

Errata page to the

**Report of the Chief Executive on Submissions to the Draft Kilkenny City &
County Development Plan 2021-2027**



Date: 7th June 2021

Errata

The list of submissions under Section 3.1 omitted to reference of two individual submissions from the main list of submissions in Section 2 submissions received. These are shown in yellow in the corrected text below.

3.1 Lingaun Valley

The following submissions raise concerns about the impact of wind energy developments on the Lingaun Valley area, which is located in the southwest of the county, along the border with Co. Tipperary.

Submissions ref. KKC162-

7, 9, 10, 11, 12, 13, 14, 15, 16, 21, 22, 24, 25, 26, 28, 31, 33, 34, 36, 37, 38, 39, 40, 41, 44, 47, 50, 55, 62, 68, 69, 79, 80, 81, 83, 84, 90, 91, 95, 96, 110, 118, 121, 127, 159, 160, 174, 178, 206, 208, 210, 212, 215, 216, 220, 228, 246, 270, 274, 275, 285, 306, 310, 311, 340, 357, 358, 360, 364, 379, 401, 410, 411, 426, 427, 430, 437, 448, 459.

3.2 Castlebanny

The following submissions raise concerns about the impact of wind energy developments in the Castlebanny area, which is located in the south of the county.

Submissions ref. C162-

42, 43, 54, 59, 99, 101, 103, 104, 107, 109, 111, 114, 120, 122, 123, 125, 126, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 147, 149, 150, 152, 154, 155, 158, 166, 170, 171, 175, 180, 182, 183, 185, 186, 189, 190, 191, 192, 195, 196, 199, 200, 202, 204, 205, 207, 208, 210, 214, 217, 221, 224, 225, 229, 231, 233, 235, 237, 240, 242, 250, 255, 256, 258, 260, 271, 276, 277, 280, 283, 284, 285, 286, 288, 292, 294, 297, 309, 323, 324, 329, 347, 351, 361, 389, 402, 412, 441, 446, 447, 456, 461, 462, 463.

Submission ref **kk-C162-60** was incorrectly assigned as a submission relating to Rath Ullard. As a result all references to **KK-C162-60** in relation to Rath Ullard should refer to KK-C162-61 in the name of Eoin Molloy in the main report

KK-C162-60 was a submission relating to lands at Raheen New Ross which are zoned for industrial in the Draft Plan

The submission is summarised below and the Chief Executives response and recommendation is provided.

The submission requested further enhancement of the provisions in the Draft Plan relating to development of Greenway facilities in the industrial zoning. These provisions are recommended of the Plan are proposed to be enhanced as per the recommendation below.

Sub. No.	From	Summary of Issues	Chief Executive's Response & Recommendation
KK-C162-60	O'Neill Consultants on behalf of Michael Keogh	<ul style="list-style-type: none"> • Submission relates to a site at Raheen New Ross which straddles the route of the Kilkenny Greenway. The site is approximately 2.6ha in extent. • The owners of the site are preparing a masterplan for the development of the site. • The submission is seeking the inclusion of a site specific objective to provide for the provision of the details of the masterplan i.e. the provision of tourist facilities such as accommodation restaurants to facilitate users of the greenway as follows: • Facilitate the provision of tourist leisure, and restaurant uses on this key site on the New Ross to Waterford Greenway subject to an approved masterplan. 	<p>It is an objective to review the zoning for the area of Rosbercon in County Kilkenny in a joint Local Area Plan for New Ross and Environs in conjunction with Wexford County Council (Section 4.5 of draft Plan).</p> <ul style="list-style-type: none"> • Given the extent of the industrial zoning there maybe other potential sites within the industrial zoning which could potentially have potential to be opportunity sites for Greenway enhancement. This potential would be assessed in the joint LAP to be carried out with Wexford County Council. • In the interim the draft plan did include a provision in the zoning objective to allow tourist facilities for the Greenway. <p>It is recommended that additional provision be made in the zoning objective and the permitted uses as follows:</p> <ul style="list-style-type: none"> •

Objective: To provide for industrial and related uses and at Raheen New Ross uses related to the development and enhancement of the Kilkenny Greenway.

Permissible Uses: Industrial premises and ancillary offices, open spaces, warehouses, car and heavy vehicle parks. In New Ross developments related to the operation and enhancement and enjoyment of the Kilkenny Greenway such as tourist accommodation, restaurant bicycle hire etc.

Flood Risk: All proposed development within this zone which falls within flood zone A or B shall be subject to a site specific flood risk assessment. No highly vulnerable uses (as set out in the Flood Risk Management Guidelines) other than extensions to existing structures and uses, will be permitted within Flood Zone A or B. Less vulnerable uses will also not be allowed within Flood Zone A other than extensions to existing structures and uses as set out in the Flood Risk Management guidelines. (see also ref kk-162-173)

Submission ref **KK-C162-419** from the National Transport Authority was inadvertently omitted from the published report.

The submission related to guiding principles for the National Transport Authority, the support of for cycling, modal shift, public transport provision, and the importance of Universal Design. These have been dealt with as part of the recommendations below with enhanced text recommended.

Sub. No.	From	Summary of Issues	Chief Executive's Opinion & Recommendation
KK-C162-419	National Transport Authority (NTA)	<p>1.The submissions set out the guiding principles for the NTA which guide their comments. The NTA supports the modal shift would support these targets and objectives in principle and will work with the Council on development and analysis of sustainable transport indicators at county and settlement levels.</p> <p>2.The proposed cycle strategy is supported. The NTA recommends the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document issued by Dun Laoghaire-Rathdown County Council in 2018.</p> <p>3.WMATS will provide a framework the integration of land use and transport planning and investment in transport infrastructure, supporting Core Strategy Objective 4I by informing the review of the Ferrybank Belview Local Area Plan.</p> <p>4.The NTA recommended that the Development Plan includes a policy to support and develop public</p>	<p>1.Recommendation: Work with the NTA on development and analysis of sustainable transport indicators at county and settlement levels to monitor modal shift.</p> <p>2.Bicycle standards will be reviewed as part of the Local Transport Plan which is in preparation</p> <p>3.Noted. Kilkenny County Council is currently working with the NTA on the WMATS.</p>

		<p>transport routes throughout the county through collaboration with the National Transport Authority.</p> <p>5.The NTA also recommends that policies are included which ensure that public transport infrastructure is considered as part of any significant residential or commercial development.</p> <p>6.The NTA recommends that the requirements of public transport should be considered in all plans and projects relating to the county's urban settlements, including local area plans, traffic management schemes, and public realm improvement schemes.</p> <p>7.It is recommended that the Development Plan acknowledges the role rural transport services and in particular the Local Link Rural Transport Programme can perform in providing for social and economic connectivity between small villages/rural areas and larger towns.</p>	<p>4.Recommendation: Include a policy to support and develop public transport routes throughout the county through collaboration with the National Transport Authority.</p> <p>5.Recommendation: Include in Section 12.3.2, the Development Management requirement <i>"public transport infrastructure is to be considered as part of any significant residential or commercial development. The assessment and subsequent proposal is to provide evaluation of the requirement for new bus stops, turnaround facilities, pedestrian access and layover facilities"</i>.</p> <p>6.Recommendation: Include text in 12.3 <i>"public transport infrastructure should be considered in all plans and projects relating to the county's urban settlements, including local area plans, traffic management schemes, and public realm improvement schemes. This would include, inter alia, suitable infrastructure on public transport corridors to improve safety and efficiency for public transport users, including retro-fitting within existing development areas."</i></p> <p>7.Recommendation: That in section 12.7.1.3 the NTA's Local Link Programme be supported and the Plan <i>"acknowledge the role of rural transport services and in particular the Local Link Rural Transport Programme can perform in providing for social and economic connectivity between small villages/rural areas and larger towns"</i></p>
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	<p>8.NTA supports the draft Development Plans use of maximum standards for non-residential land uses.</p> <p>9.The NTA acknowledges the importance of universal Design as set out in RPO 181 of the RSES and the requirements for Local Authorities to comply with same.</p> <p>10.It is recommended that the Local Transport Plan process for Kilkenny city be informed by the NTA/TII document Area Based Transport Assessment (ABTA).</p>	<p>8.Noted</p> <p>9.The Plan supports Universal Design. See section 12.10 Recommendation: Include reference to RPO 181 in the Plan and the following wording be included in 12.10 <i>“The council will ensure that decision-making in relation to investment in infrastructure and facilities is informed by engagement with representatives of disability support organisations to ensure that perspectives of those they represent (e.g. wheelchair users) are understood and an appropriate level of environmental assessment undertaken.”</i></p> <p>10.The appointment brief for the Local Transport plan requires the process to be based on the NTA’s ABTA process and the plan is being drafted accordingly.</p>
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