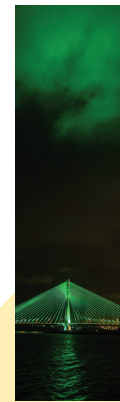




**Kilkenny County Council**  
Comhairle Chontae Chill Chainnigh



**Kilkenny City and County Development Plan**  
**Volume 2 City**  
**2021-2027**





Kilkenny City and County Development Plan 2021  
Adopted 3<sup>rd</sup> September 2021, came into effect on the 15<sup>th</sup> October 2021

# Table of Contents

---

## Contents

1	Introduction .....	1
1.1	Structure of the Plan .....	1
1.2	Climate change.....	2
1.3	Kilkenny City in Context .....	2
1.4	Kilkenny City: The Ambition .....	2
1.5	Demographic and Socio-Economic Trends in Kilkenny City.....	3
1.5.1	Population trends.....	3
1.5.2	Household Occupancy.....	3
1.6	Kilkenny City’s profile.....	4
1.6.1	Physical Development Trends.....	5
1.7	Key Strategic issues for Kilkenny City.....	7
2	Core Strategy.....	8
2.1	Population Forecasts.....	8
2.2	Kilkenny City Core Strategy.....	8
2.2.1	Land Requirement.....	9
2.2.2	Distribution of Housing Land requirement .....	10
2.2.3	Breagagh Valley.....	10
2.2.4	Loughmacask.....	17
2.2.5	Development Strategy .....	18
2.3	Abbey Quarter Masterplan .....	19
2.4	Future Masterplans.....	20
2.4.1	St. Canice’s .....	20
2.4.2	Fair Green.....	20
2.4.3	Former Mart Site.....	20
2.5	Active Land Management .....	21
2.5.1	Vacant Sites.....	21
2.5.2	Derelict sites & Vacant Homes.....	21
2.6	Previous City Centre Studies .....	21
2.6.1	City Centre Local Area Plan .....	21

2.7	Employment Land .....	22
2.8	Other opportunity sites.....	23
2.8.1	Hebron Road .....	23
2.9	Zoning Objectives for Kilkenny City .....	24
2.9.1	Areas of Strategic Reserve .....	25
2.9.2	Existing Low Density Residential.....	25
2.9.3	Existing Residential .....	26
2.9.4	New Residential .....	26
2.9.5	General Business.....	26
2.9.6	Neighbourhood Centre .....	26
2.9.7	Amenity / Green links/Biodiversity conservation/ Open Space/Recreation .....	27
2.9.8	Community Facilities.....	27
2.9.9	Industrial/Warehousing .....	27
2.9.10	Industrial/ Technology Park.....	28
2.9.11	Business Park.....	28
2.9.12	Mixed Use .....	29
2.9.13	Agricultural Trade .....	29
2.9.14	Agriculture.....	29
2.9.15	Non- Conforming Uses.....	30
2.9.16	Transitional Areas .....	30
2.9.17	City Zoning Map Objectives .....	30
2.9.18	Public Realm Improvements .....	32
3	Economic and Retail Strategy .....	34
3.1	Economic Strategy .....	34
3.2	Tourism .....	36
3.3	Spatial Distribution .....	37
3.3.1	Abbey Quarter.....	37
3.3.2	St. Kieran’s College.....	38
3.3.3	Former Mart Site.....	38
3.3.4	Business Parks.....	38
3.4	Retail Strategy.....	39
3.4.1	Retail Hierarchy.....	39
3.4.2	Kilkenny City Core Retail area .....	40
3.4.3	Out of Centre Retail .....	40

3.4.4	Retail Objectives .....	41
3.4.5	Retail Policies .....	42
4	Heritage Strategy .....	46
4.1	Introduction .....	46
4.2	Natural Heritage.....	46
4.2.1	Protected habitats and species designated for nature conservation in Kilkenny City .	46
4.2.2	Green Infrastructure .....	47
4.2.3	Woodland, Trees and Hedgerows.....	47
4.3	Built Heritage of Kilkenny City .....	48
4.3.1	Archaeological Heritage .....	48
4.3.2	Walled Town .....	49
4.3.3	Conservation Plans.....	49
4.3.4	Historic Graveyards.....	50
4.4	Urban Structure .....	50
4.4.1	Public Realm.....	51
4.5	Kilkenny City ACA's.....	52
4.5.1	City Centre ACA.....	52
4.5.2	Kilkenny Castle ACA .....	53
4.5.3	St. Canice's ACA.....	55
4.5.4	John Street ACA.....	57
4.5.5	Patrick Street ACA.....	58
4.5.6	Michael Street/Wolfe Tone Street ACA .....	60
4.5.7	St. Mary's ACA.....	62
4.5.8	Lacken ACA.....	64
4.5.9	Talbotsinch ACA .....	64
4.6	Kilkenny City Views and Prospects.....	66
5	Movement and Mobility Strategy .....	67
5.1	Introduction .....	67
5.2	The 10-Minute City Concept .....	67
5.3	The Local Transport Plan.....	68
5.4	Integration of Land Use Planning and Transport.....	69
5.4.1	The 10- Minute City Concept .....	69
5.4.2	Land Use Objectives.....	70
5.5	Modal share targets for Kilkenny City.....	71

5.5.1	Modal Share Objectives .....	72
5.6	Cycling and Walking .....	72
5.6.1	Cycling within the City.....	73
5.6.2	Impact of Covid-19.....	74
5.6.3	Cycling Objectives .....	75
5.6.4	Walking .....	75
5.6.5	Laneways.....	76
5.6.6	Walking and Cycling Objectives .....	76
5.7	Public Transport .....	77
5.7.1	Bus Services.....	77
5.7.2	Rail.....	78
5.7.3	Taxi.....	78
5.8	Road Network .....	79
5.8.1	Kilkenny City Network.....	79
5.8.2	Achievements.....	80
5.8.3	Road Proposals.....	81
5.8.4	Access to National Roads .....	81
5.8.5	National Road Objectives.....	82
5.8.6	Road Objectives .....	82
5.9	Car parking .....	83
5.9.1	Kilkenny Parking Options Study .....	83
6	Kilkenny City: Placemaking .....	84
6.1	Introduction .....	84
6.2	The Making of Quality Place .....	84
6.3	Residential Development.....	85
6.3.1	Housing Provision.....	85
6.3.2	Housing Protection Areas .....	89
6.4	Infill Development.....	89
6.5	Active Land Management .....	90
6.5.1	Vacant Sites.....	90
6.5.2	Derelict Sites .....	91
6.6	Education & Childcare.....	91
6.6.1	Childcare Facilities.....	91
6.6.2	Primary & Post-Primary Schools .....	93

6.6.3	Third and fourth Level Education.....	94
6.7	Health and well-being .....	95
6.7.1	Hospitals.....	96
6.7.2	Positive Ageing .....	96
6.8	Open Space and Recreation .....	97
6.8.1	Hierarchy of Open Space in Kilkenny City .....	97
6.8.2	Neighbourhood Parks .....	99
6.8.3	Local Parks.....	99
6.8.4	Protection of Open Space .....	100
6.8.5	Trails, Walkways and Linear Parks .....	100
6.8.6	Recreation and Sporting Facilities.....	100
6.8.7	Skate Park.....	101
6.8.8	Play Policy .....	101
6.8.9	Public Rights of Way.....	101
6.8.10	Allotments.....	102
6.8.11	Recreation/Open Space in new residential development .....	102
7	Infrastructure and Environment .....	103
7.1	Water Services .....	103
7.1.1	Waste Water .....	103
7.1.2	Water Supply.....	103
7.2	Gas .....	103
7.3	Telecommunications.....	103
7.3.1	Fibre Broadband.....	103
7.4	Smart city .....	103
7.5	Flooding.....	104
7.5.1	Surface Water Drainage .....	104



# 1 Introduction

The City of Kilkenny has a rich and varied history. It is known as the medieval capital of Ireland. Founded over one thousand years ago, its influences are Norman, Medieval, Renaissance, Victorian and modern. At one stage Kilkenny was the Capital of Ireland during the period 1640 to 1649. Kilkenny retains many buildings from the early centuries of its existence. The Round Tower at St. Canice's is at least 900 years old; the Talbot Tower was built around 1260; there are five medieval churches dating from the 13th century; Rothe house is the best known of a series of merchants' houses from the late 16th and early 17th centuries; and a number of fine Georgian houses are to be seen on its streets. The two most prominent and historically important buildings in the city are Kilkenny Castle, and St. Canice's Cathedral. It is unique among Irish regional towns; managing to maintain a vibrancy and balance between the needs of development and the protection of the basic fabric of its historic layout which has remained unchanged for centuries.

This Development Plan emphasises the sustainable economic and physical development of the city in a compact form, combined with efficient transport links between the various land uses such as employment, education and residential, with strong policies for the conservation and protection of the natural and built environment and ensuring a good quality life for its inhabitants.

In preparing this Volume 2, City Plan, the Council had regard to relevant national and regional plans, policies and strategies which relate to the proper planning and sustainable development of the area. The plan provides for the mandatory objectives which are to be included in Development Plans as set out in the Planning and Development Acts.

## 1.1 Structure of the Plan

Volume 1 has set out the overarching policy direction for the spatial and economic development of the City and County. In so doing it has had regard to the national and regional policy context in terms of climate change, settlement patterns and potential population growth targets.

Volume 2 is intended to deal with Kilkenny City as an entity in itself and in particular the more fine-grained details that need to be addressed exclusively for the City.

Volume 2 aims to avoid unnecessary duplication of text on statutory obligations, national and regional policy contexts, such as Appropriate Assessment, Strategic Environmental Assessment and Ministerial guidance. Policies and objectives already stated in Volume 1 are not restated in Volume 2 except where it is necessary to supplement and expand on matters relating to the City. Objectives, and the policy and development management requirements set out in Volume 1 apply to the City unless it is specifically addressed in this Volume for the City.

Volume 2 should be read in conjunction with Volume 1, and cross references will appear as relevant. Where the City has particular Objectives, Development Management considerations and requirements these will be set out in Volume 2. However, if a particular policy/objective is not

included in Volume 2, the relevant section of Volume 1 will be applied as appropriate. Please see Volume 1, Section 1.5 Plan Structure.

**The entire Plan (Volumes 1 and 2) is a statement of Council policy.** The Council will aim to implement all the provisions of this Plan, subject to the availability of resources.

#### Objective

**C1A To implement the Development Management Requirements set out in Volume 2 for Kilkenny City or as otherwise as set out in Volume 1 as appropriate.**

## 1.2 Climate change

Chapter 2 of Volume 1, Climate Change, deals extensively with the incorporation of Climate change adaptation and mitigation strategies into the City and County Development Plan. Volume 1 is the overarching document in relation to policy. This Volume 2 also has the climate change mitigation and adaptation measures embedded into its policies and objectives.

## 1.3 Kilkenny City in Context

Kilkenny City is the largest settlement in the County. It is designated as a significant Key Town in the Regional Spatial and Economic Strategy (RSES) for the Southern Region. Kilkenny City is the 2nd largest settlement in the South-East and 4th largest settlement in the Southern Region with a population of 26,512 (2016) and is now the 8th largest employment centre (previously 9th in 2011) in the state<sup>1</sup>. It has a central location within the south east with good road and rail links to Dublin and Waterford and other key settlements. The City is self-sustaining regional economic driver with a significant zone of influence on the Dublin – Carlow-Kilkenny-Waterford M9 Road/Rail Axis.

## 1.4 Kilkenny City: The Ambition

This plan provides a vision and direction for the City to continue to evolve and grow. It provides the statutory context for guiding development, in the interests of the proper planning and sustainable development of the area.

The ambition is to grow the City to achieve the targets set out under the RSES through:

- a compact form of development
- the 4 neighbourhood model and City centre
- the 10-minute city concept<sup>2</sup>

<sup>1</sup> Southern Regional Assembly Regional Spatial and Economic Strategy page 349

<sup>2</sup> The concept of the ten-minute city is that residents of the city can access the local services they require such as shops, schools, or local parks within 10 minutes of active or public transport.

## 1.5 Demographic and Socio-Economic Trends in Kilkenny City

### 1.5.1 Population trends

Kilkenny City recorded a population of 26,512 in 2016 which is an increase of 2,089 (8.6%) over the population recorded in 2011.

	<b>2002</b>	<b>2006</b>	<b>2011</b>	<b>2016</b>
<b>Kilkenny County</b>	80,399	87,558	95,419	99,232
<b>Kilkenny City</b>	20,735	22,179	24,423	26,512

An increase of 2,089 persons was recorded in the intercensal period 2011 to 2016 which compares well with the 2,244 persons recorded in the period 2006 to 2011. Overall in the period 2002 to 2016, the city increased by 5,777 persons which is a 27% increase on the 2002 figure. This is higher than the gross County figure and shows that the pace of growth in the City has been at a faster rate than the county as a whole.

### 1.5.2 Household Occupancy

Kilkenny City's household occupancy in 2016 was on average 2.57 persons per household. The distribution of household occupancy in terms of the CSO Small Areas is shown in Figure CS1 below. Most of the City is shown to be in the 2-3 persons per household with pockets of 3-4 persons and less than 2 persons per household. As Figure CS1 shows, in the rural area around the city, household size is in the 3 – 4 persons per household mainly.

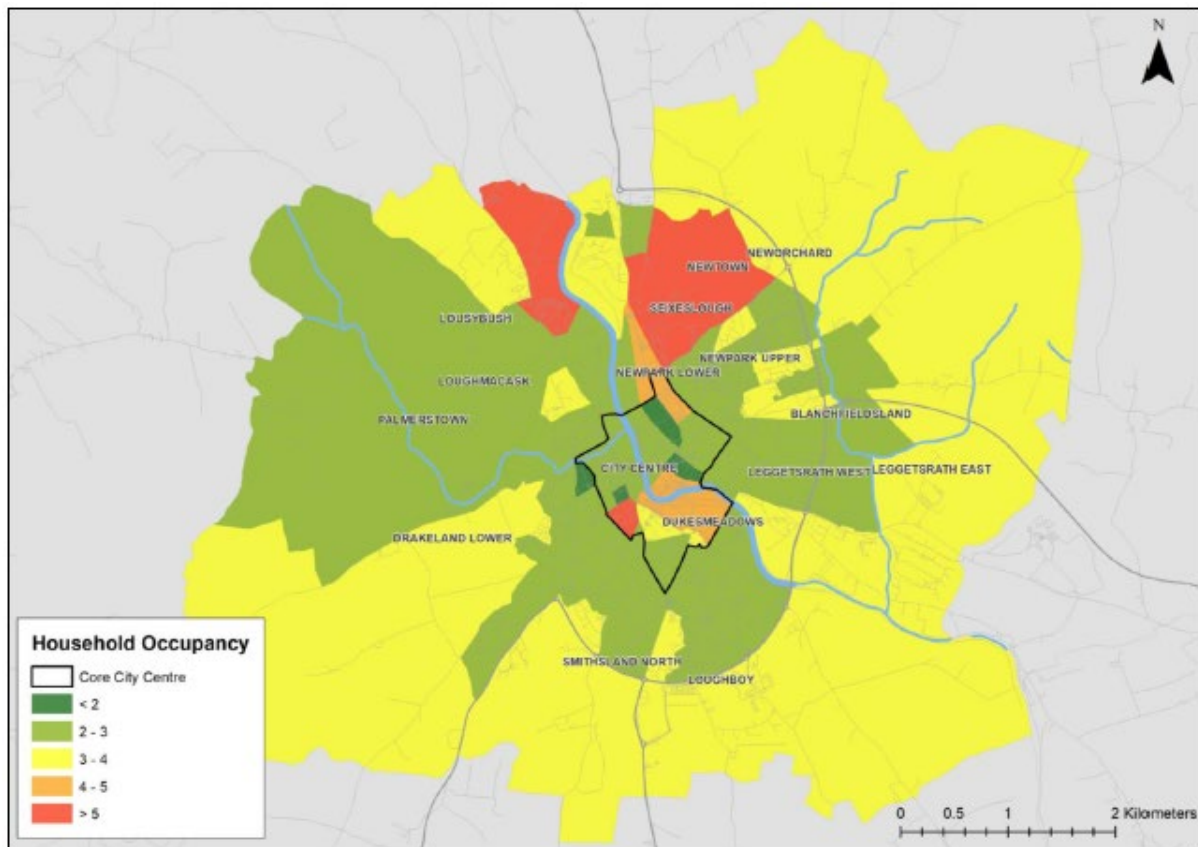


Figure CS1: Household Occupancy in Kilkenny City

## 1.6 Kilkenny City's profile

Kilkenny remains buoyant as the 8th largest employment centre in the State with strong performance in agri-business, finance and tourism/hospitality.

Kilkenny is host to a sizeable portfolio of international financial services companies and has strong activity in the future growth sectors of Fintech/Regtech/Insurtech and the global payments sector. It plays a critical role as a central location within the Ireland South East financial services cluster with key companies including State Street, Taxback Group, Carne Group and VHI.

Kilkenny is home to the national headquarters of the Design and Crafts Council of Ireland. The city's reputation as a centre for creativity and design thinking continues to be enhanced with the expansion of Cartoon Saloon and Lighthouse Studios; events such as the Tech Thursday Kilkenny, Kilkenomics, and Kilkenny Animated; and the development of the Abbey Quarter which will be an attractive destination for exciting and innovative companies in the design sector.

Kilkenny has a well-developed tourism industry, with a range of attractions and activities to suit the holiday/visitor market. Kilkenny has earned a positive reputation over the years as a place where heritage is valued, and where standards are consistently high.

Kilkenny continues to set the standard for heritage tourism in Ireland, and has long promoted high standards of public realm presentation. Investment in the public realm pays dividends, and the long record of Tidy Towns awards are a direct result of high public realm presentation standards. In addition to public infrastructure, Kilkenny has seen significant private investment in attractions such as the Smithwick's Experience along the Medieval Mile and venues such as The Hub at Cillín Hill.

The new Medieval Mile Museum is evidence of the fruitful synergies which can be achieved and there is potential for further enhancement in the future with the recently opened Butler Gallery in the former Evan's Home.

Kilkenny has a central location in the south east with good road and rail links to Dublin and other key settlements.

It is a growing Regional Centre for Higher Education and Research with TSSG<sup>3</sup>, the National Crafts Council of Ireland Level 8 design courses, the proposed development of the multi-campus Technological University of the South-East (TUSE) the Centre for Design in partnership with the Institute of Technology Carlow and the Precision Agriculture Centre of Excellence (PACE) established in Kilkenny city through Waterford Institute of Technology with assistance from Kilkenny County Council.

The significant contribution of the presence of the 3rd Infantry Battalion of the Defence Forces and James Stephens Barracks to the local economy by means of employment and emergency management and response is acknowledged.

Development of the 'Medieval Mile', which brings together public realm improvements from the Castle and Parade through to Irishtown facilitating the various attractions along it, is an example of place-making and the benefits that accrue to residents, visitors and workers alike.

The city has a long track record in urban regeneration and compact growth, including the very significant development of the Abbey Quarter (former Smithwick's Brewery site).

Recreational assets of the Castle Park linked to the River Nore walking route and development of other walking, cycling and recreational around the City are important additions to the City's overall profile.

### **1.6.1 Physical Development Trends**

Kilkenny City has performed well, against the metrics of population and employment with its population still expanding at a rate slightly above the national average and an increase in employment. (see Section 3.1 Population Trends, in Volume 1).

---

<sup>3</sup> TSSG with WIT

Physical infrastructure has been delivered and improved during the 2014 – 2020 plan period, including:

- The Central Access Scheme and St. Francis Bridge over the River Nore,
- Commencement of works on the Abbey Quarter, including commencement of the renovation of the Brewhouse, the Brewhouse Square and the linear park along the River Nore,
- The redevelopment of St. Mary’s Church to accommodate the Medieval Mile Museum,
- The redevelopment of Evans Home to accommodate the Butler Gallery,
- Public Realm improvements along the Medieval Mile and Abbey Quarter.

In Kilkenny City a substantial investment in tourism development has been approved through the development of the Medieval Mile project which has seen investment in the public realm between Kilkenny Castle and St Canice’s Cathedral, the restoration of St Mary’s Church (now the Medieval Mile Museum), the completion and opening of the new Butler Gallery at the former Evan’s Home and the further development of the linear walk along the River Nore in the Abbey Quarter.

The development of the new neighbourhood at the Breaghagh Valley (formerly The Western Environs) on the western side of the City is on-going with the construction of a new access road and associated services to facilitate the opening of lands. Two new secondary schools have been committed to for the area through the Kilkenny and Carlow Education and Training Board and these are currently at design stage. There is also a commitment by the Department of Education and Skills for the provision of a new primary school for the Breaghagh Valley. This area will see development of these facilities and housing through this Plan period to 2027 and beyond.

The relocation of the CBS secondary school to the Loughmacask area is at design stage and will be completed within this plan period.



## 1.7 Key Strategic issues for Kilkenny City

Key strategic issues for the city over the plan period are identified as follows:

1. To consolidate and strengthen the role of Kilkenny City as a self-sustaining Key Town and regional economic driver on the Dublin – Carlow-Kilkenny Waterford M9 Road/Rail Axis.
2. To deliver compact growth in the expansion of the City with a minimum of 30% of the growth within the existing built up footprint of the City<sup>4</sup>, to maximise return on State investment in infrastructure, and applying active land management measures such as the Vacant Site Levy and derelict sites legislation to maximise the use of under-utilised land and buildings.
3. To strengthen investment in existing rail infrastructure for improved infrastructure and services in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.
4. To strengthen the education, research and innovation capacity of Kilkenny city with the development of a campus for the Technical University of the South East (TUSE).
5. To support urban regeneration through investment in the Abbey Quarter & other initiatives to improve the public realm and regenerate underused land and buildings in the City.
6. To deliver investment in sustainable transport measures through a Local Transport Plan including continued development of the city bus services with walking and cycling infrastructure in support of the compact '10-minute city' concept.
7. To progress the delivery of the northern extension of the ring road from the N77 Castlecomer Road to the R693 Freshford Road.
8. Facilitating the recovery from the impacts of Covid-19 on the Tourism sector in the city and county and further development of the tourism product as a 'Hero site' within Fáilte Ireland's branding of Ireland's Ancient East.
9. Maintain the quality of life offer in Kilkenny City which is renowned, as evidenced in its population growth which has exceeded the national average over the period 2006 – 2016.

---

<sup>4</sup> Footprint as defined by the CSO 2016 census

## 2 Core Strategy

Volume 1 has set out the overarching policy direction for the City & County for the spatial and economic development of the City & County. Kilkenny City and Ferrybank/Belview along with the District towns, are identified as the main locations for employment and population growth.

Kilkenny city is of sufficient scale with the potential for significant growth to require a Core Strategy<sup>5</sup>. In preparing a Core Strategy, the Council has had regard to the national and regional policy context in terms of climate change, settlement patterns and potential population growth targets. The City Core Strategy sets out an evidence-based rationale for the City area.

### 2.1 Population Forecasts

The population targets for the City are set by the *Implementation Roadmap for the National Planning Framework* and the *Regional Spatial and Economic Strategy*. The objective is to grow the population of the City by 35% to 2040.

This figure is further refined and averaged out over the plan period 2021 – 2027 and set out below in Table 2.1.

<b>Table 2.1 National Planning Framework population projections</b>					
	<b>2016</b>	<b>NPF 2026</b>	<b>2027</b>	<b>Uplift from 2016</b>	<b>2031</b>
<b>Kilkenny County</b>	99,232	110,000	111,077	11,845	<b>114,500</b>
<b>Kilkenny City</b>	26,512	29,822	30,153	3,641	<b>31,477</b>

### 2.2 Kilkenny City Core Strategy

The Kilkenny City Core Strategy is based on the following principles:

- National/Regional/Local Policy Context (i.e. inter alia the NPF, RSES, in particular the concept of compact growth)
- The concept of developing a 10-minute City<sup>6</sup>,
- The four neighbourhood concept for Kilkenny city
- Demographic and socio-economic trends outlined in Volume 1, Chapter 3
- Assessment of need for housing
- Water, wastewater, drainage and road infrastructure (existing and planned)
- Flood Risk Assessment
- Supporting infrastructure (social, community and commercial, both existing and planned)

<sup>5</sup> *Regional Spatial and Economic Strategy*, RPO 11 page 46

<sup>6</sup> 10-minute travel trip by cycle or walking or public transport.



- Physical suitability of land including factors such as topography and ease of access
- Environmental policy (ground and surface water quality, flooding, etc.)
- Sequential approach to development (zoning should extend outwards from the core of an urban area, with undeveloped lands closest to the core and public transport routes being given preference. In addition, areas to be zoned should be contiguous to existing zoned development lands). This also applies in neighbourhoods, where development should take place in accordance with the principles/phasing of the masterplan.
- Existing planning permissions within the development boundary of the City.

### 2.2.1 Land Requirement

The Core Strategy Table in Volume 1, Chapter 4 sets out the land requirement for the City and this is repeated here for convenience.

<b>Table 2.2 Core Strategy 2016 - 2027</b>					
	<b>Core Strategy population allocation 2016 - 2027</b>	<b>Household Demand NPF 50/50</b>	<b>Housing land required to 2027</b>	<b>Compliance with NPO 3C</b>	<b>Zoning proposed (Hectares)</b>
<b>County Kilkenny</b>	11,842	4,649			
<b>Kilkenny City</b>	4,144	1,627	46.48 <sup>7</sup>	(30%) inside CSO boundary 13.9ha <sup>8</sup> and (70%) outside CSO boundary 32.5ha	18.6Ha Abbey Quarter 4.4Ha (30-35%) plus 25Ha mixed zoned outside CSO 42.84Ha

While the RSES<sup>9</sup> target growth for the City of more than 30% by 2040 from the base year of 2016, the Council has adopted a targeted growth of 35%, reflecting the ambition of the local authority and the historically strong growth performance of the City.

From National Policy Objective 3c of the NPF, 30% of the new housing earmarked for the City must be catered for within the existing built-up footprint i.e. within the 2016 CSO boundary for the City<sup>10</sup>, requiring approximately 13.8 ha. Within the CSO boundary the following is identified to satisfy that demand:

- Lands subject to the vacant site levy = 18.6Ha
- Abbey Quarter = 4.41Ha (residential 30%-35%)

<sup>7</sup> 1,627 households divided by 35units/ha = 46.48 ha.

<sup>8</sup> The Council has established through its own research that there is more than sufficient capacity within the existing built up area to cater for this increase.

<sup>9</sup> RSES page 46, RPO 11a

<sup>10</sup> Footprint as defined by the CSO 2016 census

- Mixed Use zoning = 25.79ha
- Additional 5.5ha as existing residential inside CSO boundary in the Breagagh Valley

Notwithstanding this requirement it is proposed to zone 42.84 Ha on greenfield lands outside the CSO boundary (See Section 2.2.5 Development Strategy below).

### **2.2.2 Distribution of Housing Land requirement**

The four-neighbourhood model as set out in the last two Development Plans, to accommodate expansion around the existing city, continues to be appropriate for Kilkenny. The four areas identified for the development of neighbourhoods were (See Figure CS2 Core Strategy):

1. Loughboy/Archerstreet
2. Newpark Upper/Eastern Environs
3. Poulgour/Wetlands/Western Environs (now known as Breagagh Valley)
4. Loughmacask

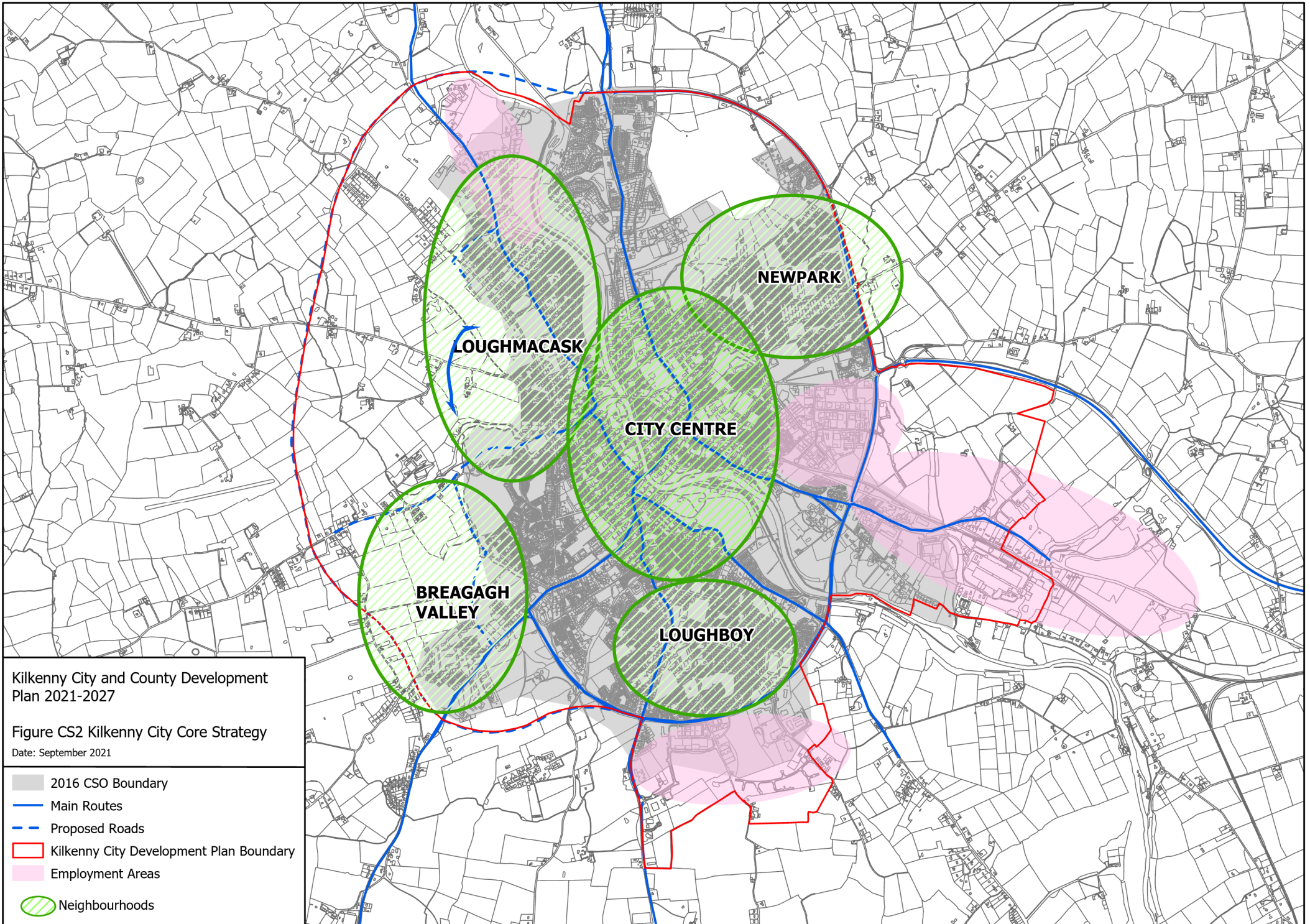
As Loughboy/Archerstreet and Newpark Upper are substantially built out and are incorporated into the built-up area of the City, as defined by the CSO, the two remaining areas of the Breagagh Valley (formerly Western Environs) and Loughmacask will be the focus for greenfield development over the plan period. The majority of these areas are located outside the built-up area but are immediately contiguous to it. Both of these areas were the subject of Local Area Plans in the past.

### **2.2.3 Breagagh Valley**

A Local Area Plan (LAP) was prepared for this area (formerly known as the Western Environs) in 2004. The Local Area Plan was reviewed and modified for incorporation in the last two Development Plans for the City. The principles set out in the LAP, such as the basic road structure, the housing densities (35 units per hectare on average) and the distribution of land uses has remained broadly in line with the original concepts. In the LAP, the area was divided into development parcels and the development of those parcels was linked to the provision of necessary infrastructure. A limited amount of housing was developed within the LAP area since 2004 but due to lack of services and the economic crash of 2008, development of housing stalled. It is policy to require the layout of full-sized multi-sport facilities on the Amenity Lands in the Breagagh valley.

To date two parcels of land (P & Q) have been partially development with an additional parcel (E) having the benefit of permission for housing development. The area has been incorporated into the overall phasing of land in the zoning map (see Figure CS3 Breagagh Valley).

A link road to release land for development in the area was subject to funding under the Rebuilding Ireland programme in 2016. The scheme extends to 2.3km in length and includes for a new distributor road from the N76 Callan Road to the Circular Road at Robertshill, widening of the existing Circular Road from Robertshill to its junction with the Kilmanagh Road, and widening of the R695 Kilmanagh Road to Drakelands. The scheme is being jointly funded by Kilkenny County Council, and the

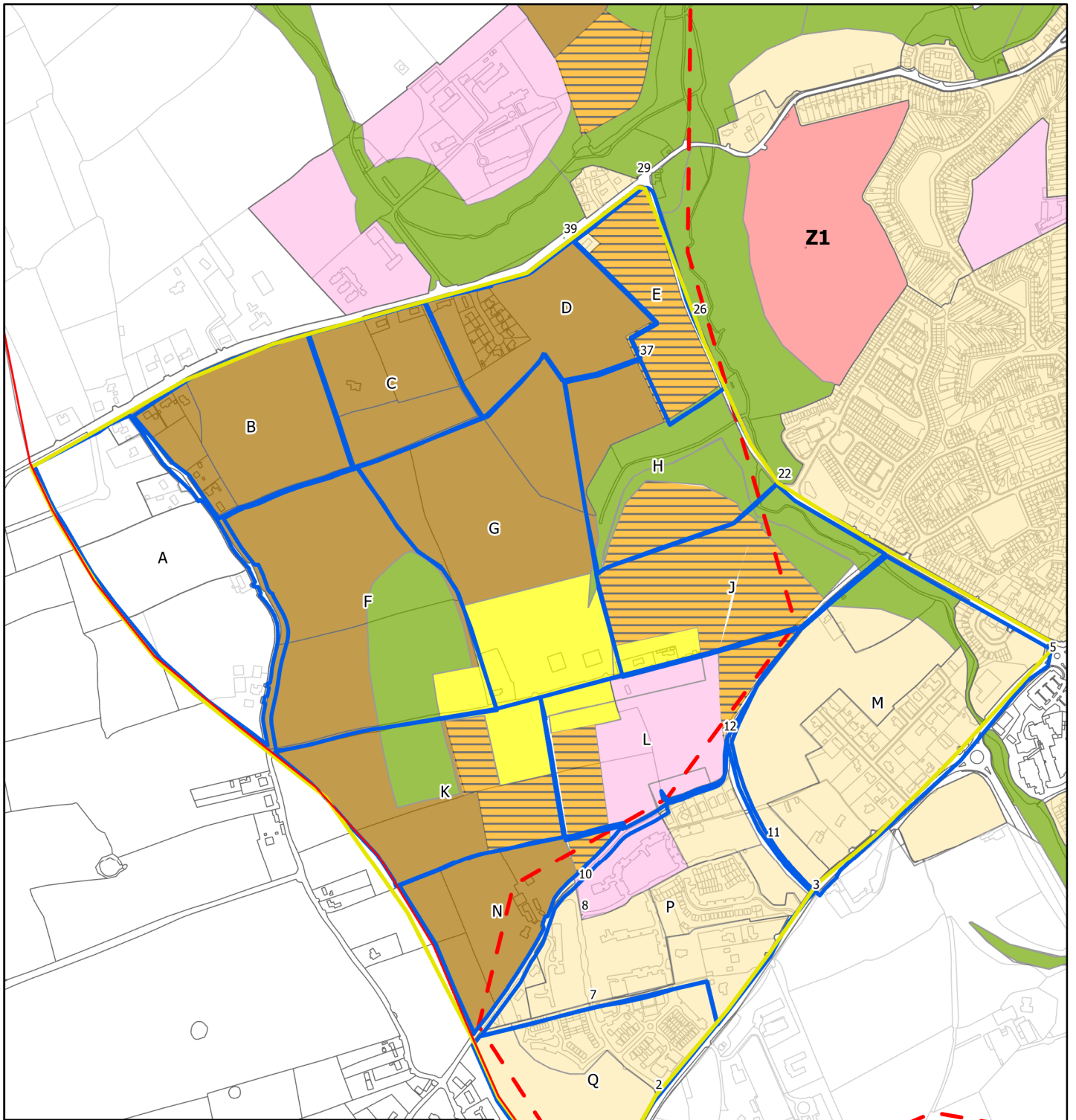


Kilkenny City and County Development Plan 2021-2027

Figure CS2 Kilkenny City Core Strategy

Date: September 2021

- 2016 CSO Boundary
- Main Routes
- Proposed Roads
- Kilkenny City Development Plan Boundary
- Employment Areas
- Neighbourhoods



Kilkenny City and County Development Plan 2021-2027

Figure CS3 Bregagh Valley Development Parcels

Date: September 2021

- ▭ Kilkenny City Development Plan Boundary
- - - 2016 CSO Boundary
- ▭ Bregagh Masterplan
- ▭ Development Parcels (Refer to Table 2.3)
- ▭ Agriculture
- ▭ Amenity / Green links/Biodiversity conservation/ Open Space/Recreation
- ▭ Community Facilities
- ▭ Existing Residential
- ▭ Mixed Use Zoning
- ▭ Neighbourhood Centre
- ▭ New Residential
- ▭ Strategic Reserve
- 10 Refer to Table 2.3

Department of Housing, Planning, and Local Government under the Local Infrastructure Housing Activation Fund (LIHAF) section of the Rebuilding Ireland programme. Works are set to be completed in 2021. The scheme will also deliver a portion of the Breagagh linear park in that area.

Particular care must be taken to ensure that the amenity of existing residential development in the plan area is not compromised. Generally new housing should be set back a minimum of 15m from the boundary of all housing within the plan area existing at the time of the adoption of this plan. A balance must be found between protecting the amenities of existing properties and the creation of new urban forms. Where new developments adjoin existing residences the use of screen planting and/or walling in combination with suitably designed buildings will ensure that impact on existing residences are minimised.

**Table 2.3: Development Criteria for land in Breaghagh Valley**

<b>Parcel name</b>	<b>Area in ha (gross)</b>	<b>Character of area</b>	<b>The following Infrastructure must be in place before this parcel can develop</b>	<b>The following non-residential facilities must be in place within the plan area before housing can be developed in this parcel</b>	<b>This Parcel Must Contain</b>	<b>This Parcel May Contain</b>
<b>Parcel E</b>	3.90ha	Higher Density Residential	<ol style="list-style-type: none"> <li>1. Upgrade of Kilmanagh Road between Point '29' and Point '39'</li> <li>2. Inner Relief Road/Circular Rd. between Point "22' and Point 29'</li> <li>3. Inner Relief Road/Circular Rd. between Point "22' and Point 3'</li> <li>4. Distributor Road between Point '37 and Point '26'</li> <li>5. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>6. Surface water sewers designed and approved by the Local Authority.</li> <li>7. Surface water drains, gas, electricity, TV and telecom services to serve the development.</li> </ol>		<p>Residential development at a mean density of 36-40 residential units/hectare (14.5-16/acre)</p> <p>Open Space area laid out and landscaped (incorporating a play area) and with a management agreement in place to the satisfaction of the planning authority to the Development Plan requirements</p>	<p>Bed and breakfast/guesthouse Clinic or surgery Community facilities Convenience store(s) of not more than 100 m sq. gross floor area. Crèche and/or playgroup Halting site/group housing scheme Hotel, public house, restaurant, café Live/work units and small workshops Public service installation Retirement and/or nursing home</p>

<b>Parcel H</b>	7.6ha	Higher Density Residential	<ol style="list-style-type: none"> <li>1. Distributor road between point 21 and point 20</li> <li>2. Distributor Road between point 20 and point 30 (to serve Parcel H)</li> <li>3. Inner Relief Rd between point 21 to point 3</li> <li>4. Upgrade of Callan Rd from point 3 to point 5</li> <li>5. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>6. Surface water sewers designed and approved by the Local Authority</li> <li>7. Gas, electricity, TV and telecom infrastructure to serve the development</li> </ol>	<p>The School campus site</p> <p>Open Space area P5 laid out and landscaped to the satisfaction of the Planning Authority.</p> <p>Open Space P1 &amp; P2 to the satisfaction of the Planning Authority</p>	Residential development at a mean density of 36-40 residential units/hectare (14.5-16/acre)	<p>Bed and breakfast/guesthouse</p> <p>Clinic or surgery</p> <p>Community facilities</p> <p>Convenience store(s) of not more than 100 m sq. gross floor area.</p> <p>Crèche and/or playgroup</p> <p>Hotel, public house, restaurant, café</p> <p>Live/work units and small workshops</p> <p>Public service installation</p> <p>Retirement and/or nursing home.</p>
<b>Parcel J</b>	7.40ha	Higher Density Residential	<ol style="list-style-type: none"> <li>1. Inner Relief Road/Circular Rd. between Point '3' and Point 38'</li> <li>2. Upgrade of Callan Rd from point 3 to point 5</li> <li>3. Distributor Road between Point '21 and Point 40.</li> <li>4. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>5. Surface water sewers designed and approved by the Local Authority.</li> <li>6. Gas, electricity, TV and telecom infrastructure to serve the development.</li> </ol>	Open Space area P3 and P2	<p>Residential development at a mean density of 36-40 residential units/hectare (14.5-16/acre)</p> <p>Not less than 50% residential use by area within the neighbourhood zone</p> <p>Open Space area laid out and landscaped (incorporating a play area) to the satisfaction of the planning authority to the Development Plan requirements</p>	<p>Bed and breakfast/guesthouse</p> <p>Clinic or surgery</p> <p>Community facilities</p> <p>Convenience store(s) of not more than 100 m sq. gross floor area.</p> <p>Crèche and/or playgroup</p> <p>Hotel, public house, restaurant, café</p> <p>Live/work units and small workshops</p> <p>Public service installation</p> <p>Retirement and/or nursing home</p>

<b>Parcel K (Part of)</b>	10.25ha	Medium density Residential Employment uses	<ol style="list-style-type: none"> <li>1. Inner Relief Rd between point 21 to point 3</li> <li>2. Upgrade of Callan Rd from point 3 to point 5</li> <li>3. Distributor Road between Point '15 and Point 19</li> <li>4. Distributor Road between Point 18 and Point 21</li> </ol>		Residential development at a mean density of 33-36 residential units/hectare (13-14.5/acre)	
<b>Parcel L</b>	7.2ha	Higher density residential/ village centre	<ol style="list-style-type: none"> <li>1. Inner Relief Rd between point 21 to point 3</li> <li>2. Upgrade of Callan Rd from point 3 to point 5</li> <li>3. Distributor Road between Point 15 and Point 19</li> <li>4. Distributor Road between Point 19 and Point 21.</li> <li>5. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>6. Surface water sewers designed and approved by the Local Authority</li> <li>7. Gas, electricity, TV and telecom infrastructure to serve the development</li> </ol>	Open space P4 laid out to the satisfaction of the Planning Authority.	The School Campus	



<b>Parcel M</b>	15.1ha	Higher Density residential	<ol style="list-style-type: none"> <li>1. Inner Relief Rd between point 22 to point 3</li> <li>2. Upgrade of Callan Rd from point 3 to point 5</li> <li>3. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>4. Surface water sewers designed and approved by the Local Authority</li> <li>5. Gas, electricity, TV and telecom infrastructure to serve the development</li> </ol>	Either Open Space P1 or P2 laid out to the satisfaction of the Planning Authority.	<p>Residential development at a mean density of 36-40 residential units/hectare (14.5-16/acre)</p> <p>A creche or other preschool facility</p> <p>A local Open Space enclosed by the residential development in accordance with Development Plan requirements.</p> <p>Not less than 20% residential use by area within the neighbourhood zone</p> <p>Medical centre</p> <p>Supermarket appropriate to the scale of the neighbourhood or not more than 2000m<sup>2</sup></p> <p>Open Space area P4 laid out to the satisfaction of the Planning Authority</p>	<p>Bed and breakfast/guesthouse</p> <p>Clinic or surgery</p> <p>Community facilities</p> <p>Convenience store(s) of not more than 100 m sq. gross floor area.</p> <p>Crèche and/or playgroup</p> <p>Halting site/group housing scheme</p> <p>Hotel, public house, restaurant, café</p> <p>Live/work units and small workshops</p> <p>Public service installation</p> <p>Retirement and/or nursing home.</p>
-----------------	--------	----------------------------	---	--	--	---

<b>Parcel P</b>	12.70ha	Medium/Higher Density Residential	<ol style="list-style-type: none"> <li>1. Upgrade of the Callan Rd. from Point '3' to Point '5'.</li> <li>2. Distributor road from point '7' to Point '10'</li> <li>3. Distributor road from Point '8' to Point '11'.</li> <li>4. Inner Relief Road from Point '3' to point '12'.</li> <li>5. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>6. Surface water designed and approved by the Local Authority and delivered in tandem with development proposal.</li> <li>7. Gas, electricity, TV and telecom services to serve the development.</li> </ol>	Either open space area P2, with title transferred to the local authority, laid out and landscaped to the satisfaction of the planning authority.	<p>Residential development at a mean density of 33-40 residential units/hectare (13-16/acre)</p> <p>A crèche or other pre-school facility</p> <p>Open Space LP7, laid out and landscaped (incorporating a play area) and with a management agreement in place to the satisfaction of the planning authority.</p>	<p>Bed and breakfast/guesthouse Clinic or surgery Community facilities Convenience store(s) of not more than 100 m sq. gross floor area. Crèche and/or playgroup Halting site/group housing scheme Hotel, public house, restaurant, café Live/work units and small workshops Public service installation Retirement and/or nursing home.</p>
<b>Parcel Q</b>	8.25ha	Medium Density Residential	<ol style="list-style-type: none"> <li>1. Upgrade of the Callan Rd. from Point '1' to Point '5'.</li> <li>2. Distributor road from Point '2' to Point '7'.</li> <li>3. Foul drainage and water supply infrastructure to be approved by Irish Water and subject to connection agreement.</li> <li>4. Surface water designed and approved by the Local Authority and delivered in tandem with development proposal.</li> <li>5. Gas, electricity, TV and telecom services to serve the development.</li> </ol>		<p>Residential development at a mean density of 33-36 residential units/hectare (13-14.5/acre)</p> <p>A crèche or other pre-school facility</p> <p>Open Space LP6, laid out and landscaped (incorporating a play area) and with a management agreement in place to the satisfaction of the planning authority.</p>	<p>Bed and breakfast/guesthouse Clinic or surgery Community facilities Convenience store(s) of not more than 100 m sq. gross floor area. Crèche and/or playgroup Halting site/group housing scheme Hotel, public house, restaurant, café Live/work units and small workshops Public service installation Retirement and/or nursing home.</p>

A total of 15.8 Ha of land has been zoned for greenfield development within the Breaghagh Valley Neighbourhood which is outside the built-up area. This could deliver 553 housing units<sup>11</sup>. This Plan reserves land for two secondary schools and a primary school which are planned for the neighbourhood. An area has also been reserved for neighbourhood uses and for open space provision in line with the original LAP for the area.

#### **2.2.4 Loughmacask**

A Local Area Plan was prepared for the Loughmacask area in 2008 and was extended until 2018. A new masterplan is being prepared for the Loughmacask area to replace the LAP. A public consultation exercise was held in Jan-Feb 2020 as part of the preparation of the Masterplan, with the publication of an Issues paper and a public meeting. Following a pause due to the impact of Covid-19, work on the preparation of the Masterplan has recommenced.

Planning permission exists for approximately 300 houses in the area<sup>12</sup> but no significant development has taken place in Loughmacask due to the lack of waste water infrastructure in the area and accessibility issues. Some significant changes have occurred to the parameters of the area since the adoption of the original LAP such as:

- The proposed relocation of the CBS secondary school to a site within the plan area
- A significant proposed redevelopment of St. Canice's primary school
- A desire to further enhance the connectivity of the new neighbourhood back to the existing built up area.
- A desire to integrate the existing and new road structures to maximise the integration of land use and transportation given the extent of contiguous boundary with the existing built up area.

In this regard, a preliminary report has been prepared with proposed options on the alignment of Phase 3 of the Central Access Scheme, incorporating enhanced connectivity to the existing built up area, and providing for the integration of the secondary school site. A draft Masterplan will be published for public consultation and finalised in 2021.

A total of 24.37 hectares is zoned within the Loughmacask masterplan area which is outside the existing footprint of the built-up City. This has the potential to deliver 904 housing units<sup>13</sup>. A site on the Dunningstown Road has been rezoned to Community Facilities, in order to accommodate the relocation of the CBS school from James' Street during the plan period with an appropriate access solution to be delivered in the event of any planning application.

---

<sup>11</sup> 15.8 ha x 35 units /ha= 553

<sup>12</sup> Planning reg ref P10/10 and P10/15

<sup>13</sup> 25.84ha x35 units/ha=904

### 2.2.5 Development Strategy

The Core Strategy for the City has been outlined in Table 2.2 (City Core Strategy 2016-2027) above. A total land requirement of 32.2 hectares of land is required to be zoned on greenfield areas outside of the existing built footprint for the plan period (2021-2027) to satisfy housing demand.

Under this plan it is proposed to zone a total of 42.84 hectares of land for residential development on greenfield lands outside of the built-up area, split between the two neighbourhoods of the Breagagh Valley and Loughmacask with 15.2Ha and 24.37Ha allocated respectively. This is 7.37Ha in excess of the requirement.

This excess is justified for the following reasons:

- 15ha of the proposed land for housing is in the Loughmacask masterplan area which is subject to planning permission which are currently extant and could be activated<sup>14</sup>
- All the lands are in areas of plan-led development
- Development of the lands are subject to the provision of necessary infrastructure as set out in previous LAPs and carried through in successive Development Plans
- There is a likelihood of the lands being serviced within the time frame of the Plan
- The level of investment in enabling infrastructure and supporting amenities committed in the two neighbourhoods in the form of
  - The LIHAF scheme in the Breagagh Valley (roads and services and public open space)
  - Two secondary schools in the Breagagh Valley
  - A new primary school in the Breagagh Valley
  - The provision of a new secondary school in the Loughmacask area
  - The redevelopment of St. Canice's primary school on the Granges road
- The proximity of the lands to the existing built up area of the city
- The redevelopment opportunities currently being delivered by the Council within the existing built form
  - The Abbey Quarter,
  - Housing units through the current house building programme
- The availability of other services within a reasonable distance from the areas
- The planned sustainable infrastructure to connect the neighbourhoods to the existing built up area.
- The pent-up demand for household formation identified through the Housing Strategy<sup>15</sup>

Having regard to all these factors, and to the Council's commitment to active land management, it is considered reasonable to zone the lands proposed for the period of the Plan.

The remaining 30% of the total housing demand will be directed to sites within the existing built up footprint of the City through active land management and infrastructure investment.

---

<sup>14</sup> Planning reg ref P10/10 and P10/15

<sup>15</sup> Housing Strategy, Appendix B

This distribution underpins a balanced, compact form for the City in line with the concept of the 10-minute city. It also takes into account previous planning permissions in both neighbourhoods and is linked to proposed movement objectives in terms of walking, cycling potential public transport and the private car. This approach is completely in line with the concept of plan led development.

It is compact in form, and combined with sustainable transport links between the various land uses, which will facilitate easier circulation and mobility within Kilkenny City, it is considered the strategy complies with the National Strategic Outcome of compact growth in the NPF<sup>16</sup>. The development strategy is designed to reinforce the City as a place for living, working, shopping and services.

### 2.3 Abbey Quarter Masterplan

The Abbey Quarter is an 8.25 hectares site within city centre. It is a significant site which will enhance the City Centre by regenerating the former brewery site, with the delivery of mixed uses such as commercial, office, retail, residential, education, community and recreational.

It has the benefit of a *Masterplan*<sup>17</sup> and an *Urban Design Code*<sup>18</sup> and development has commenced on site with the refurbishment of the Brewhouse building, the linear park including a skate park and public realm upgrade. In 2020 the Council applied to An Bord Pleanála for development of a new urban street through the Abbey Quarter and an urban park. This will facilitate further development of the site. In 2021 it is expected that work will commence on the refurbishment of the Mayfair building as a new County library.

From start to significant delivery is an estimated period of 15 years. The ultimate land use distribution is set out in the *Urban Design Code* but in the intervening period allowance is also made for ‘meanwhile uses’ which will assist in the transition from brownfield to mixed use development.

#### Objectives

**C2A To continue to implement the Abbey Quarter Masterplan and Urban Design Code and secure the overall development of the area in accordance with their objectives.**

**C2B To monitor the implementation of the Abbey Quarter Masterplan and Urban Design Code at least every 12 months from the adoption of this Plan.**

<sup>16</sup> National Planning Outcome 1 Compact Growth p14

<sup>17</sup> Kilkenny County Council, *Urban Design Framework Masterplan for Abbey Creative Quarter, Kilkenny*, 2015

<sup>18</sup> Kilkenny County Council, *Abbey Quarter Urban Design Code*, 2018

## 2.4 Future Masterplans

Notwithstanding the preparation of the neighbourhood plans for Breagh Valley and Loughmacask, there are other opportunity areas in the city that have been identified for master planning exercises. These areas are:

- St Canice's Campus on the Dublin Road at Lacken,
- The Fair Green,
- The former Mart Site

### 2.4.1 St. Canice's

It was an objective of the 2014 Development Plan to prepare a masterplan/planning framework for the lands surrounding St. Canice's hospital (St. Canice's Campus). Work on a masterplan commenced in 2019 and progressed to a stage ready for public consultation. An Issues Paper was prepared and a public consultation event was scheduled for April 4<sup>th</sup> 2020. Due to the emergence of Covid-19 and the national lockdown in March the public consultation was cancelled. The disruption to public gatherings plus the impact on resources of the HSE and the County Council required suspension of the process.

#### Objective

**C2C To complete the masterplanning process for St. Canice's campus during the lifetime of the Plan in conjunction with the Health Services Executive.**

### 2.4.2 Fair Green

The Fair Green area offers a potential opportunity for redevelopment. There is a requirement to relocate the existing fire station and the Council's yard area on the Gaol Road. This would result in significant amount of land being made available, and the site could be examined in conjunction with adjoining land in the ownership of the HSE and other publicly owned land. The area is conveniently defined by Parnell Street, Kickham Street, Dominic Street and the Gaol Road.

#### Objective

**C2D To complete a masterplan for the Fair Green area during the lifetime of the Plan.**

### 2.4.3 Former Mart Site

The former mart site formed part of the City Centre Local Area Plan in 2008 and was earmarked for mixed use urban development. In 2005 a planning application was lodged and refused for a large scale mixed-use development on the site (totalling 48,729 square metres gross floor area) incorporating retail/commercial uses, foodcourt, multi-plex cinema, leisure plex, office accommodation, primary healthcare centre, medical centre and residential units (24 number apartments).

Since that time a 10-screen multiplex cinema has been constructed on the Barrack Street end of the site. The remaining area comprises approximately 3.4 hectares which requires a master-planning

exercise and local planning framework to deal with movement, public realm, design and other issues that are best addressed at a neighbourhood level rather than at an individual site scale<sup>19</sup>. Due to its location, scale and form the site has the potential to be a location for a significant proportion of residential uses, and some higher buildings on a portion of the site in line with Government Guidelines<sup>20</sup>.

#### Objective

**C2E** Develop a masterplan for the former Mart (Ref. Z10) site either by the Planning Authority or jointly with the developer to deal inter alia with the mix of uses, phasing of development, movement, public realm, design, building heights etc.

## 2.5 Active Land Management

### 2.5.1 Vacant Sites

As part of the active land management strategy of the Council there are a number of significant sites within the City that will make a significant contribution to the growth of the City in a compact form.

Through the Council's active land management policy, a total of 14.8 hectares of vacant land has been identified within the built-up area of the City. Applying an average density of 35 units per hectare, this land has the potential to deliver 490 residential units during the plan period. This alone is equivalent to 37% of the overall City growth targeted under the Core strategy. (See Table 2.2 under Section 2.2.1 Land Requirements.)

### 2.5.2 Derelict sites & Vacant Homes

Compulsory Purchase Orders (CPOs) for the purchase of six derelict and vacant homes were issued in Kilkenny City and it is anticipated the process will be completed during the lifetime of the plan.

## 2.6 Previous City Centre Studies

### 2.6.1 City Centre Local Area Plan

The City Centre LAP was adopted by the Borough Council in 2005. The City Centre LAP has expired, but notwithstanding this, the Council will continue to implement the following provisions.

The City Centre Local Area Plan acknowledged the added dynamism and interest that particular non-retail uses, specifically cafes, restaurants, public houses and bars (but excluding fast food outlets) can bring to a retail centre. However, there is a need to strike a balance between the need to maintain the dominant role of the retail function of the city centre and the wider aim of increasing the city

<sup>19</sup> *Urban Development and Building Heights Guidelines for Planning Authorities* December 2018

<sup>20</sup> *ibid*

centre population and protecting the amenities of existing residents. The Local Area Plan states that such uses will be encouraged to locate in the area but should be dispersed to prevent a clustering and that a high quality of design should be achieved.

Policy P.L.U.4 of the Local Area Plan states:

The Council will have regard to the following considerations in the assessment of applications for change of use in the retail core:

- The number and proximity of similar uses already operating in the immediate area.
- The scale of the proposed outlet.
- The physical impact of the proposed use on the internal structure of the building in which it will be located.
- The quality of the shopfront design and associated signage.
- The relevant Specific Objectives of this Local Area Plan in respect of inappropriate land uses and the public realm.

For public house and entertainment use, the Council will control the location, size and activities of entertainment uses that are likely to attract significant numbers of people, in particular public houses with large floor areas with or without other entertainment and night clubs, in order to safeguard the general amenity, environmental quality, residential amenity, character and function of the area. In applications for such developments the onus will be on the applicant to demonstrate that the proposed new entertainment use, or extension to existing use or variation in opening hours would not cause harm to general amenity, environmental quality, residential amenity or the established character and function of the area.

Section 2 of the City Centre Local Area Plan contains a development strategy for the city centre consisting of traffic management and urban design policies. The Council will continue to implement the provisions of section 2 of the LAP relating to transport, car parking, urban design and land uses.

In the interests of clarity where a conflict arises between the original LAP document and the adopted Development Plan then the Development Plan will take precedence.

## **2.7 Employment Land**

As part of the development strategy, the major employment areas are shown on Figure CS2 Core Strategy. These are located south of the N10 Ring Road at Smithsland, at Joinersfolly, Loughboy and Danville, the Hebron Road, Purcellsinch and a Business Park zoning at Leggestrath. These land banks are strategically located close to existing transportation corridors such as the N9/N10, the Ring Road extension and the N10 motorway link.

In all, a total of approximately 167ha (412 acres) of greenfield land is available in the various business and industrial zones. South of the N9/N10 at Smithsland, Joinersfolly, Loughboy and Danville is a strategic parcel of lands that can cater for Enterprise, Business and Technology parks for Foreign Direct Investment through the IDA and quality industrial lands catering for small and medium enterprises. In this area there are 106 acres of greenfield uncommitted land available for development. There is also



a further 25 acres of zoned land where permission has been granted for 21 serviced industrial sites. With increasing intensity of development in these areas, movement to and from these locations can be problematic particularly at peak times due to limited forms of alternative transport to the car.

There is a requirement to develop a link from the IDA lands/Bohernatounish Road to the Waterford Road to provide for alternative access points for all modes of transport.

## 2.8 Other opportunity sites

To enable brownfield/opportunity site development within the city, outside of those areas specified above, planning policies and standards will be flexibly applied, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases.

In particular, general restrictions on building height or universal standards for car parking or garden size may not be applicable in all circumstances in the City and in appropriate situations, performance-based criteria may be applied. For example, in relation to car parking, in central sites some relaxation may be applied to the car parking standards as the provision of car parking in the vicinity may service the development sufficiently.

### 2.8.1 Hebron Road

In order to stimulate re-development along the Hebron Road, a Mixed-Use zoning was introduced for that area in the 2008 – 2014 Development Plan. This was in recognition of the anticipated completion of the M10 Motorway project resulting in the Hebron Road becoming one of the direct entrance points to the city. The historical land uses along the Hebron Road do not reflect or promote the future role of this road as an entrance corridor to the city. A limited amount of redevelopment has taken place but there is considerable road frontage to be redeveloped. It is considered appropriate therefore to continue this Mixed-Use zoning. An *Urban Design Strategy*<sup>21</sup> was completed for the Hebron Road in 2017.

Any development that takes place along this corridor will have to reflect and promote the role of the Hebron Road as an entrance corridor to the city and reflect the objectives of the *Urban Design Strategy*. This will require a high quality built environment.

#### Objective

**C2F** To implement the Urban Design Strategy for the Hebron Road as resources permit and as redevelopment opportunities arise.

<sup>21</sup> Kilkenny County Council, *Hebron Road Urban Design Strategy*, 2017

## 2.9 Zoning Objectives for Kilkenny City

The purpose of zoning is to indicate to property owners and the general public the type of development which the Planning Authority considers most appropriate in each land use category. Zoning is designed to reduce conflicting uses within areas, to protect resources and, in association with phasing, to create a basis for investment in public and private infrastructure and facilities thereby ensuring that land suitable for development is used to the best advantage of the community as a whole. (See Figure CS4 City Zoning Objectives.)

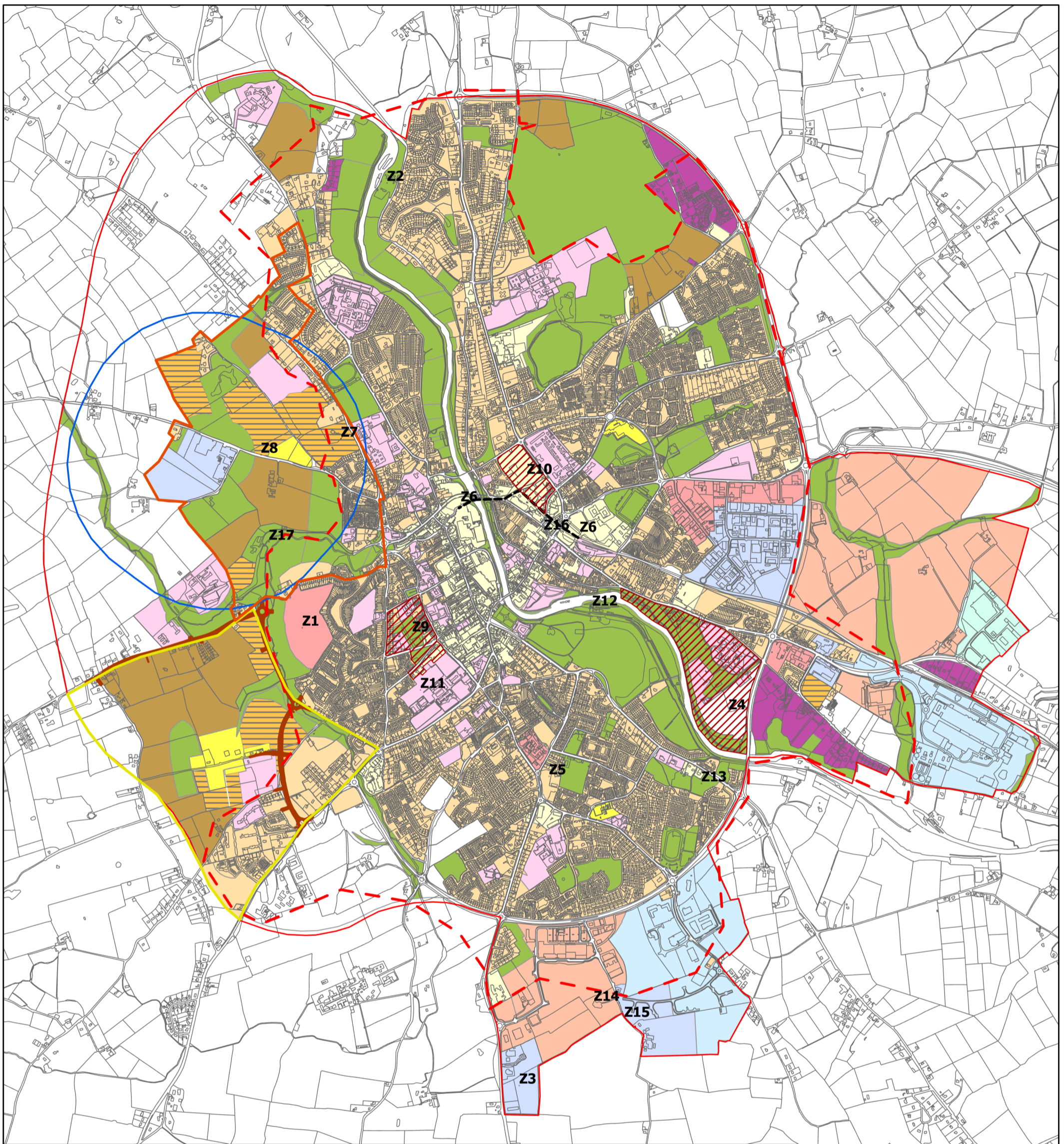
Zoning policy must also have regard to the strategic policies underlying the Development Plan. These include the principles of sustainable development, the integration of land use and transportation planning, the concept of the compact city, the neighbourhood strategy and the protection of natural resources.

The zoning strategy is designed to ensure that adequate, suitably located and serviced land is available to cater for the orderly development of the City and Environs having regard to:

- The need to deliver a compact urban form for the City & Environs and reduce urban sprawl
- The need to deliver the concept of the 10-Minute City
- The need to reduce reliance on private transport and increase cycling and walking
- The maintenance of a clear line between the built-up urban area and the rural area
- The promotion of sustainable residential densities in the City
- The promotion of balanced development between different areas of the City
- The promotion of the neighbourhood concept
- The maintenance of a vibrant and vital city centre

In this section:

- **Permitted Use** means a use which is acceptable in the relevant zone. However, it is still the subject of the normal planning process. Uses listed under each zoning objective are generally acceptable in principle in the relevant zones. The schedule of Permitted Uses is intended as a guideline in assessing development proposals and should not be regarded as being exhaustive.
- **Open for Consideration** means a use which may be permitted where the Planning Authority is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, and will not conflict with the permitted uses and also conforms with the proper planning and development of the area.



Kilkenny City and County Development Plan 2021-2027

Date: September 2021

Figure CS4 Kilkenny City Zoning

- |  |   |  |  |
|--|---|--|--|
|  | Kilkenny City Development Plan Boundary |  | Amenity / Green links/Biodiversity conservation/ Open Space/Recreation |
|  | 2016 CSO Boundary                       |  | Business Park  |
|  | 700m Consultation Buffer of Seveso Site |  | Community Facilities   |
|  | Roads Under Construction                |  | Existing low density residential                                       |
|  | Loughmacask Masterplan                  |  | Existing Residential   |
|  | Breaghagh Masterplan                    |  | General Business   |
|  | Masterplan Areas                        |  | Industrial/Technology Park   |
|  | Cycle Lane/Pedestrian Improvement       |  | Industrial/Warehousing   |
|  | Agriculture                             |  | Mixed Use Zoning   |
|  | Agricultural Trade                      |  | Neighbourhood Centre   |
|  |   |  | New Residential  |
|  |   |  | Strategic Reserve  |

### 2.9.1 Areas of Strategic Reserve

Areas of Strategic Reserve are included on the zoning map of Kilkenny City (See Figure CS4). These areas will provide for the expansion of the city beyond the period of this Plan (post 2027). Following substantial progress being made in the development of the Breagagh and Loughmacask neighbourhoods, appropriate planning framework documents will be prepared for some of the areas of Strategic Reserve as required in the longer term.

Objective: To conserve and protect Strategic Reserve land from interference from non-agricultural uses. To prevent premature development of agricultural land adjacent to development areas.

Permitted uses: Agriculture, horticulture, public service installations.

Open for consideration: Public Open Space, guesthouse, restaurant, dwelling houses in certain limited cases, as outlined below, halting site, private open space, school, other uses not contrary to the proper planning and development of the area, extensions to existing developments.

Housing on Strategic Reserve lands:

Housing will be restricted to the following categories of persons:

Immediate members of farmers' families (sons/daughters) where the land is being actively farmed by that family.

The basis of this policy is to preserve the existing agricultural use of the areas zoned for Strategic Reserve. At present there are a number of uses operating within this area, and extensions and expansions of these uses will be considered on their own merits, where they will not jeopardise the longer-term strategic use of the land.

**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.

### 2.9.2 Existing Low Density Residential

Objective: To protect, provide and improve residential amenities at low density. Low density housing is defined as not more than 10 units per ha (4 per acre) on average and must have regard to the character of the area.

Permitted uses: Dwellings, open spaces, places of worship, community facilities, halting sites, public service installations, childcare facility, nursing homes, bed and breakfast establishments and guesthouses, home-based economic activity, parks and open spaces, playing fields, local convenience shop, nursing homes, and medical centre.

Open for consideration: public house, hotel, restaurant.

### 2.9.3 Existing Residential

Objective: To protect, provide and improve residential amenities.

Permitted uses: Dwellings, open spaces, places of worship, community facilities, halting sites, public service installations, childcare facility, nursing homes, Bed and breakfast establishments and guesthouses, home-based economic activity, parks and open spaces, playing fields, local convenience shop, nursing homes, and medical centre.

Open for consideration: Public house, hotel, restaurant, temporary car park\*.

\*'temporary' is defined as no longer than 5 years from the date of permission granted unless a sustainable case can be put forward for a further extension.

### 2.9.4 New Residential

Objective: To protect, provide and improve residential amenities.

Permitted uses: Dwellings, open spaces, places of worship, community facilities, halting sites, public service installations, childcare facility, nursing homes, bed and breakfast establishments and guesthouses, home-based economic activity, parks and open spaces, playing fields, local convenience shop, nursing homes, and medical centre.

Open for consideration: public house, hotel, restaurant.

### 2.9.5 General Business

Objective: To provide for general development.

Permitted uses: Dwellings, retailing, retail warehousing, wholesale outlets, offices, public buildings or places of assembly, cultural or educational buildings, recreational buildings, halting sites, hotels, motels, guest houses, clubs, private garages, open spaces, public service installations, medical and related consultants, restaurants, public houses, coffee shops/cafes, petrol stations, car parks, halls or discotheques, and other uses as permitted and open for consideration in residential zoning.

Uses outlined in the *Abbey Quarter masterplan* and *Urban Design Code* within the Abbey Quarter area.

Open for consideration: open space, workshop or light industry.

### 2.9.6 Neighbourhood Centre

Objective: To provide for local shopping, non-retail services, community and social needs.

Permitted uses: Supermarket (for local neighbourhood needs), newsagents, car park, office above street level, place of worship, library, public building or place of assembly, cultural or recreational

facility, leisure centre, medical consultancy, playgroup or crèche, restaurant, public house, hotel/motel, guest house, coffee shop, travel agents.

Open for consideration: open space, workshop or light industry above street level, off license, residential.

### **2.9.7 Amenity / Green links/Biodiversity conservation/ Open Space/Recreation**

Objective: To allow for green links and biodiversity conservation and to preserve, provide and improve recreational open space.

Permitted uses: Open space, sports clubs, recreational buildings, stands, pavilions, agricultural uses, halting site, and public service installations.

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.

### **2.9.8 Community Facilities**

Objective: To protect, provide and improve community facilities.

Permitted uses: Educational facilities, incubator businesses linked to established third level facilities, religious and cultural facilities, public buildings, churches, hospitals, convents, community centres and halls, school playing fields, hostels, halting sites, cemeteries, libraries, public service installations and nursing homes\*.

\*In the case of St. Kieran's College, employment use was established under planning ref. 17/836. There has been no perceptible negative impact on the educational uses within the college. It is considered that employment use here can be considered as acceptable in principle provided there is a clear demonstration that the education uses on the campus are not impinged. A site-specific objective is included on Figure CS4 City Zoning.

### **2.9.9 Industrial/Warehousing**

Objective: To provide for industrial employment and related uses.

Permitted uses: General industrial uses and ancillary offices, open spaces, warehouses, car and heavy vehicle parks, petrol filling stations, civic amenity/recycling centre, local convenience shop, Automated teller machines, car showrooms, advertisement structures, wholesale premises, public service installations, play school/crèche, repair garages, telecommunications structure, waste transfer stations, single retail warehousing units (excluding retail warehousing parks).

Open for consideration: Science and technology-based industry, restaurant, halting sites, recreational use/buildings.

### **2.9.10 Industrial/ Technology Park**

Objective: To provide for industry and information technology-related industrial and office development and ancillary services. The purpose is to encourage mainly services type employment on a campus environment.

Permitted uses: Industrial premises and office based industry, car parks, crèches, local convenience shop, Automated teller machines, open spaces, warehouses, third level education and research.

Open for consideration: recreational use/buildings, public service installations and conference facilities, restaurant, waste transfer stations.

### **2.9.11 Business Park**

Objective: To provide for commercial activity including industry, information technology-related industrial and office development and ancillary services and retail warehousing.

Permitted uses: Car park, park and ride facility, childcare facility, community facility, enterprise centre, funeral home, light industry, medical and related consultants, office based industry, science and technology based industry, car showrooms, local convenience shop of not more than 100m<sup>2</sup> (gross), automated teller machines, restaurant, conference facilities, public service installations, hotel, warehousing, including retail warehousing<sup>22</sup>.

Open for consideration: recreational use/buildings, public service installations and waste transfer stations.

Not Permitted: retailing other than retail warehousing

Where permission is granted for retail warehousing, conditions will be attached restricting the sale of goods to bulky goods as defined in the plan and restricting the size of individual units. The Council will take enforcement action against developers to ensure compliance with these conditions.

---

<sup>22</sup> Retail warehousing is defined as large single level stores specialising in the sale of bulky household goods or goods sold in bulk. Bulky Goods to be defined as:

- Goods generally sold from retail warehouses where DIY goods or goods, such as flatpack furniture are of such a size that they would normally be taken away by car and not manageable by customers travelling by foot, cycle or bus or that large floor areas would be required to display them e.g. furniture in room sets, or not large individually but part of a collective purchase which would be bulky e.g. wallpaper and paint. In the interests of clarity this definition excludes such items as non-durable household goods, alcoholic and non-alcoholic beverages, tobacco, food, and small personal and household items.

### 2.9.12 Mixed Use

Objective: To consolidate and facilitate the development of inner suburban sites for mixed use development which will allow for commercial and residential uses.

Permitted uses: Dwellings, open spaces, places of worship, community facilities, halting sites, nursing homes, Bed and breakfast establishments and guesthouses, home-based economic activity, parks and open spaces, playing fields, car park, park and ride facility, childcare facility, community facility, enterprise centre, funeral home, light industry, medical and related consultants, office based industry, science and technology based industry, local convenience shop, automated teller machines, restaurant, conference facilities, public service installations, hotel, warehousing, including retail warehousing, discount food store, petrol station.

Open for consideration: recreational use/buildings, waste transfer stations and public house.

### 2.9.13 Agricultural Trade

Objective: To develop a centre of excellence and one stop shop for agricultural related trade and activities with an emphasis on high value-added activities, by providing for agricultural trade, related uses and ancillary activities and services and to provide for industrial employment and related uses.

Permitted uses: Livestock market, and related uses and agricultural trade, agricultural science and technology based industry, local convenience shop, automated teller machines, restaurant, farm/agricultural business, farm advisory business, veterinary suppliers, veterinary practitioners, general industrial uses and ancillary offices, open spaces, warehouses, car and heavy vehicle parks, petrol filling stations, civic amenity/recycling centre, car showrooms, advertisement structures, wholesale premises, play school/crèche, gym, repair garages, telecommunications structure, public service installations, waste transfer stations, garden centre.

Not Permitted: the sale of higher order comparison goods as found in town centres, significant levels of non-agricultural related-office/commercial development. The total amount of non-agricultural trade uses should not extend to more than 60% of the entire floor area of buildings on site.

### 2.9.14 Agriculture

Objective: To conserve and protect agricultural land from interference from non-agricultural uses. To prevent development of agricultural land adjacent to development areas.

Permitted uses: Agriculture, horticulture, public service installations

Open for consideration: Public open space, guesthouse, restaurant, nursing home, dwelling houses in certain limited cases, halting site, private open space

Housing on lands zoned Agriculture:



Housing on lands zoned “Agriculture” will be restricted to the following categories of persons:

- Immediate members of farmer’s families (sons /daughters) and/or;
- Person whose primary employment is in agriculture, horticulture, forestry or bloodstock, or other rural based activity in the area in which they wish to build)

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.

### **2.9.15 Non- Conforming Uses**

Throughout the City and Environs there are uses which do not conform to the zoning objectives for the area. Extensions and improvement of premises accommodating these uses may be permitted where the proposed development would not seriously injure the amenities of the area or prejudice the proper planning and development of the area. In some cases, the Planning Authority may encourage relocation of permitted incompatible uses.

### **2.9.16 Transitional Areas**

While the zoning objectives indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas, it is necessary that developments are designed in a manner which would not be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas particular attention must be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of these residential areas.

### **2.9.17 City Zoning Map Objectives**

#### **Z1: Robertshill Mixed Use Zoning**

1. No vehicular connection to be permitted between the Central Access Scheme and Kennyswell Road through the site.
2. Public open space to be provided along the Breagagh River, to form part of the Breagagh Regional Park.
3. Any residential component of the site to be readily accessible from the parklands.
4. An overall Framework Plan of the entire site shall be submitted at planning application stage.
5. Any development on the site must have due regard to the amenities of existing residences.

#### **Z2: Bleach Road Woollen Mills**

The Council will consider development proposals which provide for:

- securing a sustainable use of the protected structures,
- protection of the River Nore SAC and
- securing the objectives for the creation of the River Nore Linear park

**Z3: Waterford Road**

The development of the lands located on the Waterford Road (known as the Murphy machinery lands) to be dependent on an alternative access to the national route.

**Z4: St. Canice's Campus (See Section 2.4.1 St. Canice's)**

To work with the HSE and other relevant stakeholders in the preparation of a Masterplan for the most appropriate land uses. Such a plan shall take account of all the existing land uses and future demands of the HSE and develop a framework for appropriate land uses and urban design criteria for the lands and shall include for significant elements of open space, recreational uses as appropriate, residential and a recognition of the existing employment uses on site including office.

**Z5: Waterford Road, Nuncio Road and Bohernatounish Road**

Having regard to the location of the land at the junction of Waterford Road (Regional Road), and Nuncio Road and notwithstanding the development of a discount retail store and permission of opticians on the lands and having regard to residential zoning on the site, and the extent of commercial development in the area, further development at this location should be predominantly residential with the majority of uses (in square metres) being residential in nature.

**Z6: MacDonagh Railway Station and MacDonagh Junction**

To promote a pedestrian/cycling connectivity between the railway station and the mixed-use centre and to promote connectivity between these uses and the city centre along the former railway line and St. Francis bridge.

**Z7: Granges Road and the future Loughmacask village centre**

Provide pedestrian and cycle access through the lands around the former Ayrfield House between the Granges Road and the future Loughmacask village centre. The pedestrian and cycle route should be located within an open space area equivalent to a minimum of 10% of the total residential development area. The open space shall be designed in accordance with principles set out in the Urban Design Manual and the Development Plan.

**Z8: Loughmacask (See Section 2.2.4 Loughmacask)**

To complete the masterplan for the Loughmacask area which will replace the former Local Area Plan.

**Z9: Fair Green (See Section 2.4.2 Fair Green)**

To complete the masterplan for the Fair Green area within the life time of the plan.

**Z10: Former Mart site (See Section 2.4.3 Former Mart site)**

Prior to further development of the former Mart site, to prepare a masterplan for the area to deal inter alia with the mix of uses, movement, public realm, design, building heights etc.

**Z11: St. Kieran's College**

To acknowledge the St. Kieran's College campus as a hub for innovation and creative employment uses. Further expansion of these uses will be considered, whilst ensuring that the primary educational use is maintained and residential amenity in the area is not adversely affected.

**Z12: Ormonde Mill**

Notwithstanding the general open space zoning objective, the Council will be open to consider, during the life of the Plan, proposals for utilisation of Ormonde Mill and associated lands for the development of a tourism destination and attraction for the City that will be aligned with the City & County Tourism strategy.

**Z13: Bennettsbridge Road**

To complete a masterplan for the configuration of the existing amenity lands and allow for other appropriate land uses such as limited housing and community uses in order to achieve the release of lands resulting in appropriate land uses and locations.

**Z14: Springhill/Joinersfolly:** For development to take place on this site the partially completed internal road must be completed and connected to the Outrath road.

**Z15: Springhill/Joinersfolly:** The roads objective R2 must be completed before development becomes operational.

**Z16: Junction of John's Street and Dublin/Carlow Road**

Prepare a scheme for the junction of John's Street Upper with the Dublin/Carlow Road and Castlecomer Road to address connectivity between the Railway station/McDonagh Junction and the City centre via John's Street.

**2.9.18 Public Realm Improvements****Objectives**

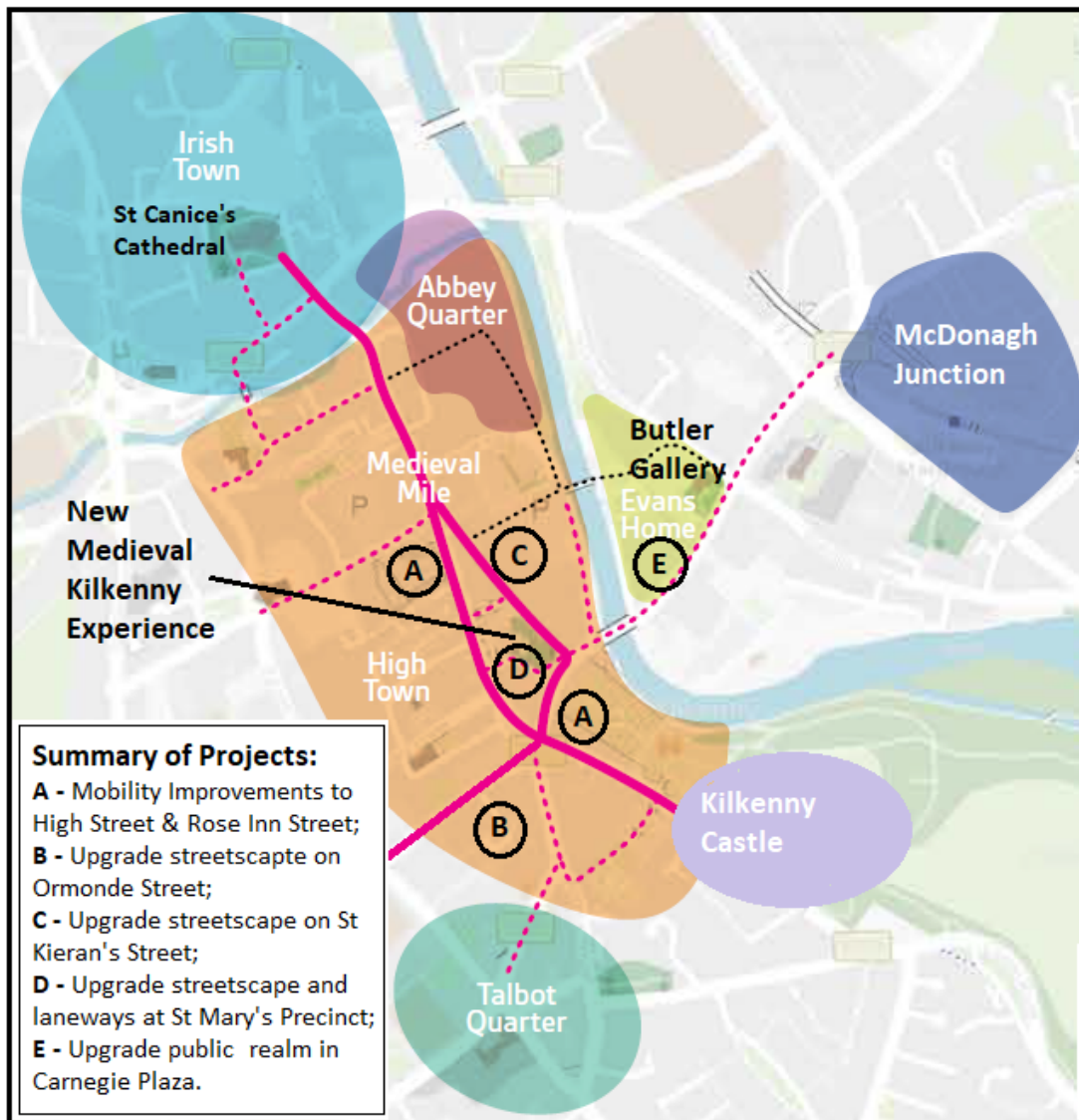
- C2G** To improve the public realm and introduce mobility/smarter travel options and shared spaces along High Street and Rose Inn Street; (A on Figure CS5)
- C2H** To upgrade the streetscape and public realm along Ormonde Street to include provision of a new one-way system; (B on Figure CS5)
- C2I** To upgrade the streetscape along the pedestrianised St Kieran's Street and the laneways and slips that connect it with High Street; (C on Figure CS5)
- C2J** To upgrade the streetscape and laneways in the St Mary's Precinct; (D on Figure CS5)
- C2K** To upgrade the public realm in Carnegie Plaza and the streetscape along Barrack Lane, linking to John Street. (E on Figure CS5)

The Council will investigate and make provision for sustainable transport connections to and from the significant employment areas of the city including Smithlands/Danville, Purcells Inch/Leggestrath, St. Luke's hospital.

The Council will support the delivery of the infrastructural requirements identified for Kilkenny City including the delivery of the northern extension of the ring road from the N77 Castlecomer Road to the R693 Freshford Road as part of the western by-pass, subject to required feasibility, planning and environmental assessment processes.

The implementation of the above movement and mobility objectives will add significantly to the quality of the public realm within the city.

**Figure CS5: Key Public Spaces of Kilkenny City**



## 3 Economic and Retail Strategy

### 3.1 Economic Strategy

The economic strategy for the County is set out in Chapter 5 of Volume 1. Kilkenny City is identified as one of the main economic generators of the county, along with Belview Port in the south.

The Regional Spatial and Economic Strategy describes the city as the “*fourth largest settlement in the Region. It is centrally located within the South-East region with good road and rail links to Dublin and elsewhere. Kilkenny City has a population of 26,512 and 13,738 jobs. The City is internationally renowned as an historic mediaeval city with major tourist attractions, a popular conference location and an important centre for arts and culture, including high profile annual festivals. Kilkenny has a strong industrial and enterprise tradition*”<sup>23</sup>.

Kilkenny City has many strengths as an attractive location for industry, such as:

- Status as the administrative centre of the County;
- A reasonably sized city with population of 26,500 (in 2016);
- The 8th largest employment centre in the State;
- The potential to grow by over 30% up to 2040 under the National Planning Framework;
- Designated as a Strategic Key Town under the Regional Spatial and Economic Strategy;
- Rail and Motorway connections to Dublin, Waterford and Belview Port situated on the Dublin – Carlow-Kilkenny Waterford M9 Road/Rail Axis, with links to the Eastern Corridor;
- Containing excellent infrastructure in terms of roads, rail, airports and seaports – only 120 km from Dublin airport and 45 km from the port facilities at Belview in South Kilkenny and the South East Regional Airport at Waterford;
- Excellent social and leisure amenities with good quality urban and natural environment;
- Proximity to existing third-level colleges in the south-east and developing third level connections with Waterford and Carlow Institutes of Technology;
- A committed location for third level education through the new to be established Technical University for the South East (TUSE) or other third level activity.

The Economic Strategy for the City is embedded within that for the County being grounded in:

- Financial Services
- Technology
- Tourism & Hospitality
- Manufacturing
- Creative Industries
- Agriculture & Food
- Third Level Education

---

<sup>23</sup> Southern Assembly *Regional Spatial and Economic Strategy* p48

### **Financial Services**

Kilkenny has attracted significant investment from leading financial services companies such as State Street International, Carne Group, VHI and BOI 365. A proven location for financial services, Kilkenny has a cluster of other high profile companies in the sector including personal & corporate tax solutions provider Taxback.com and Taxback International along with international payments company TransferMate.

### **Technology**

Kilkenny is home to global tech organisations and start-ups including global cyber security specialists, CipherTechs and SRA Security Risk Advisors and agri-tech AB Agri. Applied research centres in the region are leading the agenda in the Internet of Things and next generation ICT. Research group Telecommunications Software & Systems Group (TSSG) have a base at Burrells Hall, St Kieran's College, Kilkenny along with the innovation centre – PACE (Precision Agriculture Centre of Excellence).

The Centre for Design (C4D) is funded under the Enterprise Ireland Regional Enterprise Development Fund (REDF), C4D is a design innovation hub that helps companies to conceptualise, innovate, build and test new products and services through critical problem-solving methodologies and design thinking concepts. This office has recently commenced operations in Kilkenny.

### **Manufacturing**

The manufacturing sector employed circa 20% of the workforce within the County according to the CSO's Business and Demographic survey.

### **Agricultural Food**

While there is very limited direct agricultural activity in the City, the entire city economy is intertwined with the agriculture and food enterprise of the county. These range from employment which are directly dependent on agricultural production such as the numerous Glanbia enterprises and offices within the City to the many other support activities and services for the agricultural food sector that offer employment within the city.

#### **Objective**

**C3A To ensure an adequate amount of employment and enterprise land is available within the City at the appropriate strategic locations.**

## 3.2 Tourism

Tourism, along with the Creative Industries and Services industry, has long since been recognised as an important economic driver for the economy of Kilkenny. (See Volume 1, Section 5.2 Economic Strategy.)

Kilkenny City is a thriving tourist base, attracting over 613,000 visitors (of which 315,00 are overseas) and contributing €94m to the local economy (in 2017)<sup>24</sup>. The City is a flagship destination under the “Ireland’s Ancient East” brand. Kilkenny Castle (with almost 800,000 visitors in 2019 – the most visited fee-paying OPW site in the country) and the Medieval Mile are key attractors for international tourists. St Canice’s Cathedral is becoming an increasingly popular attraction at the other end of the Medieval Mile, attracting over 60,000 visitors in 2018. Kilkenny City has a reputation as a lively compact city, which makes it very appealing to domestic visitors, particularly at weekends. The Kilkenny City Orientation Study<sup>25</sup> identified that most visitors to the City stay for a few hours only on their way to other destinations. Overseas tour buses tend to be mainly day-trippers, often out of Dublin, owing to the City’s close proximity to the capital. There were 42 Fáilte Ireland registered accommodation providers in Kilkenny City (in 2019) including 14 Hotels and 20 guesthouses and B&Bs providing over 3,100 bedrooms. The Council recognises that to expand tourism’s potential, additional accommodation across all segments including hotels will be required into the future<sup>26</sup>.

Recent achievements in expanding the tourism product in Kilkenny City include the following:

- Renovation and extension of St. Mary’s Church and conversion into the Medieval Mile Museum
- Opening of the Smethwick’s Experience at the former St Francis Abbey Brewery by Diageo
- Renovation and extension of Evan’s Home and conversion into the Butler Gallery
- Investment in public realm and pavement works along High Street/Parliament Street in support of the Medieval Mile project
- the development of a new Riverside Linear Park in the Abbey Quarter (currently under construction.)

One of the mainstays of Kilkenny City’s tourism strategy is the development of the Medieval Mile package which brings together public realm improvements linking Kilkenny Castle to St Canice’s Cathedral and other significant attractions in between, such as the Medieval Mile Museum, the new Butler Gallery, the Smithwick’s Experience and Rothe House.

The proposal for the redevelopment of the Tholsel for Tourism and exhibition space, while maintaining its civic role with the Mayor’s Office and the Council Chamber, with limited visitor access to the roof is progressing.

Kilkenny City also has an all-year round calendar of well-established festivals which enhance the tourism offering, including the Cat Laughs Comedy Festival; Kilkenomics festival, which brings together some of the world’s leading economists and financial commentators with comedians; Kilkenny Arts

---

<sup>24</sup> Fáilte Ireland: Analysis of Visitor Accommodation in Cork, Galway and Kilkenny 2018-22

<sup>25</sup> Kilkenny Orientation Study, 2019

<sup>26</sup> Fáilte Ireland: Analysis of Visitor Accommodation in Cork, Galway and Kilkenny 2018-22

Festival, which features the best of visual art, street performance and classical music; the Savour Kilkenny food festival which showcases the produce of local food producers, and Yulefest Christmas Festival. Newer festivals on the calendar such as Subtitle Film Festival and Kilkenny Animate further enhance Kilkenny's reputation as a leading event location.

#### City Tourism Objectives

- C3B** Develop an urban street through the Abbey Quarter linking Bateman Quay and St. Francis Bridge and an urban park and public plaza around St Francis' Abbey (linking to the Riverside Linear Park) in accordance with the *Abbey Quarter Masterplan*.
- C3C** Improve Trails, Greenways and Walkways, (see Vol. 1 Chapter 8 Open Space), including the construction of a Boardwalk at Greensbridge to link the River Nore Riverside Walk with the new Riverside Linear Park in the Abbey Quarter and onwards to the Canal Walk, and New urban park in Abbey Quarter.
- C3D** Implement the Kilkenny City Orientation Study<sup>1</sup> to rebalance the perceived centre of gravity of the City, attracting more visitors from the Castle into the City Centre, thereby increasing visitor dwell time.
- C3E** Provide for enhanced pedestrian facilities at the junction of The Parade, Rose Inn St, High Street and Patrick Street.

### 3.3 Spatial Distribution

As set out in the Core Strategy (Vol. 2 Chapter 2), as part of the 10-minute City Concept, this Plan provides for residential zoning linked to the provision of services, and industrial and local business parks and city centre rejuvenation. The strategic locations for employment are set out below.

**It is the Council's aim to strengthen the role of Kilkenny City as a self-sustaining regional economic driver with a significant zone of influence and strategic Key Town on The Dublin -Carlow-Kilkenny - Waterford M9 Road/Rail Axis with links to the Eastern Corridor.**

#### 3.3.1 Abbey Quarter

The Abbey Quarter is a strategic brownfield site adjacent to the heart of the City Centre. The Abbey Quarter requires significant investment in enabling infrastructure in order to secure long-term place based change, providing for improved liveability and quality of life, as well as jobs, amenities, services and residential units. Over the period of the 2014 to 2020 Development Plan the Council developed a *Masterplan*<sup>27</sup> and an *Urban Design Code*<sup>28</sup> for the Abbey Quarter. Over the course of this Plan, the Abbey Quarter will continue to be a significant regeneration site in the City and a key location for employment and business use in particular. The mixed-use development envisaged in the Abbey

<sup>27</sup> Kilkenny County Council, *Urban Design Framework Masterplan for Abbey Creative Quarter, Kilkenny*, 2015

<sup>28</sup> Kilkenny County Council, *Abbey Quarter Urban Design Code*, 2018



Quarter will complement and reinforce the 10-minute city concept, reducing travel distances and commute times. One of the main objectives of economic development in the Abbey Quarter is to provide a strategic location for inward investment, in particular Foreign Direct Investment (FDI).

#### Objective

**C3F** To provide high quality office accommodation in the Abbey Quarter appropriate to the needs of Kilkenny.

### 3.3.2 St. Kieran's College

The St. Kieran's College campus is acknowledged as a hub for innovation and creative employment uses. Further expansion of these uses shall be considered over the period of the Plan, and a site specific objective has been included, see Section 2.9.17 City Zoning Map Objectives.

### 3.3.3 Former Mart Site

The former mart site is a substantial area of which approximately 3.4 hectares remains undeveloped. A portion of the site has been developed as a 10 screen cinema which opened in 2018. It is a significant site on the edge of the existing city centre which has a General Business zoning. Due to its size and location within the existing urban centre it is considered that a masterplanning exercise is required in order to secure the maximum benefits for the City in terms of suitable land uses, layout, building type and height. (See Zoning Objective Z10, and Section 2.4.3 Former Mart site.)

### 3.3.4 Business Parks

The major greenfield expansion employment areas are shown on the Core strategy map Figure CS2. These are located south of the N10 Ring Road at Smithsland, Joinersfolly, Loughboy and Danville, the Hebron Road, Purcellsinch and a Business Park zoning at Leggestrath. These land banks are strategically located close to existing transportation corridors such as the N9/N10, the Ring Road extension and the N10 motorway link. They contain significant levels of employment already and have capacity to expand as the need arises. A total of 146ha of greenfield lands is available at these locations during the Plan period.

#### Objective

**C3G** To ensure that an adequate quantity and range of land is available for enterprise development and that the appropriate infrastructure is provided.

### 3.4 Retail Strategy

The purpose of a Retail Strategy is to set out clear evidence-based policies and objectives in relation to retailing, in order to support competitiveness and choice whilst promoting the vitality and viability of town centres.

Having reviewed the performance of the retail strategy within the City & County Development Plans since it was introduced in 2002, it is considered that, given the scale of activity in County Kilkenny, the requirement for a broad assessment of the quantity of additional retail floorspace needed in counties over the lifetime of their strategy is not necessary to determine spatial allocation of future retail activity. For this reason, the retail strategy carried out for the County (See Appendix A) does not contain a broad quantitative assessment of any potential requirement of retail space.

Trends in retailing, and the impact of Covid-19 pandemic, are assessed in Volume 1, Chapter 5.

#### 3.4.1 Retail Hierarchy

The county's retail hierarchy is set out in Table 3.1 below. As expected, Kilkenny City sits at the top of the hierarchy as a major town centre/key/ county town. Ferrybank is included at the second tier as a district centre, the tier above the remaining District Towns of Callan, Castlecomer, Graiguenamanagh and Thomastown. Tiers 4 and 5 are comprised of neighbourhood centres (defined) and small town/village centre/rural areas<sup>29</sup>.

<b>Level/Retail Function</b>	<b>Centre</b>
<b>Level 1</b>	Kilkenny City
<b>Level 2 District Centre</b>	Ferrybank District Centre
<b>Level 3 District/sub county town</b>	Callan Castlecomer Graiguenamanagh Thomastown
<b>Level 4 Neighbourhood Centre</b>	As designated for Kilkenny City & Environs (Newpark, Loughboy, Loughmacask, Western Environs) and Ferrybank/Belview area in the Environs of Waterford City (Ross Abbey)
<b>Level 5 Small Town/village centre/Rural Area</b>	Smaller towns and villages and nodes within the county.

<sup>29</sup> A detailed evaluation was carried out as part of the County's Retail Strategy Review, see Appendix A

### 3.4.2 Kilkenny City Core Retail area

The Core Area for Kilkenny is clearly comprised of High Street (including Market Cross Shopping Centre), Rose Inn Street and St Kieran's Street. There has been limited change since the previous designation was made to warrant any major diversion from the previous CRA as identified in the 2014 Development Plan. Since the adoption of the 2014 City & Environs Development Plan, the Council has prepared a Masterplan for the Abbey Quarter area. (See Figure ERS1.)

For clarity, and in keeping with Policy RPO55 of the RSES, the sequential approach will apply to Kilkenny City and the Core Retail Area. However, in keeping with Section 4.4 of the *Retail Planning Guidelines* the application of the sequential test will exclude allocated opportunity sites and/or master planned sites identified for retail expansion of town centre activities, where planning applications are in accord with the policies and objectives of a development plan, in order that the delivery of those sites is unimpeded.

### 3.4.3 Out of Centre Retail

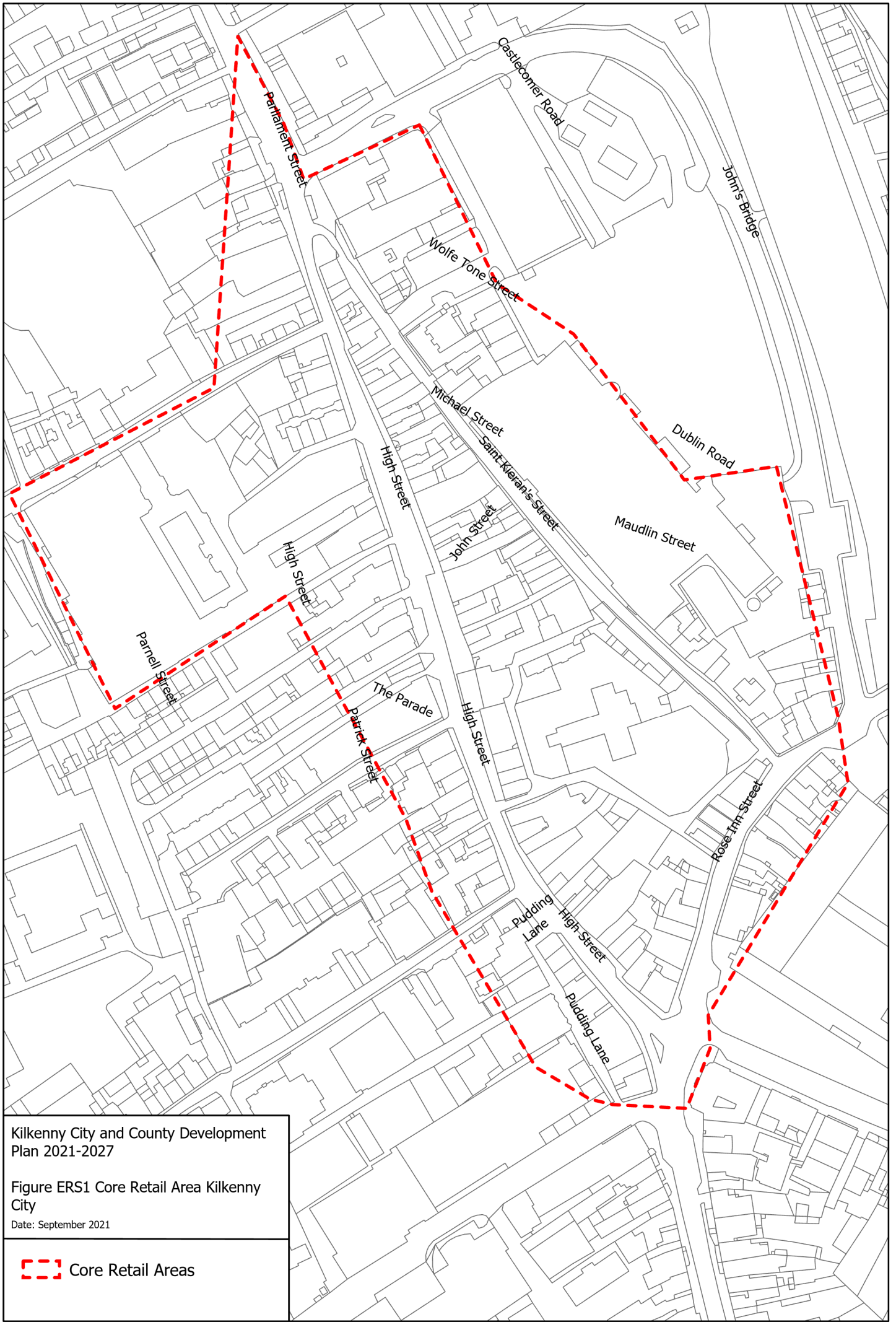
Out of centre retailing is predominantly relevant to Kilkenny City, where there are a number of small out of centre retail locations. In addition, there is a large retail park on the outskirts and south of the city. The Kilkenny Retail Park is comprised of large units mostly for the sale of bulky goods.

In addition to the retail park, there are a number of local neighbourhood centres located within the bounds of Kilkenny that provide a supporting role to the retail and services offer of the City Centre. While these shops and services are important, their growth should continue to be carefully managed so as to ensure that they would never have the opportunity to compete with Kilkenny City Centre.

The local centres within the bounds of Kilkenny include:

- Newpark Shopping Centre (19 units);
- Loughboy Shopping Centre (12 units);
- Waterford Road (11 units);
- Lidl on Johnswell Road;
- Aldi at Hebron Industrial Estate

These local centre locations provide an important convenience goods offer and, in most cases, a limited range of services for local residents and should continue to be supported albeit given limited opportunity to expand.



Kilkenny City and County Development  
Plan 2021-2027

Figure ERS1 Core Retail Area Kilkenny  
City

Date: September 2021

 Core Retail Areas

### 3.4.4 Retail Objectives

#### Objectives

- i. To ensure that Kilkenny County possesses a clear policy framework that can adequately meet the retail needs of the County's residents over the plan period, and that will inform the preparation and assessment of retail proposals;
- ii. To enhance and promote the vitality and viability of Kilkenny City Centre, and to support the centre's role as the dominant retail destination within the County;
- iii. Promote Kilkenny City Centre as a shopping destination that is competitive with other comparable shopping destinations in the South East and further afield;
- iv. To sustain and enhance the vitality and viability of the four District Towns and their retail offer, and to support their continued growth in accordance with the Core Strategy;
- v. To ensure a town centre first approach is adopted for all future retail development across the County, whereby the order of priority for the sequential approach will be City and Town Centre sites, edge-of-centre sites, and out-of-centre sites;
- vi. To promote flexibility and a mix of uses within the County's centres, and in particular, promote residential development on upper floors;
- vii. To encourage the reduction in vacant floorspace, taking into account suitability, obsolescence, and the identification of alternative uses that may be appropriate where possible, facilitate the regeneration and reuse of derelict buildings in appropriate locations for town centre uses and support the retention and maintenance of heritage premises and shopfronts;
- viii. To improve the accessibility of each of the County's centres and promote all modes of transport;
- ix. To appropriately manage car parking and accessibility for the short term, whilst also planning ahead to a future where private vehicle travel may not be the dominant form of transport;
- x. To promote investment in Place-Making and high quality public realm through new development, and the enhancement of existing public realm in the City as well as throughout the County's centres. The aim is to provide more attractive and vibrant urban centre and village locations, supporting retail activity and the wider commercial economy of our settlements and thereby increase footfall;
- xi. Ensure all new development respects and enhances the historic environment;
- xii. Promote the adaptive reuse of existing units as a priority ahead of developing sites for additional retail floorspace, unless there is a demonstrated need;
- xiii. To ensure that the synergies between tourism and retailing are taken advantage of;
- xiv. A joint Retail Strategy shall be undertaken between Kilkenny County Council and Waterford City and County Council for the area covered by the Waterford Metropolitan Area Strategic Plan (MASP) in accordance with the Retail Guidelines and RSES.

### 3.4.5 Retail Policies

Having regard to the retail objectives outlined above, a set of retail policies have been drafted and these are set out in Volume 1, Section 5.6.8 Retail Policies. The policies that apply specifically to Kilkenny City are set out below.

#### Policy 1: Plan-led approach

All proposals for retail floorspace and town centre uses, must accord with the relevant requirements of the Retail Planning Guidelines for Planning Authorities 2012 and the Kilkenny County Retail Strategy 2021-2027.

#### Policy 2: Retail hierarchy

Development in the County's centres should be of a type, size and scale appropriate to the centre, having due regard for the retail hierarchy and the appropriate level of development at each tier. The appropriate level of development at each tier is defined at Table 3.2.

<b>Table 3.2 Summary of Appropriate Level of Retail Development</b>			
<b>Tier</b>	<b>Settlement Category</b>	<b>Settlement</b>	<b>Appropriate Level of Retail Development</b>
<b>1</b>	Cities	None at present	Major retail destination within the County, offering a wide variety of convenience and comparison goods along with an extensive offer of retail, financial and business, leisure services including arts and cultural facilities. Provides a range independent and specialist shops.
<b>2</b>	Large towns	Kilkenny City	Key shopping destination offering a variety of convenience and comparison goods, along with a range of retail and leisure services and some financial and business services.
<b>3</b>	Smaller towns and villages	Callan Castlecomer Graigueamanagh Thomastown	Local shopping destination serving the surrounding hinterland with a limited offer of convenience and comparison goods, and retail and leisure services.
<b>4</b>	Smaller settlements and rural areas	Various	Limited retail offer generally comprising a local convenience store, public house, fuel filling station and post office.

#### Policy 3: Town centre vitality and viability

Within the Core Retail Areas in Kilkenny City and the District Towns, development proposals that will make a contribution to the vitality and viability of the town centre will be permitted. Residential development will be encouraged on the upper floors of town centre properties.

#### Policy 4: City/Town centre first

In addition to the sequential approach outlined in the Retail Planning Guidelines, Kilkenny County Council will adopt a City/Town centre first policy. Where the location of a proposed retail development is in an edge-of-centre or out-of-centre location, a sequential test must be applied in line with the Retail Planning Guidelines. The order of priority for the sequential approach is to locate retail development in Kilkenny City Centre CRA, the District Town Centre CRAs and village centres, and only to allow retail development in edge-of-centre or out-of-centre locations where all other options have been exhausted. The sequential test should be strictly applied and applicants will be required to consider altering their formats and considering smaller sites and multi-storey options. In accordance with RPO 151(f) and (g) of the Regional Spatial and Economic Strategy, adequacy of parking provision at non-residential sites will not be considered as a measure for site suitability in sequential tests.

Where retail development at an edge-of-centre site is being proposed, permission will only be granted where the applicant can demonstrate that there are no sites or potential sites including vacant units within the city/town/village centres that are (a) suitable (b) available and (c) viable, as defined at Paragraph 4.4.2 of the Retail Planning Guidelines.

Where no town centre or edge of centre sites are available, the Planning Authority must not approve development unless it is satisfied that there will be no negative impact on the viability or vitality of the city/town centre. Where retail development at an out-of-centre site is being proposed, the site will only be considered where the applicant can demonstrate that:

- a) there are no sites or potential sites either within, or on the edge of, Kilkenny City Centre, the District Town Centres and village centres that are (a) suitable (b) available and (c) viable; and
- b) they would contribute towards and support the achievement of compact growth and revitalisation/rejuvenation of city or town centre as envisaged in objectives 3c, 4 and 6 of the National Planning Framework in order to allow a positive presumption in favour of the application under NPO 11 of the NPF.

#### Policy 5: Retail Impact Assessment

A Retail Impact Assessment will be required for development which features:

- a) Proposals of greater than 1,000 sq. m of net floorspace in Kilkenny city, including extensions to existing units; or
- b) Proposals of greater than 500 sq. m of net retail floorspace in all other settlements, including extensions to existing units.

As described at Paragraph 4.9 and Annexe 5 of the Retail Planning Guidelines, the Retail Impact Assessment shall at a minimum include the following:

- (i) Identification of catchment or study area;
- (ii) Estimation of expenditure available within the defined catchment or study area;
- (iii) Estimation of the turnover of existing centres within the catchment area which is likely to be affected by a new development;
- (iv) Estimation of the turnover of the new development for which a planning application is being lodged; and

(v) Estimation of the quantum of consumer retail spending available in the catchment area which will be diverted from existing centres to the new retail development.

In addition to the above, the Retail Impact Assessment shall demonstrate how the development proposal would contribute towards and support the achievement compact growth and revitalisation/rejuvenation of city or town centres as envisaged in objectives 3c, 4 and 6, 11 and 27 of the National Planning Framework.

#### Policy 6: Kilkenny City Centre

In order to ensure the retail function, profile and competitiveness of Kilkenny City is retained, applications for retail development and other town centre uses that will make a contribution to retaining Kilkenny's role as the dominant retail destination within the County will be supported.

Retail development and other main town centre uses should be prioritised to be located within Kilkenny's Core Retail Area to ensure the vitality and viability of the historic core is protected and promoted. Similarly, it is of great importance to ensure that the historic character of the Core Retail Area is protected. An important balance must be struck between creating a dynamic and commercially successful retailing environment and an attractive historic setting. Proposals that incorporate improvements to the City's laneways will be supported by the Council, particularly where involving creative solutions designed to activate redundant spaces.

#### Policy 7: Town centre accessibility

Improvements to the accessibility of each of the centres will be supported. In particular, proposals that include developing a pedestrian and cyclist friendly environment, and/or improve safety and limit traffic congestion will be prioritised. Wherever possible, development that encourages a shift towards sustainable modes of transport will be encouraged.

#### Policy 8: High quality public realm

Development proposals that incorporate improvements to public realm within town centres, and particularly within the Core Retail Areas, shall be supported by the Council.

#### Policy 9: Historic environment

Development within each of the centres should be designed in accordance with the provisions of Vol. 1 Chapter 9 Heritage and Vol. 2 Heritage Strategy.

#### Policy 10: Amalgamation of units

The Council may accept proposals for the amalgamation of two or more units within a centre where the applicant can demonstrate:

- a) There is no alternative vacant unit of an appropriate size and location for the proposal; and
- b) The proposal would not detract from the overall vitality and viability of the centre; and
- c) Where relevant, the proposal has been designed using appropriate conservation principles and expertise (See Chapter 9 Heritage and Vol. 2 Heritage Strategy), thereby retaining the building in use and maintaining the essential character of the streetscape.



### Policy 11: Traffic and Transport Assessment

Applications for retail development proposals for more than 1,000 sq. m net floorspace shall be required to submit a Traffic and Transport Assessment (TTA). As required by the Retail Planning Guidelines, the TTA must examine the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure, including car parks, in the vicinity of the development are adequate to accommodate the proposed development without causing additional delays or issues to existing and future road based traffic. Most importantly, a TTA will be required to demonstrate how to encourage a shift towards sustainable travel modes by those using the retail development in question.

### Policy 12: Tourism, Markets and Events

Development proposals within the County's centres that seek to improve the tourism offer will be supported. Tourism proposals should contribute to improving a positive public perception. Proposals that form a link between tourism and the offer of the town centre will be looked upon favourably by the Council. Similarly, markets and public events that are expected to have a positive influence on public perception of a centre will be supported. Within Kilkenny City Centre, proposals that would make a positive contribution to the function of the Medieval Mile will be supported.

### Policy 13: Retail Parks

No further retail parks will be granted permission in and around Kilkenny City and Environs over the period of this City and County Development Plan.

### Policy 14: Significant Retail Locations

In line with the sequential approach to retail developments the first-choice location for significant retail development is the Abbey Quarter and MacDonagh Junction. The Mart site can be considered following completion of the masterplan exercise required by Objective C2E.



## 4 Heritage Strategy

### 4.1 Introduction

Volume 1, Chapter 9, *Heritage and Culture*, sets the general context for Heritage in the entire County. Kilkenny City itself has a rich and varied built, natural and cultural heritage resource. Rivers, trees, woodlands, hedgerows, geology, landscape, plants and animals are all part of our natural heritage. Buildings and structures such as houses, shops, churches, bridges and mills, and also archaeological sites are features of our built heritage. Our cultural heritage includes aspects of heritage, such as traditions, practices, knowledge and skills, which are an expression of our culture.

This Heritage Strategy focuses on the city area as an entity in itself as part of the Plan for the City set out in Volume 2.

### 4.2 Natural Heritage

A number of areas in Kilkenny City have been identified as being of exceptional importance for biodiversity at a national and/or international level. These areas are protected through national and European legislation. In addition, certain plant, animal and bird species found in the county and the City are considered rare or vulnerable and are protected by Irish law. (See Volume 1, Chapter 9 for an overview of natural heritage.)

#### 4.2.1 Protected habitats and species designated for nature conservation in Kilkenny City

##### 4.2.1.1 European Sites (Natura 2000)

The EU Habitats Directive (92/43/EEC) and EU Birds Directive (2009/147/EC) provide for the conservation and protection of breeding and resting sites for rare and threatened species, and rare habitat types in a European context considered to be most in need of conservation. Such sites form part of an EU network of ecologically important and protected sites known as Natura 2000 sites and comprise:

**Special Areas of Conservation (SACs)** – these sites are selected for the conservation and protection of plant and animal species (other than birds) and habitats listed in Annex I and Annex II of the EU Habitats Directive (92/43/EEC) respectively.

**Special Protection Areas (SPAs)** – these sites are selected for the conservation and protection of birds and their habitats designated under the EU Birds Directive 2009 (2009/147/EC) (first adopted in 1979) and transposed into Irish law by the Conservation of Wild Birds Regulations (SI 291 of 1985).

The River Nore flowing through Kilkenny City has been designated as a Natura 2000 site, being both a SAC and a SPA.

As set out in Chapter 1, Volume 1, the Council will ensure that an Appropriate Assessment, in accordance with Articles 6(3) and Article 6(4) is carried out in respect of any plan or project not directly

connected with or necessary to the management of the site, but likely to have a significant effect on a Natura 2000 site(s), either individually or in combination with other plans or projects, in view of the site's conservation objectives.

#### **4.2.1.2 Natural Heritage Areas within the City**

Natural Heritage Areas (NHAs) and proposed Natural Heritage Areas (pNHAs) are designated under the Wildlife (Amendment) Act 2000 and encompass nationally important semi-natural and natural habitats, landforms and geomorphological features. There are 3 Natural Heritage Areas in the city; Newpark Marsh (00845), Loughmacask (0019114) and the Dunmore Complex (001859). Archersgrove (002051) is located outside but adjacent to the development boundary (See Figure HS1).

*See Volume 1 Section 9.2 Natural Heritage*

#### **4.2.2 Green Infrastructure**

Green Infrastructure can be defined as strategically planned and interconnected networks of green space and water capable of delivering ecosystem services and quality of life benefits. A Habitat and Green Infrastructure Survey<sup>30</sup> of Kilkenny City and environs was carried out in 2010, which identified and mapped key habitats and green infrastructure, see Figure HS2. The findings of such surveys are vital to improving our understanding of biodiversity resource in the city and environs, and will be used to inform the development management process and any future Green Infrastructure Strategy. Significant assets exist in the City such as the Rivers Nore, Breaghagh and Poccocke along with the Castle Park and the pNHA sites of the Newpark Marsh, Loughmacask and the Dunmore complex. There is an opportunity to build on these assets and create an integrated Green Infrastructure for the City.

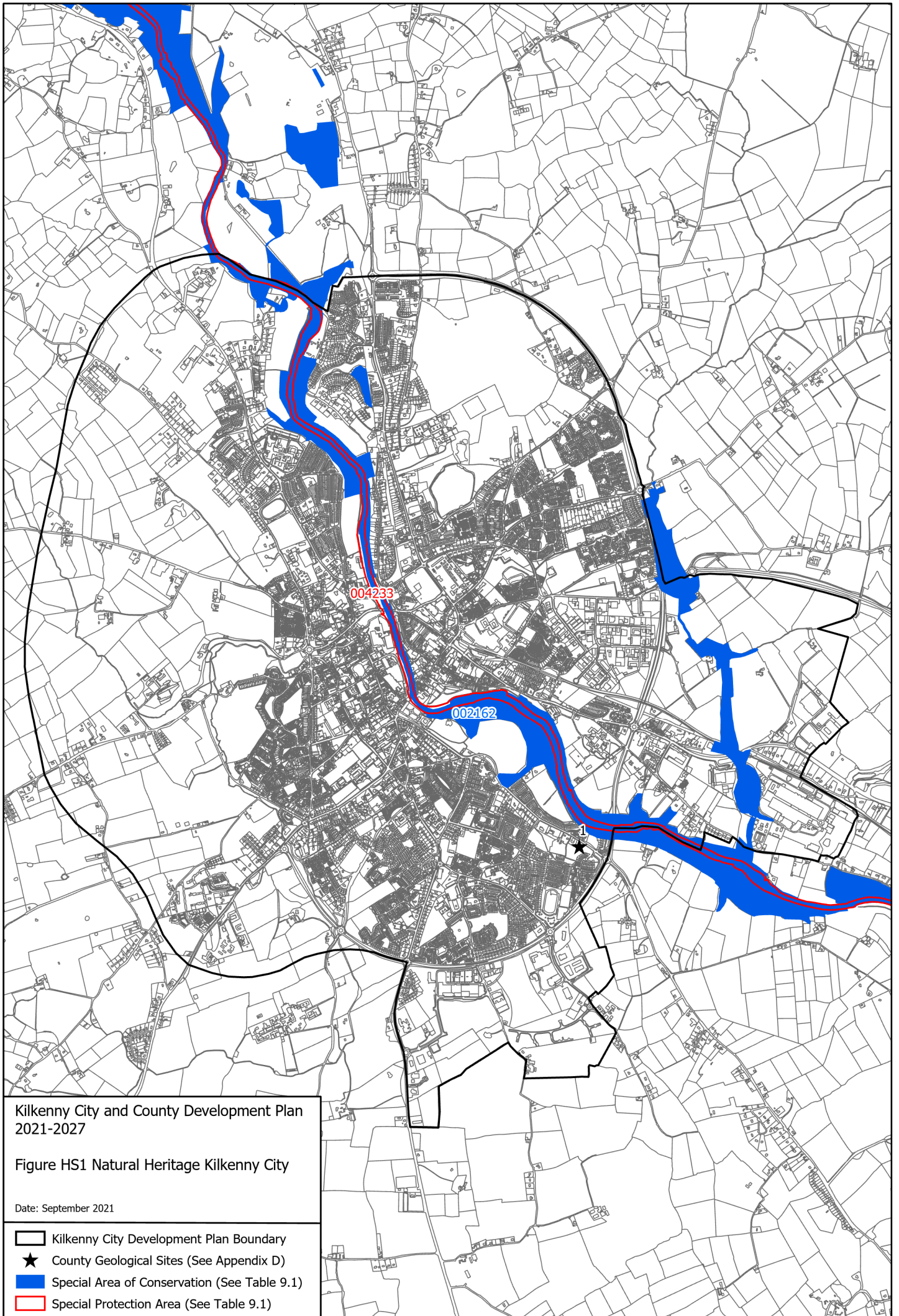
##### **Objectives**

- C4A To identify and map green infrastructure assets and sites of local biodiversity value over the lifetime of the Plan**
- C4B To develop a green infrastructure strategy integrating the existing assets and identifying new assets.**

#### **4.2.3 Woodland, Trees and Hedgerows**

Woodlands and trees contribute significantly to the biodiversity and landscape character of the city and county. They are a vital part of a network of habitats, ecological 'corridors' and 'stepping stones' essential for wildlife to flourish and move between and within habitats. They have a vital role to play in climate adaptation. They filter out noise, dust and pollutants and help minimise flooding by retaining moisture.

<sup>30</sup> The Councils of the City and County of Kilkenny, *Habitat Survey and Mapping of Kilkenny City*, 2010.

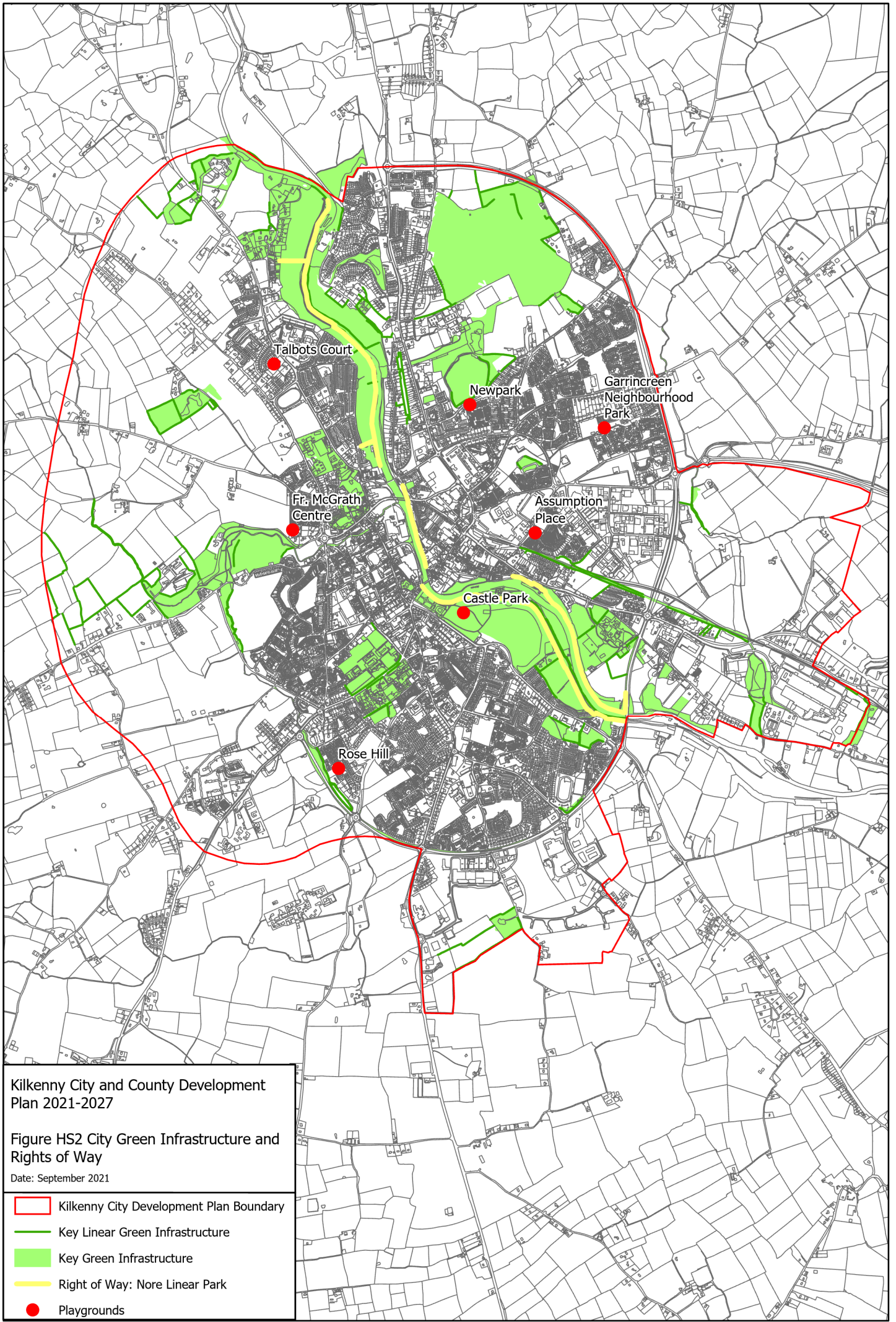


Kilkenny City and County Development Plan  
2021-2027

Figure HS1 Natural Heritage Kilkenny City

Date: September 2021

- Kilkenny City Development Plan Boundary
- County Geological Sites (See Appendix D)
- Special Area of Conservation (See Table 9.1)
- Special Protection Area (See Table 9.1)



Kilkenny City and County Development Plan 2021-2027

Figure HS2 City Green Infrastructure and Rights of Way

Date: September 2021

- Kilkenny City Development Plan Boundary
- Key Linear Green Infrastructure
- Key Green Infrastructure
- Right of Way: Nore Linear Park
- Playgrounds

See Volume 1 Section 9.2.5 Woodlands, Trees and Hedgerows

Kilkenny County Council commissioned a survey of mature trees in the City worthy of preservation<sup>31</sup>. This report, along with other relevant information, will inform future additions to the list of Tree Preservation Orders, see Appendix E.

A Tree Survey of St. Canice's Campus has been undertaken as part of the background work for the masterplanning of the area (See Section 2.4.1 St. Canice's).

#### Objective

**C4C** To undertake an update of the Survey of Mature Trees in the City worthy of preservation.

### 4.3 Built Heritage of Kilkenny City

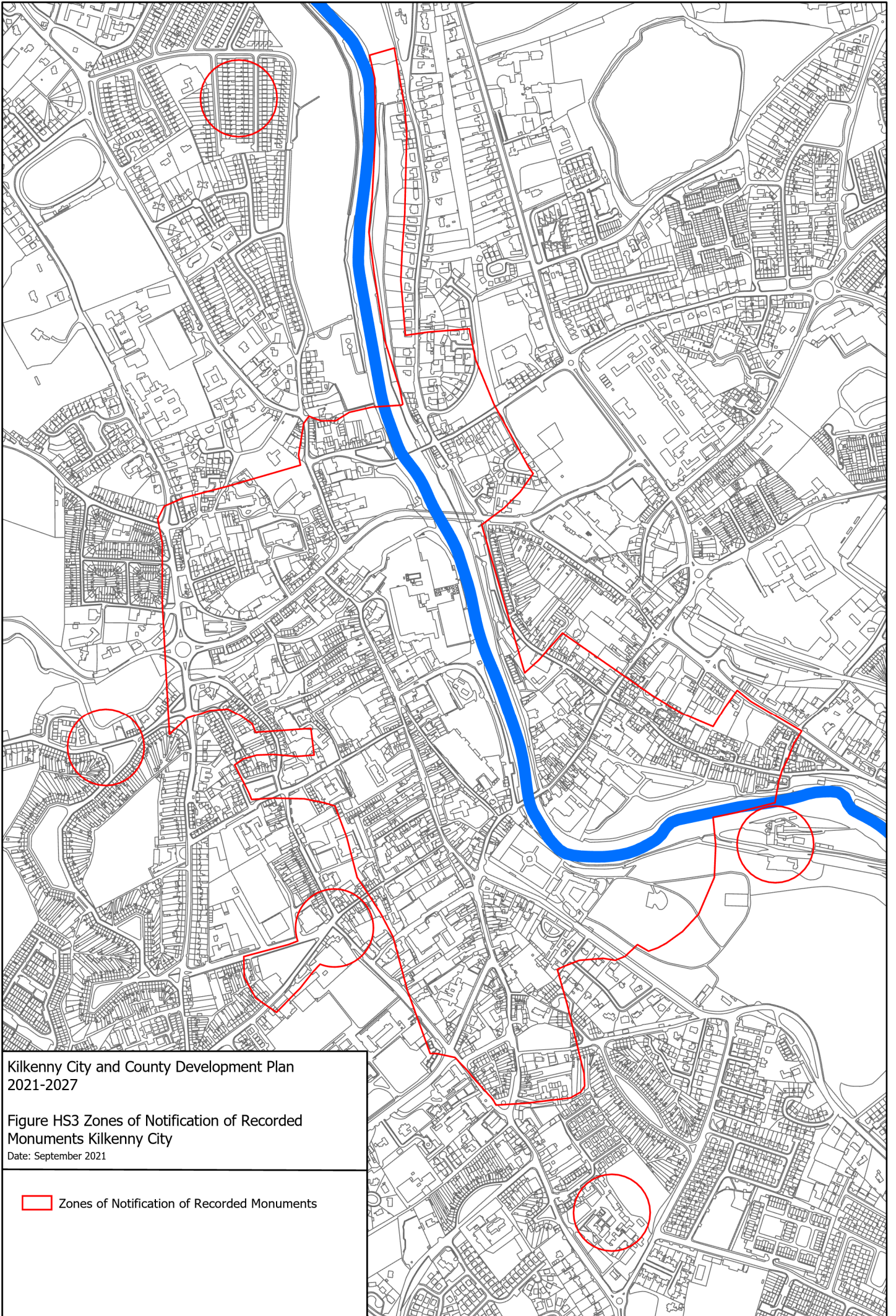
The character of the city comes from its unique setting and layout incorporating a number of distinctive elements. Firstly, the dominant position of its great buildings – St. Canice's Cathedral, Kilkenny Castle, St. Mary's Cathedral, the Tholsel, St. Francis Abbey and St. Canice's Hospital – are linked by streets of different character and type, many of which are joined together by the narrow laneways (slips). Secondly, there are buildings of different uses, architectural quality and historic backgrounds, including the historically important Shee Alms House, Rothe House, Bishops Palace, Black Abbey, Court House (Graces Castle), Talbot's Tower, but also many examples of traditional shopfronts and of domestic housing. The urban grain of the city is still visible, while the network of streets and laneways is complemented by the River Nore, which with its tree-lined banks and adjacent open spaces, provides an important natural element in the overall townscape character of the city. The Castle Park is a significant open space in the centre of the city used widely for recreational activities. By preserving characteristic features of the City, the Council seeks to maintain and nurture our environment and cultural heritage as part of our identity.

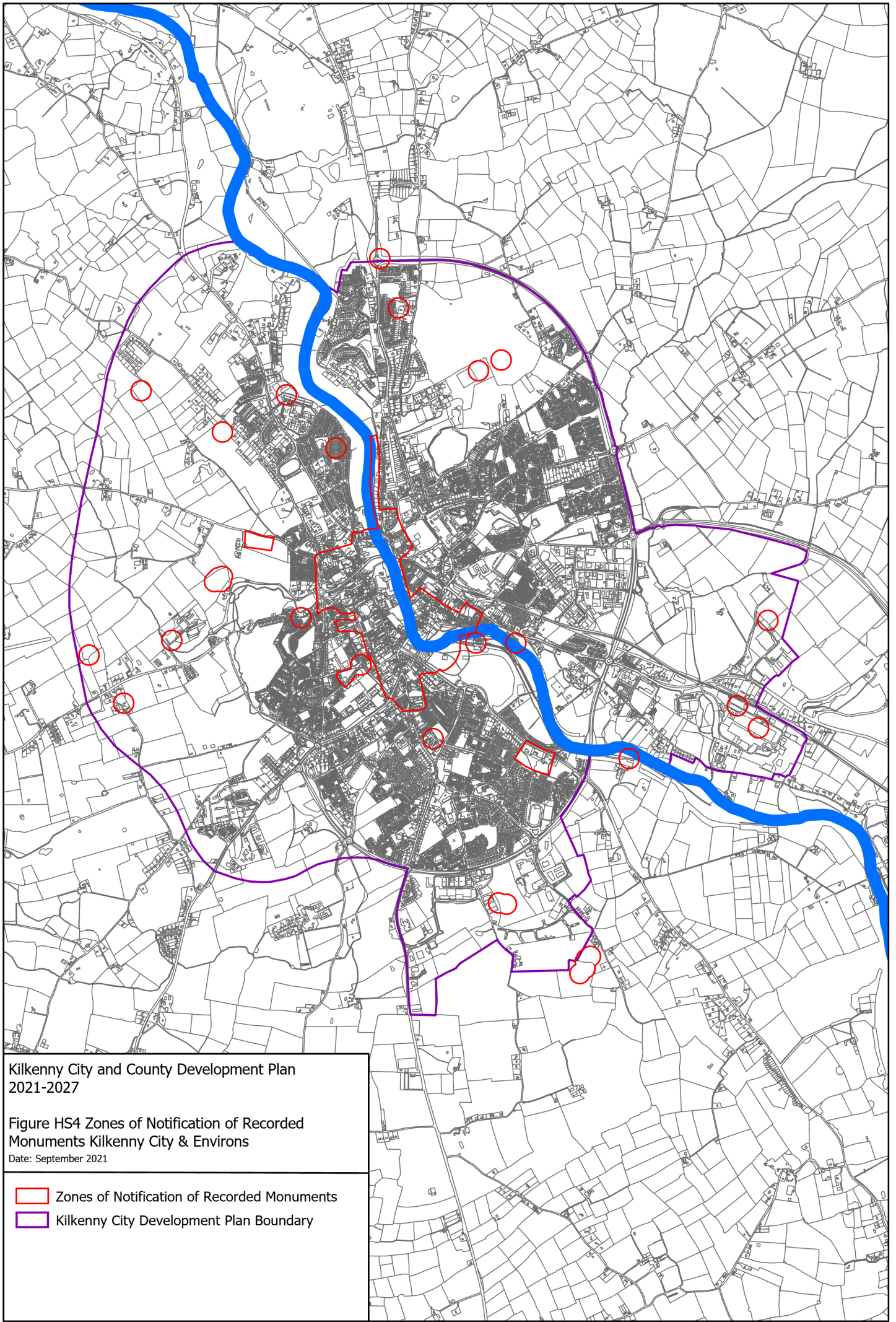
#### 4.3.1 Archaeological Heritage

Archaeological heritage is comprehensively dealt with in Volume 1, Chapter 9. The City itself is rich in archaeology. Zones of Notification of Recorded Monuments in Kilkenny City are illustrated in Figures HS3 and HS4 respectively<sup>32</sup>.

<sup>31</sup> Fennell, A. 2007. *A Survey of Mature Trees in Kilkenny City and Environs* (An unpublished report for Kilkenny County Council.)

<sup>32</sup> See <https://www.archaeology.ie/archaeological-survey-database> for the most up to date information







Kilkenny City and County Development Plan  
2021-2027

Figure HS4 Zones of Notification of Recorded  
Monuments Kilkenny City & Environs

Date: September 2021

-  Zones of Notification of Recorded Monuments
-  Kilkenny City Development Plan Boundary



An archaeological assessment of a site or a building in the City may be required before carrying out works. It is advisable to arrange a pre-planning consultation with the Council before embarking on such works in this regard.

*See Volume 1 Section 9.3.1 Archaeological Heritage*

See Volume 1 Section 9.3 for detailed Development Management Requirements on archaeology.

### 4.3.2 Walled Town

The Kilkenny City walls, built during the medieval period, would have historically formed a defensive line around the medieval town. Today, the walls are part-standing and part-buried. Town defences are considered to be monuments for the purposes of the National Monuments Acts, 1930-2004. The Council will support the *National Policy on Town Defences*<sup>104</sup> which sets out national policy for the protection, preservation and conservation of the defences of towns and cities.

### 4.3.3 Conservation Plans

Conservation Plans are important documents in ensuring the necessary strategies for managing significant archeological and architectural sites is undertaken. Kilkenny County Council has been a key partner for the compilation of the conservation plans for the Kilkenny City Walls<sup>33</sup>, Rothe House<sup>34</sup>, St. Mary's Church and Graveyard<sup>35</sup> in the City over the years. A conservation plan is currently being compiled for St. Francis' Abbey, Evan's Turret, and sections of Kilkenny City walls which are located on the Abbey Quarter site.

#### Objective

**C4D To facilitate and support the implementation of existing (and any further) conservation plans, as resources allow.**

#### Development Management Requirement

- **To adhere to recommendations in Conservation plans when assessing development proposals for these sites**

<sup>33</sup> Oxford Archaeology and Heritage Council, *Kilkenny City Walls Conservation Plan*, 2005

<sup>34</sup> Ozmin, E, Sharma, B., Wait, G and Heritage Council, *Rothe House, Parliament Street, County Kilkenny Conservation Plan*, 2002

<sup>35</sup> Heritage Council, The Integrated Conservation Group, *St. Mary's Church and Graveyard Conservation Plan*, 2005.

#### 4.3.4 Historic Graveyards

The historic graveyards of Kilkenny are an important part of the heritage of the City. They contain a wealth of architectural and archaeological features and are refuges for many species of plant and animal. Most historic graveyards are afforded legal protection through the National Monuments (Amendment) Acts or the Planning and Development Acts.

There are 12 historic graveyards in the City & Environs as follows:

1. St. Canice's Cathedral
2. St. Francis Abbey
3. St. Mauls
4. St. Canice's
5. Black Abbey
6. St. Mary's Cathedral
7. St. Mary's (Church of Ireland)
8. Capuchin Friary
9. St. Rioch's
10. St. John's (Church of Ireland)
11. St. John's
12. St. Patricks

#### 4.4 Urban Structure

Kilkenny, often referred to as the medieval capital of Ireland, offers an abundance of fascinating historical sites. The historic urban centre of Kilkenny City retains much of its medieval fabric. Prominent buildings such as the Shee Almshouse, Rothe House and the imposing Kilkenny Castle are some of the better-known secular buildings about the streetscape, while numerous medieval religious buildings, such as St Canice's Cathedral, the Dominican Black Abbey and St Francis's Abbey, also survive. Buildings such as these, and other less well-known later medieval structures hidden behind Georgian and Victorian façades, are a feature of the surviving medieval streetscape.

In principle, it will be the policy of the Council to retain and enhance the essential character of the historic city, whilst assisting in its continued but controlled development, enhancement and maintenance.

The character of Kilkenny is the result of a combination of the natural features of river and topography, the street spaces, the built fabric and the numerous landmark buildings and structures of historical and archaeological value.

The opposing poles of the central area are formed by Kilkenny Castle and St. Canice's Cathedral. The enclaves of these two buildings and the spaces which link them – High Street, Parliament Street and Irishtown - form the spine of the central area.

The main spine tends to run parallel to the contours while minor streets and lanes run across the contours, often forming "short cuts". These narrow lanes, or "slips" as they are locally known, are a

particular feature of Kilkenny's townscape. Some are just pedestrian ways, which form short cuts across the width of particularly long city blocks and do not have frontage development. Others act as narrow streets with buildings fronting onto them.

Within the central area, the streets are typically narrow space channels enclosed on both sides by 18th and 19th century structures. Generally, the facades are vertically proportioned and narrow fronted. The terraces of vernacular structures are occasionally interrupted by something more ornate or large scaled, often the façade of a bank or other public institutions. Buildings of great public importance such as the Castle, Tholsel and Courthouse, not only differ in scale and material from the vernacular structures, but are either set back or brought forward in respect of the general building line.

The historic centre has been the subject of much change with the redevelopment of some large sites within the city centre such as The Market Yard (Dunnes Stores), the Presentation School (the Market Cross Shopping Complex), the River Court Hotel off John Street and the multi-storey car park, hotel and apartments off Patrick Street, and the current Abbey Quarter site. These large developments were generally on large extensive sites in backland areas where existing uses had become redundant. Although these are large developments, the essential townscape character of the city centre as described above is still clearly evident.

Under the Living City Initiative, the Council will continue to engage with interested owners of buildings located within the designated areas of Kilkenny City, the main focus of which is the continued use of city centre buildings by way of refurbishment and conversions of pre-1915 building. The current Initiative runs until 31st December 2022<sup>36</sup>.

#### **4.4.1 Public Realm**

The architectural character of a city is determined not only by the importance of individual buildings and groups of buildings but also by the quality of the spaces formed by the buildings – i.e. the footpaths, streets, squares, parks, views and vistas are all of importance, and are an integral part of the urban structure. Public realm can be best described as the form and use of outdoor areas and spaces that are accessible to the public. This includes many familiar types of place such as streets, squares, parks, car parks, as well as the physical and visual connections between them, and with buildings.

The public realm in Kilkenny is varied, from the grand civic space at the Parade to the many smaller and incidental spaces and the numerous streets and slipways of the medieval city. The effects of proposed developments on the quality of the adjacent public spaces and the possibilities of creating new spaces will be an important factor in assessing planning applications. Pedestrians will be afforded priority in the use of the public realm throughout the historic city. A number of improvements to the

---

<sup>36</sup> More information:

<https://www.kilkennycoco.ie/eng/Services/Planning/The-Living-City-Initiative/>  
<https://www.revenue.ie/en/property/living-city-initiative/index.aspx>

public realm are proposed in this Plan, see Section 2.9.18 Public Realm Improvements. These will endeavour to reimagine public spaces to be multi-functional.

## 4.5 Kilkenny City ACA's

There are nine areas within the Kilkenny City and Environs which are designated as ACAs, see Figure HS5. A general set of policies for all ACAs within the County and City has been included in Volume 1, Section 9.3.3, Architectural Conservation Areas.

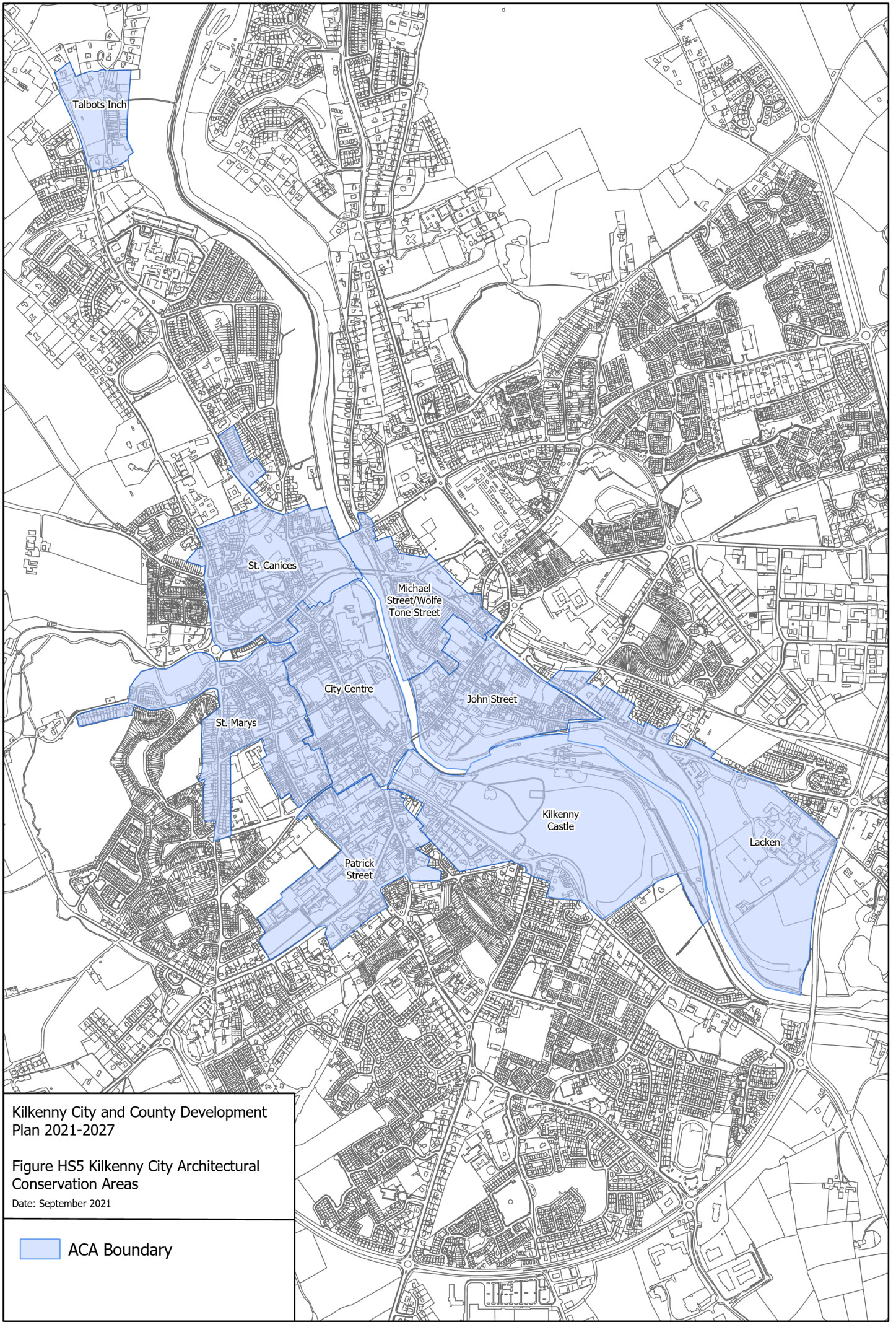
<b>Table 4.1: Architectural Conservation Areas in Kilkenny City</b>
City Centre
Kilkenny Castle
Saint Canice's
John Street
Patrick Street
Michael Street and Wolfe Tone Street
Saint Mary's
Lacken
Talbots Inch

### 4.5.1 City Centre ACA

#### Description and historical background

The City Centre ACA encompasses the medieval core of Kilkenny, the boundaries of which follow the line of the city wall to the west and north, the river to the east and Rose Inn Street to the south (see Figure HS6). This area is defined by the central spine of the city running along High Street and Parliament Street with the medieval slips running to the east between High Street and Kieran Street and the surviving burgage plots to the rear of properties on High Street and Parliament Street. This part of the City contains some of the city's most architecturally and historically significant structures including St. Francis Abbey, The Black Abbey, St. Mary's Church, Rothe House, Shee Alms House, and the Hightown Circuit of the city walls, visual reminders of the city's prosperity in the 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> centuries. The Tholsel and the Courthouse (Graces Castle) are also within this area representing major contributions from the 18<sup>th</sup> century. Apart from these landmark buildings and structures (of which there is a high proportion in such a small area) the external built fabric of these streets dates to the 18<sup>th</sup> and 19<sup>th</sup> centuries. Even within this however, there are small reminders of the medieval past incorporated into many of the city's structures, particularly on High Street, and it is highly likely that there is further medieval fabric hidden from view.

The urban vernacular of much of the City Centre is characterised by rendered and painted facades with classically proportioned wall to window ratios and the survival of the timber sash as the most common window type. This presentation is typical of the commercial centres of most Irish towns. One departure from this type is the east side of Parliament Street which is home to a number of redbrick four-storey over basement Georgian houses. Adjacent to these is an important reminder of

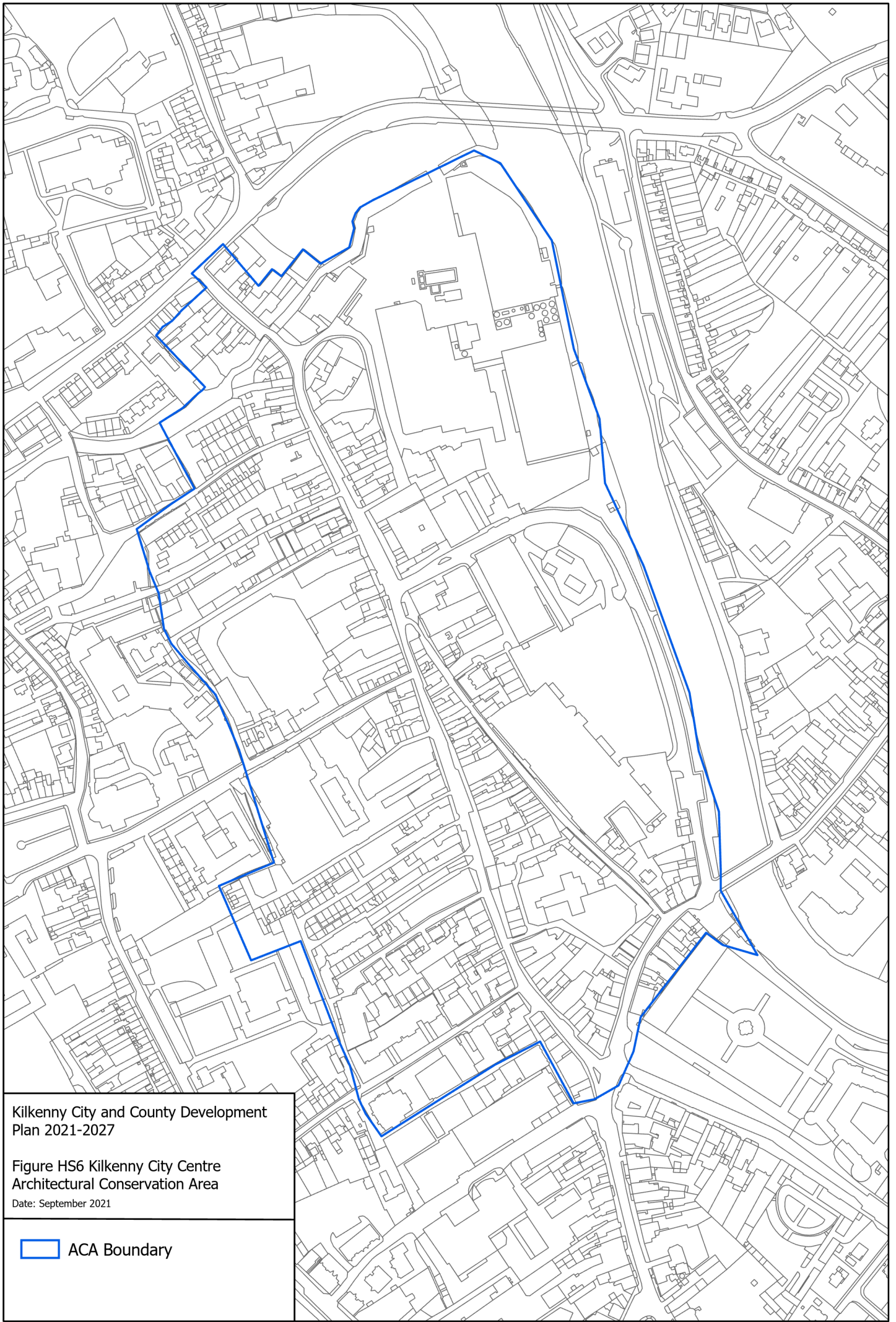


Kilkenny City and County Development  
Plan 2021-2027

Figure HS5 Kilkenny City Architectural  
Conservation Areas

Date: September 2021

 ACA Boundary



Kilkenny City and County Development  
Plan 2021-2027

Figure HS6 Kilkenny City Centre  
Architectural Conservation Area

Date: September 2021

 ACA Boundary

the 19<sup>th</sup> century brewing industry in the St. Francis Abbey Brewery. The 13<sup>th</sup> century St. Francis Abbey is located south of, and proximate to the River Breagagh on the former Brewery site. This structure has survived substantially intact in spite of its location in the centre of a working brewery site for many years. The former Brewery site, now named the Abbey Quarter, is undergoing development.

### **Statement of character**

The City Centre ACA is characterised by its evolution during the medieval period as Hightown, containing the residences of the merchant princes, the custom house/Tholsel, the market cross and later the courthouse. Much of the medieval street pattern survives with the main streets running along a north south central spine, having narrow slips unique to Kilkenny running downhill off the main street to the east and having long burgage plots running east-west to the rear of the properties on High Street and Parliament Street. The area today is characterised by a sizeable collection of landmark medieval and 18<sup>th</sup> century buildings set in an 18<sup>th</sup> and 19<sup>th</sup> century commercial streetscape of two and three-storey rendered facades with classically proportioned wall to window ratios and many surviving early shop and pub fronts to ground floor. In the north-east corner of the area, once stood a significant element of Kilkenny's 19<sup>th</sup> century industrial heritage in the form of the St. Francis Abbey Brewery.

### **ACA Development Management Requirements based on assessment of special character.**

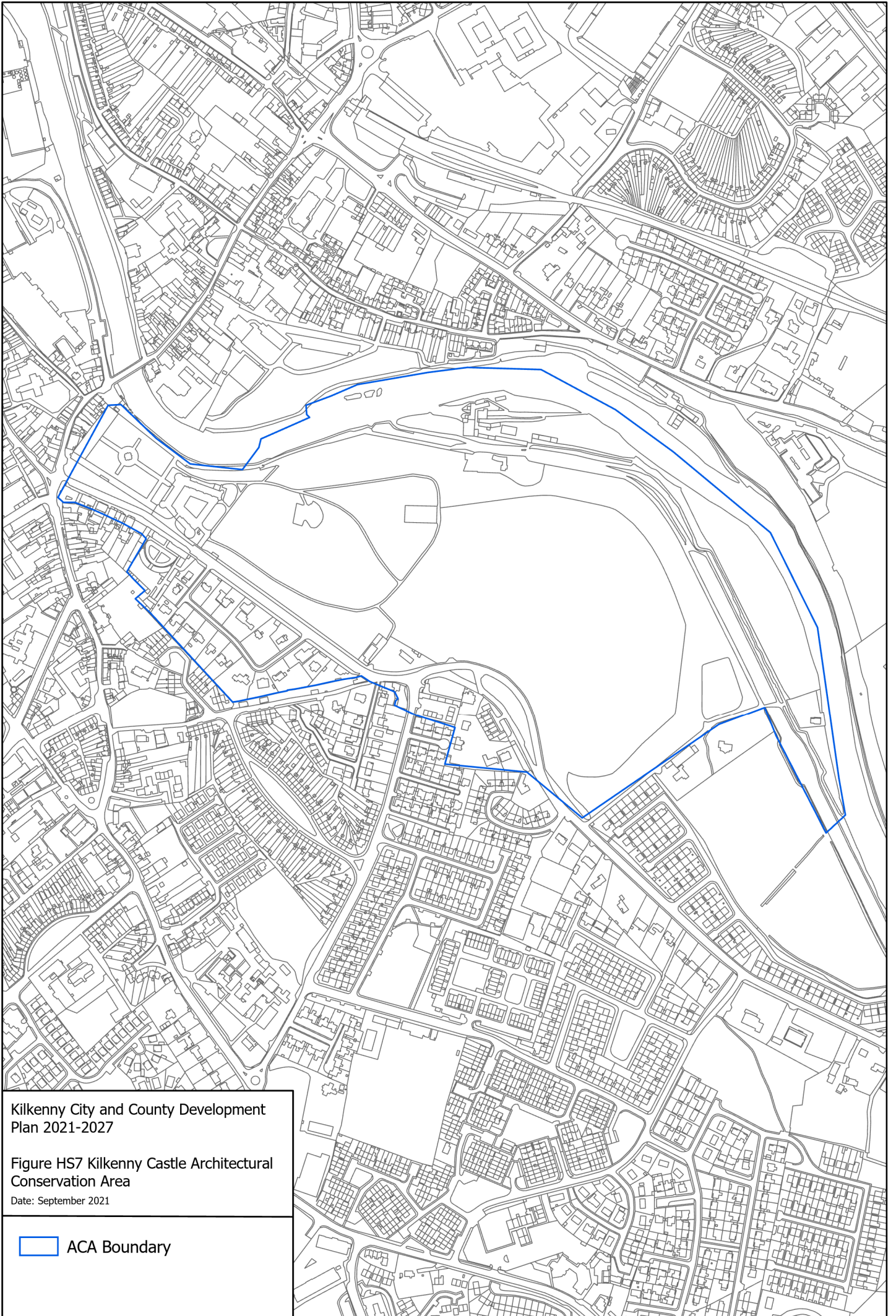
- **CCACA 1:** Assessment of proposals for the presentation of commercial premises will require retention of genuine early/original shopfronts/pubfronts, and the provision of high-quality contemporary design when new shopfronts/commercial fronts are proposed,
- **CCACA 2:** To maintain high standard of presentation of ground and upper floors by controlling the size, number and composition of advertisements on buildings to prevent and reduce visual clutter in the ACA. Plastic or neon signage will not be considered in the ACA.
- **CCACA 3:** To protect the remaining surviving medieval street pattern and tight urban grain, particularly the burgage plots to the rear of High St. and Parliament St. limiting large scale developments which may necessitate assimilation of smaller historic building plots and retention of the existing scale of three and four storey buildings.
- **CCACA 4:** To improve the visual appearance of the car parking area at the Market Yard and to ensure a high standard of architectural design for any development at Bateman Quay.
- **CCACA 5:** To promote the use of natural slate on buildings in the ACA.

## **4.5.2 Kilkenny Castle ACA**

### **Description and historical background**

The Kilkenny Castle ACA comprises three main components – the Castle and its grounds, the public open space known as the Parade linking the castle with High Street, and the residential areas immediately adjacent to the boundary walls of the Castle Park. See Figure HS7.

The Castle is an impressive National Monument, not only due to its size and scale, but also its elevated location and its relationship to The Parade, the city's most prominent civic space. The Castle itself is located in the spacious setting of the Castle Gardens and parkland, which cover an area of over 50



Kilkenny City and County Development  
Plan 2021-2027

Figure HS7 Kilkenny Castle Architectural  
Conservation Area

Date: September 2021

 ACA Boundary



acres. This ACA also includes the mill race buildings located on the Castle Grounds adjacent to the River Nore, and sections of the medieval Kilkenny City Walls (Hightown Circuit).

The Parade is an impressive urban space which stretches from the Castle Grounds to High Street. It is graced by the 18<sup>th</sup> century grand four-storey over basement red brick Georgian terraces. The 18<sup>th</sup> century also saw the introduction of the castle stable yard as an architectural set piece reflecting the classicisation of the south entrance to the Castle.

The former bank building, an impressive stone structure, on the corner of the Parade represents the rise of the banks as an institution in the middle of the 19<sup>th</sup> century. The Parade today remains an impressive piece of urban design.

On the north side of the Parade is the Mayor's Walk flanked on one side by the Rose Garden Wall and on the other by a row of trees planted in the 20<sup>th</sup> century. There are two formal 18<sup>th</sup> century cut-stone and wrought-ironwork gateway entrances to the Mayor's Walk, one at the Rose Inn Street end and the other at the Castle end. These are works of considerable elegance and architectural significance and make a strong contribution to the character of the area.

The grounds of the castle are an important green space within the city providing a valuable amenity to the city dwellers and visitors alike, linking open parkland with a walk along the River Nore. The castle grounds provide a setting which showcases the castle buildings and their inclusion in the ACA is vital for the protection of the setting of one of Kilkenny's most visited landmarks. Also, within the grounds of the Castle and an important element of the industrial architectural heritage of the city are the mill race buildings adjacent to the river and dating to the first half of the 18<sup>th</sup> century, possibly incorporating fabric of a pre-1650 mill complex, has its origins in a mill established here in the 13<sup>th</sup> century.

The Canal walk contributes significantly to the setting of the Castle, and is a popular area for walkers and tourists. The retaining random rubble boundary walls of the castle grounds which flank the south side of the Canal Walk make a strong contribution to the character of the ACA.

The detached dwellings dating from the 1950s and 1960s are not of any architectural merit in their own right but their inclusion in the ACA represents a buffer zone for the castle grounds.

The Switzer's Almshouses on the Castle Road consists of a terrace of five two-storey three bay houses with a pediment over the central house. It is a group of significant architectural importance dating to 1803 and built by James Switzer, building contractor at the Kilkenny City Military Barracks. An important element of the complex is the impressive classical rubble and cut-stone gateway.

### **Statement of Character**

Kilkenny Castle ACA is characterised by the medieval Castle and its parkland setting and mill buildings, the random rubble limestone boundary walls which surround its grounds, and the Parade with its Georgian residential terrace and 18<sup>th</sup> century promenade (The Mayor's Walk), The Canal Walk, Switzer's Asylum and the Castle Gardens residential area. Much of the character of the area is public open space with significant landmark buildings including the Castle, its mill buildings, a red brick

Georgian terrace and promenade, the castle stable yard, Switzer's almshouses and extensive lengths of limestone boundary walls. There is a mix of uses, public amenity, residential and commercial. It is important that the commercial uses on the Parade do not detract from the character of their setting.

#### **ACA Development Management Requirements based on assessment of special character.**

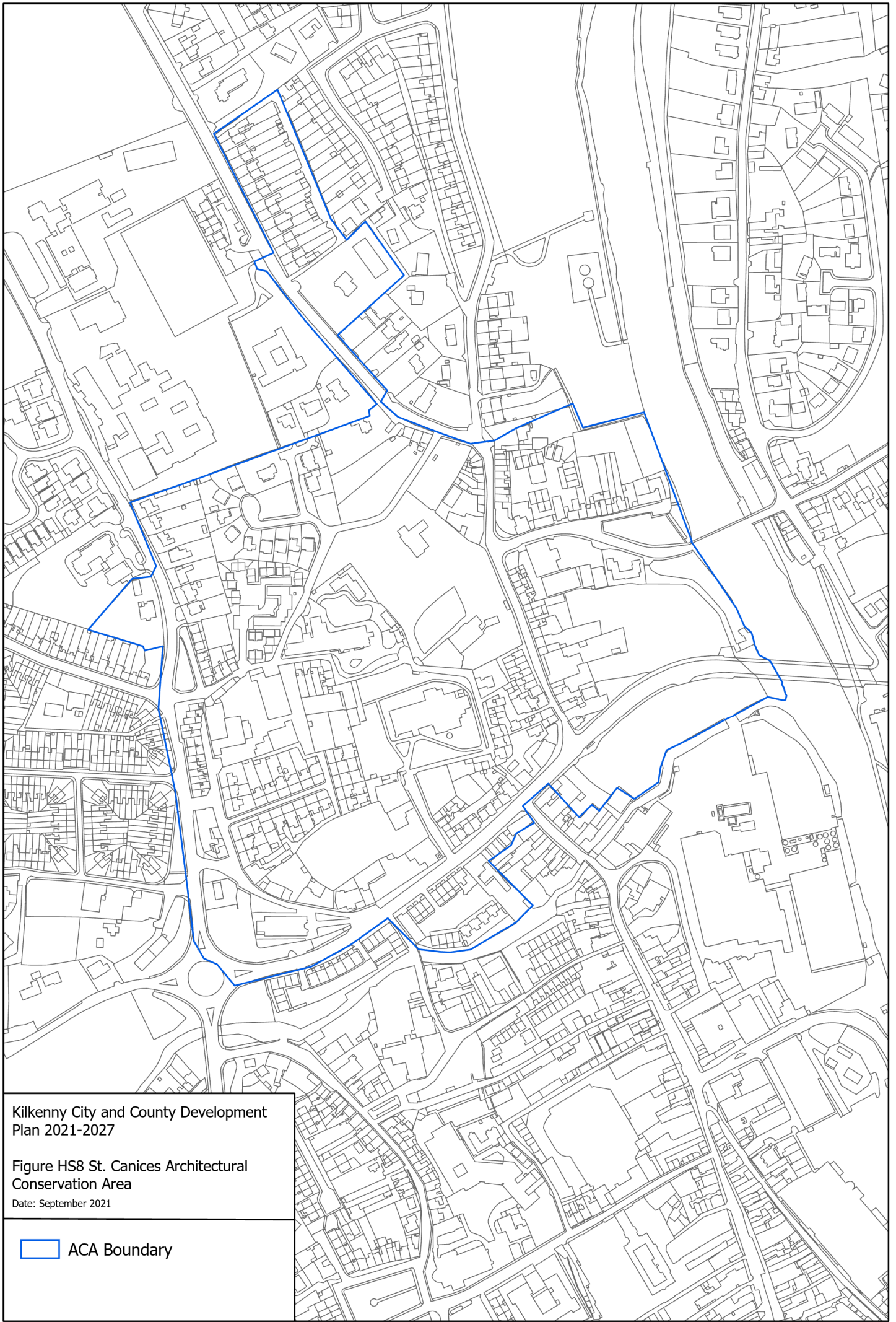
- **KCACCA 1:** To protect the historic and architectural character of the Castle and its unique setting. To request visual assessment for developments which may potentially impact on the vistas of the Castle from the surrounding areas.
- **KCACCA 2:** To protect the natural amenity of the Castle Park as an important recreational area and wildlife habitat.
- **KCACCA 3:** To protect and consolidate the structures of the Ormonde Mill and to protect their setting on the banks of the River Nore.
- **KCACCA 4:** To maintain high standard of presentation of ground and upper floors by controlling the size, number and composition of advertisements on buildings to prevent and reduce visual clutter in the ACA. Plastic or neon signage will not be considered in the ACA.
- **KCACCA 5:** To ensure appropriate uses for the buildings on the Parade which will not detract from the character of the area, while also ensuring such uses adhere to DCHG's Architectural Heritage Guidelines for Planning Authorities.
- **KCACCA 6:** To protect and retain the historic integrity of the city walls in accordance with the City Walls conservation plan.
- **KCACCA 7:** To protect the special low-density residential character of the Castle Gardens residential area.
- **KCACCA 8:** To ensure the conservation of the boundary walls surrounding the castle grounds on all sides.

#### **4.5.3 St. Canice's ACA**

##### **Description and historical background**

St. Canice's Cathedral, which gives its name to the city (Cill Chainnigh, Church of Canice), is the central landmark in this area which encompasses an area running from Butt's Green in the west to the River Nore in the east and bounded to the north by a line running from the Freshford Road west to Granges Road (See Figure HS8). The area is known as Irishtown and was historically always separated from Hightown by the River Breagagh, which was prone to flash flooding at certain times of the year, forming a natural boundary between the two. The 13<sup>th</sup> Century St. Canice's is still surrounded by the remnants of its close, including the 11<sup>th</sup> century round tower, the Bishop's Palace, The Deanery, St. Canice's library, almshouses and St. Canice's steps. It is a complex of buildings of enormous significance architecturally, historically and culturally to the city. The area is characterised by narrow lanes and streets which surround the base of the mound on which the cathedral was built – Dean Street, St. Canice's Place, Vicar Street and Troy's Lane. The area also includes sections of the medieval Kilkenny City Walls (Irishtown Circuit).

St. Canice's Catholic Church is another major landmark in the area, occupying a visually prominent position on another of the five hills of Kilkenny, terminating the vista westwards along Dean Street. It



Kilkenny City and County Development  
Plan 2021-2027

Figure HS8 St. Canice Architectural  
Conservation Area

Date: September 2021

 ACA Boundary

was built in 1824-47 in the Gothic style by Rev. Jacob Gorman. The scale and the fine detailing throughout represent a quality rarely seen in churches predating Catholic Emancipation (1829), thereby indicating the religious tolerance in Kilkenny together with the relative prosperity of the local congregation.

The area is traversed by a number of small laneways enclosed by high stone walls. There is a predominantly residential character to the area with some institutional buildings and a small number of shops along Dean Street.

In the south eastern part of the ACA, Saint Francis' Bridge, provides the newest crossing over the River Nore. The remains of the Bull Inn, a 17<sup>th</sup> century medieval tavern which originally faced onto Saint Canice's Place, is located near the Bridge (RMP ref KK019-026107).

Green Street which runs east off Vicar Street towards Greens Bridge is an area of mixed uses with some vacant commercial buildings which have potential for renovation and re-use.

### **Statement of Character**

This is the area which gives its name to the city of Kilkenny. It is characterised by its separateness from the medieval Hightown – being located outside the walls and known as Irishtown - and is dominated by the Church of Ireland Cathedral, St. Canice's, the current structure an impressive gothic structure dating to the 13<sup>th</sup> century. This church is surrounded by a complex of associated buildings of great architectural and historical importance to the city. Its attendant buildings are located on a hill, the streets and laneways that surround it and which criss-cross it being another significant feature which contributes to the character of the area. To the east of this complex is the area close to the river which includes the northern part of the 19th century brewery site, the River Breagagh separates it from the main part of the now Abbey Quarter. To the west of the Protestant Cathedral is St. Canice's Catholic Church, an 1820s church in the gothic style with fine detailing, and a visually prominent landmark on the approach roads into the city. Surrounding these landmark buildings, the area is predominantly residential in character.

### **ACA Development Management Requirements based on assessment of special character.**

- **SCACA 1:** To protect the historic and architectural character of St. Canice's Cathedral and its unique setting and to protect the grouping of the Cathedral, Library, Deanery, and other buildings associated with the administration of the Cathedral. Collectively, these sites have a large zone of visual influence, therefore, all development proposals proximate to these buildings will require visual assessments. Developments which detract from the ACA will not be permitted.
- **SCACA 2:** To protect and retain the historic integrity of the city walls, in accordance with the Kilkenny City Walls Conservation Plan.
- **SCACA 3:** To encourage and facilitate the sustainable adaptation and appropriate re-use of any derelict and under-utilised buildings on Green Street.
- **SCACA 4:** To ensure any buildings proposed on either side of Saint Canice's Place, leading to Saint Francis' Bridge will not detract from the special character of the area, with all massing, scale and urban finish of new development respecting the historic built environment.

- **SCACA 5:** To ensure that development proposed between the River Breagh and Saint Canice's Place respects the remains of the Bull Inn Tavern and other historic built environment in the vicinity. Such development should not detract visually from St. Francis' Abbey.

#### 4.5.4 John Street ACA

##### Description and historical background

On the east bank of the River Nore, and linked with the Hightown by John's Bridge, was the suburb of St. John's which occupied a roughly quadrangular area located around the axis of John St., see Figure HS9. The area was surrounded by the St. John's Circuit of medieval city wall of which some sections remain, and was dominated by the Augustinian Priory of St. John the Evangelist, the substantial above ground remains survive as a romantic ruin which contributes significantly to the character of the area. These ruins wrap around the Board of First Fruits Church of St. John (1817) providing a dramatic backdrop to the later church. The Greek Revival detailed cut limestone Evans Almshouses, to a design by William Robertson, adjacent to the Abbey are a significant landmark and, until recently have been concealed in the backlands of the area. Following extensive conservation and refurbishment by the Council, Evans Almshouse now operates as the Butler Gallery.

John Street is essentially 19<sup>th</sup> century in character with two and three-storey rendered buildings with commercial units to ground floor. The County Hall and its classical gateway onto John Street are a strong contribution from the eighteenth century and the Carnegie Library is a significant bijoux structure dating to the early twentieth-century and adding to the character of the riverside frontage of the area. St. John's Catholic Church is a major landmark on the Dublin Road, built 1900-1910 to designs by William Hague; it is an imposing Gothic Revival structure. The graveyard further along this road is of great archaeological significance containing markers spanning several centuries and being associated with a 14<sup>th</sup> century leper hospital and a 17<sup>th</sup> century Catholic Church. The remains of the tower house on Maudlin Street known as Magdalen Castle (post 1500) is associated with the leper hospital which had a long connection with St. John's Priory (lepers were traditionally associated with St. Mary Magdalen - corrupted to Maudlin).

##### Statement of Character

The area is predominantly 19<sup>th</sup> century commercial in character along John Street and residential along Maudlin Street, John's Quay and the Dublin Road. The landmark structures of the area are either well set back off the road or hidden in backland areas with significant medieval structures remaining in St. John's Priory and Magdalen Castle. An early 19<sup>th</sup> century Board of First Fruits church with the fine medieval ruins of St. John's Priory as a backdrop contributes to the character of John St., while the late 18<sup>th</sup> and early 19<sup>th</sup> centuries are well represented in the Evans Almshouse structure to the rear of St. John's Priory, and in the classical former Kilkenny College, now County Hall. The massive Gothic Revival Catholic church on the Dublin Road and the bijoux Carnegie Library on John's Quay are important contributions of the early twentieth century.

The buildings on John's Quay, when viewed from the western bank of the River Nore, provide an attractive foreground to the new Butler Gallery, while John's Bridge, which dates to 1910, is a



testament to technical advances in civil engineering in the early 20<sup>th</sup> century, being one of the earliest concrete bridges in the country. Adjacent to John's Bridge, is the impressive Georgian structure known as the Bridge House, with its classical style doorcase and proportions, and later bowed front, adding significantly to the pleasing aesthetic of the ACA and River Nore.

#### **ACA Development Management Requirements based on assessment of special character.**

- **JSACA 1:** To maintain high standard of presentation of ground and upper floors by controlling the size, number and composition of advertisements on buildings to prevent and reduce visual clutter in the ACA. Plastic or neon signage will not be considered in the ACA.
- **JSACA 2:** Assessment of proposals for the presentation of commercial premises will require retention of genuine early/original shopfronts/pub fronts, the provision of high-quality contemporary design when new shopfronts/commercial fronts are proposed.
- **JSACA 3:** Where windows on upper floors of commercial premises have been replaced with uPVC or aluminium in the past there will be a requirement that these be replaced by appropriate timber windows where planning permission of any sort is being sought for the structure.
- **JSACA 4:** To protect historic plot sizes along John St. Upper and Lower and to avoid amalgamation of sites for new buildings.
- **JSACA 5:** To protect and retain the historic integrity of the city walls, in accordance with the *Kilkenny City Walls Conservation Plan*.
- **JSACA 6:** To ensure any new developments to the south of Maudlin St. are sensitive in scale to the surrounding buildings and that any future re-development of the former petrol station and adjoining sites on the Dublin Road is sensitive in scale to the surrounding buildings.
- **JSACA 7:** To promote the conservation of the front garden areas and railings to the houses of St. John's Place on the Dublin Road and to ensure that proposals for accommodating residential parking which impact on these will not be permitted.
- **JSACA 8:** To consider the balance of uses on John St. when dealing with change of use applications.
- **JSACA 9:** To ensure there is no large-scale development which interrupts the visual pleasing skyline of the city from Dublin Road looking north west.
- **JSACA 10:** To ensure there is no large-scale development which interrupts the visual pleasing streetscape of John's Quay

#### **4.5.5 Patrick Street ACA**

##### **Description and historical background**

St Patrick's graveyard, immediately to the south of the medieval town, marks the site of the earliest Christian foundation in Kilkenny, even pre-dating the Church of Canice at the opposite end of the town. In the neighbourhood of St. Patrick's Church and stretching along Patrick St. was the borough of Donaghmore, first referred to in c.1245. It had its own marketplace and market cross, probably located at the junction of New Street and Patrick Street and references to St. Patrick's outer gate suggest that the settlement was enclosed. Nothing survives of the medieval St. Patrick's Church but

the fine series of thirteenth and fourteenth-century tomb slabs preserved in the graveyard suggests it was richly patronised. See Figure HS10 for the boundaries of this ACA.

Patrick St. is now essentially a street of eighteenth and nineteenth-century two and three-storey houses, a mix of residential and commercial leading from the Parade to the Waterford Road through the former St. Patrick's Gate. The curve of the street provides a pleasant sweep into the city when entering from the south.

Sections of the medieval city wall (Hightown Circuit) survive along Ormonde Road, most notably Talbot's Tower, which has been conserved and is now publicly accessible. Coláiste Pobail Osraí, or Ormonde College, a Jacobean Revival model school built 1853 makes a significant contribution to this streetscape as does the former Presbyterian Church, built to designs by Charles Anderson and dating to the 1840s.

Religious and educational institutions dominate the western part of this area including St. Kieran's College, an impressive large-scale college in a picturesque Tudor Revival style, built c.1840 and rated of National importance by the NIAH; St. Camillus's Convent (1885-90) and St. Patrick's Catholic Church in the Gothic Revival style dating to the last decade of the nineteenth century form a dramatic landmark on a prominent corner site. All these sites are accessed from the College Road, a wide tree-lined avenue.

### **Statement of Character**

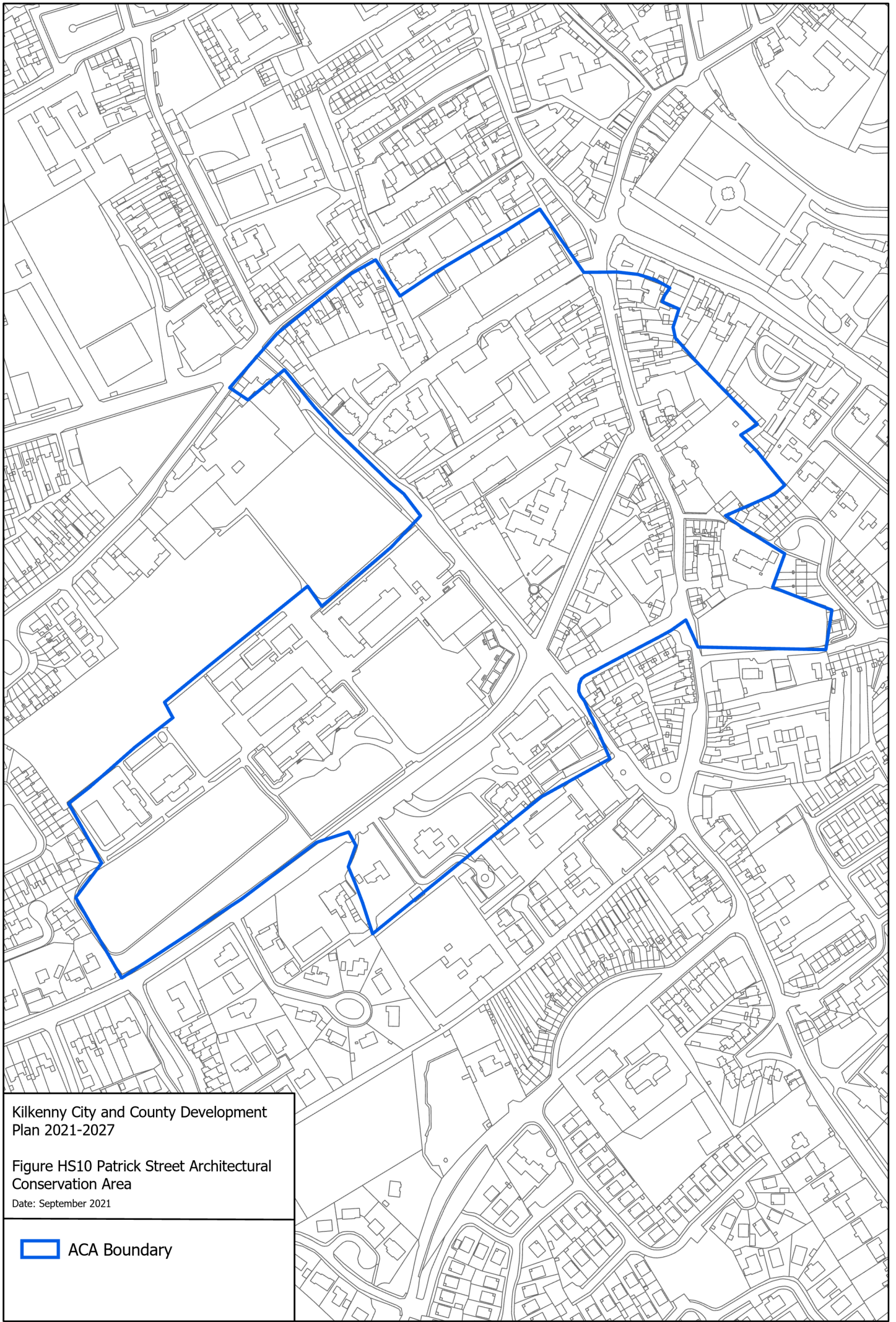
Patrick Street is a mixed residential and commercial street with many good quality classical buildings. It leads from The Parade Junction to the Waterford Road, through the former St. Patrick's Gate.

Religious and educational institutions dominate the western section of this area. The grounds of St. Kieran's College, the John of God Convent and St. Patrick's Catholic Church are each impressive buildings in their own rights. Each of these is accessed from the College Road, which is a wide tree-lined avenue. The area also includes sections of the medieval Kilkenny City Walls (Hightown Circuit).

### **ACA Development Management Requirements based on assessment of special character.**

- **PSACA 1:** To protect the setting of the area's many landmark buildings including the great nineteenth-century ecclesiastical and educational buildings such as St. Patrick's Church, St. Kieran's College, Ormonde College, and the former Presbyterian Church.
- **PSACA 2:** To enhance the character of Ormonde Road and College Road as an approach to the city centre, and respect building lines.
- **PSACA 3:** To protect and retain the historic integrity of the city walls in accordance with the Kilkenny City Walls Conservation Plan (Heritage Council, 2005), particularly the impressive survivor of the medieval Hightown Circuit - Talbot's Tower.
- **PSACA 4:** To ensure any future developments along Jacob St. adhere to a formal building line and are predominantly residential in nature.
- **PSACA 5:** To protect the visual relationship between Butler House, Kilkenny Design Centre and Kilkenny Castle.





Kilkenny City and County Development  
Plan 2021-2027

Figure HS10 Patrick Street Architectural  
Conservation Area

Date: September 2021

 ACA Boundary

- **PSACA 6:** To avoid backland development which would negatively impact on the character of this area.
- **PSACA 7:** To request visual assessments for proposed development where it there may be an impact of the character of the area. New development which is visually intrusive and negatively impacts on the ACA, will not be permitted.



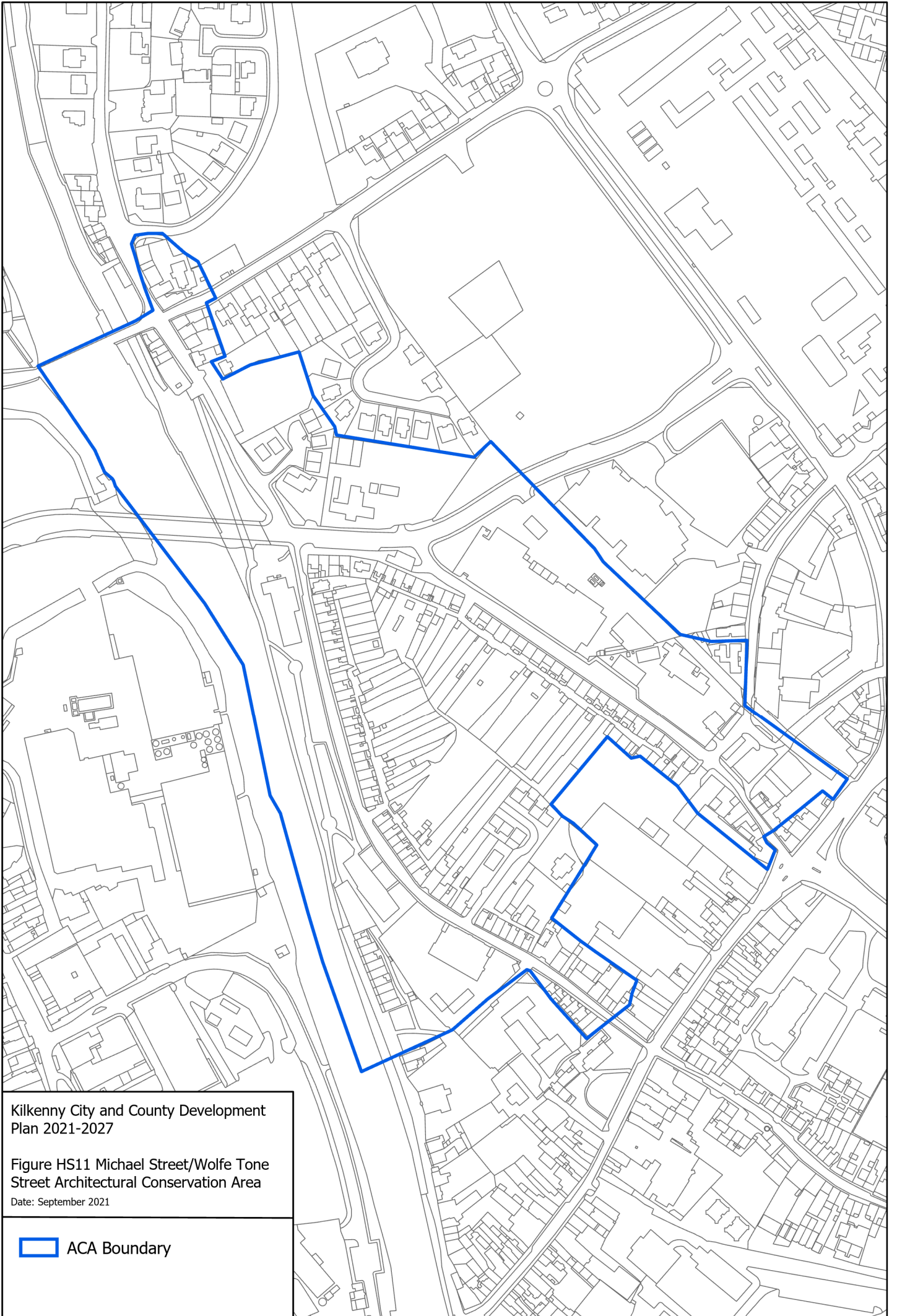
#### 4.5.6 Michael Street/Wolfe Tone Street ACA

##### Description and historical background

Located to the north of the John Street ACA and bounded by the River Nore on the west and by the cinema site on the east side, this area is predominantly residential in nature having been developed in the late 19<sup>th</sup> century, see Figure HS11.

Michael Street is a residential street running from John Street, originally connected to Greensbridge Street, however it is now intersected by Wolfe Tone Street which extends west to meet Saint Francis' Bridge. The houses are two-storey rendered 1880's terraced houses overlooking the River Nore and its Linear Park. The gardens to the rear are long and narrow extending to meet the gardens to the rear of Wolfe Tone Street. This is a large backland area of private green space contributing to the biodiversity of the centre of Kilkenny city. Scoil Eoin Naofa, the only substantial public building in the area, built in the 1930, contributes to the visual appeal of both Michael Street and John's Quay.

St. Maul's cemetery with cut stone markers dating from the late 18<sup>th</sup> century is located along Greensbridge Street, its random rubble limestone boundary wall contributing to the character of this street.



Kilkenny City and County Development  
Plan 2021-2027

Figure HS11 Michael Street/Wolfe Tone  
Street Architectural Conservation Area

Date: September 2021

 ACA Boundary

The houses on Wolfe Tone Street are predominantly dormer style terraced houses also with long back gardens stretching to meet those to the rear of Michael Street. The 1930's saw-tooth roofed former shoe factory, now home to Padmore and Barnes, contributes significantly to the setting of the ACA and to its character, as does the three storey Wolfe Tone House, which incorporates large sections of the Old fever Hospital. Wolfe Tone House, still exhibits classical form and features behind recent alterations, and the much of the original building is identifiable.

John's Green is a significant public open space, the limestone arches of the railway line (1865) contributing significantly to its character. The Kilkenny County Infirmary (now vacant) is an important mid eighteenth-century structure on the corner of John's Green and Wolfe Tone Street representing one of the earliest surviving purpose built public health institutions in the area. Adjacent to this site on the far side of the railway tracks is the Ormonde House, 19<sup>th</sup> century almshouses in the Tudor Revival style.

John's Quay represents a mix of Georgian, Victorian and Edwardian architecture in the heart of Kilkenny City. John's Terrace on John's Quay is an attractive terrace of two-storey houses dating to the late 19<sup>th</sup> century with iron railings to the small front gardens – the houses are adjacent to the Carnegie Library and front directly onto the River Nore. While further south, the streetscape is enlivened with a series of three and two storey buildings, all providing a pleasing aesthetic.

Green's Bridge is a significant architectural landmark in the area, a five-arch rubble limestone bridge over the river built in 1766 by William Colles to designs prepared by George Smith, and are heavily influenced by the Roman Bridge at Rimini described by Andrea Palladio in his Four Books on Architecture. It is one of a number of bridges built following the Great Flood of 1763, including Castlecomer Bridge, Thomastown Bridge, Graiguenamanagh Bridge, and Inistioge Bridge. The bridge has finely carved limestone dressings exhibiting high quality stone masonry. (See Volume 1, Section 9.3.7 Bridges.)

### **Statement of Character**

The area is predominantly residential in character with a large area of private green space to the rear of houses on Michael Street and Wolfe Tone Street. The River Nore plays a key role in the setting of the houses on Michael Street and Green's Bridge. The terrace of red brick houses, with its front gardens and railings, and the three and two storey buildings on John's Quay contributes strongly to the character of the area, while John's Green is a significant public realm space bounded by the railway arches and the boundary walls of the 18<sup>th</sup> century Infirmary building. The setting of the ACA is enhanced by the survival of the 1930's saw-toothed former shoe factory on Wolfe Tone Street. Michael Street terrace, dating to the early 20<sup>th</sup> century is recognised as important architectural ensemble when viewed from the newly opened up western bank of the River Nore. The Saint Francis Bridge forms a new artery through this area, and has led to the opening up of new vistas in the process and results in the nationally significant landmark Saint Canice's Cathedral now being visible as one enters Irish town from the east side of the city.

**ACA Development Management Requirements based on assessment of special character.**

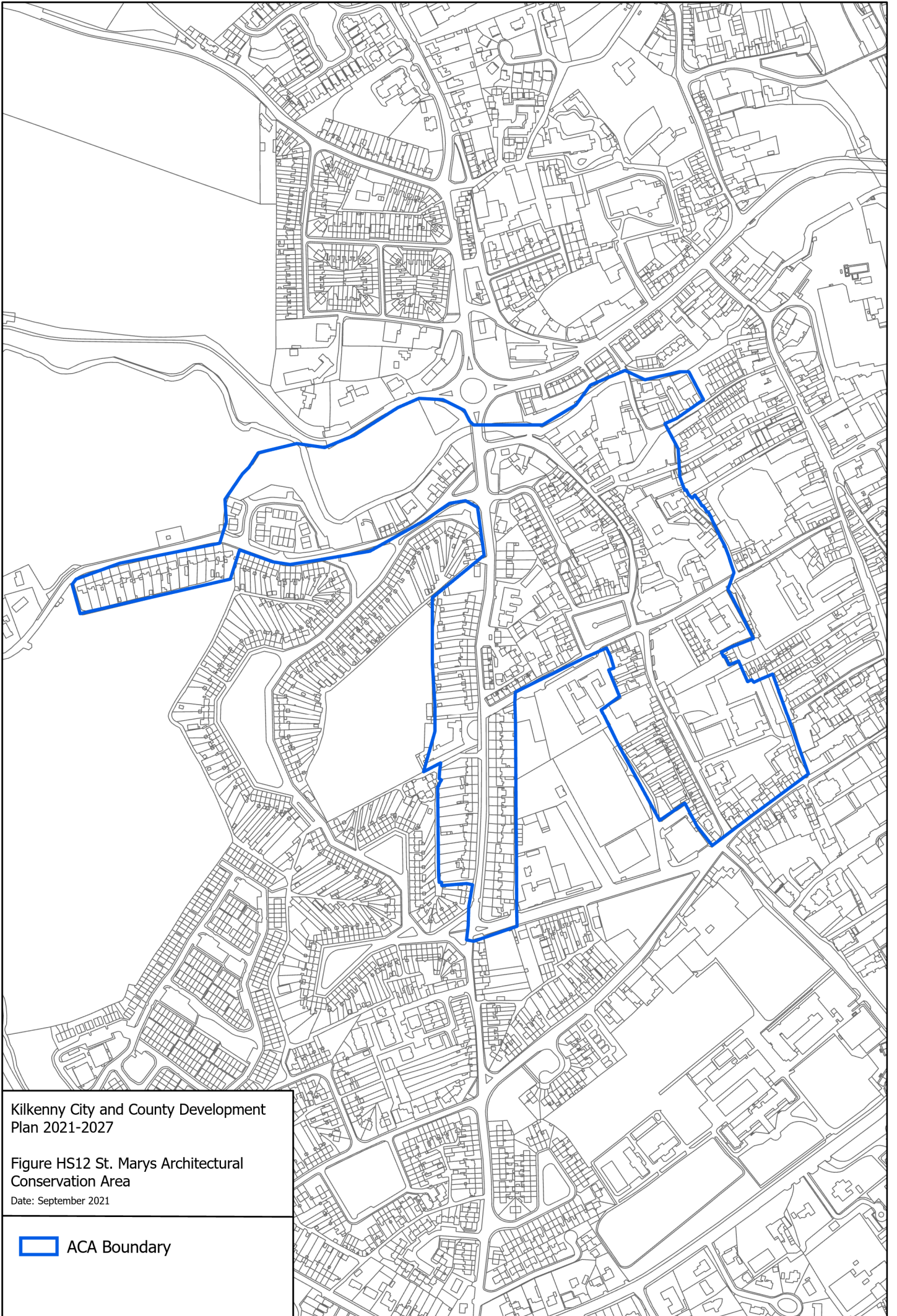
- **MSACA 1:** To promote the conservation of the front garden areas to the houses in John's Terrace located on John's Quay and to ensure that proposals for accommodating residential parking which impact on these will not be permitted.
- **MSACA 2:** To ensure a high standard of architectural design to any development to the rear of Michael Street and Wolfe Tone Street, and ensure it is sensitive in scale and materials to the existing area.
- **MSACA 3:** To promote the restoration and appropriate re-use of derelict or vacant buildings, particularly the 18<sup>th</sup> century Infirmary building on John's Green.
- **MSACA 4:** Any proposals for new development in the former mart site should take account of the setting of the ACA and the importance of the 1930's former shoe factory to the setting of the ACA. (See Zoning Objective Z10)
- **MSACA 5:** Any proposals for new development along the river must acknowledge the green belt on the east bank of the River, and its visually pleasing role when viewed from the Abbey Quarter. Development here should be omitted, as the new bridge is the most prominent insertion.
- **MSACA 6:** To provide for the conservation of Green's Bridge, a protected structure of National importance, and to ensure where works are proposed that they do not impact on the bridge, either directly or indirectly.

**4.5.7 St. Mary's ACA****Description and historical background (see Figure HS12)**

The area is located to the west of the walled town sharing a boundary on its east side with the City Centre ACA. It is dominated by St. Mary's Cathedral, which was located just outside the former St. James's Gate. The other important landmark is The Black Abbey, the Dominican Friary, located in the north eastern corner of the area in a low-lying area adjacent to the River Breagagh established c. 1225 by William Marshal the younger. The area also includes the many residential streets surrounding St. Mary's Cathedral including Parnell Street, St. James's Green, Kickham Street, Blackmill Street, Dominic Street, Stephen Street, and extending westward to Kenny's Well Road.

St. Mary's Cathedral, built 1843-57 to designs by William Deane Butler in the Early English Gothic style, is an impressive large-scale cathedral of national significance. Built on a corner site on raised ground, it is the largest and most prominent building within the city. The setting of the cathedral is enhanced by St. James's Green to the west which is surrounded by 19<sup>th</sup> and 20<sup>th</sup> century terraced housing and by St. Mary's Presbytery to the east, designed in the Tudor Revival style by William Hague and built in 1861. The Cathedral is visible from many entry points in to the city.

The complex form and massing of the Black Abbey as it stands today attests to a period of evolution spanning eight centuries. The present composition results from a comprehensive redevelopment programme completed under the direction of James Joseph McCarthy in the mid nineteenth century.



Kilkenny City and County Development  
Plan 2021-2027

Figure HS12 St. Marys Architectural  
Conservation Area

Date: September 2021

 ACA Boundary

The Abbey is an important element in the archaeological heritage of Kilkenny. Adjacent to it and contributing to its setting is the Dominican Priory building dating to the 1890s.

The two storey houses on the west side of Dominic Street with a combination of limestone and roughcast facades, front gardens with associated iron railings are testament to post independence construction, while the slightly later neo-Georgian Garda Station designed by the OPW and built in the 1940's contributes to the overall character of the area.

The western side of Parnell Street contains a terrace of two bay two storey houses with stone sills, small gardens enclosed by low walls and railings with date plaque constructed in the 19<sup>th</sup> century.

The green belt south of the Breagagh is an important civic area, which should to be retained development free, this area originally had a well and a mill race running through it.

### **Statement of Character**

This area is defined by its many residential streets of 19<sup>th</sup> and 20<sup>th</sup> century housing, with St. Mary's Cathedral and the Black Abbey providing focal points of major architectural and archaeological interest within the area. James's Green is an important public green space enhancing the setting of the Cathedral and the modest terraces of houses which surround it. The area is bounded by the River Breagagh to the north providing a further open green space along the river and surrounding the location of Kenny's Well. The eastern boundary of the site follows the line of the Hightown Circuit of the City Wall, while the red brick neo-Georgian Garda Station (1940-45) on Dominic Street is representative of the 20<sup>th</sup> century's contribution to this suburb of the old city. The various single and two storey Local Authority constructed houses are representative of the city's expansion in the 20<sup>th</sup> century.

### **ACA Development Management Requirements based on assessment of special character**

- **SMACA 1:** To protect and enhance the setting, of St. Mary's Cathedral and the Black Abbey, while respecting its visual prominence.
- **SMACA 2:** To protect the residential character, setting and appearance of the dwellings on Parnell Street, James's Green, Kickham Street, Dominic Street, Stephens Street, Rothe Terrace and the Kennyswell Road. The cumulative effect of removal of front garden walls and railings damages the character and appearance of these suburban streets and roads. Proposals for off street parking need to be balanced against loss of amenity. The removal of front garden walls and railings will not generally be permitted where they have a negative impact on the character of streetscapes. See Volume 1, Section 13.17 Off Street Parking for the criteria which must be met when proposals for off street parking are made within an ACA.
- **SMACA 3:** To protect Kenny's Well and its setting and adjacent open space along the River Breagagh.
- **SMACA 4:** To protect and retain the historic integrity of the city walls in accordance with the Kilkenny City Walls Conservation Plan (Heritage Council, 2005).
- **SMACA 5:** To protect the visual amenity of the Breagagh River and ensure any future developments adjacent to it address its riverside location.

#### 4.5.8 Lacken ACA

##### Description and historical background

The Lacken ACA is located to the east of the John Street ACA and is bounded to the south and west by the River Nore, to the east by the Ring Road and to the north by the Dublin Road, see Figure HS13. It is of importance as the setting for a dramatic entrance into the historic city from the east as the road runs along a height and the ground falls away steeply to the banks of the river. There are impressive views over the River Nore and Kilkenny Castle as one approaches along the Dublin Road. Hidden from view are the ruins of the Lacken Corn Mills, dating to the late 18<sup>th</sup> century, adjacent to the river. The tower of the Elizabethan Revival St. Canice's Hospital is visible from the Dublin Road and this extensive complex of buildings set in established grounds which run down to the river, makes a significant contribution to the character of the area. On the north side of the Dublin Road are some early terraces of houses and substantial houses within their own grounds with mature trees which also contribute to the character of the area.

##### Statement of Character

The character of the area is defined by the impressive views down to the River Nore and across to Kilkenny Castle as one approaches along the Dublin Road from the east. Important structures which contribute to the character of the area are the St. Canice's Hospital complex and The Lacken Corn Mills. On the northern boundary of the area along the Dublin Road are some early terraces of houses and substantial houses within their own grounds with mature trees which contribute to the character of the area, these houses, elevated on high ground, with high gabled fronts and elaborate fenestration greatly enhance the area.

##### ACA Development Management Requirements based on assessment of special character

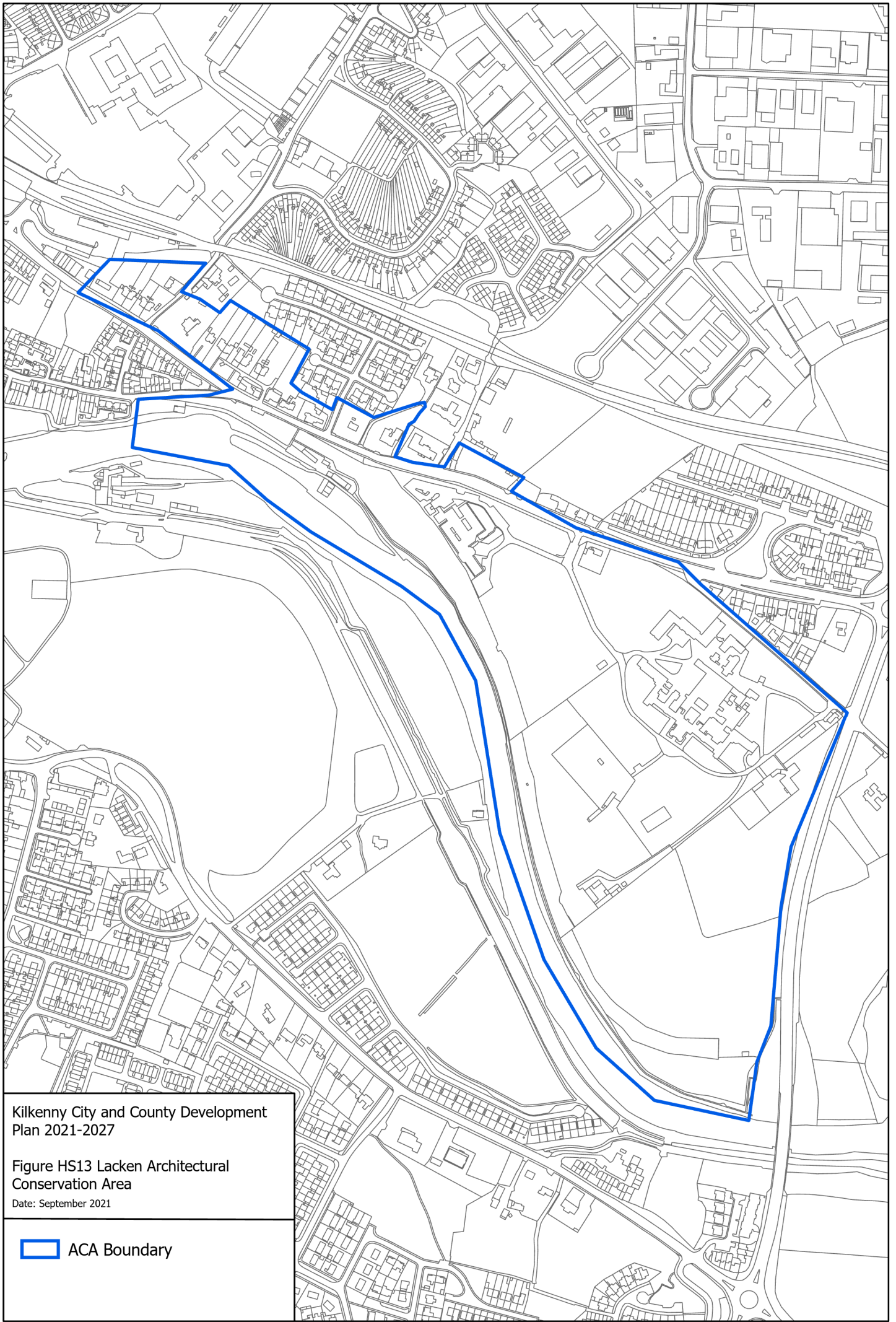
- **LACA 1:** To protect the setting of the River Nore and the views across to Kilkenny Castle and Kilkenny City as one approaches along the Dublin Road from the east.
- **LACA 2:** To protect the industrial archaeological heritage of the Lacken Corn Mills and its setting on the banks of the River Nore.
- **LACA 3:** To protect the 19<sup>th</sup> century complex of buildings associated with St. Canice's Hospital which is of National importance.
- **LACA 4:** To protect the setting, architectural form and features, including fenestration, of substantial houses in their own grounds which contain mature trees.

#### 4.5.9 Talbotsinch ACA

##### Description and historical background & Statement of Character (See Figure HS14)

Talbotsinch is a unique example of residential planning. The model village was built in 1904 for Ellen Odette Desart, fourth Countess of Desart to designs prepared in a characteristic Arts and Crafts style by William Alphonsus Scott (1871-1921). The area has remained almost exclusively residential in character and has retained its special qualities of design and craftsmanship. The open green space in the centre surrounded by simple iron railings contributes significantly to the area's character.





Kilkenny City and County Development  
Plan 2021-2027

Figure HS13 Lacken Architectural  
Conservation Area

Date: September 2021

 ACA Boundary



Kilkenny City and County Development  
Plan 2021-2027

Figure HS14 Talbots Inch Architectural  
Conservation Area

Date: September 2021

 Talbots Inch

**ACA Development Management Requirements based on assessment of special character.**

- **TACA 1:** To protect the character of Talbotsinch village as a model village.
- **TACA 2:** Any proposals to convert front gardens for use as off-street parking will not be permitted.
- **TACA 3:** To protect the open green space of Talbotsinch green as an important contributor to the setting of the houses and to the historic planning of the village.
- **TACA 4:** To ensure that any proposals for the development of the corner site in the south eastern corner of the ACA take account and are respectful of the setting of the village and its character.



## 4.6 Kilkenny City Views and Prospects

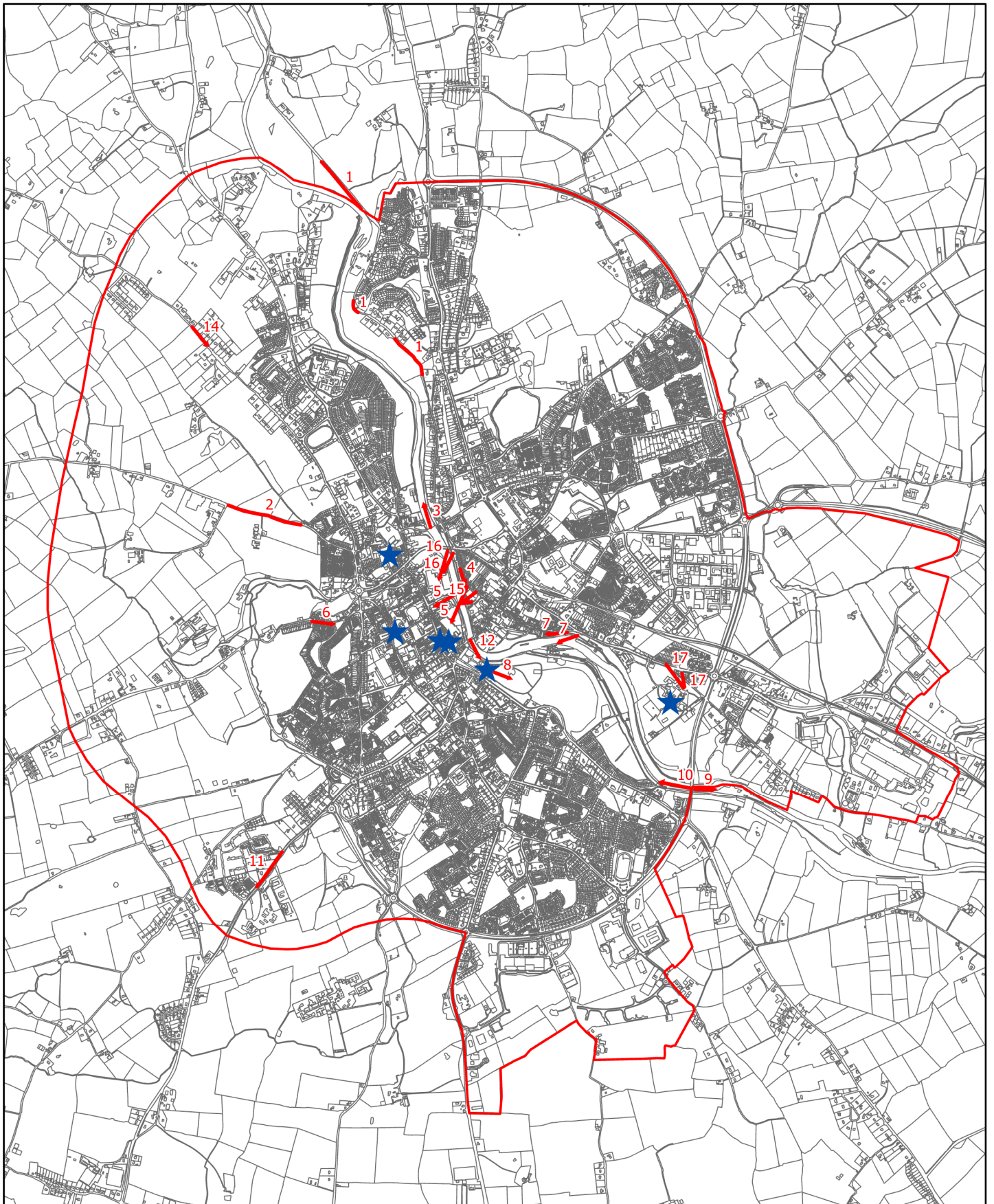
There are a number of sites, areas and vantage points within the City and in the Environs, from which fine views of the City can be had, see Figure HS15. There are also vantage points within the City from which particularly good views of the City's most important public buildings and natural landscape features may be obtained. The skyline of Kilkenny highlights the visual influence of these land mark buildings far beyond their immediate context. Some recent developments have also opened up a number of new vistas, allowing for a greater appreciation of once concealed elements of our historic built environment.

Views include:

1. Panoramic view of River Nore valley from Bleach Road
2. View of St. Canice's and St. Mary's Cathedrals from Tullaroan Road
3. View (north) of River Nore and Linear Park from Greensbridge
4. View from Michael Street to Kilkenny Castle
5. View of St. Mary's Cathedral, Tholsel and St. Mary's Church from No. 30-35 Michael Street
6. View of St. Mary's Cathedral from Kenny's Well Road
7. Panoramic view from Dublin Road/Windgap Hill area to River Nore and city skyline
8. View of Castle Park, open countryside from Castle
9. View of River Nore valley to east from Ossory Bridge
10. View of River Nore valley to west from Ossory Bridge
11. View of St. Mary's from Callan Road
12. View of Kilkenny Castle from John's Bridge
13. View of city from Dunningstown Road
14. View of St. Canice's Cathedral from the St. Francis' Bridge
15. View of St. Michael's Terrace from west bank of River Nore
16. View of St. Francis Abbey from Michael Street and St. Francis' Bridge
17. View of St. Canice's Hospital (particularly the 5-storey tower building with mansard roof) from the Dublin Road

### Development Management Requirements

- To protect views and prospects identified on Figure HS15 by requiring new development or extensions to existing development to be designed and located so as not to have a significant impact on its character.
- To encourage street layouts in newly developed areas which create new vistas to existing and new landmarks, in particular within brownfield sites, the Breaghagh Valley and the Loughmacask lands.
- Where the Council believes development may potentially impact significant views into and/or out of the city and environs, a visual impact assessment may be requested. Future developments will be guided by the "zone of visual influence" of these structures.



**Kilkenny City and County Development Plan 2021-2027**

**Figure HS15 Kilkenny City Views and Prospects**

Date: September 2021

- ▭ Kilkenny City Development Plan Boundary
- ★ Landmark Buildings
- Views and Prospects
- 1 See Section 3.6 Vol 1 Heritage Strategy

## 5 Movement and Mobility Strategy

### 5.1 Introduction

Volume 1, Chapter 12 Movement and Mobility, sets out the overarching context for movement and mobility for the County. The Council's strategic aim is to align transport and land use planning, thereby reducing the demand for travel and promoting the use of public transport, such as walking and cycling which will result in a modal shift away from carbon intensive modes to more sustainable modes and new technologies.

This approach will produce a more efficient land use pattern where suitable land uses are located closer together. Over time, this will reduce costs for everyone and improve the quality of life for residents and visitors by allowing a greater number of day to day activities to be completed with a reduced necessity for travel, or travel by alternative modes other than the car.

### 5.2 The 10-Minute City Concept

A balanced, compact form, combined with efficient transport links between employment and residential locations, will facilitate easier circulation and mobility within the City. It can bring new life and footfall, contribute to the viability of services, shops and public transport, increase housing supply and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less. It is about creating connected communities where a range of community facilities and services are accessible in short walking, cycle or public transport timeframes from their homes to destinations that meet their daily needs.

By providing for a compact city form there are substantial economies of scale to be made in terms of the costs of service provision. Since the 2014 Plan, Kilkenny has begun to develop the concept of the ten-minute city which has been supported by the Regional Spatial and Economic Strategy (RSES). Regional Policy Objective (RPO) 176 setting out an objective to "*attain sustainable compact settlements with the 10-Minute City/Town concept*". Historically Kilkenny city has been planned in a compact form with the concept of the four neighbourhoods based around the medieval city core.

The focus of the 10-Minute City Concept will be applied to accessibility to/from Kilkenny City Centre for walking, cycling and public transport access, and also accessibility for the suburban neighbourhoods and community facilities. This is in line with one of the key National Strategic Outcomes of the NPF; Compact Growth<sup>37</sup>.

Kilkenny City is a designated 'Key Town' in the Regional Spatial and Economic Strategy (RSES) for the Southern Region and the second largest settlement in the South-East Region.

---

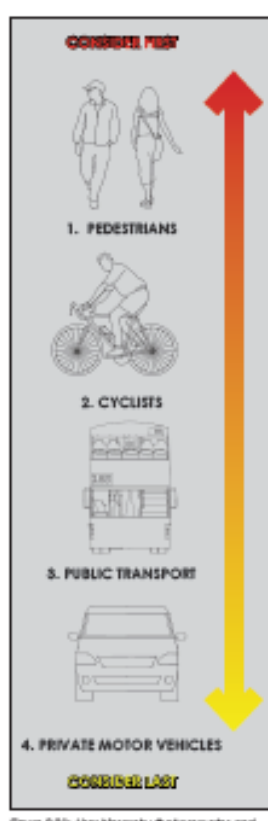
<sup>37</sup> Government of Ireland, *National Planning Framework*, page 14

An objective of the RSES that a Local Transport Plan (LTP) will be prepared for all the Key Towns<sup>38</sup>. The LTPs will include priorities for each settlement in terms of public transport infrastructure and services, cycle investment, improvements to the pedestrian environment and road enhancements.

### 5.3 The Local Transport Plan

As part of the preparation of the City & County Development Plan, Kilkenny County Council has commissioned the preparation of a Local Transport Plan (KLTP). The KLTP is envisaged to be a short to medium term plan to cover the period 2020-2026 and beyond to support the development of a comprehensive, sustainable transport network for the City.

The KLTP will be based on the following over-arching objectives:



1. Support the future growth of Kilkenny City through the provision of an integrated, safe, reliable and sustainable transport network;
2. The integration of land use and transport planning,
3. Support the realisation of the 10-minute city,
4. Improved safety, accessibility and permeability throughout the Study Area for pedestrians, cyclists and public transport users,
5. Actively discourage vehicular through-traffic,
6. Reduce dependency on the private car,
7. Increase public transport capacity and provision to maximise catchment,
8. Enhance the public realm through traffic management and transport interventions; and
9. Limit the impact of Kilkenny's transport network on the environment.

**Figure MS1 User Hierarchy source DMURS**

The KLTP transport network options will be developed in line with the *Design Manual for Urban Roads and Streets* (DMURS), principles and user hierarchy.

The KLTP will also include:

- A review of existing priorities and develop scenarios for modelling
- Transport model development
- Assessment of existing trends/issues/constraints,
- Development of a range of mobility and movement interventions to support growth of the City

<sup>38</sup> Southern Assembly Regional Spatial and Economic Strategy RPO 11 page 46

- Review of parking standards
- An enhanced cycle network plan
- A walking network plan
- Climate action, carbon and EV charging (See Volume Section 12.14 Electric Vehicles)

#### Mobility Objectives

**C5A** To prepare a comprehensive Local Transport Plan for Kilkenny City in accordance with the Area Based Transport Assessment Guidelines (TII, 2018) within the concept of a 10-minute City addressing:

- o Walking,
- o Cycling,
- o Public transport
- o Motorised transport
- o Carparking strategy/Car parking demand management

**C5B** To implement the recommendations of the Local Transport Plan for Kilkenny city once adopted.

## 5.4 Integration of Land Use Planning and Transport

The integration of land use and transportation is a fundamental principle of the National Planning Framework and the Southern Regional Spatial and Economic Strategy. The aim is to reduce the overall demand for transport by promoting a more efficient land use pattern where suitable land uses are located closer together.

*See Volume 1 Section 12.3 Integration of Land Use Planning and Transport*

The mainstay of this plan is the principle of the further development of Kilkenny as a 10-Minute City, which will be elaborated upon in this chapter.

### 5.4.1 The 10- Minute City Concept

Of the ten key National Strategic Outcomes of the National Planning Framework there are three that are particularly relevant to the 10-minute city concept. These are:

- **Compact growth** - managing growth to create attractive well-connected places
- **Sustainable mobility** – through transition to sustainable travel modes and
- **Enhanced amenities and heritage** – creating attractive cities and towns



At a regional level the RSES implements these key National Strategic Outcomes with its own Strategy Statements<sup>39</sup>. It goes further with RPO 176 stating that:

*“It is an objective to attain sustainable compact settlements with the “10-minute” city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes”.*

Kilkenny County Council and the former Borough Council had recognised the compact nature of the City and introduced the concept of the 10-minute city in the 2014 -2020 City Plan. The concept of the 10-minute city is that residents of the city can access the local services they require such as shops, schools, or local parks within a 10-minute cycle or walk from their homes. In simple terms, Kilkenny is approximately 3km wide and 4.5km long. Few journeys undertaken within the city should be more than 2.5 km in length; and assuming an average cycle speed of 15 km per hour, that equates to approximately 10 minutes.

Historically, since the 1970’s, Kilkenny city has been planned in a compact form with the concept of the neighbourhood model based around the central core. This model has been adapted to adjust to circumstances and continues in this current Plan.

The Mobility Land use objectives and Development Management Requirements from Volume 1 are repeated here for convenience with an additional objective 12Aa solely for the City (see Section 12.3.2 Volume 1).

#### 5.4.2 Land Use Objectives

##### Objectives

- C5C To map and identify infrastructural requirements to support the ‘10-minute’ city concept within the City.
- C5D To promote compact urban forms close to public transport corridors to encourage more sustainable patterns of movement.
- C5E To undertake appropriate traffic management measures within the City to reduce congestion and minimise travel times.

**The Council will continue to plan for a sustainable, integrated and low carbon transport system by enhancing the transport infrastructure in terms of public transport, cycling and pedestrian facilities and connecting the different modes as the opportunity arises.**

##### Development Management Requirements:

- All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift;

<sup>39</sup> Southern Regional Assembly Regional spatial and Economic Strategy p 24

- In locations where the highest intensity of development occurs, an approach that is based on performance criteria in relation to car parking that seeks to achieve well-designed high-quality outcomes in order to achieve targeted growth will be applied.
- Infrastructure for Electric Vehicles will be integrated into developments;
- The design of all roads and streets within the urban areas within the 60 kph zone shall be as per the *Design Manual for Urban Roads and Streets* (DMURS), being the designated appropriate road design standards for such locations.
- Applications are to achieve a more place-based and integrated approach to road and street design in accordance with the four core principles promoted within the DMURS:
  - **Connected Networks:** Support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and with emphasis on more sustainable forms of transport;
  - **Multi-Functional Streets:** Promote multi-functional, place-based streets that balance the needs of all users within a self-regulating environment;
  - **Pedestrian Focus:** Quality of the street is measured by the quality of the environment user hierarchy with pedestrian considered first; and
  - **Multi-Disciplinary Approach:** Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

## 5.5 Modal share targets for Kilkenny City

The 2016 Census showed that households in the City Centre area have overall low levels of car ownership, with 40-50% of households not owning a car. Car ownership levels increase progressively moving out from the City Centre, with more than 90% of households on the outskirts of the City having at least one car available.

Car ownership is a key determinant of travel behaviour, inextricably linked to the availability of public transport and parking provision.

Figure MS2 below presents the mode share breakdown for commuting trips to work, school and college combined for the CSO defined Small Areas within Kilkenny Urban and Rural Electoral Divisions. It shows a dominant car mode share of 63.5%, which includes trips by car as driver and passenger. The second most used mode is walking which represents 23.3% of trips to work, school, or college throughout a 24-hour period. Public transport accounts for a small part of the total with 4%, however it is important to note that the new city bus services began operation in December 2019, after this data was collated.

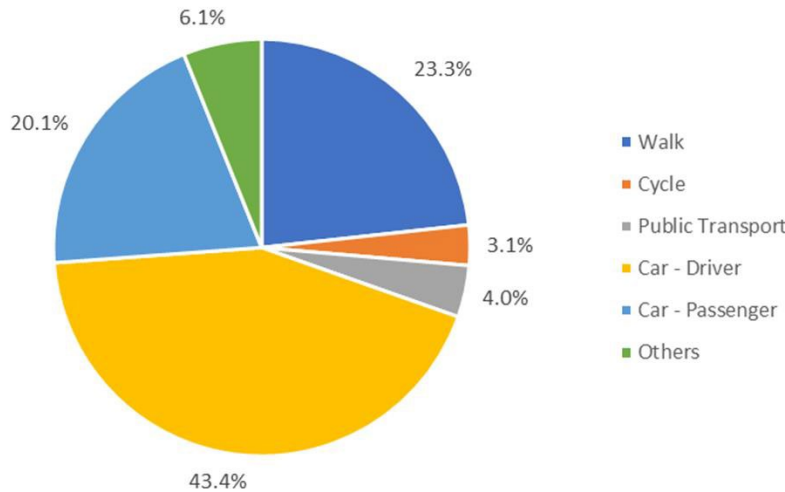


Figure MS2 Mode Share in 2016 Census

This Plan will set Modal share targets for Kilkenny City for the first time, based on an analysis of trends and current Government policy. The mode share targets, as set out in Table 4.1, are focused on internal trips, i.e. trips that have both an origin and destination within the City and Environs. In terms of sustainable modes, a 60% mode share target is set for the City and Environs for 2040, which is an approximate increase of 23% compared to the 2020 mode share. The development of multi-modal options has been based on these mode share targets.

Mode Share	Walk	Cycle	Public Transport	Car
2020 Internal Trips	26.57%	3.98%	6.81%	62.64%
2040 Target	35%	10%	15%	40%

### 5.5.1 Modal Share Objectives

**Objectives**

**C5F** Implement strategies to meet the modal share targets.

**C5G** To achieve a modal shift from the private car to walking or cycling in accordance with the targets in Table 4.1 for Kilkenny City. This target will be subject to any refinements which may arise through the Local Transport Plan for Kilkenny City.

### 5.6 Cycling and Walking

In line with national and regional policy, this Plan promotes cycling and walking as efficient, fast and relatively inexpensive forms of transport. Policies for achieving Compact Growth in Kilkenny city will re-focus the design of residential development so as to create an urban form which is more conducive to the provision of infrastructure for walking, cycling and public transport. The improved provision of alternatives to the private car should bring about a reduction in demand for private car journeys and

a commensurate increase walking, cycling and public transport. Providing public transport and a network of safe, well-lit and convenient footpaths and cycleways within residential areas with links to schools, local neighbourhood centres, public transport stops and workplaces will encourage walking and cycling.

National guidance and policy are set out in Volume 1 Section 12.5.

*See Volume 1 Section 12.5 Cycling and Walking*

### 5.6.1 Cycling within the City

Figure MS3 sets out the various cycling routes completed to date within the City.

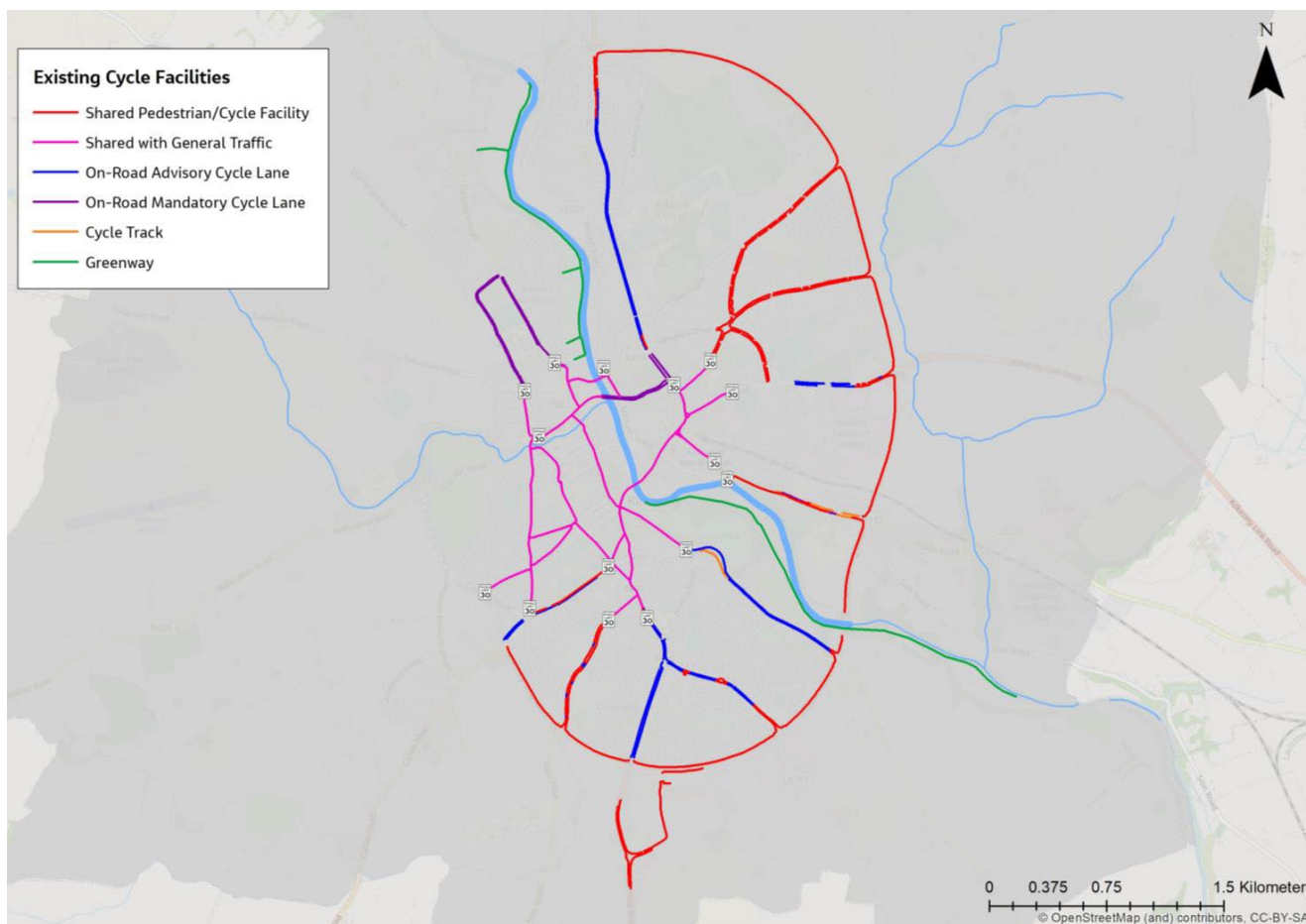


Figure MS3 Existing Cycling Facilities in Kilkenny city

For cycling purposes, the City falls into two spatial categories for cycling; the City Centre and the Suburban areas.

The **City Centre** is marked by 'Gateways' within which a 30kph speed restriction applies (See Figure MS4). These Gateways define the entry points into the city centre street and laneway network. Within this area there is traffic calming such as raised pedestrian crossings, road narrowings and 'special' surfacing – shared vehicle and cycle space with dedicated pedestrian footways.

**Suburban areas** are defined by the Ring Road and 50kph speed restriction. Within this there are separated vehicle and cycle space (i.e. cycle lanes or cycle tracks as appropriate) with dedicated pedestrian footways (or occasionally shared footway/cycleway).

Within the retail core and city centre, pedestrian and cyclist movements shall take precedence over vehicular traffic.

As described above, the Gateways demarcate the city centre within which pedestrians and cyclists should have priority. Gateways are defined by a variety of urban design and traffic management schemes.

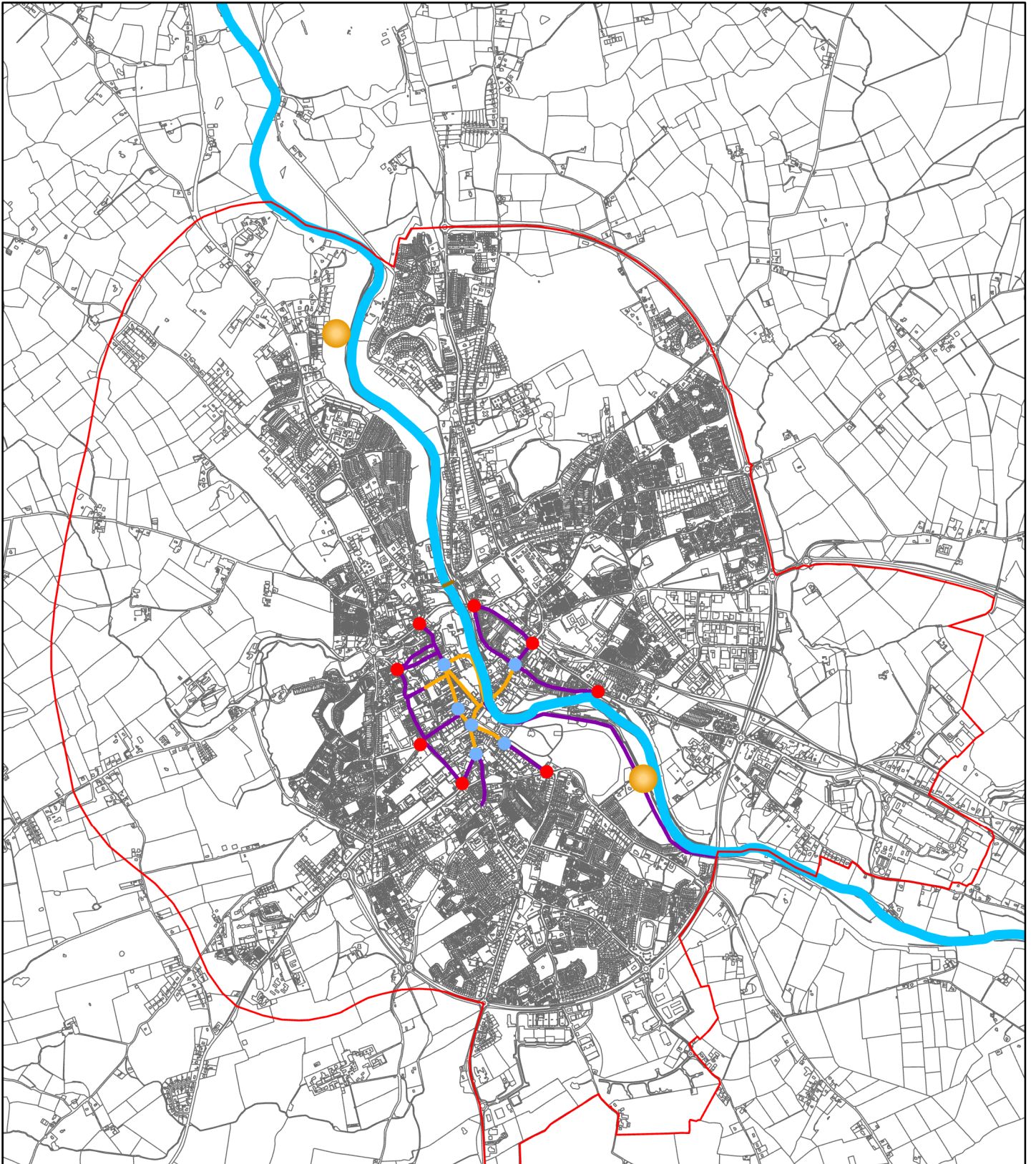
Key to the delivery of a successful cycle network is the provision of supporting infrastructure. Secure bike parking facilities have been provided at central destinations such as The Parade, John's Green, Bateman Quay, Kieran Street and High Street. Bicycle parking will continue to be required as part of any relevant development proposal. (See Section 12.5.1 Volume 1 for bike parking standards.)

### 5.6.2 Impact of Covid-19

A number of initiatives have been introduced as a response to the impact of Covid-19 on the City Centre. One of these has been the introduction of a one-way traffic system for Rose Inn Street, High Street & Bateman Quay with additional road space being allocated to pedestrian movement along Rose Inn Street and High Street.

This was introduced on an experimental basis from a recommendation of the Kilkenny City Task Force. The operation of the one-way system will be reviewed and monitored to assess whether such a system would be appropriate in the transport strategy for the City over the longer term.





Kilkenny City and County Development Plan 2021-2027

Figure MS4 Cycle and Pedestrian Infrastructure

Date: September 2021

- Kilkenny City Development Plan Boundary
- Indicative Future Pedestrian Crossing
- Proposed Pedestrian Walkway
- Shared surface
- Traffic calmed
- Gateway
- Pedestrian Portal



### 5.6.3 Cycling Objectives

- C5H** To further improve and enhance the network of cycling and pedestrian routes in accordance with the recommendations of the Kilkenny Local Area Transport Plan as resources permit.
- C5I** To develop a cycle route between the Eastern Environs and the Breagagh Valley.
- C5J** To investigate the provision of appropriate cycling facilities along the River Nore Linear Park connecting the north of the City with the east and south.
- C5K** To reduce the Council's carbon footprint through the implementation of the Council's own cycle scheme, which will encourage staff members to discharge their official duties in a more sustainable way.
- C5L** To invest in cycling and other Smarter Travel projects in support of the compact '10-minute city' concept.
- C5M** To monitor and assess the one-way traffic system introduced to Rose Inn Street, High Street and Bateman Quay to determine its suitability for the overall transport strategy for the City.

### 5.6.4 Walking

In general terms, new and upgraded main pedestrian links should be provided based on the following principles:

- **Connected:** Linking the places where people want to go.
- **Convenient:** Direct routes should follow desire lines, with easy to use crossings.
- **Comfortable:** Good quality footways with adequate widths and free of obstructions.
- **Convivial:** Attractive, well lit, and safe, with a variety of landscaping and views along the route.
- **Conspicuous:** Easy to follow routes with helpful signage.

#### 5.6.4.1 Pedestrian Priority

A key element of the Mobility Management Plan is the prioritisation of pedestrians and cyclists over vehicular traffic, within the gateways. This priority could take a variety of forms, including pedestrianisation and the concept of shared space. In some cases, the narrow street pattern of the medieval core does not allow for segregation, and in these instances, shared spaces are prioritised.

#### 5.6.4.2 Proposed River crossings

The Lady Desart Bridge now connects Bateman Quay to John's Quay. The pedestrian bridge under Ossory Bridge now connects the Boardwalk on the north side of the river to the Linear Park on the south. Three new linkages are proposed over the River Nore, connecting the existing pedestrian and cycle links, see Figure MS4.

The provision of a pedestrian bridge in the vicinity of Talbotsinch would connect the River Nore Linear Park to the Bleach Road and the north-eastern area of the City and the proposed biodiversity park at Dunmore (see Volume 1 Section 8.2.1.2). The provision of a boardwalk along Greensbridge, will connect the southern Nore Linear Park, to the northern element, through the Abbey Quarter Riverside Linear Park. Finally, the provision of an additional crossing located between John's Bridge and Ossory Bridge would connect St. Canice's campus to the River Nore Linear Park.

Various initiatives can contribute to an increase in walking and cycling. An example of this is the Walking bus, which consists of adults walking groups of pupils to and from school along set routes, with children joining the walking bus at various pick-up points along the route. This programme encourages children to walk, and so get used to this means of travel.

### 5.6.5 Laneways

Kilkenny City contains a network of back lanes connecting residential areas to the city centre. The Council proposes to avail of opportunities to undertake improvements of these lanes through surface treatments, lighting and reducing the use by vehicular traffic. Such works will facilitate greater use of these lanes by pedestrians and cyclists enlivening these lanes and encouraging economic activity opportunities.

### 5.6.6 Walking and Cycling Objectives

#### Objectives

- C5N** Complete the demarcation of the Gateways and prioritise pedestrian and cyclist movement within the Gateways.
- C5O** To progress plans for the provision of a pedestrian bridge at Talbotsinch, including the provision of access along the eastern bank of the river up from Greensbridge, to the proposed bio-diversity park at Dunmore as part of the River Nore Linear Park.
- C5P** Construct a Boardwalk at Greensbridge to link the River Nore Riverside Walk with the new Riverside Linear Park in the Abbey Quarter and onwards to the Canal Walk.
- C5Q** To progress plans for the provision of an additional pedestrian bridge between Ossory Bridge and John's Bridge to connect St. Canice's campus to the Canal Walk.

#### Development Management Requirements for Cycling and Walking

- Section 12.5.1 of Volume 1 sets out the detailed requirements for cycling and walking that planning applications must address as part of any planning application.



## 5.7 Public Transport

The development of public transport is critical in achieving more sustainable travel patterns and a reduced reliance on the car. The building out of public transport infrastructure is essential for reducing carbon emissions generally and it is expected that with a denser urban structure resulting from a more compact growth strategy, the use of public transport will become more economically viable, more prevalent and more desirable.

### 5.7.1 Bus Services

There are four forms of bus services that operate in the City. These are as follows:

1. Kilkenny City Bus Network
2. Hinterland & Inter city services
3. Coach tours
4. School bus services

#### 5.7.1.1 Kilkenny City Bus Network

In conjunction with the National Transport Authority, a Local Bus Service for Kilkenny City was launched at the end of 2019. The Kilkenny City Bus Services was referenced by the NDP as an urban centre that would benefit from capital investment in bus services and infrastructure. The service consists of two routes, KK1 and KK2, operated by City Direct and funded by the National Transport Authority (NTA). The two routes combined serve 33 stops, feeding into a central spine crossing St. John’s Bridge to the City Centre, sharing stops at Parliament Street, Market Yard and John Street Upper. Bus shelters are proposed to be rolled out along the two routes.

Both routes have circuitous alignments, designed to broaden their catchment areas including areas of high population density and low car ownership.

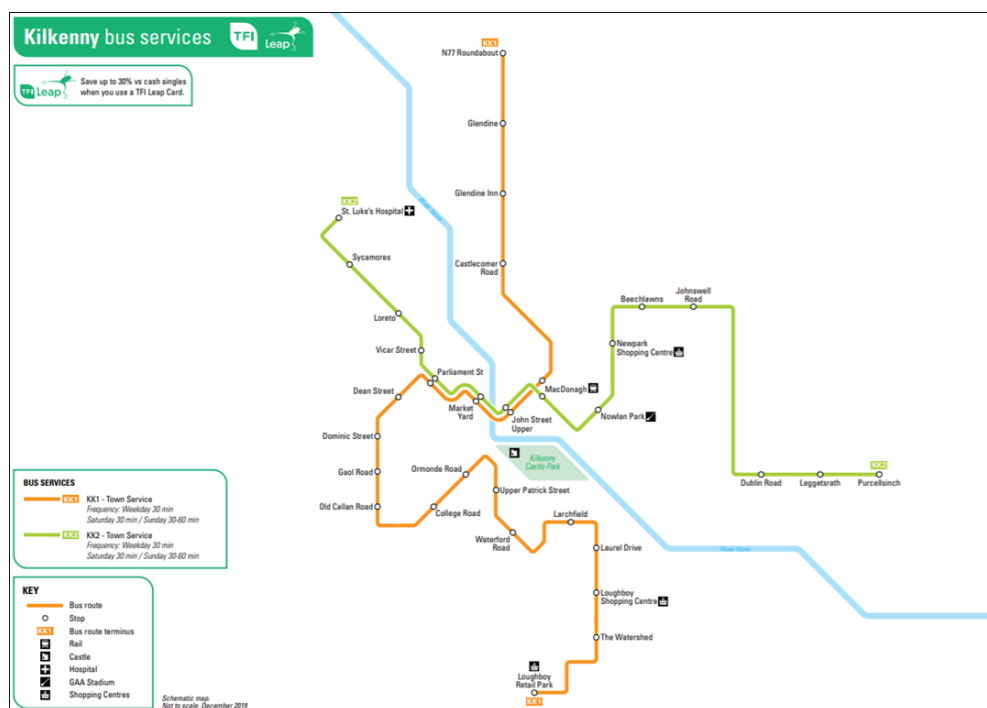


Figure MS5: Existing City Bus Service in Kilkenny City. Source: Transport for Ireland, 2019

### 5.7.1.2 *Hinterland and Inter-city Services*

The City is presently served by a number of bus connections to various towns within the county and by a number of inter-city services. In the main, these services set down and pick up passengers at the bus stop on Ormonde Road and at MacDonagh Junction. Bus Éireann and Dublin Coach operate services from MacDonagh junction and Railway station and at the bus stop on Ormonde Road.

As there is no formal transport hub in Kilkenny, most regional services stop at Ormond Road, the Parade/ Kilkenny Castle or MacDonagh Junction.

### 5.7.1.3 *Coach tours*

Coach tour buses are generally facilitated at the larger hotels or near Kilkenny Castle, on the Castle Road. A dedicated bus set down area was provided here during the period of the last Plan. The area of Irishtown and St. Canice's would benefit from additional coach facilities. The Abbey Quarter Partnership is proposing a temporary parking facility for Coach parking as a temporary use on one of the plots within the Abbey Quarter.

#### Objective

**C5Qa To identify a permanent coach park to serve Irishtown and the Abbey Quarter.**

### 5.7.1.4 *School services*

School services are generally well served in the city, either adjacent to individual schools or in bus bays such as the facility on Gaol Road. These services provide a vital social need and should be accommodated for the convenience and safety of students.

**The Council will facilitate the provision of bus shelters as appropriate as well as facilitate parking provision for tourist buses where feasible in the city as the need arises and as resources permit.**

## 5.7.2 Rail

Kilkenny City is connected to the Dublin to Waterford main passenger rail line via a spur from Kilkenny City to Lavistown just east of the City. MacDonagh Railway station, which is an Age-Friendly station, provides a hub for rail and bus services (See Zoning Objective Z6: MacDonagh Railway Station).

The RSES has the objective to strengthen rail connectivity, which includes increased frequency of services and reduced journey times between Waterford, Kilkenny City, Carlow and Dublin. The Council supports increased frequency of services and reduced journey times between Kilkenny City and other destinations on the Waterford/Dublin line thereby enhancing the economic corridor between Waterford Metropolitan Area and the Key towns of Kilkenny and Carlow.

## 5.7.3 Taxi

Taxis and hackney services are an integral part of the City's transport network. It is critical that the City is facilitated with adequate taxi services that are readily available at peak demand periods and provide a demand-responsive 24-hour door to- door service. The Council will continue to support

improvements in taxi and hackney services in the City and will seek to ensure that all public transport services complement each other through the development of effective interchange opportunities.

## 5.8 Road Network

### 5.8.1 Kilkenny City Network

A road and street hierarchy is essential in order to classify the function, shape and use of all roads and streets in the city. The Kilkenny City Centre Local Area Plan (2005) established a road and street hierarchy for the city centre which defines the function, shape and use of all roads, streets, lanes and slips. This hierarchy will form the basis for determining appropriate forms of traffic management.

The classification is based on criteria such as the available road and footpath space, the desirable and necessary volume of traffic, the potential pedestrian and cycle volumes, the surrounding environment and urban form and the destination of traffic on the route. In broad terms the classification in Kilkenny City can be described as follows:

Table 5.2: Classification of Streets within Kilkenny City	
Classification	Description
<b>Distributor Road</b>	Key routes generally providing both vehicular and pedestrian access to the City Centre or providing linkages around the City Centre
<b>Primary Streets</b>	Routes providing access to main car parks and main delivery routes and also carrying high pedestrian volumes
<b>Secondary Streets</b>	Predominantly providing local access for vehicles and potentially carrying relatively high pedestrian volumes
<b>Pedestrian Thoroughfares</b>	Links with high levels of pedestrian activity that are not serving as key vehicular routes
<b>Laneways</b>	Limited vehicular access routes serving as secondary pedestrian routes
<b>Slips</b>	Pedestrian only routes usually characterised by stepped formation

The Kilkenny Ring Road is a key part of Kilkenny’s road network, comprising the N76, N10 and N77. This orbital route bounds most of the built-up area, stretching from the south-west at Callan Road to the north at Castlecomer Road, as follows:

- N76: Callan Road Roundabout to Waterford Road Roundabout;
- N10: Waterford Road Roundabout to Hebron Road Roundabout including the Ossory bridge crossing over the River Nore; and
- N77: Hebron Road Roundabout to Castlecomer Road Roundabout.

There are ten roundabouts along the route connecting to radial routes such as R697, R910, R700, and R712 and a number of local roads providing access to residential areas and the Loughboy IDA Business and Technology Park. Connectivity across the Ring Road to employment areas such as Loughboy and

Purcellsinch requires improvement to align with the concept of the 10-minute City. This will be addressed in conjunction with the TII.

Four road bridges provide connectivity between eastern and western banks of the River Nore, as follows (from south to north):

- **Ossory Road Bridge:** (N10) Part of the Kilkenny Ring Road;
- **St. John’s Bridge**
- **St. Francis Bridge:** Footpaths and cycle lanes on both sides; and
- **Green’s Bridge:** Narrow footpath on one side.

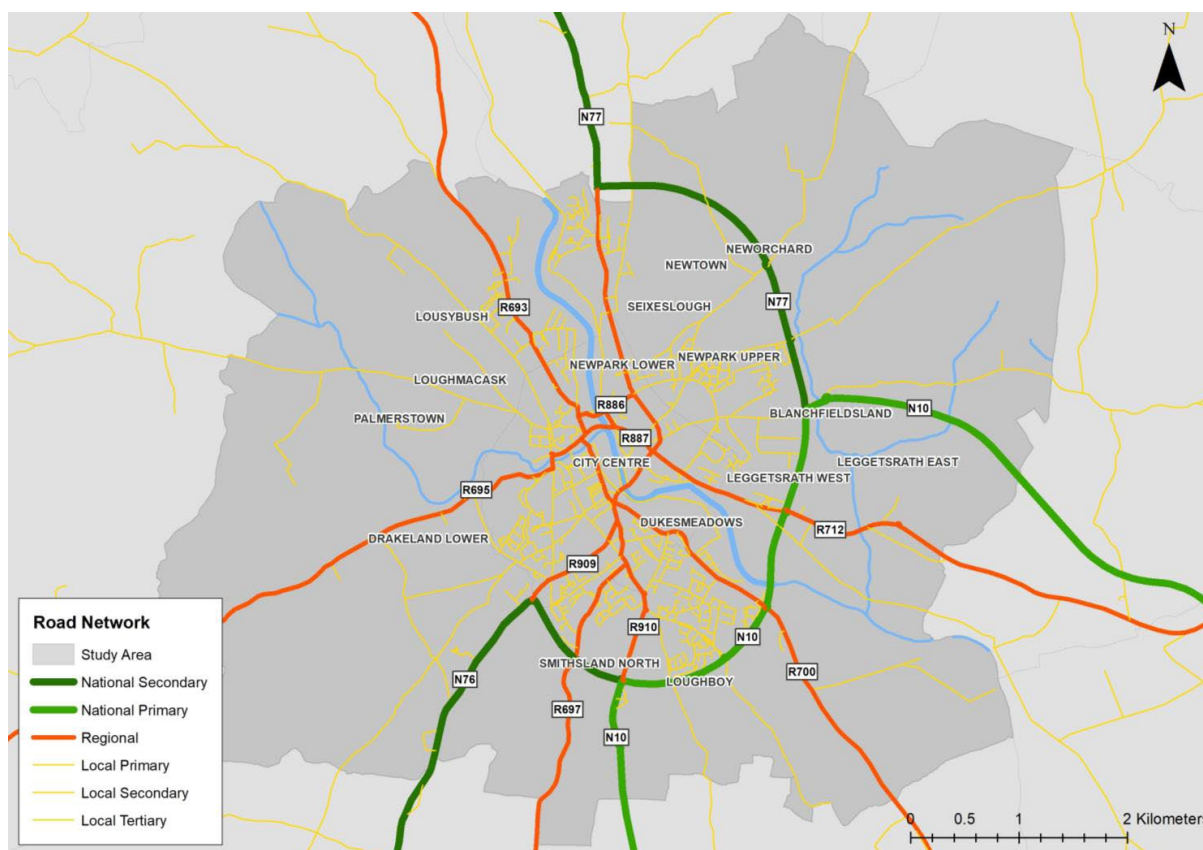


Figure MS6 Road Network

### 5.8.2 Achievements

Since the last Development Plan, the following roads projects have been completed in and around the City:

- Completion of the N76 Callan Road Realignment Scheme.
- Completion of phase 1 of the Kilkenny Central Access Scheme incorporating St. Francis Bridge
- Completion of R697 Kells Road Improvement Scheme.
- In the Breaghagh Valley, construction of the link road between the Callan Rd and the Circular road is underway.

### 5.8.3 Road Proposals

#### 5.8.3.1 *The Central Access Scheme*

Phase 1 of the Central Access Scheme was completed in 2016, comprising the construction of St. Francis Bridge, a single-carriageway road providing east-west connectivity over the River Nore. It also links the Abbey Quarter to the former Mart Site on the Castlecomer Road. Subsequent phases of the CAS will link the City Centre with the Breaghagh Valley/ Loughmacask neighbourhoods.

As part of the Loughmacask masterplan process, the line of the Central Access scheme within the masterplan area is under review. The Loughmacask masterplan is currently in progress and a draft plan will be published before the end of 2020. (See Section 2.2.4 Loughmacask.)

#### 5.8.3.2 *Breaghagh Valley Phase 1 Infrastructure scheme*

The Breaghagh Valley Phase 1 Road scheme will service the emerging Breaghagh Valley neighbourhood to the west of the city. This road is under construction from the Callan Road to the Kilmanagh Road and includes an upgrading of the Kilmanagh Road for approximately 800 metres west of the City. This will be completed in 2021.

#### 5.8.3.3 *Western Bypass*

The Western Bypass would complete the Ring Road of Kilkenny city, from the existing roundabout at the Castlecomer Road (N78) to the Callan Road (N76) and connect onwards to the Waterford Road roundabout. The length of this proposed road is approximately 7km and a line has been reserved for the future delivery of same. See Figure CS4 Zoning.

Phase 1 of the Western Bypass, the Kilkenny Northern Ring Road Extension, will connect the Castlecomer Road at Junction 10 to the R693 Freshford Road, approximately 2.5km north of Kilkenny City Centre, see Figure CS4 Zoning. The length of the proposed scheme is approximately 1.5km. The project will include for the provision of a bridge crossing over the River Nore and pedestrian and cyclist facilities will be incorporated along the City side of the scheme.

### 5.8.4 Access to National Roads

The national road network caters for the efficient and safe movement of long-distance traffic. The network also provides strategic links for the towns within the county and within the South-East region. In order to protect the investment in these roads and to maintain their primary function, it will be necessary to restrict access and junctions to the network in accordance with *Spatial Planning and National Roads - Guidelines for Planning Authorities*<sup>40</sup>.

---

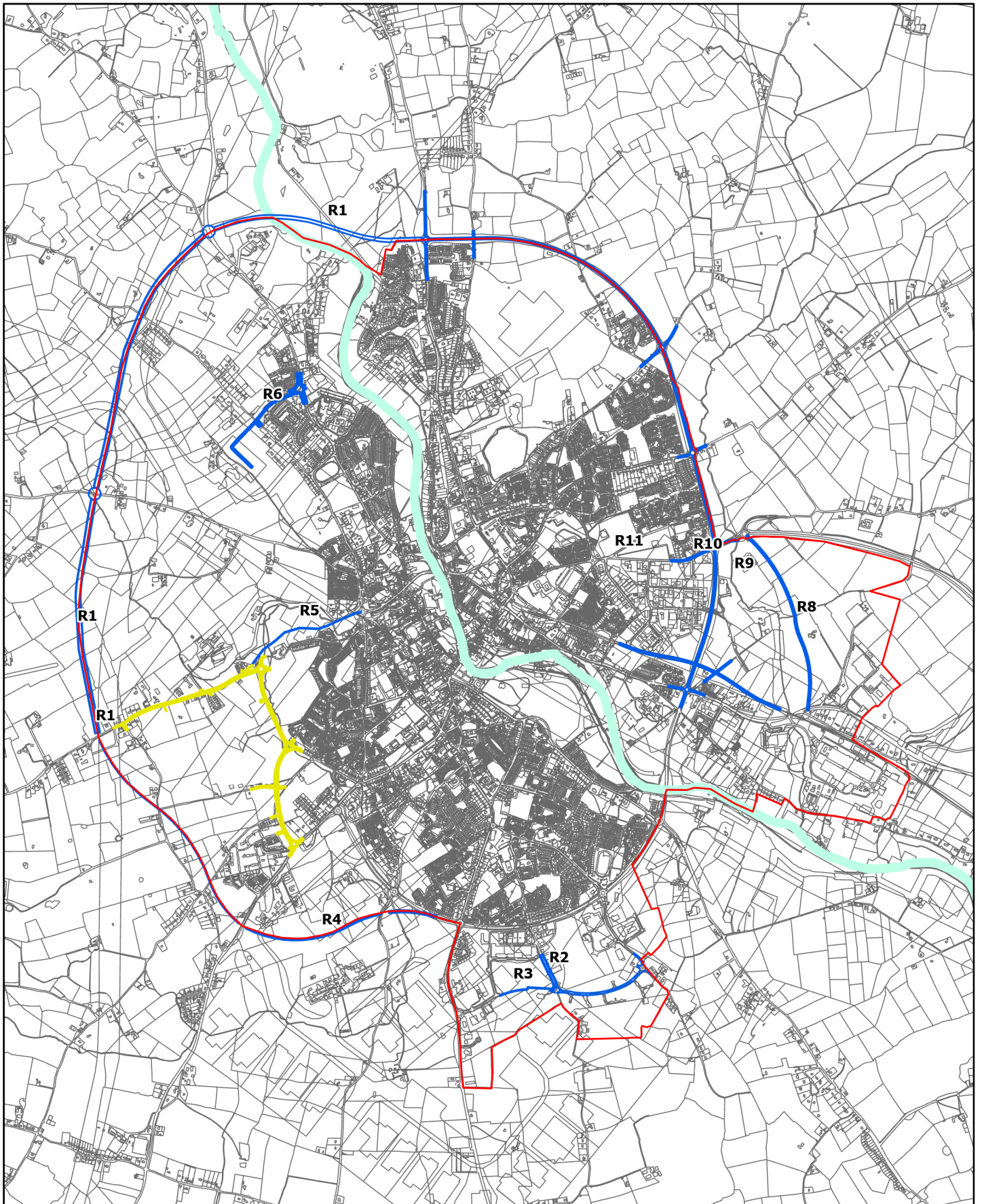
<sup>40</sup> *Spatial Planning and National Roads Guidelines for Planning Authorities*, 2012

### 5.8.5 National Road Objectives

- C5R** To develop and agree an appropriately planned policy response to access the N10 roundabout at Blanchfieldslands near Hebron House in Kilkenny City.
- C5S** To develop a link road from the roundabout at Blanchfields lands on the N10/motorway access roundabout to the old Dublin road (R712) in conjunction with TII.
- C5T** To investigate the provision of additional cycle and pedestrian crossing facilities to connect across the Ring Road, in conjunction with TII.

### 5.8.6 Road Objectives

- C5U** To implement the following Roads Objectives: (See Figure MS7 Road Objectives)
- R1:** 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.
  - R2:** Complete the Outrath Road Improvement Scheme and link the Bohernatounish Road to the Outrath Road.
  - R3:** 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.
  - R4:** Reserve the proposed line of a new road link from the Callan Road to the Waterford Road roundabout free from development.
  - R5:** Reserve the line of Phase 2 of the Central Access Scheme from the Waterbarrack roundabout to the roundabout on the Kilcreene Road.
  - R6:** Provide for a road connection from the Freshford Road to the site reserved for a proposed secondary school within the Loughmacask masterplan area.
  - R7:** To progress the route selection, planning and development of a road connecting the R695 Kilmanagh Road to the R693 Freshford Road.
  - R8:** 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.
  - R9:** 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.
  - R10:** To provide a second entrance to the Hebron Business Park from the Hebron Road.
  - R11:** To implement the traffic strategy and road cross sections for the Hebron area in accordance with the *Hebron Road Urban Design Strategy*.



Kilkenny City and County Development Plan 2021-2027

Figure MS7 Kilkenny City Roads Objective

Date: September 2021

- Kilkenny City Development Plan Boundary
- Proposed Roads (Roads Objective)
- Roads Under Construction

**The Council will continue to maintain, develop and improve existing roads and to construct new roads as needs arise and resources permit in accordance with the Annual Roadworks programme.**

## 5.9 Car parking

### 5.9.1 Kilkenny Parking Options Study

Kilkenny is served by approximately 4,500 parking spaces, on-street and off-street, public and private. Most of these spaces are located in proximity to the commercial and retail core, drawing vehicular traffic into these areas such as The Parade and High St. At present, there are no Park and Ride facilities in the City. A *Parking Options Study*<sup>41</sup> was carried out in 2017. The purpose of this Study was to assess the parking requirement to serve the Abbey Quarter development and the City Centre more generally, including the Medieval Mile and to identify potential options for the provision of car and bus/coach parking facilities for the future.

The Study stated that 600 spaces of the estimated 1,812 required over the life of the Abbey Quarter development, can be accommodated for within existing carparks that have spare capacity. A number of options were put forward for consideration but no final decision was made as to the preferred options.

As part of the Kilkenny Local Transport Plan parking demand and the provision of car parking will be addressed. (See Section 5.1 Introduction above.)

#### **Car Parking Development Management Standard**

Section 12.12 Car Parking of Volume 1 covers in detail the parking requirements for various types of developments. It should be noted that car parking standards as described within Table 12.3 are considered to be maximum standards and not minimum standards within this Plan.

These standards will be applied to the Kilkenny City area as well as to the rest of the County.

While the provision of sufficient car parking is important, the rationale for the application of car parking standards is to ensure that consideration is given to the accommodation of vehicles in assessing development proposals. The Council will also take into account the need to promote a shift towards more sustainable forms of transport and that rigid standards for car parking may not be applicable in all circumstances in the City. The Council will look at performance-based criteria appropriate to the specific circumstances.

The car parking standards will be reviewed as part of the Local Transport Plan for the City (See Section 5.3 Local Transport Plan).

---

<sup>41</sup> RoadPlan Consulting, *Parking Options Assessment for Abbey Creative Quarter Kilkenny*, 2017



## 6 Kilkenny City: Placemaking

### 6.1 Introduction

The National Strategic Outcomes in Chapter 1, and the National Policy Objectives in Chapter 2 of the NPF set a Framework to make our cities, towns and villages the places where many more people choose to live, as well as to work and visit, by 2040<sup>42</sup>.

Place-making is a multifaceted approach to improving and creating quality places. It focuses on the interaction between people and the urban environment and achieving a high quality of life, sense of place and belonging. It is supportive of and overlapping with the concept of sustainable towns and cities. Planning and urban design play a central role in realising quality places.

### 6.2 The Making of Quality Place

It is the policy of the Council to make Kilkenny city a more attractive and 'liveable' place that will offer a quality of life that more people are willing to choose in the years ahead.

An important policy of the Council is to revitalise the City and the spaces within it through creative and regenerative place-making, to assist in the delivery of compact growth.

Building on the policies of the previous plans<sup>43</sup> the Council has embarked on an ambitious regeneration of the Abbey Quarter area within the City with a *Masterplan*<sup>44</sup> and an *Urban Design Code*<sup>45</sup>.



<sup>42</sup> Government of Ireland, *National Planning Framework*, 2018, page 54

<sup>43</sup> Kilkenny City Centre Local Area Plan 2005

<sup>44</sup> Kilkenny County Council, *Urban Design Framework Masterplan for Abbey Creative Quarter, Kilkenny*, 2015

<sup>45</sup> Kilkenny County Council, *Abbey Quarter Urban Design Code*, 2018

Quality places share some common characteristics such as:

- A strong character and sense of place
  - which has cultural, built and natural heritage understood, valued and enhanced
- A rich diversity of functions and activities
  - underpinning viability and vitality.
- A well-connected network of streets and spaces of high quality for all users
  - which promotes urban life, community coherence and sense of shared ownership.
- Prioritising walking, cycling and public transport
  - to reduce our reliance on the car, thereby contributing to health and wellbeing.

There are also critical links between the quality of urban place-making and business investment/job creation. Place-making is identified as a key differentiator in *Enterprise 2025, Ireland's National Enterprise Policy 2015-25*. It is a priority of the enterprise strategy to “realise the full potential of our regions through investments in place-making – developing places that are attractive for business investment and for people to live and work”<sup>46</sup>.

#### Strategic Objectives

The Strategic Objectives related to placemaking as stated for Kilkenny County are also applicable to Kilkenny City and these (objectives 6A and 6B) are set out in Chapter 6, Volume 1 of the Plan.

## 6.3 Residential Development

### 6.3.1 Housing Provision

As part of the preparation of the Housing Strategy a Housing Needs Demand Assessment was undertaken to inform key decisions on housing need and supply in Kilkenny City.

The needs of various groups, including the homeless, travellers and older persons are addressed as part of the Housing Strategy. This Strategy is incorporated into the Development Plan in Appendix B, which informed the Core strategy for the City which contains the details on the provision of land zoning to accommodate the projected population growth. The availability of zoned land is not expected to act as a constraint over the course of the Development Plan 2021– 2027. Please refer to the Core Strategy for Kilkenny City.

The principal features to emerge from the analysis presented in this housing strategy, applicable to Kilkenny City are as follows:

---

<sup>46</sup> Department of Business, Enterprise and Innovation *Enterprise 2025 Ireland's National Enterprise Policy 2015-25*, March 2018, page vii

- Based on the *Roadmap for the National Planning Framework* and the [Regional Spatial and Economic Strategy](#), for the period 2016 to 2027, housing provision for a total of 3,641 additional people, representing approximately 1,324 new households will need to be provided for to meet the population targets set for Kilkenny City in the NPF and RSES.

### 6.3.1.1 Social Housing

The existing local authority waiting list for Kilkenny City is c.1,093<sup>47</sup>. Current social housing projects comprise 389 social units under construction or planned for Kilkenny City. Currently 55% of the County's social housing demand is in the city, and it is expected that this would continue into the future. The majority of houses required are one (430 no.) and two-bedroom (428 no.) units.

It is the view of the Planning Department that the requirements of Part V of the Planning and Development Act, 2000 in relation to any particular site should be incorporated into any development proposal at an early stage in the development process. The Council will therefore require housing developers to whom the 10% requirement will apply to discuss the likely terms of Part V agreements at pre-planning consultations. Both the Council and the developer would thus have a common understanding of the nature of the likely agreement before detailed designs are prepared for any planning application.

Conditions attached to planning permissions for residential development will require developers to enter into an agreement with the Council in relation to the provision of social housing in accordance with the housing strategy.

### 6.3.1.2 Universal Design

Given the wide diversity of the population, a universal design approach, which caters for the broadest range of users from the outset, can result in buildings and places that can be used and enjoyed by everyone. That approach eliminates or reduces the need for expensive changes or retrofits to meet the needs of particular groups at a later stage.

In all development proposals it will be the policy of the Council to promote Universal Design and Lifetime Housing in accordance with best practice and the policies and principles contained in *Building for Everyone: A Universal Design Approach*<sup>48</sup> and *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)*, 2009<sup>49</sup> and its companion document *Urban Design Manual: A best practice guide*<sup>50</sup>.

---

<sup>47</sup> Housing Section, April 2020.

<sup>48</sup> National Disability Authority, [Building for Everyone: A Universal Design Approach](#), 2012

<sup>49</sup> Department of Environment, Heritage and Local Government, *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)*, 2009

<sup>50</sup> Department of Environment, Heritage and Local Government, *Urban Design Manual: A best practice guide*, 2009

### Housing Objectives

- C6A** To implement the provisions of the Housing Strategy contained in Appendix B.
- C6B** To require 10% of the land zoned for residential use, or for a mixture of residential and other uses, be made available for the provision of social housing.
- C6C** To require that a mixture of residential unit types and sizes are developed to reasonably match the requirements of different categories of households within the city and county.
- C6D** To implement the provisions of the Traveller Accommodation programme 2019-2024 and any updates thereof.

### Housing Development Management Requirements

Quality in the context of urban development means the development of a high-quality built environment through the promotion of high-quality urban design. The Council will have regard to and apply the *Sustainable Residential Development in Urban Areas* and its companion document *Urban Design Manual: A best practice guide*<sup>51</sup>, in assessing and dealing with housing developments.

For good place making, all design should accord with best practice and address the 12 Criteria for Assessment as set out in the *Guidelines for Sustainable Residential Development*<sup>52</sup>. These criteria will be used at pre-application meetings and in the assessment of planning applications as required.

#### The 12 Criteria are:

- 1. Context:**
  - How does the development respond to its surroundings?
- 2. Connections:**
  - How well is the new neighbourhood / site connected?
- 3. Inclusivity:**
  - How easily can people use and access the development?
- 4. Variety:**
  - How does the development promote a good mix of activities?
- 5. Efficiency:**
  - How does the development make appropriate use of resources, including land?
- 6. Distinctiveness:**
  - How do the proposals create a sense of place?
- 7. Layout:**
  - How does the proposal create people-friendly streets and spaces?
- 8. Public realm:**
  - How safe, secure and enjoyable are the public areas?

<sup>51</sup> Department of Environment, Heritage and Local Government, *Urban Design Manual: A best practice guide*, 2009

<sup>52</sup> Department of Environment, Heritage and Local Government, *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)*, 2009

**9. Adaptability:**

- How will the buildings cope with change?

**10. Privacy / amenity:**

- How do the buildings provide a high-quality amenity?

**11. Parking:**

- How will the parking be secure and attractive?

**12. Detailed design:**

- How well thought through is the building and landscape design?



Fig 6.1 12 Criteria for assessment<sup>53</sup>

**Development Management Requirements:**

- To ensure that all new housing developments and developments for renewal which includes housing, includes a mix of housing types to maximise the range of housing options in each new development and to prevent the proliferation of limited option house types in any particular area.
- To seek that all new private residential developments on zoned lands in excess of 20 residential units provide for a minimum of 10% units that can be converted to Universal Design standards in accordance with the requirements of the 'Building for Everyone: A Universal Design' developed by the Centre for Excellence in Universal Design (National Disability Authority).

<sup>53</sup> Department of Environment, Heritage and Local Government, [Urban Design Manual: A best practice guide](#), 2009

Further details of the standards and requirements for residential developments are set out in Volume 1, Chapter 13 Requirements for Development.

### 6.3.2 Housing Protection Areas

A number of Housing Protection Areas in the central city area were identified in the last plan, within which any change of use from residential units would be strictly resisted. To ensure a vibrant city centre, it is essential to maintain and facilitate an increase in its residential population. Therefore these housing protection areas will be maintained, and are illustrated in Figure PM2. The Council will resist the change of use of residential units in the designated 'Housing Protection Areas'.

## 6.4 Infill Development

In considering proposals for infill development within the City, the Council will also have regard to the *Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines*.

"Infill" residential development may range from small gap infill, unused or derelict land and "backland" areas, up to larger residual sites or sites assembled from a multiplicity of ownerships. Sub-division of sites can be achieved where large houses on relatively extensive sites can accommodate new residential development without unduly impacting the existing residential amenity. "Backlands" development generally refers to lands to the rear of existing dwellings which may, with the appropriate coordinated access and service interventions, give rise to opportunities for new development. New developments, particularly in established built up areas can only be developed with the appropriate consideration of existing neighbouring amenity.

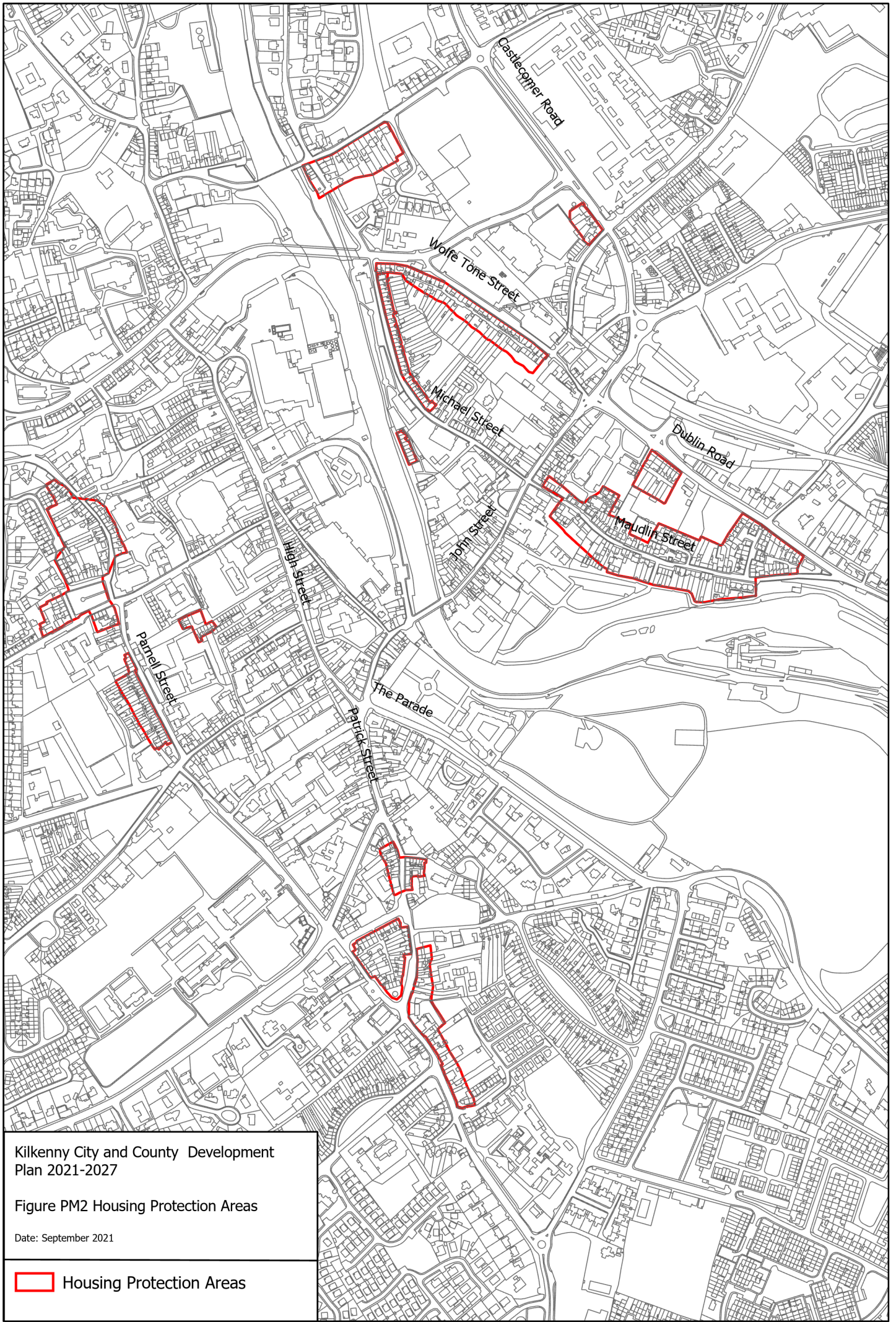
Availing of development opportunities for infill sites will need to be sensitive to the potential of them imposing on existing neighbouring structures in terms of encroachment, overlooking and overshadowing. The potential for the development of such sites, which includes backland locations, should be considered on a site by site basis and will only be acceptable where the developer can show that the development is able to comply with certain minimum requirements.

In order to advance this process in Kilkenny City a study of the opportunities that exist with accompanying guidance will be carried out.

**It is Council policy to facilitate infill development where minimum requirements can be met and where the proposed development will not materially impact the residential amenity or character of neighbouring developments.**

#### Objective

**C6E To compile an analysis and a development guidance criterion with recommended interventions for housing opportunities in Kilkenny City's backland areas, underutilised lands and brownfield sites.**



Kilkenny City and County Development  
Plan 2021-2027

Figure PM2 Housing Protection Areas

Date: September 2021

 Housing Protection Areas

## 6.5 Active Land Management

### 6.5.1 Vacant Sites

The Council engages in active land management in order to incentivise the development of vacant or idle sites identified as “regeneration land” or “residential land”, with a view to bringing such sites into beneficial use. This ensures the maximising the impact of public funds and expenditure on infrastructure.

Volume 1, Section 6.6 Vacant Site Levy sets out the position as a whole for the City and County.

The Vacant Site Levy can be imposed by planning authorities under certain conditions in designated areas where sites remain vacant and site owners/ developers fail to bring forward reasonable proposals, without good reason, for the development/reuse of such property in line with the provisions of the relevant local area or development plan.

In the case of regeneration land the owner must at a minimum bring forward proposals to ensure the land is not having a negative impact on the character of the area.

The Council will continue to examine lands within the City and County, as appropriate as part of its active land management strategy for the purposes as set out in the Urban Regeneration and Housing Act 2015, in relation to the Vacant Site Levy. The Vacant Sites Register is maintained and reviewed on an annual basis.

#### Objective

**C6F To promote the redevelopment and renewal of areas identified having regard to the core strategy, that need regeneration, in order to prevent:**

- i. adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land,**
- ii. urban blight and decay**
- iii. anti-social behaviour, or**
- iv. a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.**

The levy may be applied to all identified ‘Regeneration’ land and ‘Residential’ land in existing land use zonings. Land in the residential category must be served by the public infrastructure and facilities to enable housing to be provided and serviced. In particular, the areas covered by the following zoning objectives are considered to constitute regeneration land:

- General Business
- Mixed Use
- Business, Industry and Technology Parks/Business Park
- Community Facilities



Other regeneration zonings may be identified in relevant Local Area Plans.

### Objective

**C6G To identify vacant sites where appropriate zoning applies and maintain and update a Vacant Sites Register in the plan area for the purpose of the Vacant Site Levy.**

## 6.5.2 Derelict Sites

Derelict sites are controlled under the Derelict Sites Act 1990. A “derelict site” means any land which detracts, or is likely to detract, to a material degree from the amenity, character or appearance of land in the neighbourhood of the land in question because of;

- a) the existence on the land in question of structures which are in a ruinous, derelict or dangerous condition, or
- b) the neglected, unsightly or objectionable condition of the land or any structures on the land in question, or
- c) the presence, deposit or collection on the land in question of any litter, rubbish, debris or waste, except where the presence, deposit or collection of such litter, rubbish, debris or waste results from the exercise of a right conferred by statute or by common law.

The Council will continue to use its powers under the Derelict Sites Acts to ensure that sites in urban and rural locations which are deemed derelict are investigated and remedied subject to available resources.

The Council will continue to encourage the return of existing housing stock and its refurbishment through the continued work of the Vacant Homes unit.

## 6.6 Education & Childcare

### 6.6.1 Childcare Facilities

The provision of childcare and early education facilities is recognised as a strategic piece of social infrastructure required to enhance children’s early learning experiences and enable people to participate more fully in society, particularly in accessing employment, education and social networks. National policy on childcare facilities is set out in *Childcare Facilities Guidelines for Planning Authorities*<sup>54</sup>. Government planning policy on childcare is to improve the quality of childcare services for the community. The primary role of the Planning Authority is to facilitate childcare facilities in appropriate locations to high development standards. The Guidelines identify appropriate locations

---

<sup>54</sup> Department of Environment and Local Government, *Childcare Facilities Guidelines for Planning Authorities*, 2001.

for childcare facilities including in the vicinity of concentrations of work places, of schools, of neighbourhood, district and town centres and adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways.

Kilkenny Council has worked with the Kilkenny County Childcare Committee, to improve the quality, provision and affordability of childcare in the city and county, and will continue to work with the County Childcare Committee in responding to the changing needs of society in terms of childcare demand and services.

The Planning Authority will ensure that any new facilities are suitably located, are of a high quality and are inclusive of all children, including children with disabilities. Developers are encouraged to liaise with the County Childcare Committee in advance of preparing planning applications in order to ascertain the local requirements. In so far as possible, the provision of childcare and early childhood education facilities should be adjacent to, or co-located with, other facilities required for other community use.

**The Council will facilitate the provision of childcare and early childhood education facilities in a sustainable manner in appropriate locations which include the following: larger new housing estates, industrial estates and business parks, in the vicinity of schools, neighbourhood and district centres and adjacent to public transport facilities.**

The Council will assess, in conjunction with the Kilkenny County Childcare Committee and the Local Community Development Committee, the continuing needs around childcare and related facilities and review progress on the provision of same during the period of this Plan.

***Childcare Development Management Requirements:***

The Council will implement the *Childcare Facilities Guidelines for Planning Authorities*. Where a large housing development is proposed, i.e. seventy-five houses or more the planning authority will require the provision of a purpose-built unit for childcare on the site which shall have regard to the existing level of childcare provision in the area. The Council will operate this requirement in a flexible manner.

In general, childcare facilities will be assessed on the following:

- The suitability of the site/premises for the type and size of facility proposed, taking into consideration the effects on the existing amenities of the area.
- Adequacy of vehicular and pedestrian access and parking provisions, which may be required to include satisfactory and safe collection/drop-off areas where appropriate, for both customers and staff where it is merited by the scale of the development and the resultant intensity of vehicular movements.
- Provision of an adequate outdoor play area within the curtilage of all full day care facilities. This outdoor play area shall be located to have minimum impact on the amenity of surrounding properties, particularly in residential areas and should also be separate from car parking and service areas.

- The design of the structure and capability of it being assimilated satisfactorily in to the built environment.
- Ease of accessibility for all.

Applications for crèches, playschools and pre-school facilities shall comply with the *Childcare Facilities Guidelines for Planning Authorities*, Child Care (Pre-School Services)(No. 2) Regulations 2006 and the Child Care (Pre-School Services) (No2) (Amendment) Regulations 2006 and We Like This Place - Guidelines for Best Practice in the Design of Childcare Facilities (2005) (or any such other relevant standards and legislation that may be enacted) and shall be accompanied with information in relation to details of the proposed opening times, proposed number and age range of children, proposed number of staff, internal floor areas devoted to crèche, excluding areas such as kitchens, toilets, sleeping and other ancillary areas, details of external play areas and car parking arrangements for both parents and staff.

### 6.6.2 Primary & Post-Primary Schools

Census 2016 results show that the City's level the population increased by 2,089 or 8.52% from 2011 to 26,512. This Plan provides for a population increase of 3,641 to 30,153 in 2027. The 2016 Census recorded that the age cohort in the city of 5-17 increased by 381 persons (9.5%) during this intercensal period.

At present there are two new secondary schools planned for the Breagagh Valley Neighbourhood for which land has been reserved. These are currently at design stage. A site for a new primary school site has also been identified for the Breagagh Valley and lands reserved accordingly.

A school site has been identified in the Loughmacask area for the relocation of the CBS secondary school from its current location in James Street.

In addition to these new sites, redevelopments are also planned for the St. Canice's primary school on the Granges Road and the Presentation Secondary School in Loughboy within their existing sites.

**The Council will continue to liaise with the Department of Education and Skills, and all providers of education, to assist in the development of adequate education centres, and to identify and facilitate the provision of suitable sites for new educational facilities as the need arises throughout the City.**

#### Objective

- C6H To secure the development of two ETB secondary schools in the Breagagh Valley neighbourhood in Kilkenny City during the lifetime of the plan.
- C6I To secure the development of a new primary school in the Breagagh Valley neighbourhood in Kilkenny City during the lifetime of the plan.
- C6J To secure the relocation of the CBS secondary school from James Street to a new site in the Loughmacask masterplan area.

### 6.6.3 Third and fourth Level Education

The case for a third/fourth level education facility as part of the new Technical University for the South East covered in Volume 1 Section 5.4 Third Level Educational Facilities.

Kilkenny County Council has proactively supported the case for the establishment of a multi-campus Technological University of the South East (TUSE). This is an objective of the Local Economic & Community Plan (LECP) (as per action 4.6), and has been prioritised by the Council's Strategic Policy Committee (SPC) for Economic Development, Tourism and Enterprise Supports. This has also been supported through appropriate objectives in previous development plans.

A joint venture between Kilkenny County Council, Waterford Institute of Technology (Telecommunications Software & Systems Group or TSSG) was successfully established on St Kieran's College campus previously which is a 3rd/4th level Research and Innovation unit. The centre focuses on next generation internet services and service innovation.

The Centre for Design (C4D) is funded under the Enterprise Ireland Regional Enterprise Development Fund (REDF), C4D is a design innovation hub that helps companies to conceptualise, innovate, build and test new products and services through critical problem-solving methodologies and design thinking concepts.

The Precision Agriculture Centre of Excellence (PACE), was established in Kilkenny City through Waterford Institute of Technology with assistance from Kilkenny County Council. It is a new digital innovation hub in Kilkenny which will drive digital transformation of Europe's agri-food sector.

There is a convincing educational, social and economic case for locating tertiary/higher education and training provision in Kilkenny<sup>55</sup>. The proposal for a third level campus in Kilkenny aligns well with regional policy, especially as regards providing counterweights to Dublin, based on making the South-East region more attractive than it currently is. Leveraging the advantages of smart specialisation, which is based on maximising regional expertise for national and global competitiveness, would be essential. The proposal also aligns with government policy across education.

#### Objective

**C6K To secure the development of a third and/or fourth level campus(es) within Kilkenny city as part of the development of a Technological University for the South East.**

<sup>55</sup> From Charter to Framework: The Case for Higher Education Provision in Kilkenny April 2018.

## 6.7 Health and well-being

Planning has an important role to play in promoting and facilitating active and healthy living patterns for local communities and in promoting well-being. A range of measures are included in this Plan to promote active and healthier lifestyles including:

- Pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority (See Volume 1 Chapter 12);
- Public open spaces are located and delivered in a way that ensures they are capable of being easily reached on foot or bicycle by routes that are secure and of a high standard and that take biodiversity issues into account in their design (See Volume 1 Chapter 8);
- Any new workplaces are linked to walking and cycling networks (See Volume 1 Chapter 12); and
- Play areas are designed to encourage varied and physically active play (See Volume 1 Chapter 13)

Healthcare and medical facilities are provided by a range of public, private and voluntary agencies within Kilkenny City and County. The Health Service Executive is the primary organisation responsible for the delivery of health care and personal social services to the people of Kilkenny. With the scale of increase in population, and the recent Covid-19 pandemic, it is to be expected that there will be a demand for more healthcare and medical facilities within the city and county to cater for the resident population.

The primary role of the Planning Authority with regard to health care is to ensure that there is an adequate policy framework in place inclusive of the reservation of lands should additional services be required. Future provision should be planned and implemented in concert with residential development, especially where this is undertaken in the context of Local Area Plans. The Planning Authority will reserve sites within appropriate settlements for health care facilities in consultation with the HSE.

The SláinteCare Implementation Strategy<sup>56</sup> presents a ten-year vision to transform Ireland's health and social care services. The Sláintecare Implementation Strategy is the framework for a system-wide reform programme. It sets out the direction for the next ten years and actions to be taken in the first three years of the Sláintecare implementation process. The focus is on establishing the building blocks for a significant shift in the way in which health and social care services are delivered in Ireland.

Healthcare facilities may include health centres, day centres, community nursing units, family resource centres, nursing homes/convalescent homes, community residences, sheltered workshops, activation centres and residential facilities for children and adolescents. These facilities require locations which are integrated with new and existing communities and which are easily accessible.

There is an existing primary health care centre on the Granges Road in Kilkenny city. The construction of a Primary Care unit at Newpark is underway.

---

<sup>56</sup> Government of Ireland, *SláinteCare Implementation Strategy*

### **6.7.1 Hospitals**

St. Luke's General Hospital and Lourdes Orthopaedic Hospital, Kilcreene are the two public hospitals located in the city and serving the county and wider catchment. St. Luke's General Hospital recently completed improvement works to include a new emergency department, a new medical assessment unit and a new day-services ward.

In addition to these facilities, private operators provide healthcare facilities at Aut Even Private hospital on the Freshford Road.

St. Canice's campus and its grounds comprise a significant land bank within the city. At present it contains the offices of the Health Service Executive, Lacken pitch and putt club, and the original hospital and associated outbuildings. The site presents an opportunity for regeneration but within the context of an overall planning framework for the lands. (See Section 2.4.1 St. Canice's.)

The Council will facilitate the development and expansion of health and medical care facilities to meet the needs of the city and County, subject to normal planning and environmental criteria and the Development Management Requirements.

### **6.7.2 Positive Ageing**

According to the Department of Health, by the year 2036 the number of older people aged 65 and older living in Ireland is expected to increase by 250%. For County Kilkenny this would mean that the older population of 11,690 in 2011 will increase to 29,225 in 20 years' time. Kilkenny County Council has been actively engaged in the Age Friendly County Initiative since 2010. Kilkenny was the second County in Ireland to become an Age Friendly County. The concept of an Age Friendly Community is linked to an initiative of the World Health Organisation started in 2007. The Age-Friendly County initiative seeks to engage older people and their communities in making their communities better, healthier and safer places for older people to live and thrive. Positive ageing can be facilitated by means of various age friendly initiatives, including universal design and can be supported by the adoption of the appropriate development objectives. (See Objective under 6.3.1.2 Universal Design above, and see Volume 1, Section 12.13 Age Friendly and Accessible parking.) The delivery of such facilities has a symbiotic relationship with other segments of society as it promotes accessibility for all.

St. Luke's Hospital in Kilkenny implemented a programme of measures to enable older patients and visitors to enjoy an improved hospital experience during the period of the last Plan, and it is now designated as an Age-Friendly Hospital. An Age Friendly Hospital is one in which older people are actively involved in the design of an environment that is friendly and accessible to all.

During the course of the 2014 -2020 Development Plan the concept of positive ageing was brought to the level of the Age Friendly Town.

### **6.7.2.1 Age Friendly City**

**The Council will support the actions set out in Kilkenny Age Friendly County Strategy 2017 – 2022 regarding the implementation of Age Friendly principles in the planning, design and delivery of physical infrastructure, public realm works, business and commercial premises as resources permit.**

## **6.8 Open Space and Recreation**

Open space performs a wide range of functions relating to amenity, biodiversity, education, social and community benefits, and health benefits. Public open space is a key element in defining the overall quality of the residential environment. As well as providing passive and active recreational benefits for residents, open space enhances the aesthetic and environmental quality of a neighbourhood or town and promotes social interaction.

The provision of appropriately designed open space is a key element in defining the quality of the residential environment and therefore the quality of Place.

The Council, with the assistance of relevant agencies and sporting organisations in Kilkenny, will seek to:

- preserve and improve amenities and recreational facilities, and shall facilitate and provide for the extension of recreational amenities where appropriate, subject to environmental, heritage and financial considerations.
- Increase levels of local participation, improve access and promote the development of opportunities for the benefit of all groups of the population to become involved in sports and recreation, in conjunction with Kilkenny Recreation and Sports Partnership ([www.krsp.ie](http://www.krsp.ie)).

### **6.8.1 Hierarchy of Open Space in Kilkenny City**

Recreational space is provided in parks of various sizes throughout the City ranging from regional parks and major local parks down to smaller pocket parks, private gardens and balconies, as well as intensive recreational, amenity and community facilities such as active Multiple Games Areas (MUGAs). This Plan aims to achieve a hierarchy of high quality, attractive and secure public and private open spaces.

#### **6.8.1.1 Castle Park**

The Castle Park is located in the grounds of Kilkenny Castle and is about 50 acres in extent. It contains a playground and is extensively used for walking, running and passive amenity. It is a significant piece of green infrastructure within the City and environs. It is in State ownership and is operated by the Office of Public Works. It has a regional appeal.

#### **6.8.1.2 River Nore Linear Park**

The Nore Linear Park provides a network of footpaths and cycleways along the river in the City combined with a sequence of high-quality public spaces, which is a significant recreational and biodiversity asset to the city. Within the City, a walk between Talbotsinch and Ossory Bridge has been developed and upgraded to make it accessible to all users, including cyclists, people with disabilities and people using buggies. Two pedestrian bridges provide access across the river: the Ossory

Pedestrian Bridge under the Ossory Road Bridge to the west of the City, and The Lady Desart Bridge along Bateman Quay in the city centre.

That part of the Nore Linear Park that runs through the Abbey Quarter is being developed at present, known as the Riverside Park. There is further potential to extend the linear park on both sides of the River Nore for a complete loop within the City. This will require further pedestrian and cycle connections between both banks of the river and extension of public access in particular on the eastern bank. Additional crossings at Greensbridge, Talbots Inch and south of John's bridge would be required in order to maximise connectivity (See Section 5.6.4.2 Proposed River Crossings). The Nore Linear Park also connects with countryside riverside trails to the south, and this is the starting point of the Nore Valley Walk (See Volume 1 Section 8.3 Trails, Walkways).

The River Nore is the principal river flowing through Kilkenny City, and together with the River Breaghagh and River Pockocke, offer significant opportunities for recreational opportunities both water and landside, including an interconnecting network of routes for walking and cycling which also provide access for water-sports such as swimming, angling, boating, kayaking and nature trails amongst others. Pedestrian and cycle routes along the river have the potential to connect to other walking and cycling routes.

The setting of Kilkenny city in the Nore River Valley provides an opportunity for establishing open spaces and networks of open spaces of strategic value and importance within the city. During the formulation of the Kilkenny Heritage Plan, the River Nore was identified as one of the county's most important heritage resources. The river encompasses built, natural and cultural heritage; is strongly identified with, and has had a very significant influence on, the life and development of the City.

The River Nore and Pockocke River form part of the Natura 2000 network (see Vol. 1 Section 9.2.1.1 European Sites (Natura 2000)).

### ***6.8.1.3 The Breaghagh and Pockocke River Corridors***

The Breaghagh River corridor, from the Water Barrack (westwards and southwards) is designated open space for most of its course and has the potential to be developed as a regional open space providing links from the Western Environs to the City.

Sections of the Pockocke River to the east of the city centre are designated open space. There is potential to link the Pockocke open space areas back to the existing residential developments and the River Nore walking route/River Nore Linear Park.

The Council will seek to establish public parks along the Pockocke and Breaghagh Rivers subject to resources and finances.

As part of the infrastructural works being carried out in the Breaghagh Valley area at present a section of the Breaghagh Valley park will be provided as part of that road scheme adjacent to the Circular road.



The Council will promote the natural amenity potential of the River Nore, River Breagagh and Pockocke River in order to facilitate the development of amenity, recreational, biodiversity and tourism benefits for the city, and will work with agencies and communities to improve access and facilities along the rivers in appropriate locations subject to the availability of resources.

#### Objectives

- C6L** To progress plans for the provision of a pedestrian bridge crossings at the northern side of Greens Bridge (upstream) proximate to Talbotsinch and between John's Bridge and Ossory Bridge.
- C6M** To develop access along the eastern bank of the river up from Greensbridge, to the proposed bio-diversity park at Dunmore (See Vol. 1 8.2.1 Regional Parks) as part of the River Nore Linear Park as opportunities arise and resources permit and link with the proposed pedestrian bridge at Talbots Inch.
- C6N** To construct a boardwalk at Greensbridge to link the River Nore Riverside Walk at Riverside Drive with the new Riverside Linear Park in the Abbey Quarter and onwards to the Canal Walk.
- C6O** To undertake a feasibility study to determine the optimal location for, and to develop, a water sports hub on the River Nore.
- C6P** To complete the development of the linear park along the River Nore in the area of the Abbey Quarter.
- C6Q** To develop a pedestrian/cycle crossing at Greensbridge connecting the east and west banks of the River Nore.

### 6.8.2 Neighbourhood Parks

These parks provide facilities for both formal and informal recreation in a parkland environment. In the City, neighbourhood parks were provided at Loughboy and Newpark as part of the development of these neighbourhoods. In the Breagagh Valley and Loughmacask neighbourhoods, the provision of recreational facilities will be a requirement of their phased development. Provision has been made in both of these areas for open space networks, neighbourhood parks and smaller pocket parks as part of the Local Area Plans previously prepared in 2004 and 2008.

### 6.8.3 Local Parks

There is a series of open spaces throughout the built-up areas of Kilkenny city, which provide a range of informal, passive and active recreational spaces. Some are located within housing developments or some are small pocket parks within the wider public realm. One such space is the Glendine Amenity Area. An amenity scheme, to include drainage proposals, will be prepared for this area during the lifetime of this Plan.

### Objectives

- C6R** To prepare and implement an amenity scheme for the Glendine Amenity area, to include drainage proposals.
- C6S** To prepare and implement an Amenity Masterplan for the Poccocke amenity area beside the Poccocke Valley Estate on the Johnswell road.

#### 6.8.4 Protection of Open Space

The Council will not normally permit development which is not compatible with or would result in the loss of green infrastructure or land zoned for recreational or open space purposes. An exception may be considered where one or more of the following requirements are demonstrably met:

- The proposed development can clearly demonstrate that it can contribute to the making of quality space and will enhance and benefit place making in the area.
- There is a clear excess of playing fields or open space provision within the area. This should consider the long-term needs of the community, the type, recreational, amenity value and accessibility of such provision.
- Alternative compensatory provision is made which is both accessible to and of equal or greater quality and benefit to the community served by the existing open space.
- The continued use, proper maintenance and enhancement of the amenity/facility can best be achieved by the redevelopment of a portion of the site that will not adversely affect its overall sporting, recreational, amenity or place making value of the facility.
- The site is indicated for an alternative use in this Development Plan.

#### 6.8.5 Trails, Walkways and Linear Parks

There are a number of walking routes available in Kilkenny, through publicly owned and private lands – including long distance and looped walks and hiking routes. The Nore Valley walk currently has a section from Kilkenny to Bennettsbridge.

Slí na Sláinte is an innovative scheme developed by the Irish Heart Foundation, supported by the HSE to encourage people of all ages and abilities to walk for leisure and good health.

**It is Council policy to continue to assist with and support the development of the Nore Valley Walk and protect its route from encroachment by unsympathetic development.**

#### 6.8.6 Recreation and Sporting Facilities

There are significant built recreation and sporting facilities provided throughout the City through a mix of public, private clubs, schools, community facilities and voluntary organisations. Hurling and equestrian pursuits are of considerable importance to the county. Outdoor facilities include playing pitches, golf courses, pitch and putt courses, and athletic running tracks. Some of these facilities also combine other uses – such as the walking tracks developed around playing pitches and some facilities

also combine locations with indoor facilities including swimming pools, gyms and community and sports halls catering for indoor sports – such as at the Watershed in Kilkenny City.

The Council will co-operate with local development organisations, community groups, sporting organisations and other stakeholders in the development of active recreational facilities throughout the City and to enter into joint venture arrangements where appropriate for the provision of such facilities.

### 6.8.7 Skate Park

A skate park is being developed in the Abbey Quarter, Kilkenny City as part of the Riverside Park. The skatepark is current under construction.

#### Objective

**C6T To complete the skate park as part of the Riverside Park at the Abbey Quarter.**

### 6.8.8 Play Policy

The Kilkenny Interagency Play Forum *Play Plan 2007 to 2012*<sup>57</sup> was developed based on the National Play Policy *Ready, Steady, Play! A National Play Policy*<sup>58</sup>. The policy advocates a child-centred approach to the development of play facilities. The Council will seek to maintain the quality and safety of playgrounds and play areas and create a child-friendly and safe environment where the importance of play is recognised for a child's development.

A number of playgrounds have been developed in various locations throughout the city as follows:

Kilkenny City (7): Castle Park, Assumption Place, Fr. McGrath Centre, Garringreen, Newpark Close, Talbot's Court and Rose Hill.

#### Development Management Requirements:

**The Council will require provision for children's play or development contributions towards providing children's play facilities in association with new residential developments. Within new residential developments where there is a significant family residential component the whole environment should be designed so as to permit children to play in safety.**

### 6.8.9 Public Rights of Way

A public right of way is a person's right of passage along a road or path, even if the road or path is not in public ownership. They can be created by use from time immemorial, by statute or by dedication by the full owner of the land. The Council recognises the legal rights of all landowners and that rights of access to their lands may only be obtained with their permission where an existing right of way

<sup>57</sup> Kilkenny Interagency Play Forum, [Kilkenny County Play Policy 2007-2012 & Kilkenny Implementation Plan](#), 2007

<sup>58</sup> Department of Children & Youth Affairs, [Ready, Steady, Play! A National Play Policy](#)

does not exist. A list of existing known rights of way in the county are included as on Appendix C to this plan and are shown on Volume 1, Figure 8.1. Known existing rights of way at the time of writing this Plan are listed, however this is not a comprehensive list, and further work will be carried out during the life of this plan to provide a more extensive listing.

The Council recognises the importance of maintaining established rights of way and supports initiatives for establishing new walking routes and enhanced accessibility. The Council will use its powers under the Planning Acts to preserve, protect, maintain and enhance existing rights of way, to determine where public rights exist and where public rights of way should be created, and to promote their greater use in amenity areas – including access points to the River Nore and other amenity areas of the City (See Volume 1 Section 8.6).

#### **6.8.10 Allotments**

An emerging new form of land use has been the development of allotments. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual plot/parcel can vary in size and often the plots include a shed for tools and shelter. Allotments can have a number of benefits including the promotion of healthy lifestyles, biodiversity and providing a cheaper, local and sustainable source of food. The Council will support and facilitate the development of allotments within the City.

#### **6.8.11 Recreation/Open Space in new residential development**

Applicants will be required to make provision for sports and recreational infrastructure commensurate with the needs generated by any development and the capacity of existing facilities in the area to cater for existing and future needs. For details of the requirements for the provision of open space within residential developments refer to Volume 1 Section 13.20.



## 7 Infrastructure and Environment

### 7.1 Water Services

As outlined in Volume 1 Chapter 10 Infrastructure and Environment, from the 1st January 2014, Irish Water became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater.

#### 7.1.1 Waste Water

Kilkenny city is serviced for waste water treatment by the Purcellsinch waste water treatment plant. It has sufficient capacity to serve the City and its projected growth into the future.

#### 7.1.2 Water Supply

Kilkenny City is served by the Troyswood water treatment plant and the Radestown water reservoir. In 2018 Irish Water was granted planning permission for an upgrade and extension of the water treatment plant (WTP) at Troyswood and the construction of a new treated water rising main between Troyswood WTP and Radestown WTP. On completion of this project the Troyswood plant would be the location of all processing activity for treated water for the City.

The Council will work with Irish Water to protect existing water and wastewater infrastructure in the City and facilitate the development of new infrastructure aligned with the City's Core strategy.

*See Volume 1 Section 10.1 Water Services*

### 7.2 Gas

Kilkenny city is served by a natural gas network and gas is widely available within the City.

### 7.3 Telecommunications

#### 7.3.1 Fibre Broadband

Kilkenny City is serviced by a Metropolitan Area Network (MAN) of ducting and fibre optic cable laid within a metropolitan area which can be used by a variety of businesses and organisations to provide services including, but not limited to, telecoms, high speed broadband, television, telematics and CCTV.

There are also private operators which offer high speed fibre broadband to commercial and residential customers within the City.

### 7.4 Smart city

The smart city/smart region concept aims to make our cities and their hinterlands more efficient and liveable by embedding smart technology across all functions. These smart concepts include smarter transport networks, upgraded water supply and waste disposal and more efficient ways to light up and heat the city and its buildings. However, the successful implementation of this concept is very

much reliant on access to broadband, fibre technologies, wireless networks and associated infrastructure.

Kilkenny City is serviced by such infrastructure as outlined above.

It is the policy of the Council to develop the smart City concept for Kilkenny City as the opportunity arises.

It is Council policy to support the delivery of high capacity Information Communications Technology Infrastructure, broadband connectivity and digital broadcasting, throughout the County, in order to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices e.g. remote working.

*See Volume 1 Section 10.4.1 Digital Connectivity*

## **7.5 Flooding**

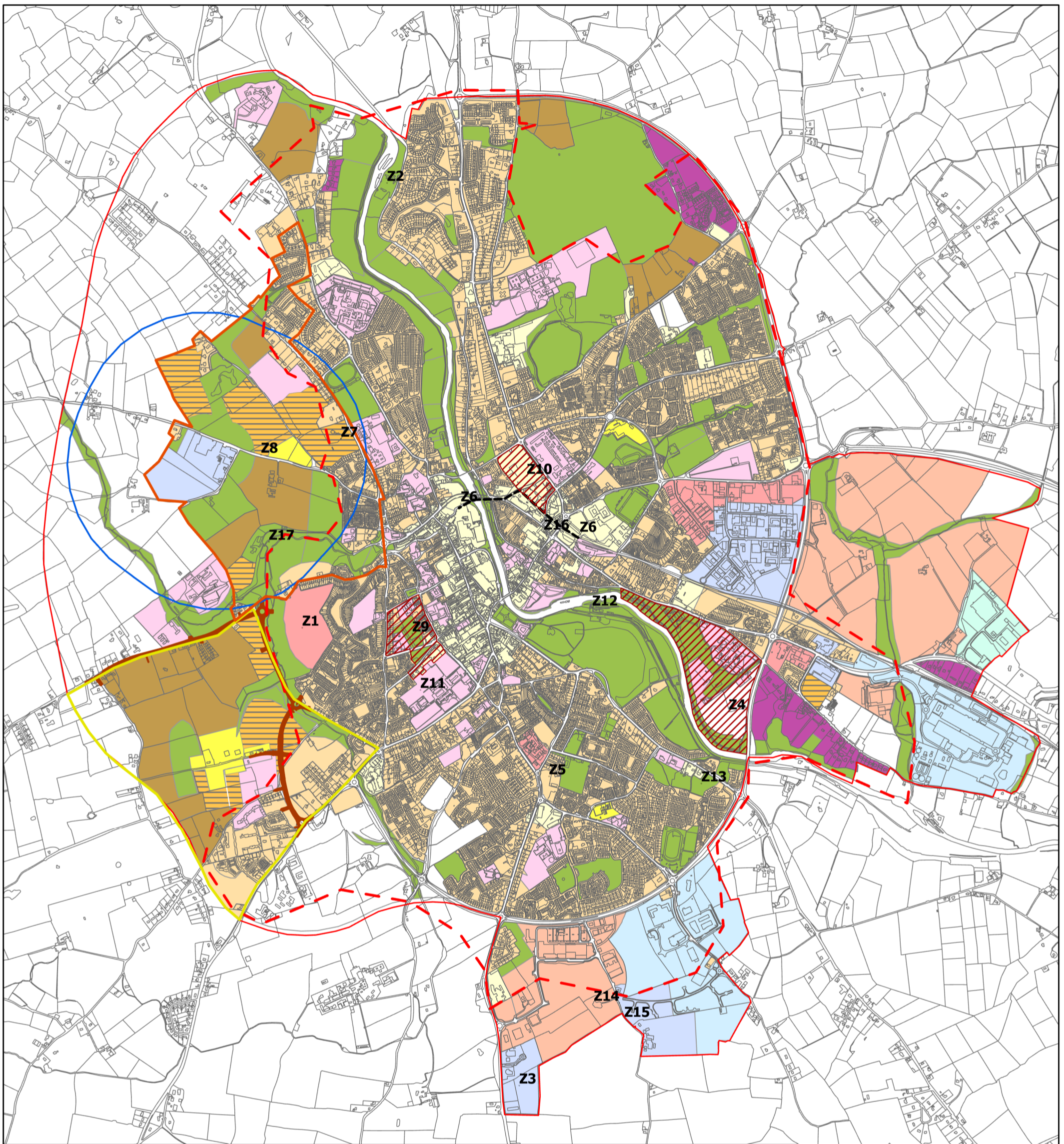
A Strategic Flood Risk Assessment has been carried out for the City and County Development Plan as part of the Strategic Environmental Assessment.

It is Council policy to adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities, the avoidance of development in areas where flood risk has been identified shall be the primary response.

### **7.5.1 Surface Water Drainage**

The Council seeks to ensure the sustainable management of surface water discharges and to minimise the risk of flooding by requiring new development in the City through the incorporation of Sustainable Drainage Systems (SuDS) in new developments.

*See Volume 1 Sections 10.2.6 to 10.2.8*



Kilkenny City and County Development Plan 2021-2027

Date: September 2021

Figure CS4 Kilkenny City Zoning

- |  |   |  |  |
|--|---|--|--|
|  | Kilkenny City Development Plan Boundary |  | Amenity / Green links/Biodiversity conservation/ Open Space/Recreation |
|  | 2016 CSO Boundary                       |  | Business Park  |
|  | 700m Consultation Buffer of Seveso Site |  | Community Facilities   |
|  | Roads Under Construction                |  | Existing low density residential                                       |
|  | Loughmacask Masterplan                  |  | Existing Residential   |
|  | Breaghagh Masterplan                    |  | General Business   |
|  | Masterplan Areas                        |  | Industrial/Technology Park   |
|  | Cycle Lane/Pedestrian Improvement       |  | Industrial/Warehousing   |
|  | Agriculture                             |  | Mixed Use Zoning   |
|  | Agricultural Trade                      |  | Neighbourhood Centre   |
|  |   |  | New Residential  |
|  |   |  | Strategic Reserve  |