



**TO: AN CATHAOIRLEACH  
& EACH MEMBER OF KILKENNY COUNTY COUNCIL**

**RE: PART VIII - PILTOWN URBAN ENHANCEMENT SCHEME**

*Planning & Development Acts 2000 - 2018  
Planning & Development Regulations 2001 - 2018*

**DATE:** 22<sup>nd</sup> July, 2019

Dear Councillor,

In accordance with 179 of the Planning & Development Act 2000 as amended, please find attached Report of the Director of Services, including the Planning Report, in relation to the public consultation process undertaken for the proposed **Piltown Urban Enhancement Scheme**, which was undertaken in accordance with the requirements of Part VIII of the Planning & Development Regulations 2001, as amended,

I am satisfied that the proposed development is consistent with proper planning and sustainable development of the area and consistent with the provisions of Kilkenny County Development Plan 2014 - 2020.

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans made available for public inspection and taking into account the recommendations as outlined in the attached report.

  
**Colette Byrne**  
Chief Executive



# **KILKENNY COUNTY COUNCIL**

**REPORT - Dated 22<sup>nd</sup> July 2019**

**In Accordance with Section 179 of the  
Planning and Development Acts, 2000-2018**

**RE: PILTOWN URBAN ENHANCEMENT SCHEME**

**For consideration by the Elected Members  
of Kilkenny County Council  
at monthly meeting to be held  
on 26<sup>th</sup> July 2019**

## **Structure of Report**

- Description of proposed development
- Notice of development
- Implications for proper planning and sustainable development of the area and copy of Planner's Report dated 22<sup>nd</sup> July, 2019.
- Council's Intention regarding proposed development

## **Appendix A**

Piltown Part 8 Public Notice

Part 8 Public Display Drawings

## **Appendix B**

Planning Report

Appropriate Assessment Screening Report

Screening for Environmental Impact Assessment report

## **Introduction**

This report has been prepared for submission to the elected members of Kilkenny County Council and contains information regarding the proposed development, issues raised following the erection of the public notice of the proposed development and the display for public inspection of the plans and particulars and other matters as required in accordance with Section 179 of the Planning & Development Acts, 2000-2018.

## **Description of Proposed Development**

The proposal put forward provides for the following:-

Traffic management, carriageway, footpath and general public realm enhancements in Piltown from the Tower Monument along the Main Street and through to the junction with the Corloughan Road on the R698, a distance of approximately 2km.

The proposed Piltown Urban Enhancement Scheme provides for:

- Standardisation of the carriageway width to 6m;
- Provision of mini roundabouts at Ardclone Road Junction & Hillcrest Road Junction;
- Provision of the following general improvements to the street public realm:
  - Provision of pedestrian crossings;
  - Regulating parking through the provision of dedicated on-street parking;
  - Improvement of bus stops;
  - Structural and general improvement works to the carriageway surfaces;
  - Improvement works to footway surface finish including enhancements for universal access;
  - Creating additional spaces for outdoor seating and appropriate street furniture.
- enhancement of public lighting standards along the street.

## **Notice of Development**

A notice describing the proposed development was placed in the Kilkenny People dated 7<sup>th</sup> June 2019. A Site Notice was displayed at the site location from 7<sup>th</sup> June 2019 to 5<sup>th</sup> July, 2019 with a further 2 weeks for submissions to 19<sup>th</sup> July 2019.

## **Referrals**

Scheme details were referred to Road Design Office.

## **Implications for Proper Planning and Sustainable Development of the Area**

The proposed development is consistent with the provisions of the County Development Plan 2014 - 2020 and is compatible with the proper planning and sustainable development for the area. The scheme is designed in accordance with the Design Manual for Urban Roads and Streets, Department of Transport, Tourism and Sport, 2013. A copy of a report to this effect from the Planning Department is appended to this report.

Appended to this report (see Appendix B) are reports from:

- Planning Department;
- Appropriate Assessment Screening Report
- Screening for Environmental Impact Assessment report

All conditions/comments will be taken into account when preparing the detailed tender drawings.

## Submissions Received

11 no. valid Third Party submissions were received:

No.	Date Recd.	Name	Address
1	14/06/19 by post	Ruth Kennington	Robert Kennington Joinery Works, Piltown
2	02/07/19 by post	Donal Hickson	<a href="mailto:Donalhickson09@gmail.com">Donalhickson09@gmail.com</a>
3	10/07/19 on Consult.ie	Mark McDonnell - OPW	<a href="mailto:mark.mcdonnell@opw.ie">mark.mcdonnell@opw.ie</a>
4	16/07/19 on Consult.ie	Cllr. Patrick Dunphy	<a href="mailto:patrickdunphy@eircom.net">patrickdunphy@eircom.net</a>
5	17/07/19 by email	Catherine Norris, on behalf of Billy & Nell Norris	<a href="mailto:cnorris@hallamland.co.uk">cnorris@hallamland.co.uk</a>
6	17/07/19 by email	Fergal Noctor	<a href="mailto:fergaln123@gmail.com">fergaln123@gmail.com</a>
7	17/07/19 by email	O'Shea Farms	<a href="mailto:kate@osheafarms.ie">kate@osheafarms.ie</a>
8	17/07/19 on Consult.ie	Glanbia Ireland DAC	<a href="mailto:paokeeffe@glanbia.ie">paokeeffe@glanbia.ie</a>
9	18/07/19 by email	Pil River Park, c/o Gerri Hickey	<a href="mailto:gerri.hickey-pil@outlook.com">gerri.hickey-pil@outlook.com</a>
10	18/07/19 on Consult.ie	Tommy O'Shea, Glenconnor Developments Ltd.	<a href="mailto:tommy@osheabros.ie">tommy@osheabros.ie</a>
11	19/07/19 by post	Piltown Community Enterprise	c/o Eddie Blackmore, Chairman, Ardclone, Piltown, Co. Kilkenny

## Post-Consultation Amendments

On foot of the submissions received under the consultation process, the following changes are proposed:

1. Provision of a give way arrangement to provide single lane traffic across the bridge between the rear gate of Kildalton College and St. Paul's Church, sufficient to provide a continuous footpath link along this section of the scheme;
2. Removal of three no. parking bays on Main St. at Norris' residence;
3. Parking on Ardclone Road will be included in detailed design;

4. Mini roundabout at Hillcrest Junction amended to provide access to private lands.

**Kilkenny County Council's Intention**  
**Regarding Proposed Development**

**Proposed Development:**      Part 8 Proposal  
   Piltown Urban Enhancement Scheme

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans made available for public inspection and taking into account the recommendations made by the Planning and other Service Departments.

**SIGNED**

*Tim Butler*  
\_\_\_\_\_

**Tim Butler**  
**Director of Services**



## Appendix A

In accordance with Part 8, Article 81 of the above Regulations, Kilkenny County Council as lead authority hereby gives notice of proposals pertaining to the following development:

Traffic management, carriageway, footpath and general public realm enhancements in Piltown from the Tower Monument along the Main Street and through to the junction with the Corloughan Road on the R698, a distance of approximately 2km.

The proposed Piltown Urban Enhancement Scheme provides for:

- Standardisation of the carriageway width to 6m
- Provision of mini roundabouts at Ardclone Road Junction & Hillcrest Road Junction
- Provision of the following general improvements to the street public realm;
  - Provision of pedestrian crossings
  - Regulating parking through the provision of dedicated on-street parking
  - Improvement of bus stops
  - Structural and general improvement works to the carriageway surfaces
  - Improvement works to footway surface finish including enhancements for universal access
  - Creating additional spaces for outdoor seating and appropriate street furniture
- enhancement of public lighting standards along the street.

In accordance with the requirements of Article 120(1)(a) of the Planning and Development Regulations 2001 (as amended) the Planning Authority has made a preliminary examination of the nature, size and location of the proposed development. The authority has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an Environmental Impact Assessment (EIA) is not required.

As per Article 120(3) of the Planning and Development Regulations 2001 (as amended), where any person considers that the development proposed to be carried out would be likely to have significant effects on the environment, he or she may, at any time before the expiration of 4 weeks beginning on the date of the publication of this notice apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have a significant effect on the environment.

Plans and particulars of the proposed development will be available for inspection from **Friday the 7<sup>th</sup> of June 2019 to Friday the 5<sup>th</sup> of July 2019 inclusive**, at the following offices:

Planning Section,  
Kilkenny County Council,  
County Hall,

From 9am to 1pm & 2pm to 4pm  
Monday to Friday

John Street, Kilkenny City

Ferrybank Engineering Office,

From 9am to 1pm & 2pm to 5pm

Kilkenny County Council

Monday to Friday

Ferrybank Shopping Centre,

Ferrybank,

Co. Kilkenny

Piltown Community Centre,

From 9am to 1pm & 2pm to 10pm

Ardclone,

Monday to Saturday

Piltown,

County Kilkenny

Details of the proposed development can be viewed on this website by clicking links under Materials.

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, may be made on this website or in writing to **Planning Section, Kilkenny County Council, County Hall, John Street, Kilkenny** or sent to the following e-mail [Ferrybank@kilkennycoco.ie](mailto:Ferrybank@kilkennycoco.ie).

The latest date for receipt of submissions on the above scheme is **Friday the 19<sup>th</sup> July, 2019**. Submissions should be clearly marked '***Piltown Urban Enhancement Area***'.

**Tim Butler,**

**Director of Services,**

**Kilkenny County Council,**

**County Hall,**

**John Street,**

**Kilkenny.**

EXTENTS OF SCHEME



KEY PLAN



Scale 1:1000  
Drawing No. 18071-P0-101  
Date: 15/01/19  
Project: KILKENNY TOWN & VILLAGE REFORMAL  
Client: KILKENNY COUNTY COUNCIL

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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**KILKENNY COUNTY COUNCIL**  
 Department of Road and  
 Community Development  
 15, Upper Beckett  
 Park, Water Park  
 Kilkeny, Co. Wick  
 W93 2222

NAME: CIVIL ENGINEERING

STATUS: PRELIMINARY

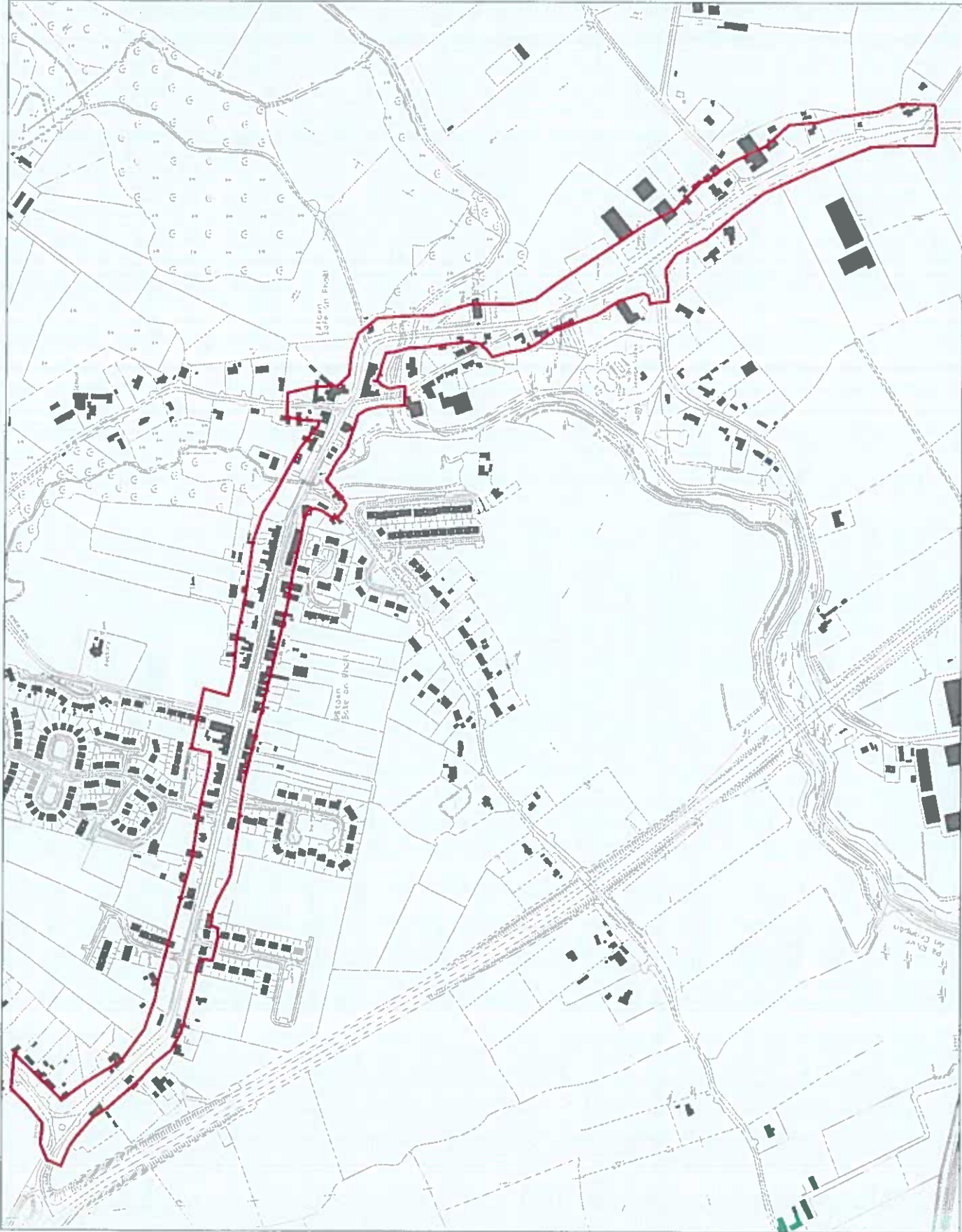
CLIENT: KILKENNY COUNTY COUNCIL

PROJECT: KILKENNY TOWN & VILLAGE REFORMAL

DATE: SITE LOCATION MAP

**KILGALLAN & PARTNERS**  
 CONSULTING ENGINEERS  
 15, Upper Beckett  
 Park, Water Park  
 Kilkeny, Co. Wick  
 W93 2222

Drawn By	18071-P0-101	Scale	1:1000
Checked By		Date	15/01/19
Project No.		Sheet No.	



SCALE 1:1000  
SITE LOCATION MAP

## Appendix B

**Comhairle Chontae Chill Chainnigh  
Kilkenny County Council  
Planning Report**

**Planning & Development Acts, 2000 - 2018  
Planning & Development Regulations, 2001 - 2018**

**Part VIII Proposal**      **09.19**

**Applicant/Proposer:**    **Roads Section - Kilkenny County Council**

**Subject:**                    **Piltown Urban Enhancement Scheme**

**Due Date:**                 **22<sup>th</sup> July 2019**

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**Development Description /Location**

The site is located in piltown village, Co. Kilkenny from the Tower Monument along the Main Street and through to the junction with the Corloughan Road on the R698, a distance of approximately 2km. The works comprise traffic management, carriageway, footpath and general public realm enhancements in Piltown.

The detailed proposed Piltown Urban Enhancement Scheme provides for:

- Standardisation of the carriageway width to 6m
- Provision of mini roundabouts at Ardclone Road Junction & Hillcrest Road Junction
- Provision of the following general improvements to the street public realm;
  - Provision of pedestrian crossings
  - Regulating parking through the provision of dedicated on-street parking
  - Improvement of bus stops
  - Structural and general improvement works to the carriageway surfaces
  - Improvement works to footway surface finish including enhancements for universal access
  - Creating additional spaces for outdoor seating and appropriate street furniture
- Enhancement of public lighting standards along the street.

**Zoning / County Development Plan**

Variation no 3 of the Kilkenny County Development Plan 2014-2020 incorporated the Local Area Plan area of Piltown into the county development with settlement boundaries in accordance with Section 3.3.5.1 of the County Development Plan. The site is located within the development boundary of Piltown. Piltown is identified as small town/village in the Kilkenny County Development Plan where the following objective applies

**Objectives:**

**To facilitate development of housing, economic development, services and infrastructure in the smaller towns and villages of the county at a scale and character which is appropriate in order to sustain and renew populations and services in these areas.**

The proposed piltown urban enhancement scheme is compatible with above policy objectives

#### Policy

##### Kilkenny County Development Plan 2014-2020

- Chapter 11: Transport
- Chapter 12: Requirements for Development

##### Relevant Guidelines and Plans

- National Planning Framework
- Regional Planning Guidelines
- Piltown Local Area Plan 2011
- DMURS – Department of Transport, Tourism and Sport – Design Manual for Urban Roads and Streets

The above policy documents/guidelines were considered in the assessment of the application.

#### Impact on Natura 2000 site (SAC or SPA):

A Stage 1 Screening exercise report was completed, which showed that no significant environmental impact is likely having regard to the location and nature/design of the development on any Natura 2000 site. The potential zone of influence is restricted to the Lower River Suir SAC. Other than relocation of gullies to new kerb lines there will be no material changes to the existing drainage and surface water management system. The works will be limited to the extent of the sites road alignment and potential impacts are localized. An AA Screening report is attached at the end of the planning report and has ruled any significant environmental impact either along in combination with other projects on any designated Natura 2000 site.

#### EIA Screening

In accordance with the requirements of Article 120(1)(a) of the Planning and Development Regulations 2001 (as amended) the Planning Authority has made a preliminary examination of the nature, size and location of the proposed development. The authority has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an Environmental Impact Assessment Report (EIAR) is not required.

#### Referrals:

This application was referred to the following Sections for comment;

Environment Section: No report at time of writing

Roads: No objection to the current proposal, some recommendations made

DoE (Wildlife and Natural Heritage): No comments received

#### Services:

No water supply or waste water use is proposed as part of proposed development. Surface water run-off drains to existing public surface water network.

#### Assessment

Kilkenny County Council as the project promoter is proposing to undertake urban enhancement works in Piltown village. The purpose of the scheme is to improve the urban area, its traffic movements and connectivity through the village by enhanced dedicated parking and safer environment for pedestrians. The proposed development will improve public transport and connectivity to main street and local services. The project is designed in accordance with the Department of Transport, Tourism and Sport – Design Manual for Urban Roads and Street. The design carried out is in accordance with this standard.

The site is not located within a High Amenity or any other important protected designated area of the county i.e. SAC,SPA, Archaeology etc and proposed works will not adversely impact on the natural / built heritage of the area.

The urban design for the scheme is considered acceptable and will result in improved traffic safety, parking and pedestrian management works along the R698 main street in piltown and will promote smarter travel and universal access, a key objective of the development plan. The scheme will also improve connectivity, enhanced public realm and lighting and contribute to the visual enhancement of main street.

### Third Party Submissions:

11 no. valid Third Party submissions were received as follows:-

1. Ruth Kennington,
2. Donal Hickson,
3. Mark Mc Donnell OPW
4. Cllr Patrick
5. Catherine Norris on behalf of Billy and Nell Norris
6. Fergal Noctor
7. O'Shea Farms
8. Glanbia Ireland DAC
9. Pill River Park c/o Gerri Hickey
10. Tommy O'Shea
11. Piltown Community Enterprise

No.	Submission By	Submission Details	Submission addressed in scheme / review	Comments
1	Ruth Kennington,	Land in front of premises is private and should not be lined.	Yes	No work will be undertaken to the rear of the footpath crossing the frontage of the premises.
2	Donal Hickson,	Land required for scheme is private. Insufficient space is available. No landowner engagement to date.	Yes	Wider footpath to be provided to accord with DMURS. Parking bays on Banagher Place will be retained in full. No impact behind existing kerblines on Main St. Landowner engagement will take place on detailed design, following Part 8 approval.
3	Mark McDonnell OPW	Pill River Culvert to be upgraded under the scheme. Provide river access gate at car parking spaces on Banagher Road/Dale Yard.	Yes	The Council will engage and work with OPW to develop the scheme through detailed design and to coordinate its delivery. The access gate will be addressed under the flood relief scheme, which will be subject a separate environmental assessment..
4	Cllr. Patrick Dunphy	Footpath connection is required across bridge between Kildaton College rear gate and St. Paul's Church	Yes	Details have been amended to demonstrate a give way arrangement provided for a single traffic lane over the bridge, enabling the provision of a footpath within this narrow section.



5	Catherine Norris	<ul style="list-style-type: none"> <li>(i) Proposed public car park impedes flood flows and should be replaced with railings.</li> <li>(ii) Amendments to the Tybroughney Road/ Main St. Junction will affect traffic flows and access to private property.</li> <li>(iii) Who will maintain green areas adjoining this private property?</li> <li>(iv) Three car park spaces on Main St. will inhibit access to their property.</li> </ul>	Yes	<ul style="list-style-type: none"> <li>(i) The detailed design of proposals within the Flood Zone will be addressed under the flood relief scheme, which will be subject a separate environmental assessment.</li> <li>(ii) Regularising the width of this junction in accordance with DMURS will significantly improve the safety of the junction for all road users.</li> <li>(iii) The Council assists local community groups through grants and funding for upkeep and maintenance. The extent of soft and hard landscaping will be subject to detailed design.</li> <li>(iv) Three car park spaces will be removed.</li> </ul>
6.	Fergal Noctor	Footpath connection is required across bridge between Kildaton College rear gate and St. Paul's Church	Yes	Details have been amended to demonstrate a give way arrangement provided for a single traffic lane over the bridge, enabling the provision of a footpath within this narrow section.
7	O'Shea Farms	<ul style="list-style-type: none"> <li>(i) Current location of Yield/Stop sign impedes HGVs turning into Ardclone Road from Fiddown direction.</li> <li>(ii) Road width of 6m should be increased to 7m.</li> <li>(iii) Clarify that shaded areas are mountable.</li> <li>(iv) Relocate pedestrian crossing in front of church gate/cemetery gate.</li> <li>(v) Provide 10 parking bays on Ardclone Road.</li> <li>(vi) Provide road markings to restrict unauthorised parking on Ardclone Road.</li> </ul>	Yes	<ul style="list-style-type: none"> <li>(i) Signage and road marking will be positioned to provide required sightlines and forward visibility to the junction.</li> <li>(ii) Any required increase in carriageway width shall be considered and determined at detailed design stage.</li> <li>(iii) Shaded areas are mountable.</li> <li>(iv) Pedestrian crossing will be relocated as suggested at detailed design stage.</li> <li>(v) Delineated parking on Ardclone Road will be explored at detailed design stage.</li> <li>(vi) This will be explored at detailed design in consultation with relevant</li> </ul>

				landowners and businesses.
8	Glanbia Ireland	Retain two way traffic on Creamery Road	Yes	It is not proposed to change Creamery Road from the current two way traffic arrangement.
9	Pill River Park c/o Gerry Hickey	<ul style="list-style-type: none"> <li>(i) Provide railing and public lighting on Creamery Road corner opposite Anthony's Inn.</li> <li>(ii) Replacement of boundary to be sympathetic to built heritage.</li> <li>(iii) New boundary to be sympathetic to built heritage.</li> <li>(iv) New public light at disability parking area.</li> <li>(v) Barrier to be provided at pedestrian access gate</li> <li>(vi) Lighting, safety fence and pedestrian access to riverbank from Pound Car Park.</li> <li>(vii) Deliver work in the vicinity of the playground first.</li> </ul>	Yes	<ul style="list-style-type: none"> <li>(i) A road safety audit will be completed at detailed design stage and at construction stage. The safety benefits of the provision of guardrails will be determined under these audits. Public lighting will be upgraded for the entire scheme.</li> <li>(ii) Any replacement boundary details will be agreed at detailed design stage.</li> <li>(iii) Any replacement boundary details will be agreed at detailed design stage.</li> <li>(iv) Public lighting will be upgraded for the entire scheme.</li> <li>(v) Details will be agreed at detailed design stage. Guardrails will be subject to the road safety audit process.</li> <li>(vi) Details will be agreed at detailed design stage, having regard to the flood regime.</li> <li>(vii) Phasing of the scheme will be dictated by available funding and subject to consultation with OPW.</li> </ul>
10	Tommy O'Shea Glenconner Developments Ltd	<ul style="list-style-type: none"> <li>(i) Take account of future development of lands in respect of location of bus bay.</li> <li>(ii) Mini roundabout at Hillcrest Road/Main St junction to provide access to development lands opposite junction.</li> <li>(iii) Pound car park wall impeded flood flows.</li> </ul>	Yes	<ul style="list-style-type: none"> <li>(i) The location of the bus bay will be considered at detailed design stage in consultation with relevant landowners.</li> <li>(ii) The mini roundabout will be subject to detailed design to provide access to lands as required.</li> <li>(iii) The detailed design of proposals within the Flood Zone will be addressed under the flood relief scheme, which will be subject a separate environmental assessment.</li> </ul>
11.	Piltown Community Enterprise	Object to one-way system on Creamery Road	Yes	It is not proposed to change Creamery Road from the current two way traffic arrangement.

All observations were read and considered in the assessment of this application by the Planning Authority and Roads / Consultant Design Team. As a result of third party submissions submitted, the design layout was revised to address concerns raised and improve the scheme layout from a proper planning and traffic viewpoint. These minor design changes form part of Appendix B Designer Consultant response to submissions and are summarised below:-

1. Provision of a give way arrangement to provide single lane traffic across the bridge between the rear gate of Kildalton College and St. Paul's Church, sufficient to provide a continuous footpath link along this section of the scheme;
2. Removal of three no. parking bays on Main St. at Norris' residence;
3. Parking on Ardclone Road will be included in detailed design;
4. Mini roundabout at Hillcrest Junction amended to provide access to private lands.

The above changes do not constitute a significant material change or present additional environmental and planning issues. It is recommended that these minor design changes / matters be conditioned as part of the planning consent and final design layout.

**Conclusion:**

Having regard to the policies and objectives of the Kilkenny County Development Plan 2014-2020, Piltown Local Area Plan 2011 and the location and design of the proposed development, referral reports on file, third party submissions, it is considered that the proposed development would not seriously injure the amenities or environment of the area would be acceptable in terms of traffic convenience and improvements to parking, pedestrian and traffic management and if constructed in accordance with the attached conditions the proposed development would accord with the proper planning and sustainable development of the area.

**Recommendation:**

I recommend that the project be progressed as proposed subject to minor changes. All submissions and referrals have been considered as part of the assessment.

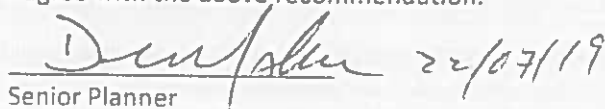
It is therefore recommended that the Part 8 application for Piltown Urban Enhancement Scheme, Piltown, Co. Kilkenny, be approved by Council subject to the following conditions

  
Executive Planner

I agree with the above recommendation.

\_\_\_\_\_  
Senior Executive Planner

I agree with the above recommendation.

  
Senior Planner

## First Schedule

### Reasons & Considerations for Decision on Ref: Part 8 - 09/19

Having regard to the policies and objectives of the Kilkenny County Development Plan 2014-2020, Piltown Local Area Plan 2011 and the location and design of the proposed development, referral reports on file, third party submissions, it is considered that the proposed development would not seriously injure the amenities of the area and if constructed in accordance with the attached conditions the proposed development would accord with the proper planning and sustainable development of the area.

## Second Schedule

### Conditions attached to Ref. Part 8 - 09/19

1. The development shall be carried out and completed in accordance with the documents lodged with this application and as amended by the scheme drawings post part 8 third party submissions except where otherwise stated

Reason: In the interests of proper planning

- 2a) The principal of DMURS shall be used in respect of the detailed design of the scheme.
- b) The positioning of any car parking shall be assessed at detailed design stage to ensure it does not obscure sightlines at any junctions and revised accordingly.
- d) The positioning of any pedestrian crossing shall be assessed at detailed design stage to ensure they are not obscured by any proposed parking arrangements and revised accordingly.
- e) Designated accessible parking bays shall be distributed through the scheme.
- f) The minimum parallel parking bay width should be 2.1m wide.
- g) The minimum desirable footpath width should be 1.8m (The absolute minimum footpath width should be 1.2m.)
- h) The minimum desirable carriageway width should be 6.0m.
- i) The width of this half bus bay along the route near the Centra supermarket should be such as to ensure the adjacent footpath width is maintained at a minimum of 1.8m. In those circumstances consideration might be appropriate to the provision of an in-line bus stop instead which can be further considered at detailed design stage.
- j) The carriageway width is proposed to vary along the length of the scheme. At detailed design stage the merits of maintaining a consistent carriageway width shall be considered.
- k) The positioning and layout of the proposed mini-roundabouts on the scheme shall be subject to more detailed design.

- l) The required drainage arrangements for the altered public road shall be addressed at detailed design stage.
- m) The works proposed adjoining the recently approved village playground planning permission shall be complementary and taken account for at detailed design stage.
- n) All associated road markings and signage shall be in compliance with the latest Department of Transport, Traffic Signs Manual, 2010.

Reason: In the interests of proper planning and traffic safety

- 3 a) The detailed design should have regard to minimising potential nuisance during the construction stage. In particular construction activities should be undertaken so as to ensure that noise, air emissions and/or odours do not result in significant impairment of, or significant interference with, the environment or amenities beyond the site.
- b) The contractor shall prepare a Construction Stage Waste Management Plan. The Plan should be prepared in accordance with the Department of the Environment, Heritage and Local Government's *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects*. The contractor's plan should be subject to the approval of the Ferrybank Municipal Area Engineer or Roads Section of Kilkenny County Council. Wastes sent off site for recovery or disposal shall only be conveyed by an authorised waste contractor and transported from the proposed development site to an authorised site of recovery/disposal in a manner which will not adversely affect the environment.

Reason: In the interests of protection of environment

- 4. All proposed works shall be cognizant of existing / live planning permissions in place in the Piltown area and should be complementary to each other and taken account for at detailed design stage.

Reason: In the interests of proper planning

- 5. Prior to the commencement of development, the applicant/developer is required to submit to the Ferrybank Municipal Area Engineer for written agreement a Construction Management Plan to include details regarding a Works Schedule for the phasing of the development, construction working hours, storage of construction materials, construction traffic and traffic management, parking, access, supervision details etc. Construction on Sundays and Bank Holidays is not permitted, without prior written consent from the Planning Authority.

Reason: In the interests of traffic safety and proper planning

# APPROPRIATE ASSESSMENT SCREENING REPORT

Proposed traffic management and pedestrian  
improvement works along the R698 Main Street at  
Piltown, Co. Kilkenny

Prepared for: Kilkenny County Council

SLR Ref: 501.00551.00003  
Version No: 1  
June 2019

SLR



## Document Control

### Document Properties

Organisation	SLR Consulting (Ireland) Ltd.
Project Name	Piltown traffic management and pedestrian improvement works
Report Title	Appropriate Assessment Screening Report
Author(s)	Sarah Ingham, Elaine Dromey
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## 0.0 SUMMARY

- 0.1 SLR Consulting Ireland (SLR) was commissioned by Kilgallen and Partners Ltd., on behalf of Kilkenny County Council, on 29 May 2019 to prepare an Appropriate Assessment (AA) screening report for proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown, Co. Kilkenny.
- 0.2 The extents of the proposed works ("the Site") is set within the village of Piltown, Co. Kilkenny. Piltown is a small village set within a rural agricultural landscape approximately 5 km east of Carrick-on-Suir. Waterford City is approximately 18 km south-east of Piltown.
- 0.3 The proposed project description, as provided by Kilgallen and Partners Ltd., is as follows:
- "Traffic management and pedestrian improvement works along the R698 Main Street at Piltown over a length of 2.1km. The works shall comprise of the reduction in carriageway widths through provision of parallel parking bays, widening of pedestrian footways, construction of 2 no. mountable mini-roundabouts, junction improvements, defined bus bays, landscaping, upgrade of public lighting and pedestrian crossing facilities which also provide traffic calming of vehicles."*
- It is proposed to relocate existing gullies to new kerb lines but there will be no other alteration to the existing drainage system and the management of surface water will continue as before. The carriageway pavement will be upgraded on a phased basis along the 2.1 km section of the R698 Main Street in Piltown. Upgrade of street furniture will also form part of the works."*
- 0.4 The extents of the proposed works are shown on the Public Display Drawings prepared by Kilgallen and Partners Ltd. for Kilkenny County Council as part of the Part 8 process for the Piltown Town & Village Renewal.
- 0.5 The aim of this report is to provide supporting information to assist the competent authority, in this case Kilkenny County Council (KCC), to carry out screening for likely significant effects on Natura 2000 sites as a result of the proposed traffic management and pedestrian improvement works along a 2.1 km section of the R698 Main Street at Piltown, Co. Kilkenny.
- 0.6 A desk study was carried out to collate information available on Natura 2000 sites within the potential zone of influence of the proposed project. There is no connectivity<sup>1</sup> with any other Natura 2000 sites via surface water pathways and landscape features and other Natura 2000 sites are not likely to be affected given the nature and scale of the proposed development in addition to the distance between them and the Site. The potential zone of influence for the proposed development is therefore restricted to Lower River Suir SAC.
- 0.7 The proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown is not considered likely to result in appreciable effects on Lower River Suir SAC and as a result there is no risk of undermining the conservation objectives of this site. There are no likely significant effects on any Natura 2000 sites as a result of the proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown at Piltown, Co. Kilkenny.
- 0.8 We therefore submit that the competent authority, in this case Kilkenny County Council, can determine that appropriate assessment (Stage 2) is not required, as the proposed project, individually

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<sup>1</sup>Landscape connectivity is a combined product of structural and functional connectivity, i.e. the effect of physical landscape structure and the actual species use of the landscape (Kettunen et al. 2007)

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or in combination with other plans or projects, will not have a significant effect on any European (Natura 2000) sites.

## 1.0 INTRODUCTION

- 1.1 SLR Consulting Ireland (SLR) was commissioned by Kilgallen and Partners Ltd., on behalf of Kilkenny County Council, on 29 May 2019 to prepare an Appropriate Assessment (AA) screening report for proposed traffic management and pedestrian improvement works along a 2.1 km section of the R698 Main Street at Piltown, Co. Kilkenny.

### General Description of the Site

- 1.2 The extents of the proposed works ("the Site") is set within the village of Piltown, Co. Kilkenny. Piltown is a small village set within a rural agricultural landscape approximately 5 km east of Carrick-on-Suir. Waterford City is approximately 18 km south-east of Piltown.
- 1.3 The Garrynarea and Pil 16 Rivers<sup>2</sup> flow through the Site. The Garrynarea flows joins with the Pil (16) River just south of Piltown and both rivers form part of the Lower River Suir Special Area of Conservation (SAC) 002137. The boundary of the Lower River Suir SAC is immediately south of Piltown although the main channel of the River Suir is approximately 2.0 km downstream of Piltown and the extents of the proposed works.

### Brief Project Description

- 1.4 The project description was provided by Kilgallen and Partners Consulting Engineers and is as follows:
- "Traffic management and pedestrian improvement works along the R698 Main Street at Piltown over a length of 2.1km. The works shall comprise of the reduction in carriageway widths through provision of parallel parking bays, widening of pedestrian footways, construction of 2 no. mountable mini-roundabouts, junction improvements, defined bus bays, landscaping, upgrade of public lighting and pedestrian crossing facilities which also provide traffic calming of vehicles.*
- It is proposed to relocate existing gullies to new kerb lines but there will be no other alteration to the existing drainage system and the management of surface water will continue as before. The carriageway pavement will be upgraded on a phased basis along the 2.1 km section of the R698 Main Street in Piltown. Upgrade of street furniture will also form part of the works."*
- 1.5 The extents of the proposed works are shown on the Public Display Drawings prepared by Kilgallen and Partners Ltd. for Kilkenny County Council as part of the Part 8 process for the Piltown Town & Village Renewal.

### Aim of the Report

- 1.1 The aim of this report is to provide supporting information to assist the competent authority, in this case Kilkenny County Council (KCC), to carry out screening for likely significant effects on Natura 2000 sites as a result of the proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown, Co. Kilkenny.

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<sup>2</sup> As named on EPA Maps <https://gis.epa.ie/EPAMaps/> (last accessed 6 June 2019)

## Objectives of Appropriate Assessment

- 1.2 The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures to be addressed in the AA process<sup>3</sup> as follows:
- Firstly, a plan / project should aim to avoid any negative impacts on Natura 2000 sites by identifying possible impacts early and designing the project / plan to avoid such impacts.
  - Secondly, mitigation measures should be applied during the AA process (after stage 1 screening) to the point where no adverse impacts on the site(s) remain.
  - Thirdly a plan / project may have to undergo an assessment of alternative solutions. Under this stage of the assessment, compensatory measures are required for any remaining adverse effects, but they are permitted only if (a) there are no alternative solutions and (b) the plan / project is required for imperative reasons of overriding public interest (the 'IROPI test'). European case law highlights that consideration must be given to alternatives outside the plan / project boundary area in carrying out the IROPI test.

## Evidence of Technical Competence and Experience

- 1.3 The appropriate assessment screening report was prepared by SLR ecologist Sarah Ingham BSc MSc ACIEEM. Elaine Dromey BSc MSc MCIEEM carried out the technical review of this report.
- 1.4 Sarah Ingham holds a BSc in Zoology from Anglia Ruskin University, Cambridge, UK and an MSc in Biodiversity and Conservation from Trinity College Dublin. She is an associate member of the Chartered Institute of Ecology and Environmental Management.
- 1.5 Elaine Dromey holds a BSc in Earth Science from University College Cork and an MSc in Vegetation Survey and Assessment from the University of Reading, UK. She is a full member of the Chartered Institute of Ecology and Environmental Management.

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<sup>3</sup> The objectives as outlined are based on those set out in Scott Wilson and Levett-Therivel, (2006).

## 2.0 RELEVANT LEGISLATION

### European Nature Directives (Habitats and Birds)

- 2.1 The Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) forms the basis for the designation of Special Areas of Conservation. Similarly, Special Protection Areas are classified under the Birds Directive (Council Directive 2009/147/EEC on the Conservation of Wild Birds). Collectively, Special Areas of Conservation (SAC) and Special Protection Areas (SPA) are referred to as the Natura 2000 network. In general terms, they are considered to be of exceptional importance for rare, endangered or vulnerable habitats and species within the European Community.
- 2.2 Under Article 6(3) of the Habitats Directive an Appropriate Assessment must be undertaken for any plan or project that is likely to have a significant effect on the conservation objectives of a Natura 2000 site. An Appropriate Assessment is an evaluation of the potential impacts of a plan or project on the conservation objectives of a Natura 2000 site, and the development, where necessary, of mitigation or avoidance measures to preclude negative effects.
- 2.3 Article 6, paragraph 3 of the European Commission Habitats Directive 92/43/EEC ("the Habitats Directive") states that:

*"Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, 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. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public".*

### European Communities (Birds and Natural Habitats) Regulations 2011

- 2.4 Part 5 of the European Communities (Birds and Natural Habitats) Regulations 2011 sets out the circumstances under which an 'appropriate assessment' is required.
- 2.5 Section 42(1) requires that '*a screening for Appropriate Assessment of a plan or project for which an application for consent is received, or which a public authority wishes to undertake or adopt, and which is not directly connected with or necessary to the management of the site as a European Site, shall be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects is likely to have a significant effect on the European site.*'
- 2.6 Section 42(2) expands on this, stipulating that a public authority must carry out a screening for Appropriate Assessment before consent for a plan or project is given, or a decision to undertake or adopt a plan or project is taken.
- 2.7 To assist a public authority to discharge its duty in this respect, Section 42(3)(a) gives them the authority to direct a third party to provide a Natura Impact Statement and Section 42(3)(b) allows them request any additional information that is considered necessary for the purposes of undertaking a screening. A Natura Impact Statement has to include such information or data as the public

authority considers necessary to enable it to ascertain if the plan or project will affect the integrity of a Natura 2000 site. Where appropriate, a Natura Impact Statement also needs to include:

- I. the alternative solutions that have been considered and the reasons why they have not been adopted,
- II. the imperative reasons of overriding public interest that are being relied upon to indicate that the plan or project should proceed notwithstanding that it may adversely affect the integrity of a European site,
- III. the compensatory measures that are being proposed.

2.8 Section 42(6) requires that *'the public authority shall determine that an Appropriate Assessment of a plan or project is required where the plan or project is not directly connected with or necessary to the management of the site as a European Site and if it cannot be excluded, on the basis of objective scientific information following screening under this Regulation, that the plan or project, individually or in combination with other plans or projects, will have a significant effect on a European site'*.

## 3.0 METHODS

### Desk Study

- 3.1 A desk study was carried out to collate information available on Natura 2000 sites within the potential zone of influence of the proposed development. The Site and the surrounding area were viewed using satellite imagery<sup>4</sup> and Environmental Protection Agency (EPA) Maps<sup>5</sup>. Kilkenny County Council planning portal<sup>6</sup> was accessed for information on other projects and plans. The National Parks and Wildlife Service (NPWS) website<sup>7</sup> was accessed for information on Natura 2000 sites.

#### *Potential Zone of Influence*

- 3.2 The '*zone of influence*' for a project is the area over which ecological features may be affected by biophysical changes as a result of the proposed project and associated activities. This is likely to extend beyond the project site, for example where there are ecological or hydrological links beyond the site boundaries. The zone of influence will vary for different ecological features depending on their sensitivity to an environmental change (CIEEM, 2018).
- 3.3 A distance of 15 km is currently recommended in the case of plans, as a potential zone of influence, and this distance is derived from UK guidance (Scott Wilson *et al*, 2006). For projects, the distance could be much less than 15 km, and in some cases less than 100 m. National Parks and Wildlife Service guidance (NPWS, 2009) advises that this must be evaluated on a case-by-case basis with reference to the nature, size and location of the project, the sensitivities of the ecological receptors, and the potential for in-combination effects.
- 3.4 The zone of influence of the proposed development is discussed in paragraphs 4.2 – 4.5 of this report.

### Screening Report

- 3.5 The approach to preparing the AA screening report is summarised as follows:
- Identify Natura 2000 sites within the potential zone of influence of the project.
  - Identify the features of interest of the Natura 2000 sites and review their conservation objectives.
  - Review whether there is potential for the features of interest to be affected by the project based on information such as the vulnerabilities of the Natura 2000 site, proximity to the Site and the nature and scale of the works associated with the project.
  - Consider the likelihood of the identified potential impacts occurring based on the information collated and professional judgement.
  - Consider the likelihood of cumulative effects arising from the project in-combination with other plans and projects.
  - Identify the likelihood of significant effects on Natura 2000 sites occurring because of the project.

<sup>4</sup> <https://www.google.ie/maps> & <http://www.bing.com/maps/> (last accessed 6 June 2019)

<sup>5</sup> <http://gis.epa.ie/> (last accessed 6 June 2019)

<sup>6</sup> <http://www.eplanning.ie/KilkennyCC/SearchTypes> (last accessed 6 June 2019)

<sup>7</sup> <https://www.npws.ie/protected-sites> (last accessed 6 June 2019)

3.6 The approach taken in preparing the screening report is based on standard methods and good practice guidance, as listed in the references section of this report.



## 4.0 APPROPRIATE ASSESSMENT SCREENING

- 4.1 This section of the report identifies the potential zone of influence of the proposed development, provides information on the Natura 2000 sites within the potential zone of influence and sets out the potential impacts and effects and the likelihood of significant effects.

### Identification of Natura 2000 Sites

- 4.2 The first step in identification of Natura 2000 sites is to determine the potential zone of influence of the project. When the potential zone of influence of the project has been determined Natura 2000 sites within this area can be identified and the information on each collated.
- 4.3 The closest Natura 2000 site is the Lower River Suir SAC 002137. The Garrynarea and Pil 16 Rivers<sup>8</sup> flow through the Site. The Garrynarea flows joins with the Pil (16) River just south of Piltown and both rivers form part of the Lower River Suir Special Area of Conservation (SAC) 002137. The boundary of the Lower River Suir SAC is immediately south of Piltown although the main channel of the River Suir is approximately 2.0 km downstream of Piltown and the extents of the proposed works. Lower River Suir SAC is designated for a number of different types of aquatic habitats and species. The Lower River Suir SAC is considered further in this report due to its proximity to the Site.
- 4.4 There is no connectivity<sup>9</sup> with any other Natura 2000 sites via surface water pathways and landscape features and other Natura 2000 sites are not likely to be affected given the nature and scale of the proposed development in addition to the distance between them and the Site. The potential zone of influence for the proposed development is therefore restricted to Lower River Suir SAC.

### Description of Natura 2000 Sites

- 4.5 Lower River Suir SAC 002137 is described below. The description of this site has been prepared and summarised using the supporting information available on the NPWS website<sup>10</sup>.

#### **Lower River Suir SAC 002137**

*“Lower River Suir SAC consists of the freshwater stretches of the River Suir immediately south of Thurles, the tidal stretches as far as the confluence with the Barrow/Nore immediately east of Cheekpoint in Co. Waterford, and many tributaries including the Clodiagh in Co. Waterford, the Lingaun, Anner, Nier, Tar, Aherlow, Multeen and Clodiagh in Co. Tipperary. The Suir and its tributaries flow through the counties of Tipperary, Kilkenny and Waterford.*

*The Lower River Suir contains excellent examples of a number of Annex I habitats, including the priority habitats alluvial forest and Yew woodland. The site also supports populations of several important animal species, some listed on Annex II of the Habitats Directive or listed in the Irish Red Data Book. The presence of two legally protected plants (Flora (Protection) Order, 1999) and the ornithological importance of the site adds further to the ecological interest and importance.”*

<sup>8</sup> As named on EPA Maps <https://gis.epa.ie/EPAMaps/> (last accessed 6 June 2019)

<sup>9</sup> Landscape connectivity is a combined product of structural and functional connectivity, i.e. the effect of physical landscape structure and the actual species use of the landscape (Kettunen et al. 2007)

<sup>10</sup> <https://www.npws.ie/protected-sites>

- 4.6 Land use within the SAC consists mainly of agricultural activities including grazing, silage production, fertilising and land reclamation. The grassland is intensively managed, and the rivers are therefore vulnerable to pollution from run-off of fertilisers and slurry.

### Features of Interest and Conservation Objectives

- 4.7 The features of interest and conservation objectives for Lower River Suir SAC 002137 are listed within Table 1 below. This information was obtained from the resources available on the NPWS website (last accessed 6 June 2019)

**Table 1 Features of Interest and Conservation Objectives for Lower River Suir SAC**

Natura 2000 Site	<sup>11</sup> Distance	Features of Interests	Conservation objectives
Lower River Suir SAC 002137	immediately south of the works	<ul style="list-style-type: none"> <li>• [1330] Atlantic Salt Meadows</li> <li>• [1410] Mediterranean Salt Meadows</li> <li>• [3260] Floating River Vegetation</li> <li>• [6430] Hydrophilous Tall Herb Communities</li> <li>• [91A0] Old Oak Woodlands</li> <li>• [91E0] Alluvial Forests*</li> <li>• [91J0] Yew Woodlands*</li> <li>• [1029] Freshwater Pearl Mussel (<i>Margaritifera margaritifera</i>)</li> <li>• [1092] White-clawed Crayfish (<i>Austropotamobius pallipes</i>)</li> <li>• [1095] Sea Lamprey (<i>Petromyzon marinus</i>)</li> <li>• [1096] Brook Lamprey (<i>Lampetra planeri</i>)</li> <li>• [1099] River Lamprey (<i>Lampetra fluviatilis</i>)</li> <li>• [1103] Twaite Shad (<i>Alosa fallax</i>)</li> <li>• [1106] Atlantic Salmon (<i>Salmo salar</i>)</li> <li>• [1355] Otter (<i>Lutra lutra</i>)</li> </ul>	<p>Objective: To maintain or restore the favourable conservation condition of the species and habitats listed as Qualifying Interests for this SAC.</p> <p><a href="https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002137.pdf">https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002137.pdf</a></p>

### Identification of potential impacts and effects

- 4.8 The proposed development consists of traffic management and pedestrian improvement works for 2.1 km along the R698 Main Street at Piltown. The potential impacts and effects on Natura 2000 sites are identified by considering the nature and scale of the proposed works; the location relative to Natura 2000 sites and any connectivity via landscape features and hydrological pathways.

<sup>11</sup> When measured in a straight line over the shortest distance between the Site and Natura 2000 site

### Potential Impacts and Effects

- 4.9 There is no risk of habitat damage, loss or fragmentation within the Natura 2000 sites due to the proposed development as there is no land take or works within the boundary of any Natura 2000 site. The species listed as features of interest of the Lower River Suir, with the exception of otter, are not sensitive to terrestrial noise and are thus not likely to be disturbed by the proposed works. Given the location of the works within the fabric of the urban settlement and existing alignment they are not likely to have any appreciable effect on otter that may be commuting or feeding in this area. While there will be some relocation of gullies to new kerb lines there will be no material changes to the existing drainage and surface water management system. The works will be limited to the extents of the Site (the extents of existing road alignment) and any potential effects from the works are likely to be localised.
- 4.10 It is considered that the proposed works do not have the potential to affect the Lower River Suir SAC or any other Natura 2000 sites.

### Cumulative Effects

- 4.11 Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location. Cumulative effects can occur where a proposed development results in individually insignificant impacts that, when considered in combination with impacts of other proposed or permitted plans and projects, can result in significant effects (CIEEM, 2018).
- 4.12 Effects on Natura 2000 sites are not expected as a result of the traffic management and pedestrian improvement works along the R698 Main Street at Piltown and therefore, there are no pathways for the development to act in combination with other plans or projects. Cumulative effects on Natura 2000 sites are not predicted to occur as a result of the proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown, Co. Kilkenny.

### Likelihood of Significant Effects on Natura 2000 Sites

- 4.13 A significant effect is defined in paragraph 49 of the Waddenzee Case C-127/02<sup>12</sup> as follows “..... pursuant to the first sentence of Article 6(3) of the Habitats Directive, where a plan or project not directly connected with or necessary to the management of a site is likely to undermine the site's conservation objectives, it must be considered likely to have a significant effect on that site. The assessment of that risk must be made in the light inter alia of the characteristics and specific environmental conditions of the site concerned by such a plan or project.”
- 4.14 DoEHLG (2009) guidance for planning authorities states “If the effects are deemed to be significant, potentially significant, or uncertain, or if the screening process becomes overly complicated, then the process must proceed to Stage 2 (AA). Screening should be undertaken without the inclusion of mitigation, unless potential impacts clearly can be avoided through the modification or redesign of the plan or project, in which case the screening process is repeated on the altered plan. The greatest level of evidence and justification will be needed in circumstances when the process ends at screening stage on grounds of no impact.” This approach is adopted in this report when considering if the proposed works could result in likely significant effects on European (Natura 2000) sites.
- 4.15 The proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown is not considered likely to result in appreciable effects on Lower River Suir SAC and as a result

<sup>12</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A62002CJ0127>

there is no risk of undermining the conservation objectives of this site. There are no likely significant effects on any Natura 2000 sites as a result of the proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown at Piltown, Co. Kilkenny.

## Consideration of Findings

- 4.16 This screening report, based on the available scientific information and project details, demonstrates that the proposed traffic management and pedestrian improvement works along the R698 Main Street at Piltown, Co. Kilkenny does not pose a risk of likely significant effects on Lower River Suir SAC.
- 4.17 We therefore submit that the competent authority, in this case Kilkenny County Council, can determine that appropriate assessment is not required, as the proposed works, individually or in combination with other plans or projects, will not have a significant effect on any European (Natura 2000) sites.

## 5.0 REFERENCES

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### Websites

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EPA Mapping <http://gis.epa.ie/Envision>

Kilkenny County Council [https://kilkennycoco.ie/eng/National Biodiversity Data Centre Map](https://kilkennycoco.ie/eng/National_Biodiversity_Data_Centre_Map)  
<http://maps.biodiversityireland.ie/#/Map>

National Parks and Wildlife Services Protected Sites <https://www.npws.ie/protected-sites>

## FIGURES

FIGURE 1 ..... LOCATION OF PROJECT AND NATURA 2000 SITES



## EUROPEAN OFFICES

### United Kingdom

**AYLESBURY**

T: +44 (0)1844 337380

**BELFAST**

T: +44 (0)28 9073 2493

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**To:** Tim Butler, Director of Services

**From:** Arlene O'Conner, Senior Executive Planner

**Proposal:** Part VIII proposal - Piltown Urban Enhancement Scheme to include traffic management, carriageway, footpath and general public realm enhancements along the Main Street and R698 to Corloughan Road Junction.

**Re:** Environmental Impact Assessment – Screening for Environmental Impact Assessment Report (EIAR).

**Planning Legislation:**

Planning and Development Regulations 2001-2018, Schedule 5, Part 1 and 2  
European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, Article 75 which amends Article 120 of the Planning and Development Regulations 2001 and Planning and Development Act 2000 – 2018

**Characteristics of Project**

Under this Part VIII proposal, Kilkenny County Council is proposing to carry out Piltown Urban Enhancement and Improvement Works which will provide for:

- Reduction in carriageway widths through provision of parallel parking bays
- Widening of pedestrian footways
- Construction of 2no. mountable mini-roundabouts
- Junction improvements including provision of 2 no. mini roundabouts
- Defined bus bays
- Landscaping
- Upgrade of public lighting
- Pedestrian crossing facilities which also provide traffic calming of vehicles
- Upgrade of carriageway pavement on a phased basis along the entire length
- Upgrade of street furniture

**Location**

The road from the Tower Monument along Main Street and the R698 to the Corloughan Road Junction in Piltown Village.

**Type and characteristics of potential impact**

From assessing the documentation associated with the proposed urban enhancement and improvement works which include traffic management, carriageway, footpath and general public realm enhancements in Piltown Village, it is considered that the proposed development works are significantly below sub threshold Part 2 activities and having regard to the environmental sensitivities of this area and the potential impacts based on the following environmental factors;

- Population and human health
- Biodiversity, with particular attention to special species and habitats protected under the Birds and Habitats Directives
- Land, soil, water, air and the landscape
- Climate
- Interaction between above
- Expected effects from relevant major accidents and / or disasters

it is determined that no Environmental Impact Assessment Report is required.

An Appropriate Assessment Screening report in accordance with Articles 6 (3) and Article 6 (4) was also carried out by the SLR Consulting (Ireland) Ltd. in relation to the proposed Part VIII works and this concluded that significant impacts either alone or in combination with other plans or projects on

any Natura 2000 site can be ruled out therefore it was determined that a Natura Impact Assessment was not required.

**Conclusion**

It is determined that based on the above preliminary examination, there is no real likelihood of significant effects on the environment arising from the proposed development works which are for the urban enhancement and overall improvement of main road through the village and therefore it is recommended that no Environmental Impact Assessment Report is required for this Part VIII proposal at Piltown.

Signed: Arlene O' Connor,  
Senior Executive Planner,  
Kilkenny County Council.  
06/06/2019