

**Kilkenny County Council**

# Variation No. 10 to the Kilkenny County Development Plan

Strategic Environmental Assessment (SEA) Screening Report

Reference:

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Job number

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# 1. Introduction

Kilkenny County Council (KCC) adopted the Kilkenny City and Country Development Plan (CDP) 2021-2027 on the 3<sup>rd</sup> September 2021 which came into effect on the 15<sup>th</sup> October 2021. The CDP is the key strategy document which structures the proper planning and sustainable development of land-use across Kilkenny over the six-year statutory time period of the plan. The CDP consists of two volumes:

- Volume 1: Written Statement contains the overarching policy direction for the spatial and economic development of the City and the County. The Written Statements includes the overarching strategies, objectives and Development Management Requirements common to both the City and the County.
- Volume 2: City Plan and Kilkenny City Strategies consist of City-specific strategies which apply to the area defined by the City Development Boundary, such as a Core Strategy, Retail Strategy and Heritage Strategy. Volume 2 focuses specifically on Kilkenny City, addressing it as an entity in itself and outlining the more fine-grained details that need to be addressed exclusively for the City.

From 2023 to 2025, KCC has adopted four Variations of the CDP including Variation No. 1 (Residential Zoned Land Tax) and Variation No. 2 (Small Towns and Villages/Rural Nodes), Variation No. 3 (Rezoning of 0.18 hectares of Green Area in Loughboy, Kilkenny) and Variation No. 4 (Loughmacask Masterplan 2023). Another four Variations are still in process including Variation No. 5 (Castlecomer), Variation No. 6 (Ferryback Belview Framework Plan), Variation No. 7 (Residential Zoned Land Tax) and Variation No. 8 (National Planning Framework – Housing Growth Requirements).

The CDP was subject to full Strategic Environmental Assessment and Appropriate Assessment accompanied by a SEA Statement and a Consolidated Natura Impact Report. Flood risk has also been assessed, and it has been concluded that the plan would not result in any significant flood risk impacts as set out in the Consolidated Strategic Flood Risk Assessment prepared for the CDP.

KCC is currently preparing Variation No. 10 to the Kilkenny City & CDP 2021-2027, incorporating the Sustainable Urban Mobility Plan (SUMP) for Kilkenny. The Draft SUMP presents a strategic plan to help manage future growth in the area promoting positive outcomes for the local community, with a focus on transport and mobility. Furthermore, it will guide the transport requirements for the future development of Kilkenny focusing on supporting and facilitating the use of sustainable transport modes.

Arup has been commissioned by KCC to prepare a report for the purposes of an SEA Screening with regards to the proposed Variation.

## 2. Proposed Variation No. 10 to the Kilkenny City & CDP 2021-2027

As outlined in Section 1, the Kilkenny City & CDP 2021-2027 consists of two volumes, the second of which provides City-specific strategies focusing on Kilkenny City. Kilkenny City is designated as a significant Key Town in the Regional Spatial Economic Strategy for the Southern Region. Volume 2 of the Plan emphasizes the sustainable economic and physical development of the City in a compact form combined with efficient transport links between land uses between the various land uses such as employment, education and residential.

In addition, the Movement and Mobility Strategy chapter of Volume 2 of the CDP, specifically mandates the preparation of a comprehensive Local Transport Plan for Kilkenny City in accordance with the Area Based Transport Guidelines (TII, 2018) within the concept of a 10-minute City. As part of the proposed Variation No. 10 to the CDP, the SUMP provides an outcome of the review, update and continuation of the work carried out to date for the Kilkenny Local Transport Plan forming the Kilkenny SUMP to guide the transport requirements for supporting future growth in the area.

### 2.1 SUMP Overview

The SUMP presents a strategic plan setting out the transport and mobility strategy for Kilkenny. This plan is designed to satisfy the mobility needs of people and businesses in the city and its surrounding area for a better overall quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles. The core study objectives for the SUMP were established based on National, Regional, and Local policies.

The SUMP includes an introduction outlining the study area, the purpose of the study, and the structure of the report. This is followed by a summary of work completed to date, a review of the existing baseline and context, and detailed sections on options development and assessment.

Subsequently, the SUMP sets out a summary of the preferred package of measures recommended as part of the Plan. It consists of measures and objectives, particularly:

- Proposed Walking Measures;
- Proposed Cycling Measures;
- Proposed Road Objectives;
- Proposed Traffic Management Measures; and
- Recommended Transport Network

Finally, an implementation and priority plan is proposed including a summary of key points and outcomes of the study.

### 2.2 Policy Context

The National Planning Framework (NPF) 2040 promotes National Strategic Outcomes relevant to the future development of Kilkenny City. These include the promotion of sustainable management of more compact towns and villages, enhanced access between residential areas and work opportunities and a shift towards sustainable modes of transport. Table 2.1 summarises the key existing National, Regional and Local policies and guidelines relevant to the future development of the Draft SUMP area and which have been reviewed to inform the content of the Draft SUMP.

**Table 2.1 Relevant National, Regional and Local policy documents**

<b>National Policy</b>
<ul style="list-style-type: none"><li>• Project Ireland 2040 – National Planning Framework (NPF) and National Development Plan (NDP)</li><li>• National Investment Framework for Transport in Ireland (NIFTI) (2021)</li><li>• Climate Action and Low Carbon Development (Amendment) Act (2021)</li><li>• Climate Action Plan (2025)</li><li>• National Sustainable Mobility Policy (2022-2030)</li><li>• Town Centre First Policy</li></ul>
<b>Regional Policy</b>
<ul style="list-style-type: none"><li>• Regional Spatial and Economic Strategy (RSES) for the Southern Region (2019-2031)</li></ul>
<b>Local Policy</b>
<ul style="list-style-type: none"><li>• Kilkenny City and County Development Plan (2021-2027)</li><li>• Kilkenny County Council Climate Action Plan</li><li>• Kilkenny County Council Biodiversity Action Plan</li><li>• Kilkenny County Heritage Strategy</li></ul>
<b>Other Key Documents</b>
<ul style="list-style-type: none"><li>• Connecting Ireland Rural Mobility Plan (2021)</li><li>• Cycle Connects – Kilkenny Cycle Network (2024)</li><li>• National Cycle Network (NCN) (2023)</li></ul>

## **2.3 Plan Area**

The study area is Kilkenny City and its environs. Kilkenny City is the main urban centre of County Kilkenny and the 4<sup>th</sup> largest urban area in the Southern Region. It is the 6<sup>th</sup> largest employment centre in the state, with a population of 27,184 people (2022), and a daytime working population of 15,479 people.

It is a major centre for the delivery of public services as well as a self-sustaining regional driver of its economic and business role and higher order retail function. The city’s geographical extent is built on the banks of the River Nore, about 120 kilometres southwest of Dublin and 50 kilometres north of Waterford. The city is approximately 3km wide and 4.5km long, defined broadly by Kilkenny Ring Road to the north, east and south, and bounded by open farmland to the west.

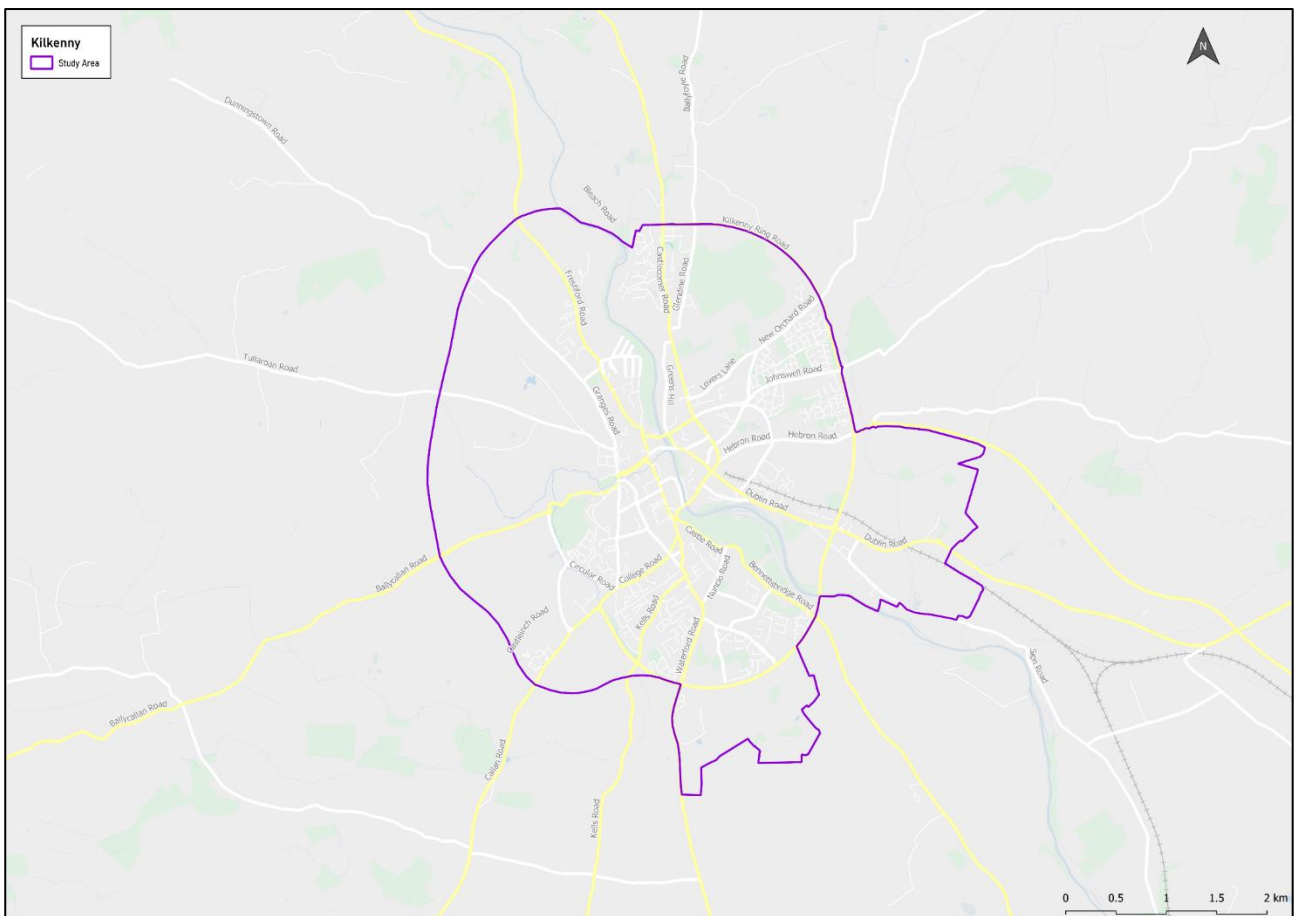
Kilkenny City is strategically located at the intersections of three national routes:

- The N10 National Primary Road from Kilkenny to Dublin – Waterford
- The N77 National Secondary Road from Kilkenny to Portlaoise
- The N76 National Secondary Road from Kilkenny to Clonmel

These roads are linked by an extensive network of national and regional roads to major cities and towns such as Dublin, Waterford, Clonmel, Durrow, Portlaoise and Roscrea. The R693 approaches Kilkenny from the northwest connecting Urlingford to the city, passing through the town of Freshford. The R712 is a short regional road from Kilkenny to Paulston. It runs from the north which connects Kilkenny to the eastern side of the county. The R695 is also part of the Kilkenny Central Access Scheme (CAS) connecting Kilkenny to Callan.

The R909 primarily serves as a local link within Kilkenny City. It connects Patrick Street in the city centre to the N76 to the southwest. Heading southeast from Kilkenny, R700 connects the city to New Ross in County Wexford and is vital for linking Kilkenny to the southeast of the country. The R697, heading south from Kilkenny City, links Kilkenny City to Carrick-on-Suir in County Tipperary.

Surrounding the city boundary, the Kilkenny Ring Road plays a significant role in bypassing city centre. The M9 motorway, while not passing through the city centre, is connected via the N10 making Kilkenny well-integrated into the national motorway network. The study area is shown in Figure 1.



**Figure 1: Study Area**

## **2.4 Principles and objectives of the Draft SUMP**

The Draft SUMP is underpinned by the 10-minute city concept and the emerging four-neighbourhood city structure, together with its core principles to implement the vision for Kilkenny City to be an accessible city with sustainable mobility options for everyone. Following the review of the work carried out to date and considering the vision, principles, and objectives set out in the document, the following core principles were identified to guide the development of the Draft SUMP:

- Integrate land-use and transport planning to support the realisation of the 10-minute city, thereby reducing transport demand and avoiding unsustainable journeys.
- Facilitate the transition to a low carbon and climate resilient city through supporting a shift to sustainable mobility options and reducing greenhouse gas emissions, air and noise pollution and energy consumption from transport, thereby improving the quality of life of people in Kilkenny City
- Collaborate with different stakeholders, communities and across different governance levels to implement the measures of the SUMP.
- Provide equitable, efficient, integrated, smart and cost-effective transport solutions that enhance access to jobs, retail, leisure and education and consider transport poverty, the gender divide and other social gradients in transport.
- Enrich urban vitality and biodiversity through greening and placemaking with inspiration from Kilkenny’s unique arts and culture traditions and medieval heritage to create a people centred city that promotes people’s health and well-being.

The aim of the Draft SUMP is to propose a set of measures that can be implemented to optimise accessibility in Kilkenny by improving access to schools, employment, and other essential services and opportunities, focusing on improving the sustainable transport networks and reducing car dependency. Its vision is to provide for the planning and delivery of transport infrastructure and services in Kilkenny City and its environs over the period of the City and Country Development Plan and beyond, which will: *“transform Kilkenny into an accessible city with sustainable mobility options for everyone.”* The proposed key objectives are listed as follows:

- Kilkenny SUMP Objectives**
1. Develop and enhance the public transport network to increase coverage, frequency, and reliability for all users.
  2. Promote active travel options such as walking and cycling through infrastructure improvements
  3. Reduce greenhouse gas emissions from the transport sector by encouraging sustainable travel modes
  4. Improve air and noise quality by encouraging sustainable modes of travel especially for shorter journeys
  5. Enhance connectivity to urban green and blue infrastructure by active modes
  6. Improve access to transport services for currently underserved areas
  7. Support the implementation of the 10-minute city concept by facilitating convenient access to key services and amenities, including education, business, employment and public transport, within short travel times
  8. Integrate multiple transport modes to provide seamless journey experience.
  9. Improve safety for all vulnerable users, including the development of safe routes to schools.
  10. Improve public realm through placemaking to enhance community identity and liveability
  11. Implement effective parking and demand management strategies to optimise urban space and reduce congestion
  12. Support the local economy and improve employment access by enhancing connectivity between residential areas and job centres
  13. Maintain ongoing consultation and engagement with TII and ensure alignment with TII standards by considering the strategic function of national roads.

## 2.5 Monitoring of the Draft SUMP

Monitoring plays an important role in ensuring that the objectives of the SUMP and the wider policy framework are achieved. Monitoring of the Kilkenny City and County Development Plan (CDP) is undertaken through a mid-term review process, which assesses progress on the implementation of CDP objectives over the lifetime of the plan, including objectives relating to transport, land use integration, placemaking and environmental protection. This monitoring framework contributes to the effective implementation of the SUMP by ensuring that transport and land-use measures remain aligned.

The SUMP also identifies a number of Key Performance Indicators (KPIs) that provide additional environmental and mobility-related monitoring parameters, including indicators on air quality, noise emissions, reallocation of road space towards sustainable modes, and levels of active travel uptake. Together with the CDP monitoring programme, these indicators will help track the effectiveness of the SUMP, identify emerging issues and support adaptive management.

Beyond these quantifiable outcomes, the SUMP is also expected to deliver wider benefits that are less easily measured, including improved physical health and fitness, enhanced wellbeing, better journey quality, and increased urban liveability. Wider benefits may also include stronger community ties, reduced stress levels, and a more vibrant and inclusive public realm.

## 3. SEA Screening

### 3.1 Legislative Overview

Directive 2001/42/EC of the European Parliament and of the Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment, (also known as the Strategic Environmental Assessment Directive), requires that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.

In Ireland, the SEA Directive has been transposed into national legislation through ‘the SEA Regulations’:

- S.I. No. 435 of 2004 (European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by S.I. No. 200 of 2011 and S.I. No. 463 of 2025.
- S.I. No. 456 of 2025 European Union (Land Use Planning – Strategic Environmental Assessment) Regulations 2025.

The Strategic Environmental Assessment of the proposed variation is governed by the S.I. No. 456 of 2025.

Under Article 4 of SI No. 456 of 2025, where a planning authority proposes to make a variation of a development plan, it shall ‘*consider whether or not the proposed variation would be likely to have significant effects on the environment, taking into account of relevant criteria set out in Schedule 2.*’

Thus, KCC, as the planning authority is required to determine whether the proposed Variation No. 10 to the Kilkenny City & CDP 2021-2027 needs to be subject to SEA. This process is referred to as ‘SEA Screening’.

### 3.2 SEA Screening Methodology

SEA Screening is the process for determining whether a particular plan - or variation to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA. Such a determination is required to take account of relevant criteria set out in Schedule 2, ‘Criteria for Determining Whether a Plan is Likely to Have Significant Effects on the Environment’ of the SEA Regulations, as amended, and submissions or observations from relevant environmental authorities. The criteria for determining whether a plan is likely to have significant effects on the environment set out in Schedule 2 of SI No. 456 of 2025 is outlined below:

1. The characteristics of the plan having regard, in particular, to:
  - the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources
  - the degree to which the plan influences other plans, including those in a hierarchy
  - the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development
  - environmental problems relevant to the plan
  - the relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:
  - the probability, duration, frequency and reversibility of the effects
  - the cumulative nature of the effects, – the transboundary nature of the effects
  - the risks to human health or the environment (e.g. due to accidents)
  - the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

- the value and vulnerability of the area likely to be affected due to:
  - special natural characteristics or cultural heritage
  - exceeded environmental quality standards or limit values
  - intensive land-use
- the effects on areas or landscapes which have a recognised national, European Union or international protection status.

## 4. SEA Screening of the Proposed Variation

Table 4.1 below sets out the criteria for determining whether a plan is likely to have significant effects on the environment set out in Schedule 2 of the SEA Regulations. A response to each of the individual criterion is also included.

**Table 4.1 Criteria for Determining Whether a Plan is Likely to have Significant Effects on the Environment**

Schedule 2 Criteria for Determining Whether a Plan is Likely to have Significant Effects on the Environment
The characteristics of the plan having regard, in particular, to:
The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources
<p>The proposed Variation No. 10 involves incorporating the Kilkenny SUMP into Volume 2 of the Kilkenny City &amp; CDP 2021-2027. Kilkenny is a city with a population of 27,184 within the latest Central Statistics Office census (CSO, 2022).</p> <p>The Draft SUMP fulfils the objective C5A in the Kilkenny City &amp; CDP 2021–2027 by providing an outcome of the review, updating and continuing the work carried out for the Kilkenny LTP in 2020 to guide the transport requirements for supporting future growth in the area. The networks, objectives and measures outlined in the Draft SUMP are location and size specific.</p> <p>However, it is important to consider the Draft SUMP in the context of the planning hierarchy in which it sits. According to the Area Based Transport Assessment (ABTA) and Local Transport Plans Advice Note (National Transport Authority, 2024),</p> <p><i>“the ABTA process and resultant LTP represents the lowest tier of the National Planning Framework (NPF) for the integration of land use and transport planning and the achievement of compact smart growth.”</i></p> <p>The Advice Note goes on to state that one of the primary purposes of the ABTA is:</p> <p><i>“to fully integrate land use planning and transport planning at the earliest stages of plan preparation.”</i></p> <p>The Advice Note also states that:</p> <p><i>“It is essential, therefore, that the objectives and measures in the LTP reflect higher level transport policies and priorities and that there is a clear demonstrable link in each LTP to this hierarchy. It is by this pathway that land use planning can fully account for, and be fully integrated with, transport planning at the local level.”</i></p> <p>As such, it could be considered a plan that may guide development later in the planning hierarchy through its measures and objectives on transport modes such as walking, cycling, road networks and traffic management.</p> <p>As shown in Appendix A.2, the provisions of the proposed Variation are broadly consistent with those of the existing Kilkenny City &amp; CDP 2021-2027. The proposed Variation does not introduce significant changes to the existing planning and development framework, which is already governed by the Kilkenny City &amp; CDP.</p> <p>Accordingly, the extent to which the proposed Variation sets a framework for projects or other activities, whether in terms of location, nature, size, operating conditions, or resource allocation, is considered to be limited. This is because the proposed Variation will simply become part of the existing CDP framework, rather than establishing a new or separate planning context.</p>
The degree to which the plan influences other plans, including those in a hierarchy
<p>KCC proposes to undertake Variation No. 10 to the Kilkenny City &amp; CDP 2021-2027 to incorporate the Kilkenny SUMP into Volume 2 of the CDP by means of a transport plan.</p> <p>No lower-level plans are anticipated to be prepared that would sit under the Draft SUMP in a hierarchy. As such, the proposed Variation will not influence any other lower-tier plans within a hierarchy. The degree to which it influences other plans is therefore considered to be minor.</p>
The relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development
<p>The Kilkenny City &amp; CDP 2021-2027 is the principal strategy guiding the proper planning and sustainable development of land use across Kilkenny over its six-year statutory period.</p> <p>It is proposed to incorporate the Kilkenny SUMP into Volume 2 of the CDP through a Variation. The Draft SUMP provides a plan that will guide the future transport investment in the study area. The strategic aim of the Draft SUMP is to coordinate transport and land use planning to reduce the demand for travel and the reliance on the private car in favour of public transport. This is directly tied to environmental sustainability through the plan’s core principles to shift to sustainable mobility, facilitate low carbon transition and reduce emissions and energy use from transport.</p> <p>The Draft SUMP is designed to satisfy the mobility needs of people and businesses in the city and its surrounding for a better overall quality of life. The Draft SUMP supports the realisation of the 10-minute city concept and the 4-neighbourhood city concept for Kilkenny, thereby reducing transport demand, reducing pollution through supporting the shift to sustainable mobility options and enhancing social gradients, urban vitality and biodiversity.</p> <p>In this context, the proposed Variation No. 10 is directly relevant to the integration of environmental considerations and contributes positively to the promotion of sustainable development at the local level.</p>
Environmental problems relevant to the plan

**Schedule 2 Criteria for Determining Whether a Plan is Likely to have Significant Effects on the Environment**

One relevant ‘environmental problem’ noted in the Draft SUMP arises from the city’s reliance on private vehicular traffic and the continued presence of Heavy Goods Vehicles (HGVs) in the city and along routes due to lack of connectivity between certain areas, and gaps in public transport coverage. Left unchecked, the projected growth of Kilkenny and its environs will likely give rise to an increase in private car journeys, together with the resultant problems of congestion, air pollution and health detriments.

The Kilkenny City & CDP, which covers the entire geographical scope of the Draft SUMP, has been subject to SEA and AA. Thus, it is considered that the baseline environment in Kilkenny City, and relevant environmental problems have been adequately assessed and mitigated against in the SEA and AA of the plans. Refer to the SEA and AA of the Kilkenny City & CDP for further details.

The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection)

The Draft SUMP is relevant to the implementation of European Union legislation on the environment primarily because it is directly informed by and aims to achieve compliance with related national legislation, notably the transposition of the European Climate Law. A principal reason for the development of the Draft SUMP is the need to respond to national, regional and county level plans including the NPF 2040, RSES for the Southern Region and Kilkenny City & CDP 2021-2027. All of which include objectives to achieve sustainable development and address environmental concerns through improving transport infrastructure.

The EU Green Deal seeks a 90% reduction in green-house gas emissions by 2050. This requires a substantial reduction in emissions across all sectors including the transport sector meaning significant development of sustainable transportation networks is a necessity.

The Draft SUMP has potential to contribute to targets set by the EU Green Deal and the objectives of the Kilkenny City & CDP and NPF 2040 by setting a framework that supports the development of infrastructure which encourages sustainable transport methods, for example, increased active travel and public transport usage in Kilkenny City. It is considered that by doing so, there is potential to transition to a low carbon and climate resilient city and reduce transport related greenhouse gas (GHG) emissions in Kilkenny City and in the long-term aid GHG emission targets in Ireland/ Europe.

Accordingly, the proposed Variation is relevant to the implementation of European Union environmental legislation, as it ensures that the strategic planning framework for Kilkenny aligns with these legislative requirements.

**Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:**

The probability, duration, frequency and reversibility of the effects,

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport and reducing pollution.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of potential significant environmental effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise. Thus, it is considered that the probability, duration, frequency, and reversibility of any likely effects are not significant.

The cumulative nature of the effects,

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of significant effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise. They are localised in nature and do not introduce new development capacity or land use change. Thus, it is considered that the cumulative nature of any likely effects is not significant.

**Schedule 2 Criteria for Determining Whether a Plan is Likely to have Significant Effects on the Environment**

The transboundary nature of the effects,

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of significant effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise. Thus, it is considered that any likely transboundary effects are not significant.

The risks to human health or the environment (e.g. due to accidents),

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP also seeks to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of significant effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise.

The walking and cycling measures set out in the Draft SUMP will enable greater active travel and physical activity. The human health benefits of increased physical activity are well documented and include mental health and well-being benefits, reduced incidence of non-communicable disease; cardiovascular disease, diabetes, cancer, hypertension, obesity and osteoporosis, reduced morbidity and mortality, delays in the onset of dementia and an overall reduction in the economic burden of disease.

Active travel offers human health benefits that go beyond the benefits associated with increased physical activity such as improved road safety outcomes, reduction in transport poverty gradients and improved access to essential services, and social benefits.

The potential environmental benefits include reduced transport emissions; tailpipe, tyres, brakes, road surfaces and road markings, improved air quality and reduction in noise pollution.

Thus, it is considered that the risks to human health or the environment are not significant.

The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

The spatial extent of the Draft SUMP is limited to Kilkenny City and its immediate environs, corresponding with the City Development Boundary and the area addressed by Volume 2 of the Kilkenny City and County Development Plan 2021–2027, CycleConnects, and the Loughmacask Masterplan. The Plan does not extend into adjoining local authority areas, nor does it propose infrastructure or measures with regional or transboundary implications.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of significant effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise.

**Schedule 2 Criteria for Determining Whether a Plan is Likely to have Significant Effects on the Environment**

Accordingly, having regard to the geographic scope of the Plan and the population likely to be affected, it is considered that the magnitude and spatial extent of any environmental effects arising from the implementation of the Draft SUMP would be local and not significant.

The value and vulnerability of the area likely to be affected due to:  
special natural characteristics or cultural heritage,  
exceeded environmental quality standards or limit values,  
intensive land-use

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

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The effects on areas or landscapes which have a recognised national, European Union or international protection status.

All of the provisions set out in the Draft SUMP are reflective of higher-level transport policies, in accordance with the NTA Advice Note. In particular, the Draft SUMP is underpinned by the 10-minute city concept and 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall travel demand and support more compact, accessible communities. The Draft SUMP aims to optimise the existing transport network for sustainable modes through measures such as reallocation of road space, improved permeability and enhanced linkages for walking and cycling, thereby prioritising sustainable transport.

A number of provisions within the Draft SUMP are drawn from existing plans including the Kilkenny City and County Development Plan 2021-2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA. A number of significant effects were identified within the SEA and AA for those plans for which mitigation measures were proposed. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. Some measures not drawn from the aforementioned plans are assessed in Appendix A.2. The measures primarily comprise minor road works such as pedestrian improvements and pedestrian junction upgrades and no significant effects are likely to arise. Thus, it is considered that the any likely effects on areas or landscapes which have a recognised national, European Union or international protection status are not significant.

## 5. Appropriate Assessment

The EU Habitats Directive, its transposing Birds and Natural Habitats Regulations 2011 (as amended) and the Planning and Development Act 2024 provide the requirement to screen for effects on Natura 2000, or ‘European Sites’. These sites have been designated or proposed for designation by virtue of their ecological importance. If the effects are deemed to be significant, potentially significant, or uncertain then Appropriate Assessment (AA) must be undertaken.

The proposed Variation was subject to a screening process in order to establish whether or not AA must be undertaken. The Screening for AA identified that implementation of the measures and objectives proposed in respect of the proposed Variation, individually or in combination with other plans and projects, will not have a likely significant effect on European Sites. Therefore, AA is not required. Any changes to the proposed Variation will be subject to further Screening for AA.

## 6. Conclusion

SEA Screening is the process for determining whether a particular plan - or Variation to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.

The purpose of the report is to evaluate the requirement for SEA to be undertaken on the proposed Variation No. 10 to the Kilkenny City & CDP 2021-2027.

The assessment of the proposed Variation to the CDP provided in this report (including against the criteria set out in Schedule 2 of the Planning and Development (SEA) Regulations, as amended) has found that the proposed Variation would not be likely to result in significant environmental effects.

A number of measures within the Draft SUMP are drawn from existing plans, including the Kilkenny City and County Development Plan 2021–2027, CycleConnects, and the Loughmacask Masterplan, all of which were subject to SEA and AA, with significant effects identified and addressed through proposed mitigation measures. As part of the SEA screening process for the SUMP, the SEA for the CDP was reviewed, and it is considered that the mitigation measures contained within the CDP are sufficient to address the proposals contained within the SUMP. These mitigation measures apply to all proposals arising from the CDP and all subsequent Variations. The remaining SUMP measures, assessed separately in Appendix A.2, comprise minor road works, including pedestrian and junction improvements. These interventions are limited in scale and do not give rise to likely significant environmental effects.

The Variation aligns with the principles of the 10-minute city and the 4-neighbourhood city concept for Kilkenny, promoting integrated transport and land-use planning to reduce overall transport demand. In this context, the Draft SUMP is expected to deliver positive environmental benefits by improving the existing transport network for sustainable modes, including road space reallocation, improved permeability, and enhanced walking and cycling linkages.

The AA Screening undertaken on the proposed Variation has likewise determined that no AA is required in relation to the proposed Variation.

Therefore, on the basis of the above assessment, including consideration of the criteria as set out in including consideration of the criteria as set out in Schedule 2 of the European Union (Land Use Planning – Strategic Environmental Assessment) Regulations 2025 (S.I. No. 456 of 2025), the proposed Variation No. 10 to the Kilkenny City & CDP 2021-2027 does not require full SEA.

# Appendix A

## A.1 Assessment of Measures

### Assessment of the Cycling Measures

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	C-1	Upgrade Greens Hill, Bleach Road and Green's Bridge to shared pedestrian / cycle facility	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-2	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N77 (Castlecomer Roundabout to New Orchard Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-3	Upgrade existing on-road cycle lane to fully segregated cycle lane along R712 Castlecomer Road (Castlecomer Roundabout to New Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-4 <sup>1</sup>	New cycle facilities connecting Castlecomer Road / Green's Hill with Lovers Lane	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-5	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N77 (New Orchard Road Roundabout to Hebron Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-6	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along Golf Links Road (Johnswell Road to New Orchard Road)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-7	New Greenway connecting MacDonagh Junction to Newpark Lower along disused railway line	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-8	Upgrade existing on-road cycle lane to fully segregated cycle lane along R712 Castlecomer New Road (New Road Roundabout to Dublin Road)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	C-9	Upgraded and new shared pedestrian / cyclist facility along Golf Links Road / Ballybought Street	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-10	New shared pedestrian / cyclist facility connecting Castlecomer New Road to Michal Street (via Barrack Street and Wolfe Tone Street Car Park)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-11	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along Pennyfeather Way	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-12	New and upgraded cycle facilities along Hebron Road to N77 / Hebron Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-13	New shared pedestrian / cyclist facility connecting Bateman Quay to Michael Street	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-14	Upgraded cycle facilities along Dublin Road from MacDonagh Junction to Old Dublin Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-15	New and upgraded cycle facilities connecting Canal Walk to Lacken Walk Boardwalk / N10 along Lacken Walk	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-16	New and upgraded fully segregated cycle lane connecting Dublin Road to Hebron Road (via Hebron Industrial Estate)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-17 <sup>1</sup>	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N10 (Hebron Road Roundabout to Old Dublin Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-18	New and upgraded cycle facilities along R712 Dublin Road (east of N10)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	C-19	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N10 (Old Dublin Road Roundabout to Bennettsbridge Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-20 <sup>1</sup>	New cycle facilities connecting Dublin Road to Bennettsbridge Road via new active travel bridge	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-21	Upgraded cycle facilities along the Parade (R700) between Kilkenny Castle and Castle Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-22	New cycle facilities along Bennettsbridge Road (R700) between Canal Walk and Bennettsbridge Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-23	Provision of cycle facilities along Upper Patrick Street between Jacob Street and Waterford Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-24	Upgraded cycle facilities along Nuncio Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-25	Upgrade existing on-road advisory cycle lane to full segregated cycle lane along Bohernatounish Road from Waterford Road to Bohernatounish Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-26	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N10 (Bennettsbridge Road Roundabout to Bohernatounish Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-27	Provide upgraded cycle facilities along both sides of the N10 (Bohernatounish Road Roundabout to Waterford Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-28 <sup>1</sup>	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along the N76 (Waterford Road Roundabout to Kells Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	<b>C-29</b>	Upgrade existing shared pedestrian / cycle facility to fully segregated cycle lane along N76 (Bennettsbridge Road Roundabout to Bohernatounish Road Roundabout)	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-30</b>	Upgrade existing on-road advisory cycle lane to full segregated cycle lane along Waterford Road (R910) between Bohernatounish Road Roundabout and Waterford Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-31</b>	New and upgraded cycling facilities along Waterford Road (R910) between Upper Patrick Street / Upper New Street and Bohernatounish Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-32</b>	New and upgraded cycling facilities along Corcoran Terrace (R679) between Waterford Road and Kells Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-33</b>	Improvements of the link along Coote's Lane which forms a greenway	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-34</b>	New and upgraded fully segregated cycle lane along Ormonde Road and College Road (R909) between Upper Patrick Street and College Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-35</b>	Upgrade cycling facilities along Callan Road (R909) between Callan Road Roundabout and College Road Roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-37</b>	New cycle facilities along Dominic Street to Dean Street	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	<b>C-38</b>	New cycle facilities along Butt's Green and upgrade Granges Road and Parkview Drive to fully segregated cycle lane	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	C-41	Upgrade to existing on-road mandatory cycle lane along Freshford Road / Bishop's Hill / Troy's Gate to fully segregated cycle lane and shared pedestrian / cycling facilities at Bishop's Hill / Troy's Gate due to space constraints	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-42 <sup>1</sup>	New cycle facility connecting Freshford Road (R693) and Castlecomer Road (R712) via The Sycamores and new active travel bridge over the Nore	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-43	New cycle facilities connecting Butt's Green and Parliament Street	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-44	Upgrades to shared pedestrian / cycle facilities west of High Street	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.3	C-45	Provision of Cycling Facilities on Kickham Street and James Street	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.3	C-46	Provision of Cycling Facilities on Gaol Road and Parnell Street	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.3	C-47	Provision of Cycling Facilities through Roberts Hill	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-48 <sup>1</sup>	Provision of active travel links from Breaghagh Valley to City Centre	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.3	C-49	Upgrade Cycling facilities on Callan Road Roundabout to William Robertson Way	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.3	C-50	Provision of cycle facilities on Lord Edward St	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this cycling measure.
Section 5.3	C-51	Provision of Cycle Facilities from Abbott roundabout to Ring Road	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

**Note:** 1 – Indicative measures, subject to planning.

#### Assessment of the Walking Measures

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	W-1	Improve pedestrian wayfinding and legibility between Kilkenny Station and City Core	This measure proposes no construction works (upgrade only of signage) - no likely significant effects are anticipated as a result of this walking measure.
Section 5.2	W-2	Phased introduction of pedestrianisation on High Street from 11:00 to 19:00 (with exception for public transport)	This measure is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	W-3 <sup>1</sup>	New cycle/ pedestrian link at the River Nore – north crossing	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	W-4	New pedestrian link at Greenfields Court to Loreto Avenue	This measure constitutes minor development that no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-6	New pedestrian link at Broguemakers hill to Greenshill to facilitate shared walking and cycling facilities.	This measure constitutes minor development that no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-7 <sup>1</sup>	New pedestrian link at Newpark to Northwest	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	W-8 <sup>1</sup>	New cycle/ pedestrian link at River Nore – south crossing	This measure is an indicative route which has potential to generate environmental effects. However, the SEA of the CDP refers to mitigation measures included in the CDP to ensure no negative effects will arise for such objectives. CDP objectives in relation to natural heritage (Vol. 1 Chapter 1 and Chapter 9 and Vol. 2 Chapter 2 of the CDP) and water quality (Vol. 1 Chapter 10 of the CDP) are included which will apply to all measures that arise from the CDP and all subsequent Variations. Therefore, no likely additional significant effects are anticipated to arise.
Section 5.2	W-9	New crossing facility Bennettsbridge road crossing to canal walk	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	W-10	Bishop Birch Link to Dublin Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	W-11 <sup>1</sup>	Dukesmeadow to Canal Walk	This measure constitutes minor development - no likely significant effects are anticipated as a result of this walking measure.
Section 5.2	W-12	Bishop Birch Link to Hebron Road	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	W-13	Deans Court and Village Court to St Fiacre's Place	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-14	Remove fencing from Lintown Grove to Newpark Shopping Centre	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-15	Lakeview Drive to Newpark Shopping Centre through Lakeside Medical	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	W-17	Coote's Lane north-south connection	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-18 <sup>1</sup>	Kenneyswell Road to Lord Edward St via Waterbarracks	This measure is an indicative route which has potential to generate environmental effects. However, the SEA of the CDP refers to mitigation measures included in the CDP to ensure no negative effects will arise for such objectives. CDP objectives in relation to natural heritage (Vol. 1 Chapter 1 and Chapter 9 and Vol. 2 Chapter 2 of the CDP) and water quality (Vol. 1 Chapter 10 of the CDP) are included which will apply to all measures that arise from the CDP and all subsequent Variations. Therefore, no likely additional significant effects are anticipated to arise.
Section 5.2	W-19	Lord Edward St to Granges Rd via Ayrefield Medical Centre	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-20	Waterford Road to Parcnogown via Presentation Secondary School	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-21	Hollybank Lane to Kilkenny Project National School	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-22	Springfields to Clongowan and Cashel Downs	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-23	The Paddocks to Kells Road	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-24	New Pedestrian Link from Callan Road to castle oaks	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	<b>W-25</b>	Emmet Street to Kickham Street/CBS primary	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>W-26<sup>1</sup></b>	Pedestrian Link from Circular Road to Bonnetstown Road	This measure is included in the Loughmacask Masterplan which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>W-27</b>	Pedestrian Link from Bonnetstown Road to Dunningstown Road	This measure is included in the Loughmacask Masterplan which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>W-28<sup>1</sup></b>	Pedestrian Link from Freshford Road to River Nore North	This measure is an indicative route which has potential to generate environmental effects. However, the SEA of the CDP refers to mitigation measures included in the CDP to ensure no negative effects will arise for such objectives. CDP objectives in relation to natural heritage (Vol. 1 Chapter 1 and Chapter 9 and Vol. 2 Chapter 2 of the CDP) and water quality (Vol. 1 Chapter 10 of the CDP) are included which will apply to all measures that arise from the CDP and all subsequent Variations. Therefore, no likely additional significant effects are anticipated to arise.
Section 5.2	<b>W-29</b>	Improved Pedestrian Link on Lousybush Lane	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>W-30</b>	Pocoke Park to Old Golf Links Road	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>W-31</b>	New Pedestrian link from Wolfe Ton Bridge to Bateman Quay linking to skate park	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>W-32</b>	Castlecome Road (North) pedestrian crossing near new bus stop	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	W-33	Johnswell road pedestrian crossing near bus stop	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-34	Kells Road Pedestrian crossing	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-35	Callan Road at William Roberston Way crossing improvements	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-36	Walkin Street to Kickham Street pedestrian improvements	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	W-37 <sup>1</sup>	Link from Ossory Pedestrian bridge to Dublin Road	This measure is an indicative route which has potential to generate environmental effects. However, the SEA of the CDP refers to mitigation measures included in the CDP to ensure no negative effects will arise for such objectives. CDP objectives in relation to natural heritage (Vol. 1 Chapter 1 and Chapter 9 and Vol. 2 Chapter 2 of the CDP) and water quality (Vol. 1 Chapter 10 of the CDP) are included which will apply to all measures that arise from the CDP and all subsequent Variations. Therefore, no likely additional significant effects are anticipated to arise.
Section 5.2	W-38 <sup>1</sup>	Link from Ossory Pedestrian bridge to N10	This measure is an indicative route which has potential to generate environmental effects. However, the SEA of the CDP refers to mitigation measures included in the CDP to ensure no negative effects will arise for such objectives. CDP objectives in relation to natural heritage (Vol. 1 Chapter 1 and Chapter 9 and Vol. 2 Chapter 2 of the CDP) and water quality (Vol. 1 Chapter 10 of the CDP) are included which will apply to all measures that arise from the CDP and all subsequent Variations. Therefore, no likely additional significant effects are anticipated to arise.
Section 5.2	W-39	Tullaroan Road near Dicksboro GAA crossing improvements	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	<b>W-40</b>	New crossing at New Road to connect to future greenway	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>W-41</b>	New footpath along Circular Road southern section	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>J1</b>	John Street / Dublin Road junction improvements	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J2</b>	Macdonagh junction / Dublin Road junction improvements	This measure constitutes minor development in an urban area - no likely significant effects are anticipated as a result of this measure.
Section 5.2	<b>J3</b>	Hebron Road / Castlecomer Street junction improvements	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J4</b>	Greens Bridge St / Wolfe Ton bridge junction improvements	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J5</b>	Dean Street / Water Barrack roundabout improvement	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J6</b>	Hebron Road / Pennyfeather Way / O'Loughlin Road roundabout improvement	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J7</b>	Johnswell Road / Newpark Drive / Pennyfeather Way roundabout improvement	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J8</b>	Lord Edward St/Granges Rd/Butt's Green/Loreto View roundabout improvement	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	<b>J9</b>	Newpark Drive / Castlecomer New Road roundabout improvement	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J10</b>	Callan Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J11</b>	Hebron Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J12</b>	Dublin Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J13</b>	Bennettsbridge Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J14</b>	Bohernatounish Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J15</b>	Waterford Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J16</b>	Kells Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J17</b>	Castlecomer Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J18</b>	New Orchard Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.2	<b>J19</b>	Johnswell Road / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J20</b>	Kilkenny Retail Park / Kilkenny Ring Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.
Section 5.2	<b>J21</b>	Granges Road/ Freshford Road roundabout	This measure is included in CycleConnects which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this walking measure.

**Note:** 1 – Indicative measures, subject to planning.

#### Detailed Assessment of the Road Objectives

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.4.1	<b>R1<sup>1</sup></b>	Reserve the proposed line of the western by-pass for the city from the Castlecomer Road to the Waterford Road free from development, including for a river crossing and seek approval from An Bord Pleanála for Phase 1 of the Western By-pass, the Kilkenny Northern Ring Road Extension.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R2</b>	Complete the Outrath Road Improvement Scheme and link the Bohernatounish Road to the Outrath Road.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R3</b>	To provide for a link road through development lands linking the Outrath Road through to the existing Smithlands business park and onto the Waterford Road.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R4<sup>1</sup></b>	Reserve the proposed line of a new road link from the Callan Road to the Waterford Road roundabout free from development.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
Section 5.4.1	<b>R5<sup>1</sup></b>	Reserve the line of Phase 2 of the Central Access Scheme from the Waterbarrack roundabout to the roundabout on the Kilcreene Road. Proposed to link the circular road to the Central Access scheme. It is intended that this will alleviate traffic congestion along Kennyswell Road and allow for the introduction of a Scheme 5 of Traffic Management Schemes.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R6</b>	Provide for a road connection from the Freshford Road to the site reserved for a proposed secondary school within the Loughmacask masterplan area.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective. It is noted that road objective R6, which refers to the provision of a road link from Freshford Road to the new secondary school at Loughmacask and has already been completed.
Section 5.4.1	<b>R7<sup>1</sup></b>	Progress the route selection, planning and development of a road connecting Kilmanagh Road to Freshford Road.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R8<sup>1</sup></b>	To progress the planning and development of a route connection from the existing roundabout on the N10 to the R712 (old Dublin Road) and to reserve such route free from development.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R9<sup>1</sup></b>	To progress the planning and development of a route connection from the Hebron Business park to the N10 and the R712 via R8 and to reserve this route free from development.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R10</b>	To provide a second entrance to the Hebron Business Park from the Hebron Road.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R11</b>	To implement the traffic strategy and road cross sections for the Hebron area in accordance with the Hebron Road Urban Design Strategy.	This road objective is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.
Section 5.4.1	<b>R12</b>	Subject to the appropriate Zoning being in place and a Traffic Impact Assessment, additional developments (over and above the 335 housing units permitted at the time of making the masterplan 2023) with access off the Tullaroan Road will not be permitted unless all necessary planning consents, funding and	This road objective is included in the CDP (including the adopted Variation No. 4) which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.

Relevant section of the Draft SUMP	Scheme	Scheme description	Assessment
		commencement dates are in place for delivery of the necessary support road infrastructure, either Objective R7 or other satisfactory road infrastructure (being either Kilmanagh Road to Tullaroan Road) or (the Tullaroan Road to Freshford Road) in the City and County Development Plan is in place.	
Section 5.4.1	<b>R13</b>	To investigate, how the Objective R6 can be connected with Tullaroan Road subject to appropriate traffic management regime.	This road objective is included in the CDP (including the adopted Variation No. 4) which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this road objective.

**Note:** 1 – Indicative measures, subject to planning.

**Detailed Assessment of the Complementary Measures (Park and Ride Network) – only includes new measures, all others are already developed**

Relevant section of the Draft SUMP	Scheme description	Assessment
Section 6.4.4	Proposed Park and Ride site at Castlecomer Road Roundabout (City Centre Area, General Business Zoning)	The proposed Park & Ride site is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this complementary measure.
Section 6.4.4	Proposed Park and Ride facility, near the Waterford Road Roundabout (Business Park, Mixed Use Zoning)	The proposed Park & Ride site is included in the CDP which was subject to full SEA and AA and therefore no likely additional significant effects are anticipated as a result of this complementary measure.