



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

**RE: PART VIII – Urban Enhancement & Improvement – Ormonde Street,  
Kilkenny**

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

**DATE: 3<sup>rd</sup> September 2019**

Dear Councillor,

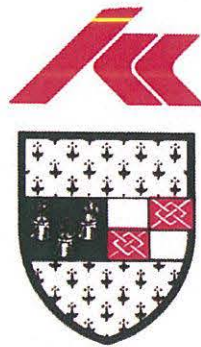
In accordance with Section 179 of the Planning & Development Act 2000 as amended, please find attached Report of Director of Services, including the Planning Report, in relation to the public consultation process undertaken for the proposed Urban Enhancement & Improvement – Ormonde Street, Kilkenny, which was undertaken in accordance with the requirements of Part VIII of the Planning and Development Regulations 2001, as amended.

I am satisfied that the proposed development is consistent with the proper planning and sustainable development of the area and is consistent with the provisions of the Kilkenny City & Environs Development Plan 2014 – 2020.

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

**Colette Byrne  
Chief Executive**

KILKENNY COUNTY COUNCIL  
Comhairle Chontae Chill Chainnigh



Chief Executive's Report on the Public Consultation Process  
for Ormonde Street Urban Enhancement and Improvement Works.



September 2019



## 1.0 INTRODUCTION

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This document has been prepared in accordance with the requirements of Part XI of the Planning & Development Act 2000 – 2018 and Part VIII of the Planning & Development Regulations, 2001 -2018.

The proposed development provides for the following on Ormonde Street, Kilkenny:

- To provide a one-way vehicular traffic system for a distance of 82 metres from the junction with Patrick Street to the access to Patrick's Court car park,
- To retain the two vehicular traffic system from Patrick's Court to Lower New Street,
- To provide the following general improvements to the Ormonde Street public realm;
  - Widening and defining footways to Ormonde Street,
  - Regulating parking through the provision of dedicated on-street parking and set-down areas for businesses on Ormonde Street,
  - Structural and general improvement works to the carriageway surfaces,
  - Improvement works to footway surface finish including enhancements for universal access,
  - Creating additional spaces for outdoor seating and appropriate street furniture,
  - Landscaping to include the removal of existing lime trees and replacement with planter boxes or similar decorative landscaping,
  - Enhancement of public lighting standards along the street.

### 1.1 Public Consultation

Notice of the proposed development was advertised by Notice in the Kilkenny People newspaper published on Wednesday 12<sup>th</sup> June 2019. Public Notices were also placed on Ormonde Street on 12<sup>th</sup> June 2019.

A copy of the notice is provided in Appendix 'A'.

Details of the proposed scheme were also advertised via the Kilkenny County Council's Public Consultation Portal <http://consult.kilkenny.ie/> and via Kilkenny County Council's social media accounts including Facebook and Twitter.

Plans and particulars for the proposed Scheme were available for inspection from Friday 14<sup>th</sup> June, 2019 to Friday 12<sup>th</sup> July 2019 at the following locations:

- Planning Department, County Hall, John St., Kilkenny.
- City Hall, High Street, Kilkenny.
- [www.kilkennycoco.ie](http://www.kilkennycoco.ie)
- <https://consult.kilkenny.ie/>

Submissions and observations were invited with respect to the proposed development dealing with the proper planning and development of the area in which the proposed development will be carried out, with a final date for receipt of submissions on Friday 26<sup>th</sup> July 2019.

The following documents formed part of the public consultation process;

- Drawings 18069-P8-000/001/100/101/102 (Kilgallen & Partners)
- Traffic and Transport Assessment (Kilgallen & Partners),
- Archaeological Impact Assessment Report (Colm Flynn Archaeology),
- Architectural Impact Assessment Report (Brian Dunlop Architects),
- Planning Department Report dated 13th May, 2019,
- Ormonde Street Appropriate Assessment Screening Report,
- Part 8 Explanatory Report



## 2.0 Brief description of the proposed works

### 2.1 Existing Street

In the two to three year period since Ormonde Street was declared a public street there have been increasing calls for enhancement works to be undertaken such that the following objectives are fulfilled;

- a general enhancement of the public realm on Ormonde Street to a standard commensurate with other adjoining City Centre Streets,
- to facilitate greater universal access measures along Ormonde Street and to provide a safer environment for pedestrians
- to regulate traffic movements on Ormonde Street and, in so doing, to better define and regulate traffic movements on the Street,
- to support a reduction in congestion at adjoining junctions particularly The Parade/ High Street junction,
- to provide dedicated on-street parking, set-down and loading bay facilities on Ormonde Street,
- to facilitate the provision of additional outdoor seating areas etc. on Ormonde Street in support of local businesses and to support the general enhancement of the public realm,
- to enable improved and enhanced linkage and connectivity with Patrick Street, High Street and The Parade

### 2.2 Description of the proposed development.

The proposed Urban Enhancement Scheme provides for the following on Ormonde Street:

- To provide a one-way vehicular traffic system for a distance of 82 metres from the junction with Patrick Street to the access to Patrick's Court car park,
- To retain the two vehicular traffic system from Patrick's Court to Lower New Street,
- To provide the following general improvements to the Ormonde Street public realm;
- Widening and defining footways to Ormonde Street,
  - Regulating parking through the provision of dedicated on-street parking and set-down areas for businesses on Ormonde Street,
  - Structural and general improvement works to the carriageway surfaces,
  - Improvement works to footway surface finish including enhancements for universal access,
  - Creating additional spaces for outdoor seating and appropriate street furniture,
  - Landscaping to include the removal of existing Lime trees and replacement with planter boxes or similar decorative landscaping,
- Enhancement of public lighting standards along the street.

Specifically the proposed works provide for the following;

- the provision of a new kerb line, 80mm high, on both sides of Ormonde Street from the junction with Patrick Street to the Ormonde Hotel so as to create a dedicated selected paviour footway, universally accessible and, in so doing, to also provide capacity for appropriate street furniture and outdoor seating,
- the provision of an imprinted asphalt single carriageway of 3m continuous width together with adjoining parking/loading/set down bays from the Patrick Street junction to the line of the old Town Wall,
- to largely retain existing kerb lines from the line of the old City Wall to Lower New Street and to upgrade the surface of the footpaths with selected pavements,

- to replace the existing paved road surface from the line of the Town Wall to Lower New Street with a bituminous macadam surface,
- to provide a minimum standard of public lighting along Ormonde Street (32 lumens),
- to introduce appropriate street furniture along Ormonde Street to include seats, litter bins and planter holders,
- to remove existing Lime Trees and to replace them with planter supported trees and associated landscaping.

## 2.3 Design Criteria

The project is designed in accordance with the Department of Transport, Tourism and Sport - Design Manual for Urban Roads and Streets.

Additionally, regard was had to the following;

- Building Regulations.
- Planning & Development Act 2000, as amended.
- Planning & Development Regulations, 2001 as amended.
- Kilkenny City & Environs Development Plan 2014-2020
- Archaeology & Development : Guidelines for Good Practice for Developers” prepared for the Heritage Council by the ICOMOS Irish Committee Consortium.
- Policy and Guidelines on archaeological excavation (DAHG)
- Framework and Principles for the Protection of Archaeological Heritage (DAHG)
- National Monuments Acts 1930 (as amended)
- Architectural Heritage Protection Guidelines for Planning Authorities DAHG 2001,

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## 3 SUBMISSIONS RECEIVED



Parties/ Agencies/ Groups/ Individuals who made submissions are set out in the following Table. Full copies of submissions received are provided in Appendix 4.

No.	Name
1	Colin Aherne on behalf of Ormonde Hotel and Ormonde Street Multi Story Car Park
2	An Taisce
3	John Hurley on behalf of Kilkenny Chamber of Commerce
4	National Council for the Blind in Ireland and Kilkenny Access Group
5	Irish Water

None of the submissions raise particular concerns in respect of the impact of the proposals on the proper planning and sustainable development of Ormonde Street. Notwithstanding that the Table below sets out a summary of the issues raised and the responses thereto.

**Submission 1: Colin Ahern on behalf of the owners of the Ormonde Hotel and Ormonde Street Car Park**

Key Points Made	Response
Records support for proposed paving works, landscape proposals, public lighting enhancements and proposed one way system which, they believe, will be of benefit to all businesses on Ormonde Street.	Noted and accepted as a key background basis on which the Scheme has been developed.
Calls for monitoring and enforcement of Parking Bye-Laws and Road Traffic Regulations once the Scheme is complete.	This is noted, reasonable and agreed. Once the scheme is completed there will be regular monitoring of parking bye-laws with the intention that early morning deliveries will be required and subsequent later day uses of selected parking bays for set down (short term parking) and taxi parking (night time).

### Submission 2 : An Taisce

Key Points Made	Response
General welcome for the proposals noting that the challenge is to create a street you go to as opposed to go through.	Noted.
Questions the need for any on-street parking on Ormonde Street.	In developing proposals for Ormonde Street, local businesses stressed the need, within the confines of the space available, to provide a streetscape that accommodated parking bays for deliveries (early morning), set down parking (peak business hours), mobility impaired parking and taxis (night). Additionally, local businesses sought footpath space that would maximise the capacity for outdoor seating. Acknowledging the multi story car park on Ormonde Street, the limited on-street parking that has been provided is in support of sustaining the local business/retail units and was developed in direct consultation with those businesses
Objects to the removal of trees and their replacement with planter pots/beds	The existing location of the Lime Trees is inconsistent with the proposed new layout and, if retained, the trees will provide particular difficulties for the mobility and visually impaired and may impact on the pavement. The introduction of planter beds as an alternative provides more flexibility in this city centre location where the space available has been previously defined. Nonetheless, as the Scheme progresses to completion, alternative permanent tree planting can be considered but the existing Lime Trees require removal.

### Submission 3 : John Hurley on behalf of Kilkenny Chamber of Commerce

Key Points Made	Response
Chamber of Commerce sees the changes as a very positive step for local businesses, for the City and views the proposals as being complimentary to the very positive changes recently made outside of the Hibernian Hotel.	Noted.



**Submission 3 : Submission 3 : Kilkenny Access Group /National Council for the Blind in Ireland**

<b>Key Points Made</b>	<b>Response</b>
Overall welcome for the proposals subject to clarification on a number of items.	Noted
Queries if the pedestrian crossing at the junction of Ormonde Street and Patrick will continue to be a "straight" crossing.	The "straight" crossing as per existing location will be retained as part of the proposals. Due to design standards the only possible crossing at this junction is a courtesy crossing. Zebra Crossings and/or Light Controlled Crossings are provided in various other locations in accordance with design standards.
Queries recent removal of barrier at Ormonde Street and Patrick Street junction.	Barrier was in place originally to direct pedestrians to the appropriate crossing point and to prevent indiscriminate parking. Recent upgrade works have retained the two objectives above but without the need for the barrier. The remaining barrier will be removed assuming the Ormonde proposals are approved.
Existing tapered kerbs and steps at Ormonde Hotel cause difficulties for mobility and visually impaired people	This is acknowledged and is correct and the development will eliminate the tapering of the steps to achieve a more regular layout of steps. Levels will not permit the elimination of steps.
Compliments the efficient use of tactile paving outside Hibernian Hotel etc.	Noted.
Exiting Street Furniture is poorly located and makes Ormonde Street challenging.	A key aspect of the proposed scheme is to address the reasonably stated concerns regarding street furniture and the design will accommodate an inside/outside area for street furniture together with a bordered, designated and identifiable desire line for pedestrians free of any street furniture. All public lighting will be wall mounted.
Location of drainage gullies.	Gullies will be located off the public footpath and will not conflict with vulnerable road users and pedestrians.
Various measures to support the visually impaired	Some very practical and reasonable suggestions are made as to how the Scheme can be made compatible and complimentary to the needs of the visual and mobility impaired. Kilkenny County Council commits to engaging with Kilkenny Access Group/NCBI before and during the construction phase to address specific concerns raised in the submission.

## Submission 5 : Irish Water

Key Points Made	Response
Summarises extent to which Irish Water infrastructure exists on Ormonde Street and requests engagement during and in advance of any works to ensure no conflicts with Irish Water infrastructure.	Noted.
Any building over and/or diversion of Irish Water infrastructure to be subject to advance agreement with Irish Water.	Noted.

In advance of publishing the proposals the Senior Planner reviewed all of the documents and prepared a Report, the details of which are presented in Appendix 2. The Senior Planner's Report recommended the following as advisable as regards the completion of the urban enhancement and improvement works on Ormonde Street, Kilkenny;

1. Construction Mitigation Measures as per Section 8 of the Archaeological Impact Assessment Report be adhered to.
2. Due care and best practice procedures should be adhered to when undertaking the works at the building thresholds of the two protected structures to avoid damage to the building fabric or character.
3. All materials / seating types should be complimentary to the character of the Architectural Conservation Area and railings and/or bollards only provided where essential.
4. On street/directional signage should be consolidated and minimised to reduce visual impact.

The preceding 4 recommendations will be adhered to in any completion of the proposals for Ormonde Street, Kilkenny.

Taking account of

- The commitments contained in the various reports and details published as part of this public consultation process.
- The key points raised in the 5 submissions received and also taking account of
- The 4 recommendations set out by the Senior Planner.

I recommend that Kilkenny County Council resolves to approve the Part 8 proposals for the Refurbishment of Ormonde Street, Kilkenny.

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Simon Walton,  
City Engineer.



#### 4. IMPLICATIONS FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

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The Planning Authority has determined that the proposed development is consistent with the proper planning and sustainable development of the area of the proposed development (see planners report in Appendix. 2) the proposed development is consistent with the provisions of the Kilkenny City & Environs Development Plan 2014 – 2020.

#### 5. KILKENNY COUNTY COUNCILS INTENTION WITH REGARD TO THE PROPOSED DEVELOPMENT

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Proposed Development: Part VIII Proposal

Ormonde Street, Kilkenny Urban Enhancement and Improvement Works.

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans and particulars made available for public inspection and taking into account the recommendations made by the Planning Department and other commitments given in this report.

Signed : Tim Butler

Tim Butler.  
Director of Services.

## **Appendix 1**

### **COPY OF PUBLIC NOTICE**



# NOTICE OF PROPOSED DEVELOPMENT BY A LOCAL AUTHORITY

Comhairle Chontae Chill Chainnigh

Kilkenny County Council



**Proposed development by a Local Authority**

**Planning and Development Acts 2000-2018**

**Planning and Development Regulations 2001-2018**

## **Ormonde Street - Urban Enhancement & Improvement Works**

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

Traffic management, carriageway, footpath and general public realm enhancements on Ormonde Street from its junction with Patrick Street to its junction with Lower New Street.

The proposed Ormonde Street Urban Enhancement and Improvement Works provide for:

- provision of a one-way vehicular traffic system for a distance of 82 metres **from** the junction with Patrick Street to the access **to** Patricks Court carpark,
- retention of the two way vehicular traffic system from Patrick's Court to Lower New Street,
- provision of the following general improvements to the Ormonde Street public realm;
  - Widening and defining footways to Ormonde Street,
  - Regulating parking through the provision of dedicated on-street parking and set-down areas for businesses on Ormonde Street,
  - Structural and general improvement works to the carriageway surfaces,
  - Improvement works to footway surface finish including enhancements for universal access,
  - Creating additional spaces for outdoor seating and appropriate street furniture,
  - Landscaping to include the removal of existing Lime trees and replacement with planter boxes or similar decorative landscaping,
- enhancement of public lighting standards along the street.

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

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

Plans and particulars of the proposed development will be available for inspection from **Friday the 14<sup>th</sup>** of

**June 2019 to Friday the 12<sup>th</sup> of July 2019 inclusive**, at the following offices:

Planning Section,  
Kilkenny County Council,  
County Hall,  
John Street, Kilkenny City

From 9am to 1pm & 2pm to 4pm  
Monday to Friday (Except Public Holidays)

Kilkenny City Engineering Office,  
Kilkenny County Council  
City Hall,  
High Street,  
Kilkenny

From 9am to 1pm & 2pm to 5pm  
Monday to Friday (Except Public Holidays)

Details of the proposed development can be viewed at <https://consult.kilkenny.ie/> and [www.kilkennycoco.ie](http://www.kilkennycoco.ie).

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, may be made online at <https://consult.kilkenny.ie/>, in writing to **Simon Walton, City Engineer, City Hall, High Street, Kilkenny** or sent to the following e-mail [kilkennyareaoffice@kilkennycoco.ie](mailto:kilkennyareaoffice@kilkennycoco.ie).

The latest date for receipt of submissions on the above scheme is **Friday the 26<sup>th</sup> July, 2019**. Submissions should be clearly marked 'Ormonde Street Urban Enhancement'.

**Tim Butler,**  
**Director of Services,**  
**Kilkenny County Council,**  
**County Hall,**  
**John Street,**  
**Kilkenny.**



## **Appendix 2**

### **Senior Planner's Report**

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



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

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

**Date: 13/5/2019**

**Part VIII Ref: P8/6/19**

**Re: Urban Enhancement and Improvement Works – Ormonde Street, Kilkenny.**

**Part VIII Proposal**

This Part VIII proposal is for the urban enhancement and improvement works along Ormonde Street in Kilkenny City.

The proposal involves specifically, the following works;

- the provision of a new kerb line, 80mm high, on both sides of Ormonde Street from the junction with Patrick Street to the Ormonde Hotel so as to create a dedicated selected paviour footway, universally accessible and, in so doing, to also provide capacity for appropriate street furniture and outdoor seating,
- the provision of an imprinted asphalt single carriageway of 3m continuous width together with adjoining parking/loading/set down bays from the Patrick Street junction to the line of the old Town Wall,
- to largely retain existing kerb lines from the line of the old City Wall to Lower New Street and to upgrade the surface of the footpaths with selected pavements,
- to replace the existing, paved road surface from the line of the Town Wall to Lower New Street with a bituminous macadam surface,
- to provide a minimum standard of public lighting along Ormonde Street (32 lumens),
- to introduce appropriate street furniture along Ormonde Street to include seats, litter bins and planter holders, and
- to remove existing Lime Trees and to replace them with planter supported trees and associated landscaping.

These specified works are being carried out to achieve the following objectives;

- a general enhancement of the public realm on Ormonde Street to a standard commensurate with other adjoining City Centre Streets;
- to facilitate greater universal access measures along Ormonde Street and to provide a safer environment for pedestrians;
- to regulate traffic movements on Ormonde Street and, in so doing, to better define and regulate traffic movements on the Street;
- to support a reduction in congestion at adjoining junctions particularly The Parade/High Street junction;
- to provide dedicated on-street parking, set-down and loading bay facilities on Ormonde Street;



- To facilitate the provision of additional outdoor seating areas etc. on Ormonde Street in support of local businesses and to support the general enhancement of the public realm; and
- To enable improved and enhanced linkage and connectivity with Patrick Street, High Street and The Parade.

The overall estimation of the scheme is €1,000,000, however there is currently a €500,000 capital funding commitment in place from Kilkenny County Council to enable delivery subject to planning consent. Additional funding is being sought, both internally and externally. There is also potential to complete the scheme on a phased basis with the priority being to complete the Patrick Street to Ormonde Hotel section as Phase 1, but the intention is to complete the entire scheme as a whole.

### **Zoning**

The site falls within a zoning of ‘*General Business*’, within the Kilkenny City and Environs Development Plan 2014 – 2020, with an objective to provide for general development.

### **Heritage**

#### **Protected Structure**

There are 2 no. protected structures which bound Ormonde Street, namely the Hibernian Hotel, 33 Patrick Street, which sides onto Ormonde Street NIAH Ref: 12001020 and RPS Ref. B165 The other building is no. 1 High Street, which currently contains a café at ground floor level, but was the former Irish Nationwide Building, which again sides onto Ormonde Street, NIAH Ref: 12001019 and RPS Number B44.

#### **Recorded Monument**

KK019-026 – Medieval City of Kilkenny contained within city walls.  
KK019-026001 – Medieval town walls of Kilkenny city.

#### **Architectural Conservation Area (ACA)**

The site falls within the Patrick Street Architectural Conservation Area. Development management Standards for the Patrick Street ACA within which this proposed development must be assessed and considered;

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.

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.

PSACA 6: To avoid backland development which would negatively impact on the character of this area.

**Special Area of Conservation (SAC)**

The street falls a significant distance from the River Nore cSAC, thus no impacts on this SAC are determined.

**Special Protection Area (SPA)**

The street falls a significant distance from the River Nore SPA, thus no impacts on this SPA are determined.

**Natural Heritage Area**

The street is not within any NHA.

**Zone of Archaeological Potential**

All of the proposed construction works for this project will take place within the archaeological constraints area for the Historic City of Kilkenny, which is contained in the Record of Monuments and Places (RMP No. KK019-026). Ormonde St. crosses the route of the medieval town walls of Kilkenny City.

**Relevant Planning Policy and Guidelines**

Kilkenny City and Environs Development Plan 2014 – 2020

**Planning History**

There is a multitude of planning history files along this street, ranging from residential developments and commercial developments.

**Assessment**

In principle, the works as proposed are part of an enhancement scheme for Ormonde Street within the city centre. Ormonde Street is a vehicular road which links lower Patrick Street with Lower New Street. The street contains a multitude of uses, ranging from primarily residential uses towards the Lower New Street end of the street, with the remaining street being commercial, consisting of a range of uses including hotels, a high rise car park, a leisure centre, eateries, a florist and several small retail units. The building form varies along Ormonde street with a maximum of 5 storeys at the car park structure. The street is a vehicular street with current traffic utilising both directions and a pedestrian pathway, which is distinguished by black bollards to prevent vehicles from traversing onto this space. The pedestrian walkway is dispersed with lime trees, rubbish bins, light posts.

In principle, from a planning perspective, public realm is hugely important in this town centre location, with the street being almost enclosed at the Patrick Street end with high buildings on both sides. The street would benefit from a more defined pedestrian and vehicular route way and the removal of the trees will lead to a further openness along this street. However, the removal of the trees should be compensated with another form of soft landscaping. The submitted Architectural Heritage Impact Assessment submitted concludes that the proposed works will result in alterations and improvements to both the traffic management and pedestrian streetscape. The works have been designed to minimise risk to the architectural heritage of the area through the selection of high quality materials, the creation of improved pedestrian permeability, the creation of break out spaces for seating and landscaping and through the demarcation of the city wall. The reduction to a single carriageway locally will



provide an improved decluttered curtilage and works will have a positive impact on the Architectural Conservation Area.

In relation to the historical fabric along this street, both an Archaeological Impact Assessment Report and an Architectural Heritage Impact Assessment are submitted with this proposal. These assess the historical and architectural fabric along this street and construction stage mitigation measures are proposed within the Archaeological Impact Assessment Report.

A Traffic Impact Assessment is also submitted with this proposal, which investigates the implications of this scheme and this concluded that the scheme will not have any significant impact on overall traffic flows on Lower New Street. It is also predicted that the scheme will greatly improve overall traffic flows both at the Ormonde Street / Patrick St. junction and the adjacent signal-controlled junction by enhancing the capacity of Patrick Street in this area. The overall impact on Patrick Street will be hugely beneficial since traffic movements at the Ormond Street / Patrick Street junction and at the adjacent signalised junction will be greatly simplified.

### **Pre-Planning Advice**

The following is advisable in relation to the future proposal for the urban enhancement and improvement works on Ormonde Street, Kilkenny;

- Construction Mitigation Measures as per Section 8 of the Archaeological Impact Assessment Report be adhered to.
- Due care and best practice procedures should be adhered to when undertaking the works at the building thresholds of the two protected structures to avoid damage to the building fabric or character.
- All materials / seating types should be complimentary to the character of the Architectural Conservation Area and railings and / or bollards only provided where essential.
- On street / directional signage should be consolidated and minimised to reduce visual impact.



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Senior Executive Planner

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



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

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

**Date: 10/9/2019**

**Part VIII Ref: P8/6/19**

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- to remove existing Lime Trees and to replace them with planter supported trees and associated landscaping.

These specified works are being carried out to achieve the following objectives;

- a general enhancement of the public realm on Ormonde Street to a standard commensurate with other adjoining City Centre Streets;
- to facilitate greater universal access measures along Ormonde Street and to provide a safer environment for pedestrians;
- to regulate traffic movements on Ormonde Street and, in so doing, to better define and regulate traffic movements on the Street;
- to support a reduction in congestion at adjoining junctions particularly The Parade/ High Street junction;
- to provide dedicated on-street parking, set-down and loading bay facilities on Ormonde Street;
- To facilitate the provision of additional outdoor seating areas etc. on Ormonde Street in support of local businesses and to support the general enhancement of the public realm; and
- To enable improved and enhanced linkage and connectivity with Patrick Street, High Street and The Parade.



There is potential to complete the scheme as a single project or on a phased basis with the priority being to complete the Patrick Street to Ormonde Hotel section as Phase 1.

### **Zoning**

The site falls within a zoning of '*General Business*', within the Kilkenny City and Environs Development Plan 2014 – 2020, with an objective to provide for general development.

### **Heritage**

#### **Protected Structure**

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#### **Special Area of Conservation (SAC)**

The street falls a significant distance from the River Nore cSAC, thus no impacts on this SAC are determined.

#### **Special Protection Area (SPA)**

The street falls a significant distance from the River Nore SPA, thus no impacts on this SPA are determined.

#### **Natural Heritage Area**

The street is not within any NHA.

#### **Zone of Archaeological Potential**

All of the proposed construction works for this project will take place within the archaeological constraints area for the Historic City of Kilkenny, which is contained in the Record of Monuments and Places (RMP No. KK019-026). Ormonde St. crosses the route of the medieval town walls of Kilkenny City.

### **Relevant Planning Policy and Guidelines**

Kilkenny City and Environs Development Plan 2014 – 2020

### **Environmental Impact Assessment**

An Environmental Impact Assessment Report (EIAR) is not required for this development as Defined under Schedule 5 of the Planning and Development Regulations 2001 – 2018.

Consideration was also given to the environmental sensitivities of the area and the potential effects of the development with regards a multitude of environmental factors and it was determined that no EIAR was required.

### **Planning History**

There is a multitude of planning history files along this street, ranging from residential developments and commercial developments.

### **Pre-Planning Advice**

The following was advised in relation to the future proposal for the urban enhancement and improvement works on Ormonde Street, Kilkenny;

- Construction Mitigation Measures as per Section 8 of the Archaeological Impact Assessment Report be adhered to.
- Due care and best practice procedures should be adhered to when undertaking the works at the building thresholds of the two protected structures to avoid damage to the building fabric or character.
- All materials / seating types should be complimentary to the character of the Architectural Conservation Area and railings and / or bollards only provided where essential.
- On street / directional signage should be consolidated and minimised to reduce visual impact.

### **Third Party Submissions**

This Part VIII proposal was placed on public display from Friday 14<sup>th</sup> June, 2019 to Friday 12<sup>th</sup> July, 2019 and during this timeframe 3 no. submissions were received and are summarised as follows;

#### ***Colin Ahearn, General Manager, Kilkenny Ormonde Hotel***

- Letter of support for the Ormonde Street Enhancement and Improvement works, as they will benefit business in this area and enhance the public realm of this area.

#### ***John Hurley, Kilkenny Chamber of Commerce***

- These works are seen as a very positive step to enhancing the street and surrounding areas as well as having a positive impact on the businesses located there.

#### ***Fiona Kelty, NCBI***

- Support the safe space for pedestrians and wheelchair users.
- Outlined problems for the visually impaired and wheelchair users in relation to the pedestrian crossings proposed, ramped edges and zebra crossings.
- Question why a barrier has been removed from the outer edge of the pavement at the junction with Patrick Street and Ormonde Street.

- Advised on gulleys, tactile paving, steps, seating, street furniture and issues in relation to bollards, no clear delineation between walkway and existing car parking areas, trees and plant pots and where can be problematic for mobility impaired persons.

### **Internal Departmental Reports**

*Roads Design Section* – No returned report

*Conservation Officer* - No returned report

### **External Body Reports**

#### ***Irish Water***

Irish Water are requesting that the Council engage with them to ensure no conflicts with Irish Water infrastructure. Also any proposals by the applicant to build over or divert existing water or wastewater services must be submitted to Irish Water prior to any works. Several conditions also need to be adhered to.

#### ***An Taisce***

- In principle support the one-way vehicular traffic system at the Patrick Street end, the enhancements for universal access and the widening and defining of footpaths.
- Question the need for on-street parking (apart from set down) as it detracts from the aesthetics of the area and there are already car parks off Ormonde Street.
- No provision of a cycle path, which should be separate to the footpath.
- Welcome the seating and lighting of the city walls.
- Objects to the removal of the trees unless they are diseased or their location poses a danger to citizens.

### **Assessment**

In principle, the works as proposed are part of an enhancement scheme for Ormonde Street within the city centre. Ormonde Street is a vehicular road which links lower Patrick Street with Lower New Street. The street contains a multitude of uses, ranging from primarily residential uses towards the Lower New Street end of the street, with the remaining street being commercial, consisting of a range of uses including hotels, a high-rise car park, a leisure centre, eateries, a florist and several small retail units. The building form varies along Ormonde street with a maximum of 5 storeys at the car park structure. The street is a vehicular street with current traffic utilising both directions and a pedestrian pathway, which is distinguished by black bollards to prevent vehicles from traversing onto this space. The pedestrian walkway is dispersed with lime trees, litter bins, light posts.

In principle, from a planning perspective, public realm is hugely important in this town centre location, with the street being almost enclosed at the Patrick Street end with high buildings on both sides. The street would benefit from a more defined pedestrian and vehicular route way and the removal of the trees will lead to a further openness along this street. However, the removal of the trees should be compensated with another form of soft landscaping. The submitted Architectural Heritage Impact Assessment submitted concludes that the proposed works will result in alterations and improvements to both the traffic management and pedestrian streetscape. The works have been designed to minimise risk to the architectural heritage of the area through the selection of high quality materials, the creation of improved pedestrian permeability, the creation of break out spaces for seating and landscaping and through the demarcation of the city wall. The reduction to a single carriageway locally will provide an improved decluttered curtilage and works will have a positive impact on the Architectural Conservation Area.

In relation to the historical fabric along this street, both an Archaeological Impact Assessment Report and an Architectural Heritage Impact Assessment are submitted with this proposal. These assess the historical and architectural fabric along this street and construction stage mitigation measures are proposed within the Archaeological Impact Assessment Report.




A Traffic Impact Assessment is also submitted with this proposal, which investigates the implications of this scheme and this concluded that the scheme will not have any significant impact on overall traffic flows on Lower New Street. It is also predicted that the scheme will greatly improve overall traffic flows both at the Ormonde Street / Patrick St. junction and the adjacent signal-controlled junction by enhancing the capacity of Patrick Street in this area. The overall impact on Patrick Street will be hugely beneficial since traffic movements at the Ormond Street / Patrick Street junction and at the adjacent signalised junction will be greatly simplified.

### **Recommendation**

The proposed Scheme the subject of this Part 8 is considered to comply with the policies and objectives of the Kilkenny City & Environs Development Plan 2014-2020 and is considered to be in accordance with the proper planning and sustainable development of the area.

It is recommended that the Part 8 application be approved by the Council subject to:

- (a) agreement with Irish Water for the requirements for water infrastructure in the area,
- (b) agreement with NCBI in relation to issues raised regarding the safe passage of pedestrians and wheelchair users.

  
\_\_\_\_\_  
**Arlene O'Connor**  
**Senior Executive Planner**

Date: 10/9/2019

  
\_\_\_\_\_  
**Denis Malone**  
**Senior Planner**

Date: 10/9/2019

## **Appendix 3**

### **Part 8 Scheme Drawings**

# KILKENNY COUNTY COUNCIL



## ORMONDE STREET URBAN ENHANCEMENT SCHEME

### PUBLIC DISPLAY DRAWINGS

*(PART VIII PROCESS)*

### INDEX OF CONTENTS

DRAWING NO.	TITLE
18069-PB-000	COVER & INDEX OF CONTENTS
18069-PB-001	SITE LOCATION & EXTENT
18069-PB-100	PLAN LAYOUT - SHOWING EXTENT OF WORK
18069-PB-101	GENERAL LAYOUT (SHEET 1 OF 2)
18069-PB-102	GENERAL LAYOUT (SHEET 2 OF 2)

NOTES

A1



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CIVIL ENGINEERING

PART VIII - PUBLIC CONSULTATION

KILKENNY COUNTY COUNCIL

ORMONDE STREET- URBAN ENHANCEMENT SCHEME

CONTENTS

KILGALLEN & PARTNERS  
CONSULTING ENGINEERS & ARCHITECTS  
100-102, THE QUAYS, KILKENNY, CO. DUBLIN

DESIGNER	DATE	PROJECT NO.	REVISED BY
KS	01/07/2019	18069-PB-000	PL3





11. **REQUIREMENTS**

**FLORIDA**  
**RENTAL COUNTY COUNCIL**



**KILGALLEN & PARTNERS**  
 10000 160th Avenue, Suite 100  
 Richmond, BC V6V 2E9  
 Tel: (604) 273-1111  
 Fax: (604) 273-1112  
 Email: [info@kilgallen.com](mailto:info@kilgallen.com)





FINISH	
EXISTING BUILDING	
EXISTING CURBLINE	
EXISTING TRUNK STREET PAVING	
PROPOSED TRUNK HIGHWAY SURFACE	
2" MIN. (SEE ALUMINUM FINISHING ID) CARPARK ASP. SET DOWN AREA	
TO MATCH EXISTING PAVING TO EXISTING'S TYPE AND COLOUR (SEE SPECIFICATION 4.1.1.1.1.1)	
PROPOSED PAV. TO MATCH EXISTING'S	
PROPOSED TRUNK STREET PAVING (HVS)	
EXISTING HIGH CURB	
DOWN PAV. HIGH CURB	
DOWN PAV. CURB	



P.L.1	30.03.19	15	PERIOD SETBACK AREA
P.L.2	70.03.19	15	PERIOD FOR PART 101
P.L.3	11.02.19	15	PERIOD FOR PART 101

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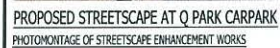
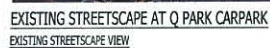


PROJECT  
ORMONDE STREET- URBAN ENHANCEMENT SCHEME

PLAN LAYOUT- SHOWING EXTENT OF WORKS



OFF KS	SCALE 1 : 500	DRWING NO. 18069-P8-100	STAGE PL3
DRW No'C	DATE 01/02/2019		





Only the following 2000-2001 season data are available for the following 10 countries:

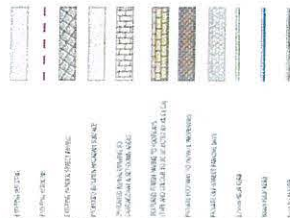
1. Argentina  
2. Australia  
3. Brazil  
4. Canada  
5. China  
6. France  
7. Germany  
8. India  
9. Japan  
10. U.S.

For the 2000-2001 season, the following 10 countries are available:

1. Argentina  
2. Australia  
3. Brazil  
4. Canada  
5. China  
6. France  
7. Germany  
8. India  
9. Japan  
10. U.S.

For the 2000-2001 season, the following 10 countries are available:

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6. France  
7. Germany  
8. India  
9. Japan  
10. U.S.



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$$N = \frac{1}{2} \left( \frac{1}{\alpha} + \frac{1}{\beta} \right) \left( \frac{1}{\alpha} + \frac{1}{\beta} + 1 \right) \quad (2)$$

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CIVIL ENGINEERING

100

3128 JOURNAL OF POST KEYNESIAN ECONOMICS

GENERAL LAYOUT  
SHEET 2 OF 2)

KILGALLEN &amp; PARTNERS

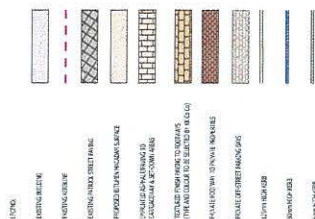
[illegible]

100	200	18009-F8-102	PL 2
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**CONCLUSIONS** The study has shown that the use of a structured approach to the analysis of the data collected from the focus group discussions can be used to identify the key issues that are raised by the participants. The use of a structured approach to the analysis of the data collected from the focus group discussions can be used to identify the key issues that are raised by the participants. The use of a structured approach to the analysis of the data collected from the focus group discussions can be used to identify the key issues that are raised by the participants.



CS MAP 002  
540-5 (VOLUME 100)  
THE CENTRAL INTELLIGENCE AGENCY

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Run	Sample	PS	PS- <i>b</i> -PAA	PS- <i>b</i> -PAA- <i>b</i> -PAA	PS- <i>b</i> -PAA- <i>b</i> -PAA- <i>b</i> -PAA
1	100%	100%	0%	0%	0%
2	90%	90%	10%	0%	0%
3	80%	80%	20%	0%	0%
4	70%	70%	30%	0%	0%
5	60%	60%	40%	0%	0%
6	50%	50%	50%	0%	0%
7	40%	40%	60%	0%	0%
8	30%	30%	70%	0%	0%
9	20%	20%	80%	0%	0%
10	10%	10%	90%	0%	0%
11	0%	0%	100%	0%	0%

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ART VIII - PUBLIC CONSULTATION



KILKENNY COUNTY COUNCIL

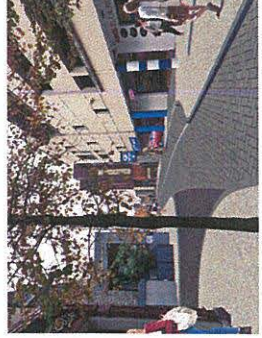
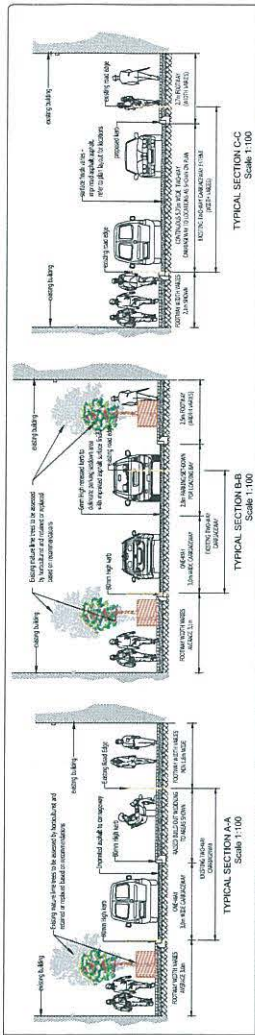
### PROJECT

#### ARMONDE STREET- URBAN ENHANCEMENT SCHEME

GENERAL LAYOUT  
SHEET 1 OF 2)



PL	SCALE	DATE	DESCRIPTION	STATION
1	1 : 200	01/07/2019	18069-P8-101	PL3



### PROPOSED STREETSCAPE



EXISTING STREETScape



**TYPICAL PAVING DETAIL TERRAPAVE® OR SIMILAR  
TEXTURED PAVING TO FOOTWAYS**



TYPICAL CONTRASTING FINISH TO DEFINED  
PARKING/SET-DOWN AREAS



## Appendix 4

### Submissions received

**From:** Colin Ahern [mailto:colin@kilkennyormonde.com]  
**Sent:** 19 June 2019 17:47  
**To:** Kilkenny Area Office  
**Cc:** Simon Walton  
**Subject:** Ormonde Street Urban Enhancement

**Subject:** Ormonde Street Urban Enhancement

**Ref: Ormonde Street Urban Enhancement & Improvement Works**

Sir,

I represent the owners of the Ormonde Street Car Park and the owners of the Kilkenny Ormonde Hotel.

I'm not sure if my previous submission was entered within the correct time frame, so I wish to resubmit the following, with some additional points on car parking.

We would like to put on record our support for these proposed works.

The quality of the public realm on Ormonde Street has fallen far behind the rest of the city centre and we believe that it must be improved.

The footpath and street between the Hotel & Car Park are dangerous in some areas.

The enhanced public lighting along with the removal of the tress, for more suitable landscaping, will be more welcoming and draw people up Ormonde Street. We believe that this will be of benefit to every business on Ormonde Street.

Finally, if the enhancement is completed, the illegal parking on Ormonde street must be managed better than it is at present. We support the one way system up Ormonde Street, however, the success of this will depend on good signage and how well the exit/entry at New Street is managed. The cars parked throughout the street make it difficult to navigate and if all traffic is to exit to New Street, any illegal parking will be detrimental to the success of the one way scheme.

Yours Sincerely,



**Colin Ahern** | General Manager

**Kilkenny Ormonde Hotel** | Ormonde St., Kilkenny, Eire

*"Anticipating your needs and aspiring to exceed them"*

e: [colin@kilkennyormonde.com](mailto:colin@kilkennyormonde.com)

w: [www.kilkennyormonde.com](http://www.kilkennyormonde.com)

t: 00353 567750200

f: 00353 567723977

Ruthstown,  
Ballyfoyle,  
Co. Kilkenny.  
21/07/2019

Mr Simon Walton, City Engineer, City Hall, High Street, Kilkenny

Re: Ormonde Street – Urban Enhancement & Improvement Works

Dear Mr Walton,

In general, An Taisce welcomes the urban enhancement scheme proposed for Ormonde Street, in particular the one-way vehicular traffic system at the Patrick Street end, the widening and defining of footpaths, and enhancements for universal access. We believe that attractive and safely designed streets encourage people to walk and cycle as aspired to in Kilkenny's '*Smarter Travel Policy*'.

We question the need for on-street parking (apart from set down) because it detracts from the aesthetics and clutters the street environment, and because car parks already exist off Ormonde street. In the documentation there is overemphasis on facilitating vehicles and no provision of a cycle path, which in the interest of safety should be separate from the foot path. We believe the street should be planned for people first rather than vehicles. We regard the proposal to provide seating and to highlight the location of the city walls as positive because they contribute to creating an interactive and friendly place.

An Taisce objects to the removal of trees unless they are diseased or their location poses a danger to citizens, in which case we recommend that they be replaced elsewhere along the street. Decorative planter boxes are no substitute for trees in terms of their carbon sequestering ability or their potential to support a diversity of invertebrates and bird life. In keeping with Kilkenny's *Climate Change Adaptation Strategy*, and in the interests of public health and wellbeing we believe that native trees should be planted wherever possible in the city centre. Furthermore the Department of Transport, Tourism and Sport in *The Design Manual for Urban Roads and Streets* (2013) states that 'The planting of trees should be considered as an integral part of street design'. There are many small trees that would be suitable for Ormonde Street.

The enhancement of Ormonde Street provides an opportunity to make this 'a street you go to, not just through'. We hope you will rise to the challenge of providing a green, clean, safe and attractive street.

Yours faithfully,

Mary T. Brennan

Honorary Secretary, An Taisce, Kilkenny Association.



EXPORT TO EXCEL

KK-C97-1 **Ormonde Street Enhancements**  
26 Jul, 2019 - 3:36pm

Author: [John Hurley](#)  
Location: Ormonde Street

#### General

Having considered the plans for enhancements to Ormonde Street and following consultation with our members and businesses located there and also having had detailed discussions with the County Council team charged with delivering the scheme, Kilkenny Chamber of Commerce sees the proposed changes as a very positive step which will enhance the street and surrounding areas. We can already see the benefits from the works completed on Patrick Street and the widened and redesigned pedestrian area outside the front of the Hibernian Hotel is a great improvement. The proposed widening of the pedestrian areas at No 1 High St (Willoughbys) and outside the shops along Ormonde St (Kafe Katz, Cutting Vedge, Truffle Fairy, Blush, XL Shop) is very welcome and will have a positive impact on the businesses located there.

[hide](#) ^

PRIVACY SETTINGS



EN 14:45  
15/08/2019



# Kilkenny County Council – proposed changes to Ormond Street Area.

## Submission from NCBI – Working for People with Sight Loss.

### Safe space for pedestrians/wheelchair-users.

On one street, the plans show raised footpaths (with kerbs) installed where currently there is no differentiation between road and footpath. This is a great improvement, and will make it much more accessible for people with impaired vision. It is nerve-racking for many pedestrians, to have no “safe space”, away from vehicles. People with impaired vision, particularly, find this very stressful, but so do elderly people and parents with young children.

The Irish Wheelchair Association canvassed its members and found that wheelchair users, too, prefer footpaths with kerb-edges, as long as they are wide enough, and the kerbs are dished at crossing points.

## 1. Pedestrian Crossings

### (a) Diagonal crossing.

The crossing at the junction of Patrick St. and Ormond St. has been drawn on the plans as following a diagonal line. Currently there is a straight crossing at this point. This is safer for people with impaired vision than a diagonal crossing. If this change is made, a Long Cane user would be in danger of not finding the up-kerb on the far side, and could inadvertently walk down the middle of the road, instead.

NCBI promotes the use of straight crossings, and putting crossings at the narrower part of the road, away from where roads usually widen, at the corner. That way, people spend less time on the road, and get more quickly from one footpath to the other. Totally blind people can “Square Off” at a straight crossing, so as to have a better chance of walking in a reasonably straight line, across the road.

Although this particular crossing is straight, we noticed 3 problems with it.

1. It is a “Courtesy Crossing” rather than a Zebra Crossing. This type of crossing is harder to notice than a Zebra Crossing, as there is no Belisha Beacon and no black-and-white markings on the road. Cars are likely to pause in the middle of it, waiting to move out onto the main road, which makes it difficult for a person with little or no vision to cross. They begin to cross and then find a car in their way, which may then move, while they are trying to get around it.
2. The second problem is the barrier opposite. If someone totally blind doesn't manage to cross in a dead straight line (quite likely) they may find a barrier in front of them, and will be uncertain which way to turn to find the gap in the barrier which allows them onto the footpath. This is quite stressful, especially if vehicles are moving on the road, beside them, while they are trying to find the opening in the barrier.





3. The third problem we noticed at this crossing point is the lack of blister-type tactile paving to warn people with impaired vision that they are stepping out onto a road.

Two other points, which are not so directly the concern of NCBI, but which we happened to notice:

- The ramped edge is not great for wheelchair users, as the tarmac patching is quite rough.
- It looks as if the middle of the road was dug up in a long line down the centre, and repaired with tarmac instead of the brick-type paving used on the rest of the road. Perhaps a pipe or electric wiring runs down the middle of this road, under the surface? In that case, the refurbishment of Ormond St. might be a good opportunity to consider moving pipes or wiring into a position where they can be accessed with minimal disruption to traffic or pedestrians, if it is necessary to perform maintenance or repair work, in the future.

#### **(b) Barrier removed – policy on barriers?**

We noticed that a barrier has been removed, from the outer edge of the pavement at the junction of Patrick St. and Ormond St. We are interested to hear why this was done, and whether it is a temporary or permanent change.

Does Kilkenny Co. Council have a particular policy on the installation of barriers? Why are they



installed in some areas, and not in others? Why was the decision made to remove this one? We are not necessarily objecting, we would just like to know whether there is a particular rationale or policy informing decisions being made about barriers.

### **(c) Zebra Crossings and Light-Controlled Crossings.**

NCBI has been told that the reason Zebra Crossings were phased out, in modern times, was because drivers could not be trusted to stop at them. They were replaced by pedestrian crossings with push-button units which give information in three modes: visual (green man) audible (beeping sound) and tactile (vibrating arrow). These cost more to install, but were installed nationwide, in the interests of pedestrian safety, and universal accessibility.

Recently, more and more Zebra Crossings are being installed, all over Ireland. It is unclear to us at NCBI whether this is an attempt to provide greater priority for pedestrians, or is an attempt to free up traffic.

If nobody is on the crossing, you can keep driving, but if there is a red light you have to stop, even when nobody needs you to do so. So that is likely to keep traffic moving. On the other hand, if there is a high volume of pedestrians crossing, a car could be waiting a long time, at a Zebra Crossing, before it is able to move forward, safely, whereas pedestrian lights can be set to stay red for cars only for a short time, at reasonable intervals.

This is a matter for Kilkenny's Traffic Management. It is worth considering that as time passes and either more drivers or more pedestrians are using the streets, (or both) it may be necessary to upgrade a Zebra Crossing to a light-controlled crossing, in the future. With this in mind, NCBI suggests that, when installing Zebra Crossings, the necessary wiring should be put in place, underground, ready to be easily accessed for connection to pedestrian lights, if required in the future. This would mean that an upgrade could be done, in the future, with minimum disruption and damage to the new paving.

Zebra crossings are often considered acceptable for drivers, and for pedestrians with vision. A sighted person can look at the approaching driver, read his/her facial expression and catch a nod or smile – or see that the driver looks preoccupied or impatient – and will know whether this is a friendly and courteous driver, or someone unwilling to stop and wait.

But a person with impaired vision has no way of knowing whether it's safe to step out or not. If he/she hesitates too long, the driver who WAS waiting for him/her to cross may lose patience and move forward – just as the person with impaired vision decides it's ok, the driver is waiting.

### **Local Survey on Driver Behaviour at crossings which are not light-controlled.**

Paul O'Rahilly, a Long Cane user who lives in Kilkenny, held a mini-survey, with the help of Transition Year Students, to check out how drivers behave at both Zebra Crossings and Courtesy Crossings. His finding was that one in eight drivers do not stop at Courtesy Crossings or Zebra Crossings.

The Disability Act (2005) states that City and County Councils have a duty to ensure that public buildings, roads, footpaths and parks are all accessible to everyone, including people with disabilities.

Any new work undertaken by City or County Councils must be universally accessible. A "beeper crossing" is accessible to people with impaired vision (as well as people with other disabilities, and to



the general public) whereas a Zebra Crossing or Courtesy Crossing is not. They can't use either of these crossings safely, independently.

NCBI's position is that there must be safe, accessible crossing facilities for people with impaired vision - but as long as sufficient accessible crossings are **already provided**, we are not averse to the installation of **additional** Zebra or Courtesy Crossings.

**A Zebra crossing or Courtesy Crossing should be regarded as a "luxury extra", not a substitute for an accessible crossing.**

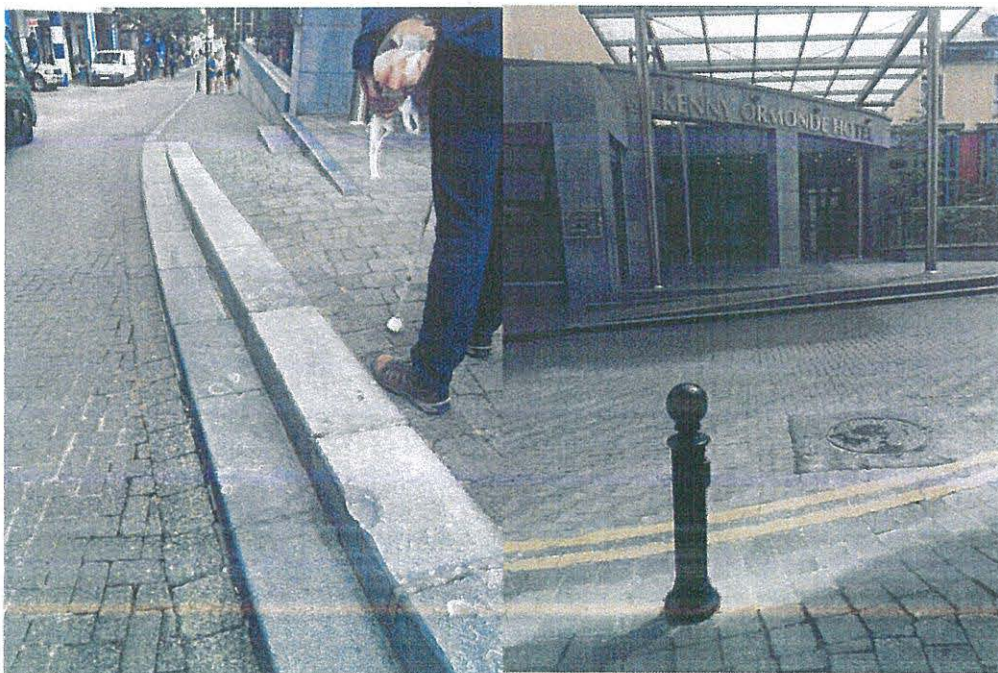
### Correct installation of Zebra Crossings.

A Zebra Crossing must have a Belisha Beacon (orange ball light on top of a black-and-white striped pole) on each side of the crossing, and must have black and white stripes marked on the road. The area of the kerb which is dished for people using wheels should have tactile paving of the blister type installed, and a track of this type of tactile paving should lead from the right hand side of this dished area of the kerb all the way back to the building line, so that someone with little or no vision walking along the footpath can feel it with a cane or underfoot, and can turn and follow it to the crossing. Otherwise they have no way of knowing that the crossing is there.

Some of the existing Zebra Crossings in the town do not have tactile paving leading to them. The upgrading of Ormond St. is a good opportunity to rectify this, at least on this street. Ideally all Zebra Crossings in the town should be checked, and any retrofitting necessary should be carried out, when possible.

## 2. Tapered kerbs.

Outside the Kilkenny Ormonde Hotel there are two sets of 2 steps, each with tapered kerb-ends (see photo). This is confusing and could be a trip-hazard for anyone, but especially for people with impaired vision. Perhaps the engineers / architects in Kilkenny Co. Council can come up with some way of retrofitting this area to make it safer?





### 3. Use of Hazard Warning type tactile paving on wide footpath/forecourt area.

A narrow strip of Hazard Warning tactile paving has been installed on the pavement, on each side, just before the junction of Patrick St. and Ormond St. This has been laid as a boundary around tables and chairs outside a café/restaurant, on one side, and around bollards, benches and other street furniture, near the kerb edge, on the other side. This was a very good idea, and Kilkenny Co. Council is to be commended for installing it.

Paul O'Rahilly (Long Cane user) noted that this was helpful, but that he had not been aware of its existence.

It would be good if Kilkenny Co. Council would make it a policy to always notify NCBI when they are putting in tactile paving of any kind, so that our Mobility Instructors can advise people with impaired vision where it has been installed, and how to use it to maximum advantage.

The only people who use tactile paving are those with impaired vision. Nobody else requires it. It is often laid incorrectly, because someone either does not refer to the Guidance Document on the use of tactile paving surfaces, or doesn't understand how to apply the guidance in a particular situation. To prevent mistakes which are costly to rectify, it's a good idea to consult with NCBI before installation of tactile paving.

This Hazard Warning paving is laid in narrower strips than specified in the Guidance Document (available

here:[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/289245/tactile-paving-surfaces.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289245/tactile-paving-surfaces.pdf)

However, as Paul could find and use it, NCBI would not ask for it to be corrected, unless other people with sight loss report that they find it too difficult to detect such a narrow strip.

### 4. Steps.

**(a)** There is a short flight of steps shown in the plans, and a note saying that the guidelines for handrails in Part M of the Building Regulations will be followed. We assume that the guidelines for outdoor stairs in the Technical Guidance Document for Part M will therefore also be followed: colour-contrasted nosings on each step, steps of equal and appropriate height and depth, etc. This would also include the provision of tactile paving (Hazard Warning type) at the top and bottom of the steps.

This is all shown and explained in detail, in both text and diagrams, in Section 1.1 of the Technical Guidance Document for Part M (page 31):

<https://www.housing.gov.ie/sites/default/files/migrated-files/en/Publications/DevelopmentandHousing/BuildingStandards/FileDownload%2C24773%2Cen.pdf>

**(b)** At the New Street end of Ormond Street, there are steps leading both up and down to apartments, alongside the public footpath.(See photographs below.)





View of steps down, from below.      View of steps down, from footpath.

Although the steps leading up from street level have their edges marked (not exactly as shown in the TGD for Part M, but at least they are marked) the steps leading down do not. These steps leading down are much more hazardous for anyone with impaired vision who may be passing on the footpath, if they happen to veer in a little towards the building line. Many people with impaired vision like to use the building line/walls/railings as a guide to follow, and will often turn in towards it. NCBI requests that the owners of these apartments should be asked by Kilkenny Co. Council to have their step-edges marked.

Ideally the markings should be of a permanent nature, but as they are private property, this is not obligatory. Yellow paint could be applied to the step edges, for the full width of each step, to a depth of 50 mm. As this will wear off, the steps will need to be repainted every couple of years or so.

This would not be very expensive, and as it would make the steps safer for the residents, too, it seems unlikely that anyone would object to it. However, if they are unwilling, the alternative is for Kilkenny Co. Council to provide Hazard Warning tactile paving, of the correct width and depth, along the inner edge of the public footpath, to warn of the presence of the steps.

Good lighting, pointing downwards onto steps, is also helpful for everyone.

## **5. Tactile Paving.**

Just a comment about the tactile paving, both for these steps and for the blister type tactile paving at the road crossings:

Swedish research has shown that cane users cannot easily identify tactile paving when they encounter it on a textured surface. It is best, when at all possible, to ensure that the paving surface around and leading to the tactile paving is smooth rather than textured.

Cobbles are one obvious example of textured paving, but even relatively smooth brick-type paving is also considered textured, because the joints between the bricks are felt by someone using a Long Cane with a roller tip. It can be difficult to differentiate between a textured surface of one kind (like brick-type paving) and a textured surface of another kind (like blister-type tactile paving) with a cane tip.

[https://trafikverket.ineko.se/Files/sv-SE/11127/RelatedFiles/2004\\_158E\\_orientation\\_using\\_guidance\\_surfaces\\_blind\\_tests\\_of\\_tactility\\_in\\_surface\\_wi](https://trafikverket.ineko.se/Files/sv-SE/11127/RelatedFiles/2004_158E_orientation_using_guidance_surfaces_blind_tests_of_tactility_in_surface_wi)



The tactile paving should also be in a colour which contrasts as strongly as possible with the colour of the surrounding paving.

Many people with impaired vision cannot detect tactile changes, but have enough residual vision to detect a change of colour, so it's important to provide both a visual and a tactile change, to warn of steps or road crossings.

## 6. Street furniture.

NCBI strongly recommends that street furniture such as bollards, street lights, and signage poles should be situated in line with each other, alongside the kerb-edge.

Below are photographs showing how street furniture which is not aligned forms an obstacle course for anyone with impaired vision.

It also makes Ormond Street quite challenging for a wheelchair- user, or for parents trying to take care of young children, while also wheeling a pram or buggy.







When a footpath with a kerb-edge is installed on Ormond St., there should not be any need for bollards, as a kerb of a good height will deter motorists from parking on the footpath. Will the bollards therefore be removed?

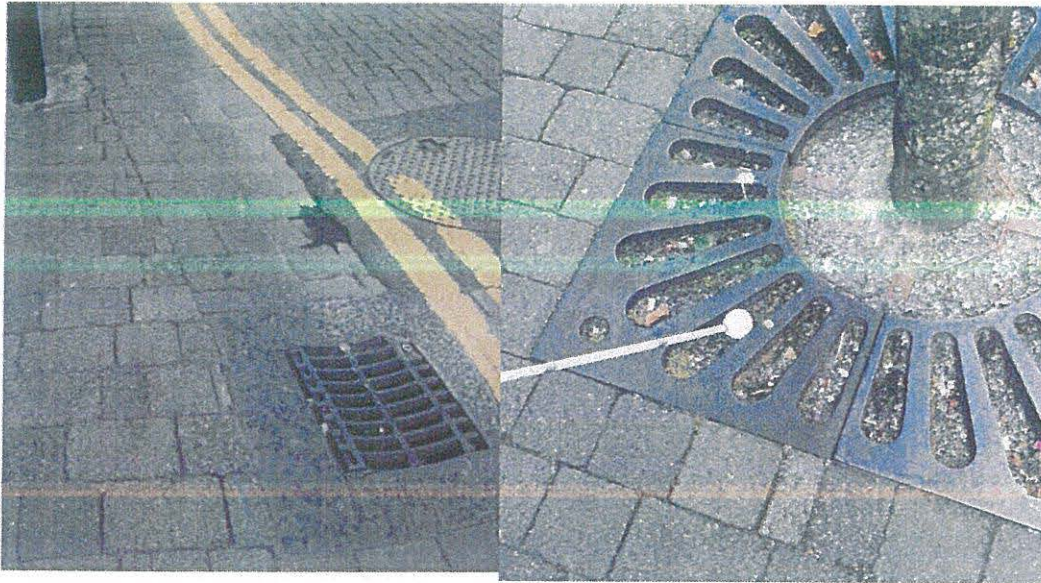
NCBI also recommends that, wherever possible, street lights should be attached to the walls of buildings, instead of mounted on poles. This will mean fewer obstacles on the footpath.

If street lights can't be wall-mounted for some reason, can they please be repositioned as near to the kerb-edge as possible?

#### **(a) Drainage gulleys and grills.**

It is not clear to us from the plans whether the existing drainage gully (quite shallow and wide, with brickwork) will be removed, when kerbs go in, and whether this will make it possible to have a wider footpath area.





Currently these drainage grills (above left) are a hazard for cane users, as the cane tip can go down through the openings. Sometimes the tip can come off the cane, as a person using a Long Cane pulls the cane free of such a drainage grill.

However, if a kerb goes in along the edge of the footpath, these grills will no longer be a problem, as people will not come into contact with them. They will be on the footpath, while the grills will be on the road.

Will the drainage grills be moved out a little farther, so that the footpath area can extend to the edge of where the yellow lines are marked, in the photo above? Of course the grills would have to be in line with the bottom of the new kerb edge.

Above right is a photograph of another type of drainage grill, around the base of a tree. As these grills are on the footpath, NCBI recommends replacing them with drainage grills which have smaller openings, so that cane-tips don't get caught in them.

### **(b) Public seating.**

In an image set into the plans, two pale grey benches are shown, standing on a pale grey path. NCBI recommends colour contrast between seating and the surface on which is situated, and against which it is seen.

Approaching from the building line, going towards the road edge, these benches would be visible against the darker paving just behind them, but if walking along the pale grey path, it would be very difficult or impossible for someone using low vision to see them.

A collision with a concrete bench of this type would be painful, and could cause a fall. Falls can often mean serious injury, for an elderly person.

Small children running around could also bump against sharp corners. We recommend rounding corners off, as much as possible.



### **(c) Bollards.**

The bollards shown in the pictures inserted onto the plans look excellent. We are assuming that they will be/are at least 1m in height. The black colour shows up well against the paler background, and the white stripes make them even more visible, especially in the dark. We hope that the white stripes will be light-reflective.

We noticed that some new bollards in Kilkenny are black and rounded and of a correct height, all of which is great. However, although there is room on the “neck” of these bollards to attach a fluorescent strip in either white or yellow, this has not been done. While the black colour shows up well against the mostly pale grey background, in daylight, at night black objects are not easy to see, for people with impaired vision. NCBI recommends fitting these bollards – and any new bollards – with light-reflective/fluorescent collars, to make them more visible at night.

We noticed that bollards near crossing points have been given yellow collars. This is a very good idea, and will help people to find the crossing points, especially at night.

### **(d) Trees, hanging baskets, plant pots.**

Kilkenny is a beautiful and well-kept town, and the trees and flowers make the town very attractive and pleasant for everyone. NCBI recommends ensuring that hanging baskets are always hung high enough so that even tall people with impaired vision do not find their heads bumping into them, and that low tree branches are trimmed back.

Below left is an example of a tree which needs “underskirting” as it is called. This is near the New Street end of Ormond Street. Below right is an example of good practice – plant pots which are rounded, do not block the footpath, and contain plants which do not protrude into the footpath area at face height. They look lovely, too!

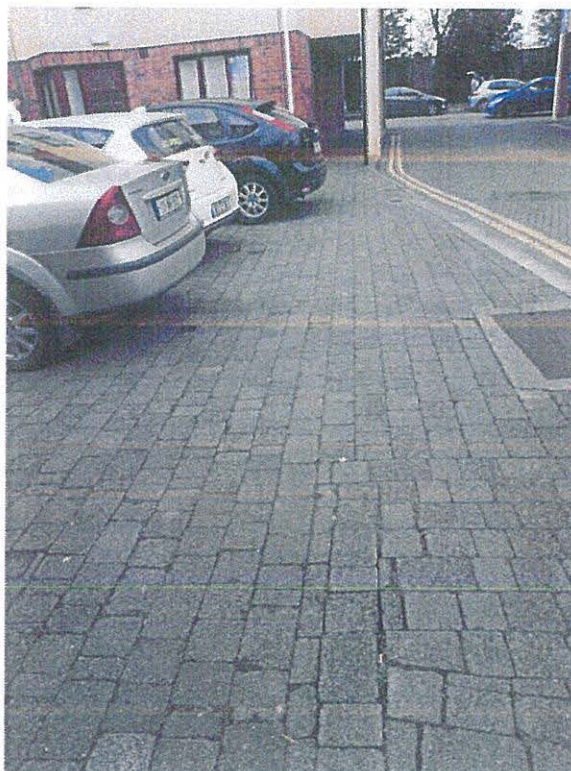




## 7. Car parking.

### External car park:

At the New Street end of Ormond St., on the left as you go towards New St., there are outdoor parking facilities for residents, which encroach somewhat onto the public footpath. There is no clear demarcation between the car parking area and the footpath.



NCBI recommends the installation of something which will not be a barrier to cars, but which will ensure that they move in far enough, when parking, so that they don't encroach on the footpath. Whatever is chosen for this purpose should also serve as visual and tactile guidance for passing pedestrians with sight loss, so that they don't inadvertently move into the car park, when making their way towards New Street. This could happen if the car park was empty of cars at the time.

Even when the car park is full, (as in the photograph above) it is difficult to pass the backs of cars. People with sight loss are wary of marking cars, if their canes hit them accidentally. Also, if any parked car has a tow-bar protruding, a person with impaired vision can get a nasty rap on the shins, or even fall, while trying to pass.

One possible way to mark the boundary between the car park and the public footpath would be to install a raised ramp, of the type in the photograph below.





If positioned carefully, drivers who feel their back wheels going over it will know that they are now in far enough so that they won't obstruct the footpath, which is helpful for them. And even when the car-park is empty, a person using low vision or a cane can keep outside a "speed bump" like this, using it as guidance.

Raised bumps of this type can be detected and followed by most people with impaired vision who use canes, and the yellow and black colours make it visible for many people who use their residual vision, rather than a cane, for independent mobility.

#### **Indoor car park:**

On the plans, we see that changes will be made outside the entrance/exit to an indoor car park, on Ormond St. This will be very welcome, as currently this is quite difficult, and potentially dangerous, for people with impaired vision. It is very difficult to pass this wide opening without veering right out into the road. (See photograph below.)

But when footpaths with kerbs are installed, as shown in the plan, it will be much easier and safer.

Black-and-white stripes across the crossing, or white lines on each side of it, would be good for people with impaired vision, but one of these speed bumps (above) across the entrance would help people with no vision, as well as those with some residual vision, to cross the opening in a straight line.



**Final comments:**

Kilkenny Co. Council is to be complimented on these plans, which seem to be very well-intentioned, and overall seem to be considerate of the needs of people with impaired vision.

NCBI hopes that our comments are helpful, and that communication continues to improve between the local Access Group and the Council, so that we can work together to provide Universal Accessibility in Kilkenny.

**Report submitted by:**

Fiona Kelty, NCBI Dublin, Geraldine Coyle, NCBI Kilkenny, and Paul O'Rahilly, Kilkenny Access Group.

**Date:** Friday 26 July 2019



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20/08/2019

**Re: Part 8 Ormonde Street**

Dear Sir/Madam,

Irish Water makes the following observations in respect of the above-referenced planning application for the proposed Part 8 development at Ormonde Street, Kilkenny City.

Irish Water (IW) has reviewed the plans and particulars submitted with the application and would draw the Planning Authorities attention to the presence of IW assets (water and wastewater networks) within the boundary of the planning application including the following:

- 300mm Sewer Main
- 225mm Sewer Main
- 175mm Water Main
- 150mm Water Main
- 100mm Water Main

IW requests engagement to ensure no conflicts with IW infrastructure, and adequate protection and access to existing infrastructure is maintained at all times. Note that any change to existing road or footpath levels may involve a change depth of cover over existing pipelines. The applicant is required to engage with Irish Water in respect of Deed of Easement and wayleaves prior to the commencement of the development.

Any proposals by the applicant to build over or divert existing water or wastewater services shall be submitted to Irish Water prior to works commencing. For information on the diversion process, please send a query to [diversions@water.ie](mailto:diversions@water.ie) and include details of the proposed development, as well as the approximate location of the Irish Water asset. Please refer to the diversion and build over page on the Irish Water website for further details, at the following link: <https://www.water.ie/connections/developer-services/>.

Where the applicant proposes to connect to a public water/wastewater network operated by IW, the applicant must sign a connection agreement with IW prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

All development is carried out in compliance with Irish Water Standards codes and practices. Further details on Irish Water Standard Code and Practices can be found on the Irish Water website <https://www.water.ie/connections/developer-services/>

Signed on behalf of Maria O'Dwyer - Connections and Developer Services Manager

PP Ali Robinson – Development Management Planning

Date 20/08/2019



