County Geological Site
- Proposed Natural Heritage Area
- Special Area of Conservation
- Tree Preservation Order

Character Areas Map



1 CENTRAL AREA

- **Mixed Urban Character**

2 MIXED RESIDENTIAL/ INDUSTRIAL

- **Mixed Urban Character**

3 GREEN FIELD GROWTH AREA

- **Mixed Urban Character**

4 GREEN FIELD GROWTH AREA

- **Mixed Urban Character**

5 HERITAGE AREA/MIXED RESIDENTIAL

- **Mixed Urban Character**

6 LANDSCAPE/GREENFIELD

- **Mixed Urban Character**

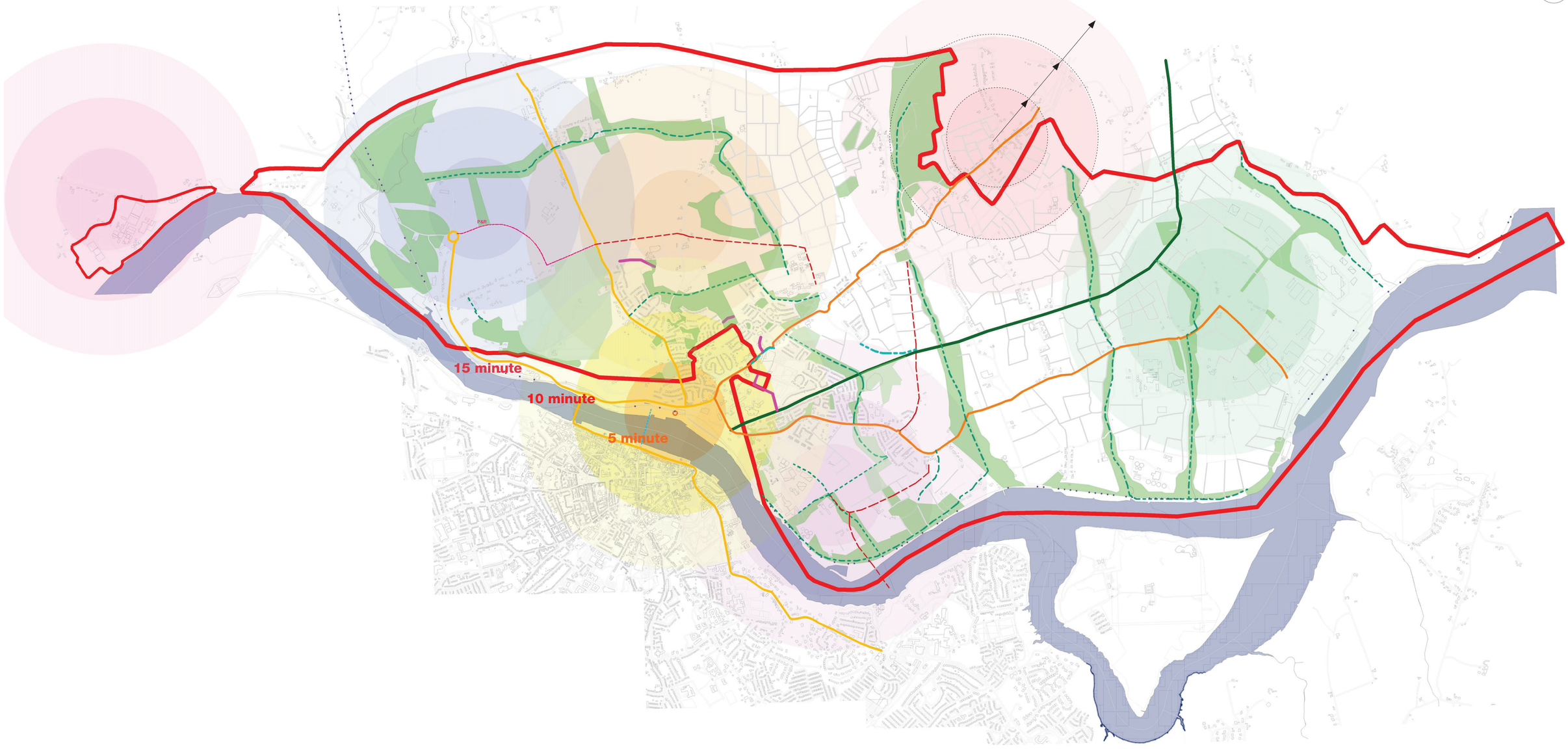
7 PORT/IDA/EMPLOYMENT

- **Mixed Urban Character**

8 SLIEVERUE VILLAGE

- **Located outside of LAP area**

15 Minute City Movement Analysis

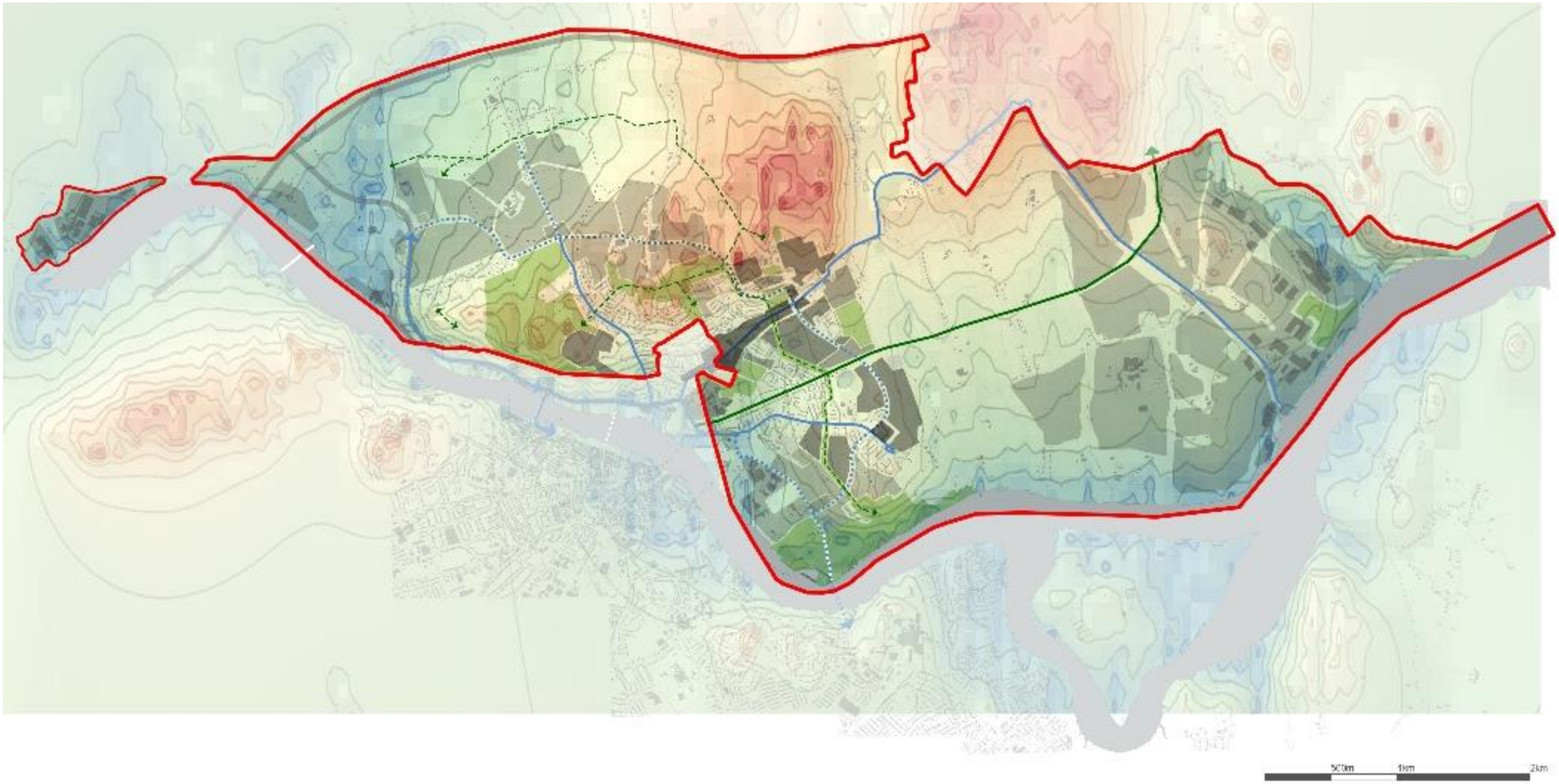


Character Areas - Walking Catchments

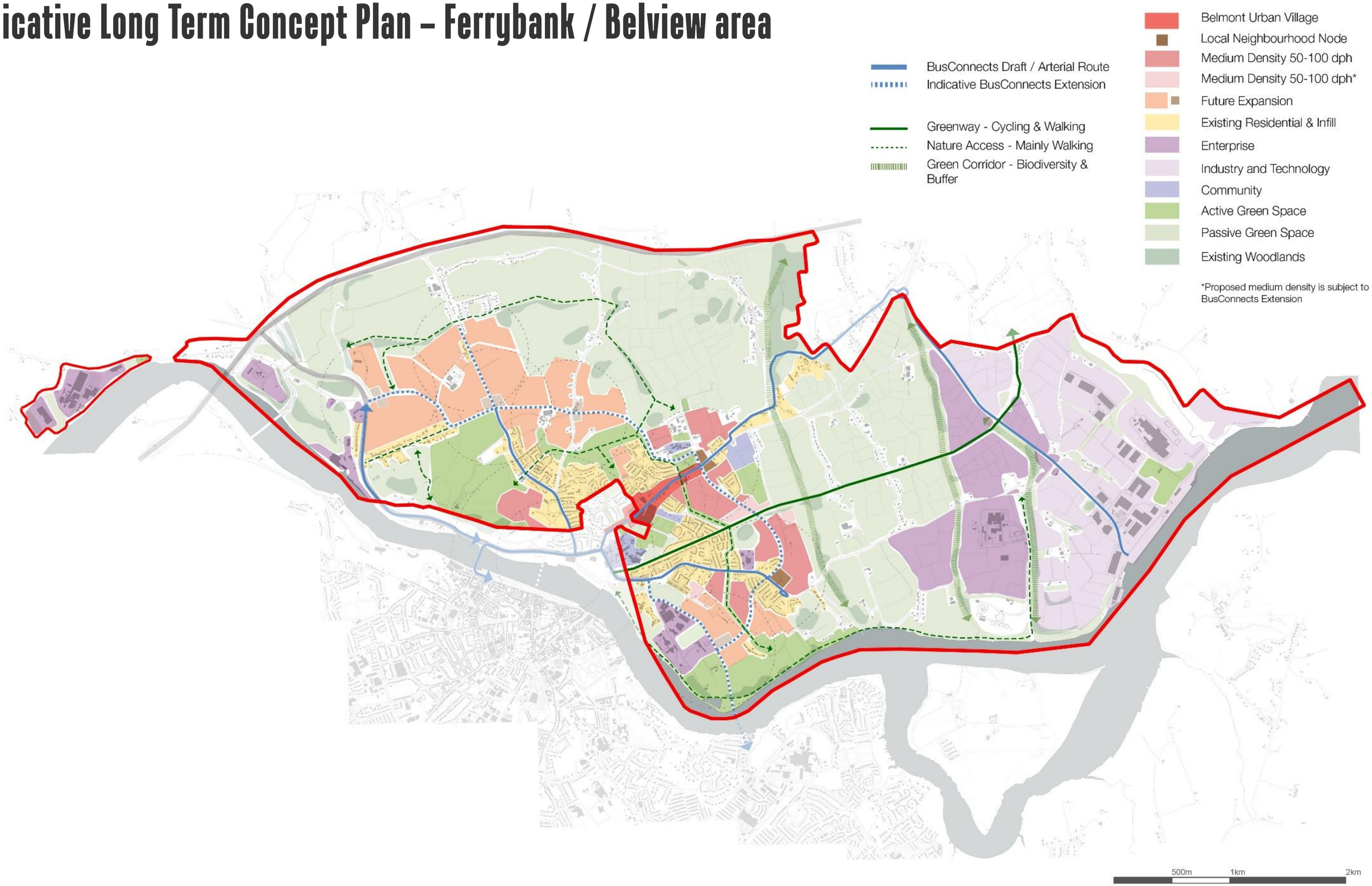
This demonstrates existing and potential urban eighbourhoods based on active movement. Walking catchments are divided into three distances; 5 minute (0.4km), 10 minute (0.8km) and 15 minute (1.2km). This method helps define each character area in the Ferrybank-Belview region, each shown in a different colour.

Indicative Strategy Plan – Future Concentric City

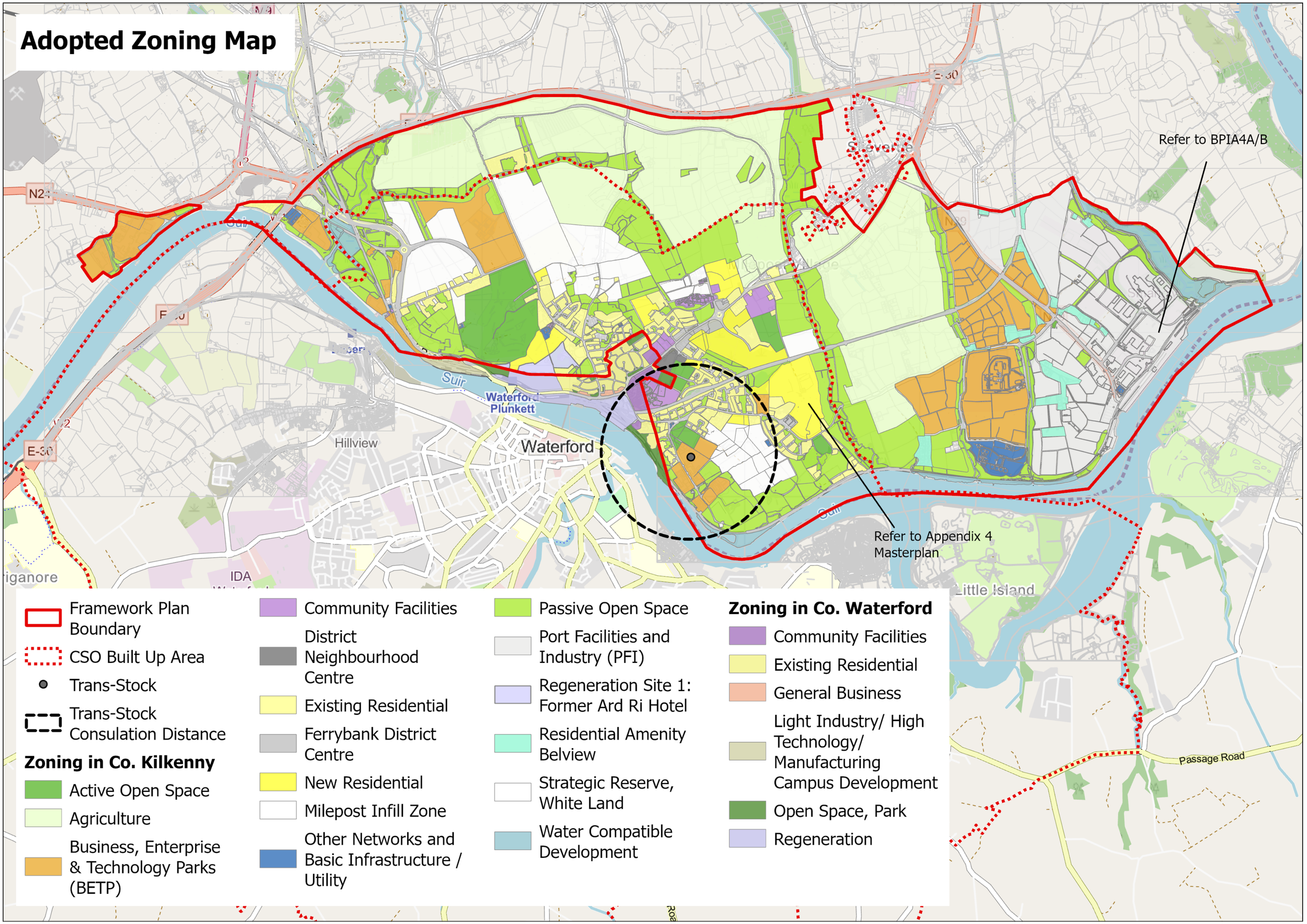
Topography Overlay on the Concept Plan



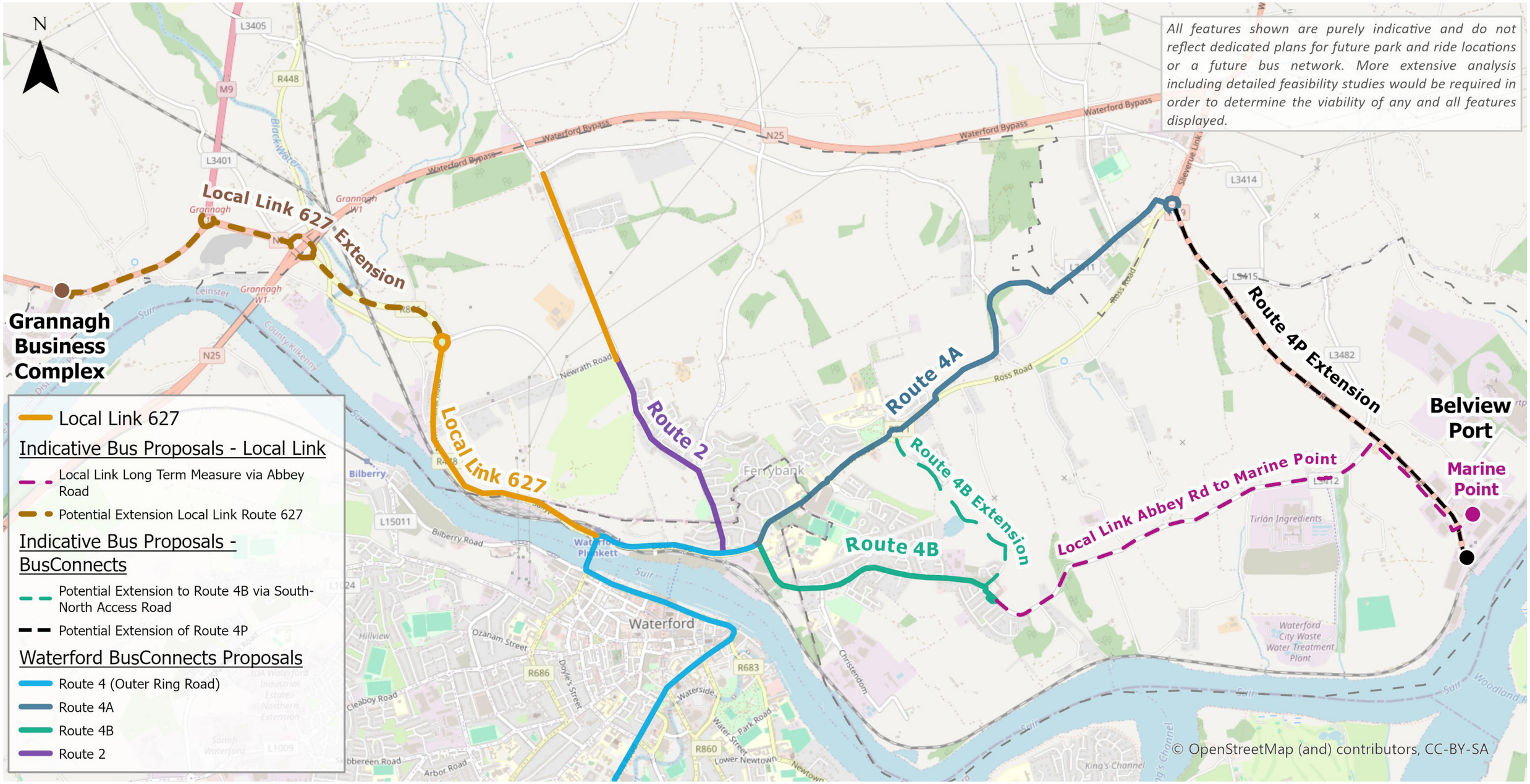
Indicative Long Term Concept Plan – Ferrybank / Belview area



Adopted Zoning Map



Bus Proposals including Bus Connects DBFL



Strategic Active Travel Network