



Kilkenny City Centre Local Area Plan

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1 Introduction

1.1 Challenges and Opportunities

Kilkenny is unique among similar sized cities and towns in Ireland. Its magnificent heritage, its ambient medieval core and its thriving cultural and artistic base make it a major tourist and visitor destination, as well as an attractive place in which to live and work.

The City is the main commercial, residential and cultural centre of the county and thus the City Centre faces major ongoing challenges and opportunities:

To facilitate the future development of the City Centre in accordance with a comprehensive vision.

This vision must seek to enhance and capitalise on the City's many assets and to provide a policy context for the assessment of individual 'development-led' proposals.

To facilitate the population growth anticipated in the National Spatial Strategy.

While it is recognised that the majority of the population increase (to the target of 30,000 by 2020) will be accommodated elsewhere within and on the current fringes of the built up area, providing for the increased demand for services and facilities within the City Centre is nonetheless a major challenge.

To provide for the enhancement and growth of the City Centre as a retail centre.

With increased personal mobility, the traditional role that the City Centre plays in the county is becoming less pronounced. People are now able to access and use neighbouring centres such as Carlow and Waterford as conveniently as Kilkenny. The retail function of the City Centre in particular is subject to further competition as a result. The challenge, therefore, is to enhance and facilitate the retail function of the City Centre in face of this competition and the anticipated growth in population.

To facilitate a sustainable mix of uses to ensure a vibrant City Centre.

A sustainable mix of land uses is a key factor in maintaining and enhancing the vibrancy and attractiveness of the City Centre, while also reducing trip demand by concentrating various functions within the most accessible area. It is an opportunity to build on and enhance the existing mix of uses within the City Centre, and to include residential, retailing, offices and other commercial uses, public services, and community and cultural facilities.

To accommodate access to the City Centre.

The medieval fabric and street pattern of the City Centre are subject to modern traffic pressures with extensive traffic volumes, parking and servicing requirements. The challenge is to provide a practical level of accessibility for all regardless of age, mobility or availability of mode choice; to develop a network, which must pragmatically cater for all trips by the most appropriate mode of transport that have an origin or destination in the City Centre; to provide sustainable levels of parking for both long and short term parking demand, and to optimise the use of all parking spaces.

To provide for the enhancement and linkage of open spaces within the City Centre.

Historically, the City Centre has a limited and fragmented network of open spaces. The challenge is to maintain and enhance the existing amenity resource; to conserve and enhance the natural heritage value of these areas; to create new open spaces; and to identify opportunities to link these spaces.

To improve the directional signage for pedestrians and vehicles.

The existing directional signage, both vehicular and pedestrian, within the City Centre is poor and detracts from the experience of the City. The challenge is to develop a coherent signage strategy, which will identify places of interest, pedestrian linkages, car parks etc.; that enhances orientation to, from and within the City Centre; and improves access to and appreciation of the City's heritage.

1.2 Principle Aims of the Local Area Plan

This Local Area Plan seeks to provide an integrated strategy for the future sustainable development of Kilkenny City Centre in order to ensure its continued vitality and viability, and to strike a balance between preserving its architectural and archaeological heritage and facilitating modern living and enhancing the quality of life for its existing and future residents.

In order to deliver this strategy, the Local Area Plan has a number of principle aims:

- Propose traffic management objectives to improve existing vehicular and pedestrian linkages within the City Centre.
- Propose a framework for existing and future car parking requirements.
- Prepare urban design frameworks and land use strategies for key sites.
- Assess the core retail area and propose strategies for its future development.
- Develop a general directional vehicular and pedestrian signage strategy.
- Propose a network of quality open spaces.

In conjunction with the Kilkenny City and Environs Development Plan 2002 the Kilkenny City Centre Local Area Plan will be the main instrument to guide and control development in the area and thus has major implications on the future growth and development of the City Centre.

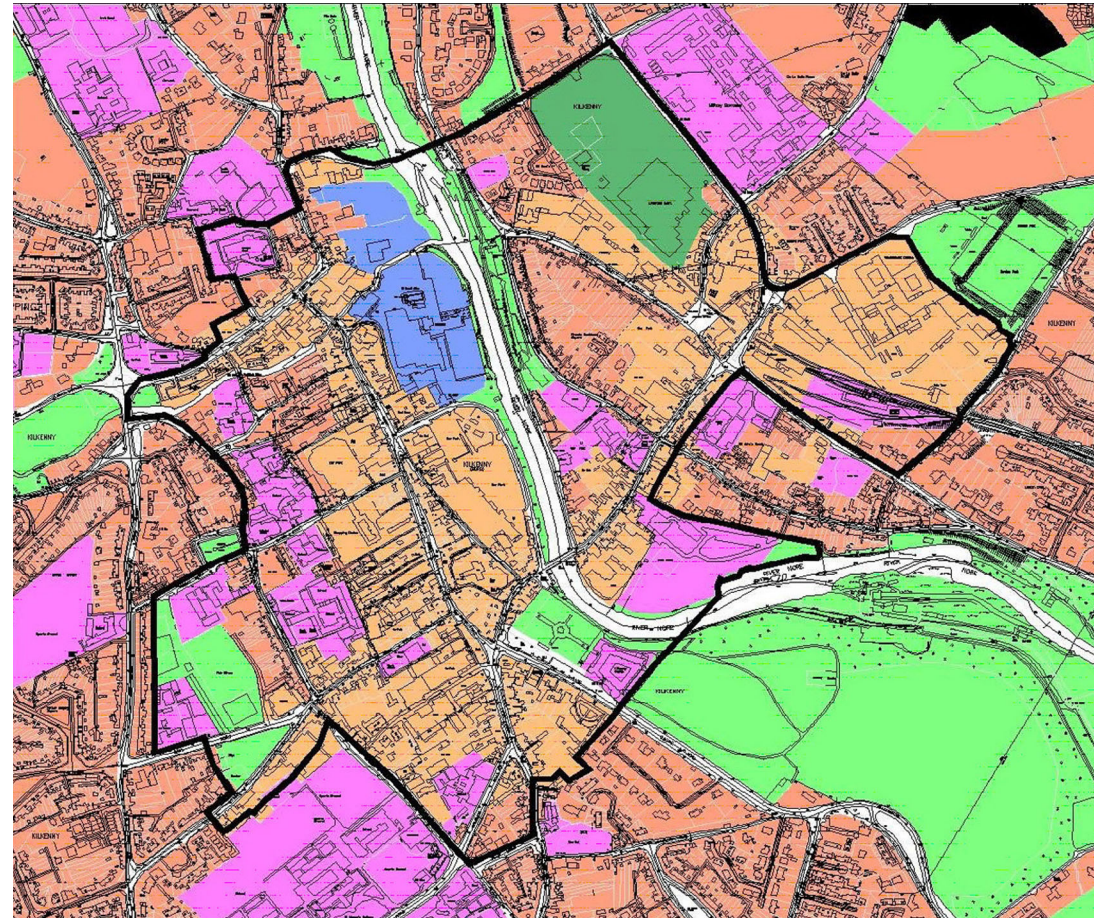
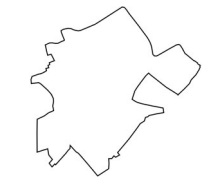


Figure 1.1 Extent of Local Area Plan

Kilkenny City & Environs Development Plan 2002

	Residential.
	Residential (Low Density).
	General Business.
	Neighbourhood Centre.
	Industrial.
	Community Facilities.
	Open Space.
	Business Technology Park.
	Industrial/ Business Park.
	Hotel (4* or 5*).
	Agri-trade.
	Agriculture.
	Development Boundary.
	Boro Boundary.



Local Area Plan Area.

1.3 Terms of Reference

1.3.1 Local Area Plan Area

The Local Area Plan (LAP) comprises an area of irregular shape of approximately 95 hectares (235 acres) and is identified on Figure 1.1. The Plan area contains the historic, built up centre of Kilkenny City centred around the retail core of High Street, St. Kieran Street, Rose Inn Street, Parliament Street, Patrick Street, and John Street. It includes a stretch of the River Nore between Green's Bridge and the County Council Offices as well as Kilkenny's most noteworthy buildings and structures, e.g. Kilkenny Castle, Town Hall, The Court House, Rothe House, St Mary's Cathedral, Black Abbey, St. Canice's Cathedral, St. John's Priory, Shee Alms House. The Plan area also contains McDonagh Station, the Kilkenny Mart site, and the County Council offices on John Street.

1.3.2 Kilkenny City & Environs Development Plan 2002

The policy for the preparation of this Local Area Plan is set out in Section 6.8.8.1 of Variation No. 3 of the Kilkenny City and Environs Development Plan 2002, which requires that a Local Area Plan be prepared for the City Centre.

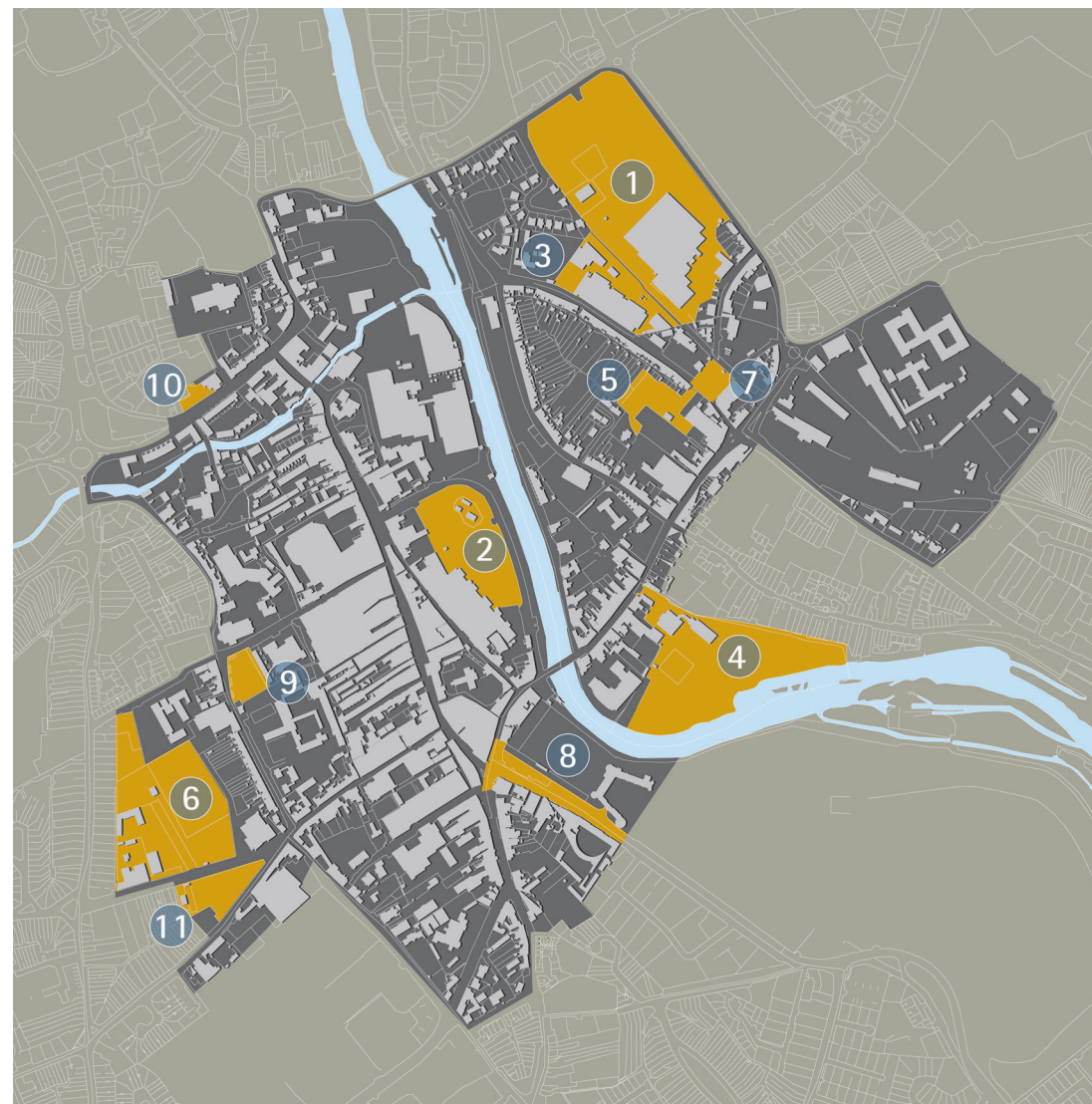


Figure 1.2 Specific Sites

■ Specific Sites

1.3.3 Brief for the Preparation of the Local Area Plan

The Brief for the preparation of the Local Area Plan determines that it should concentrate on establishing new linkages, improving permeability and determining suitable uses within the City Centre. The Plan should also assess existing and future need for car parking and propose a framework for general directional signage within the City.

The Brief for the Plan also requires that an urban design framework, including advice on appropriate land uses be prepared for the following specific sites: (1) the Kilkenny Mart, (2) Bateman Quay, (3) Padmore and Barnes, (4) County Hall, (5) Wolfe Tone Street car park, (6) Fair Green, (7) John's Green, (8) The Parade, (9) St. Mary's car park, (10) Dean Street car park and (11) The Closh.

The locations of the sites are indicated on Figure 1.2.

1.4 Statutory Context

Section 19 of the Planning and Development Act, 2000 provides that a Local Area Plan may be prepared in respect of any area which a Planning Authority considers suitable; and in particular for areas which require economic, physical and social renewal, and for areas likely to be the subject of large-scale development within the lifetime of a Development Plan.

This Local Area Plan has been prepared in accordance with the requirements of the Planning and Development Act, 2000 and the Planning and Development (Amendment) Act, 2002.

The Planning and Development Act, 2000, as amended, sets out the matters that must be included in a Local Area Plan. Consideration can only be given to matters that relate to the proper planning and sustainable development of the area. In summary, the statutory requirements are that the Plan must be consistent with the objectives of the Development Plan (in the case of this Local Area Plan, it will be adopted concurrently with the variation the Kilkenny City and Environs Development Plan, 2002, to accommodate the policies, objectives and recommendations contained herein). The Local Area Plan must consist of a written statement and a plan or plans, which may include:

- Objectives for the zoning of land, or
- Other objectives for the proper planning and sustainable development of the area including details on community facilities and amenities and on standards for the design of developments and structures.

1.5 Policy Context

Due regard has been paid to a broad range of strategic and local planning documents affecting Kilkenny City Centre:

- 1 The National Spatial Strategy 2002-2020.
- 2 Residential Density Guidelines, 2000.
- 3 The Strategic Environmental Assessment Guidelines, 2004.
- 4 National Heritage Plan 2002.
- 5 National Biodiversity Plan 2002.
- 6 The South East Regional Planning Guidelines.
- 7 The Kilkenny County Retail Strategy (as varied 2004).
- 8 The County Kilkenny Open Space, Sports and Recreation Study.
- 9 The County Kilkenny Housing Strategy 2002.
- 10 The Kilkenny City and Environs Development Plan 2002 (as varied).
- 11 Infrastructural projects, Conservation Plans and other non-statutory studies and projects (e.g. Inner Relief Road; Flood Relief Scheme; Conservation Plans for St. Mary's, City Walls and Rothe House; Arts Strategy - in preparation; Feasibility Study for Integrated Cultural Facility - in preparation; Walking and Cycling Route along River Nore).

Kilkenny Borough Council has signed the "Aalborg Charter of European Cities and Towns towards Sustainability", 1994 and, as a consequence, is committed to the promotion and achievement of sustainable development.

The objectives of the Charter are reflected in the policies and objectives of this Local Area Plan that promote sustainable modes of transport and an integrated transport management; sustainable land use patterns; sustainable building and urban design; and the enhancement of the natural amenities of Kilkenny.

The Borough Council has adopted the principles enshrined in the Barcelona Declaration "The City and the Disabled". These principles - to promote better awareness of people with disabilities, their rights, their potentials and their contributions among the general public - are reflected in the aims, policies and objectives of this Local Area Plan.

This Local Area Plan has to be read in conjunction with the Kilkenny City and Environs Development Plan 2002. Policies and objectives within the Development Plan also apply to the Plan area, unless this Plan makes specific provisions that alter or supplement those policies and objectives in the Development Plan.

1.6 Consultation

The Borough Council may undertake such consultation, as it considers necessary in the preparation of a Local Area Plan, commencing with the publication of the Draft Plan. However, due to the importance placed on the preparation of this Plan, the Borough Council initiated an extensive pre-draft programme, which took the form of obtaining the views of stakeholders and interested parties including: Elected Members of the Borough Council; Kilkenny Chamber of Commerce and Industry; An Taisce; Kilkenny Archaeological Society; Office of Public Works; Conservation Ranger (DoEHLG); Kilkenny Tourism; Traders Associations; Garda Síochána; local land owners; residents associations; and community groups.

The Brief for the preparation of the Plan details the purpose of the consultation as follows:

- 1 To afford an opportunity to all interested parties to participate in the process and thereby promote social inclusion.
- 2 To disseminate information to interested parties on all aspects of the Local Area Plan, including the vision, development complexities, objectives etc.
- 3 To inform the Local Authority and its consultants of the various opinions, ideas, views, areas of conflict etc., which exist so they may be assessed and incorporated in the plan as appropriate.
- 4 To promote and stimulate interest and enthusiasm for the project.
- 5 To give each stakeholder a sense of ownership of the Plan.

In addition, a non-statutory Strategic Issues Paper was prepared as part of the pre-draft consultation process to give a broad overview of the main development issues that arise in the area of the Draft Local Area Plan. The Issues Paper was designed to stimulate debate between the Planning Authority, key stakeholders, landowners and the general public with a view to indicating the likely direction of policies and objectives to be included in the Plan. The Strategic Issues Paper was on public display between 23 February and 23 March 2005, when submissions or observations from the public and interested parties were invited.

With the publication of the Draft Local Area Plan the statutory public consultation process commenced, as described in Section 1.8 below.

1.7 Strategic Environmental Assessment

The EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment provides that Strategic Environmental Assessment (SEA) is mandatory for Local Area Plans for areas with a population of 10,000 or more. Where the population involved is less than 10,000, the EU Directive requires screening of the Plan, in order to establish, if development resulting from policies and objectives of the Plan will cause significant environmental effects. The Plan area has a population of approximately 2,000 people. Consequently, SEA is not mandatory, however, screening is required.

The screening process, in consultation with the Department of Environment, Heritage and Local Government, the Department of Communications, Marine and Natural Resources, and the Environmental Protection Agency, resulted in the following conclusions:

- Policies and objectives of this LAP will not have significant effects on the River Nore as a designated Special Area of Conservation (SAC), or on any other item of the natural heritage within the Plan area. Any pedestrian footbridge proposal spanning the River Nore, which may result as an objective of the Plan, will be referred to the Department of the Environment, Heritage and Local Government, as well as the Environmental Protection Agency, for comment as part of any Part XI process (Development by Local and State Authorities), thus ensuring their input.

- Due to the emphasis of the Brief for the preparation of the Plan on urban design, traffic management and linkage issues in the context of a densely built up historic centre, where the conservation policies of the Kilkenny City and Environs Development Plan ensure the effective protection of the architectural and archaeological heritage, environmental effects are not likely to be significant. Environmental effects are expected to be of a positive nature in particular regarding optimisation of land uses; facilitation of sustainable modes of transport; improvements in traffic safety and reduction in noise and air pollution.
- Development control provisions in the Kilkenny City and Environs Development Plan, 2002 allow for the appropriate assessment of proposed developments on a case-by-case basis.

The Borough Council has concluded, as per the Planning and Development (Strategic Environmental Assessment) Regulations 2004 that, in their totality, the likely policies and objectives to be contained within the Plan and the development that will result therefrom is unlikely to give rise to significant effects on the environment. The development control process and the Part XI process will allow for detailed input from the Environmental Authorities at project design and decision stages. Therefore SEA is not required.

1.8 Next Steps

This Draft Local Area Plan will now be put on display for a period of 6 weeks, and submissions on the Draft Plan are invited from members of the public and interested parties. After the close of this period the County Manager will prepare a report to the Members of the Borough Council, containing his opinions and recommendations in relation to the issues raised the public and interested parties. This report must be prepared not later than 12 weeks after the giving of notice of the public display of the Draft Plan. The Members of the Council may make or amend the Draft Local Area Plan within 6 weeks of receiving the Manager's report.

If the Planning Authority amends the Draft Plan, a notice must be published within 3 weeks of that decision informing the public of the proposed modification(s). Any of the proposed amendments that are considered to be 'material' will be put on public display for a minimum period of 4 weeks.

Any interested party will be able to make submissions on the proposed amendments and these will be the subject of a further report to the Council by the County Manager. This report has to be submitted to the Members within 8 weeks of the issue of the public notice.

Following consideration of the County Manager's report, it is for the Members of the Council to determine whether or not the proposed Plan is made or amended. The Members have 6 weeks from receiving the report to decide.

The Kilkenny City Centre Local Area Plan will be for a period of six years from the date of its adoption. The Plan is subject to regular reviews to allow for changing circumstances; however it is intended that the long-term vision set out will give a degree of continuity and certainty to the evolution and future development of the City Centre.

1.9 Plan Structure

Section 2: Strategic Development Policy

Section 2.1: Traffic Management and Linkage Strategy

Section 2.2: Urban Design Policies

Section 2.3: Development Strategy and Policies for the City Centre

Section 2.4: Directional Signage Strategy

Section 3: Urban Design Framework and Land Uses for Specific Sites

1.10 Implementation

This Local Area Plan sets out ambitious targets for the future development of the City Centre in accordance with a comprehensive vision. The successful implementation of the provisions of this Plan will require the combined involvement of the community, local business interests, statutory service providers as well as the Borough and County Councils.

The achievement of the objectives of the Plan will be dependent on the availability of appropriate levels of finance. The Borough Council will actively and innovatively strive to identify and secure resources from both the public and private sectors to implement the provisions of this Plan and actively promote a climate conducive to private investment in the City in accordance with the Local Area Plan.

As it is not possible to predict the allocation or level of public funding that will be available over the period of this Plan, the policies and objectives put forward will have to be subject of regular review. Policies and objectives may be modified or deleted and new works not anticipated at present may be initiated depending on the availability of funding and the sanctioning of the works.

1.11 Key for Policies and Objectives

- PTL1 – PTL10: Policies: Transport Linkages
- OWG1 – OWG9: Objectives: Gateways (West of River Nore)
- OWE1 – OWE13: Objectives: Links outside Gateways (West of River Nore)
- OWI1 – OWI13: Objectives: Links within Gateways (West of River Nore)
- OEG1 – OEG6: Objectives: Gateways (East of River Nore)
- OEE1 – OEE6: Objectives: Links outside Gateways (East of River Nore)
- OEI1 – OEI10: Objectives: Links within Gateways (East of River Nore)
- OPC1 – OPC9: Objectives: Pedestrian and Cycle Links
- OS1 – OS11: Objectives: Specific Sites
- PLU1 – PLU14: Policies: Land Use
- OLU1 – OLU17: Objectives: Land Use
- PPR1: Policy: Public Realm
- OPR1 – OPR17: Objectives: Public Realm
- PDS1: Policy: Directional Signage
- PUD1 – PUD29: Policies: Urban Design
- OULD1 – OULD24: Objectives: Urban Design

2
Strategic Development
Policy

2.1 Traffic Management and Linkage Strategy

2.1.1 Context

The transportation policies and objectives contained within the Kilkenny County Council Development Plan 2002 are the overriding policies and objectives that apply to the Kilkenny City Centre Local Area Plan.

The purpose of this section is to identify transport policies and objectives that are specific to the Kilkenny City Centre Local Area Plan and that facilitate the achievement of the following overall aims:

- a) Improve commercial and tourist linkages and permeability throughout the City Centre.
- b) Propose a framework for existing and future car parking requirements and general directional signage within the City Centre.

The signage aspects of this Plan are considered in Section 2.4.

Kilkenny City Centre is characterised by its historic street and laneway network and the River Nore and its two bridge crossings. The transport network is a fundamental element contributing to the economic and social development of the City. This network is catering for internal trips within the City Centre and for trips to and from the wider Borough and Environs and the national, regional and county road network outside of the City.

Transport management for the City Centre must take cognisance of the movement of people and vehicles in the wider context of the Borough and Environs and the City's Hinterland. In this context the transport provision must be efficient and sustainable and must strive to provide a level of integration across all transport modes appropriate to the scale of the City Centre and the wider Environs.

In overall terms the vision is to provide a practical level of accessibility for all, regardless of age, mobility or availability of mode choice and the network must pragmatically cater for all trips that have an origin or destination in the City Centre. A reduction in dependency on private car travel must be addressed in terms of:

- Improving, developing and prioritising pedestrian and cyclist access.
- Developing bus services within the City and Environs.
- Managing parking provision.
- Limiting car access to key road links.
- Developing a coherent directional and explanatory signage strategy.

The following policies will be the basis for achieving this vision for transport.

2.1.2 Transport Management and Linkages Policies

The following policies will contribute to achieving the overall aims for transport management and linkages as outlined in Section 2.1.1.

Policy {Transport Linkage}
<p>P.T.L.1 The Borough Council will promote travel for all trip purposes by the most appropriate mode of transport and plan to accommodate acceptable and practical levels of accessibility for all within the context of the City's topography and established street network and through the provision, where appropriate, of new linkages.</p> <p>P.T.L.2 A road and street hierarchy for the City Centre will be adopted by the Borough Council that will define 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.</p> <p>P.T.L.3 The Borough Council will prioritise access and movement by pedestrians, people with disabilities and cyclists incorporating measures such as the development of City Centre Gateways, pedestrianisation of pedestrian thoroughfares and the development of new pedestrian and cycle linkages.</p> <p>P.T.L.4 Appropriate traffic management measures will be developed that will minimise the volume of through vehicular traffic in the City Centre and manage the movement of delivery vehicles to appropriate routes and time periods.</p> <p>P.T.L.5 The Borough Council will facilitate tourist access to the City Centre and the movement of tourists within the City Centre.</p>

Policy {Transport Linkage}
<p>P.T.L.6 The Borough Council will provide and control the development of parking for both long and short term parking demand that optimises the use of all spaces. Public parking within the boundary of the Local Area Plan will mainly be reserved for short-term parking, which will be subject to a tariff system. Appropriate locations will also be reserved for resident- only parking.</p> <p>P.T.L.7 Existing car parking in areas identified for urban redevelopment will be rationalised, reduced or relocated. Where appropriate and viable, existing surface car parking will be relocated into multi-storey car parks. These car parks will contribute to the retention and augmentation of existing parking provision and will facilitate the re-development of existing surface car park areas for more appropriate land uses.</p> <p>P.T.L.8 The Borough Council will promote the use of public transport incorporating the facilitation of existing and future taxi, scheduled bus, tourist and school bus services.</p> <p>P.T.L.9 The Borough Council will investigate: <ul style="list-style-type: none"> ▪ The development of bus services appropriate to the scale of the City and Environs. ▪ The provision of parking facilities for coaches and all intercity bus services. ▪ The development of taxi ranks and taxi pick-up and set-down facilities. </p> <p>P.T.L.10 The Borough Council will investigate the implementation of an Urban Traffic Control System, appropriate to the scale of the City.</p>

The transport policies are outlined in further detail in the following subsections. The specific transport management objectives are listed in Section 2.1.10 on a street-by-street basis.

2.1.3 Road and Street Hierarchy

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 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:

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

Table 2.1: Classification of Roads and Streets Hierarchy (To be adopted per policy PTL2)

This hierarchy classification allows for different forms of traffic management to be applied to each class of road and street. For example Pedestrian Thoroughfares can be considered as appropriate for pedestrianisation whilst shared surfaces can be considered for Secondary Streets. On Primary Streets formal demarcation between roadway and footways is generally necessary.

Clearly, the hierarchy of roads and streets within the boundary of the Local Area Plan is dependent on the road network outside the boundary of the Plan Area. Maps 2.1 and 2.2 illustrate the hierarchy of the road network in the City and Environs both in terms of the existing road network and strategic road proposals. The Inner Relief Road, Eastern Ring Road, Western Ring Road and North Link Road are the strategic routes that will have a significant impact on traffic flow in the City. These roads have been taken into consideration in determining the transport management objectives.

The Inner Relief Road will provide for strategic vehicular movement around the City Centre. However, the route could potentially act as a barrier to access for pedestrians and cyclists to the City Centre from residential areas surrounding the City Centre. The transport objectives take cognisance of this potential conflict within the context of the City Centre Gateways described in Section 2.1.4.

The road and street hierarchy maps illustrate the objective of pedestrianising High Street, and St. Kieran's Street, which are existing pedestrian thoroughfares, and potentially pedestrianising Rose Inn Street, which could become a pedestrian thoroughfare following the opening of the Inner Relief Road.

Parliament Street, Bateman Quay, John Street, New Street, Gaol Road and Wolfe Tone Street are all Primary Streets that are providing access to key car parks. Friary Street, James's Street and Barrack Street are all Secondary Streets providing local access only for vehicles whilst acting as key pedestrian links into the City Centre.

The laneways and slips are considered separately in Section 2.3.7.

2.1.4 City Centre Gateways

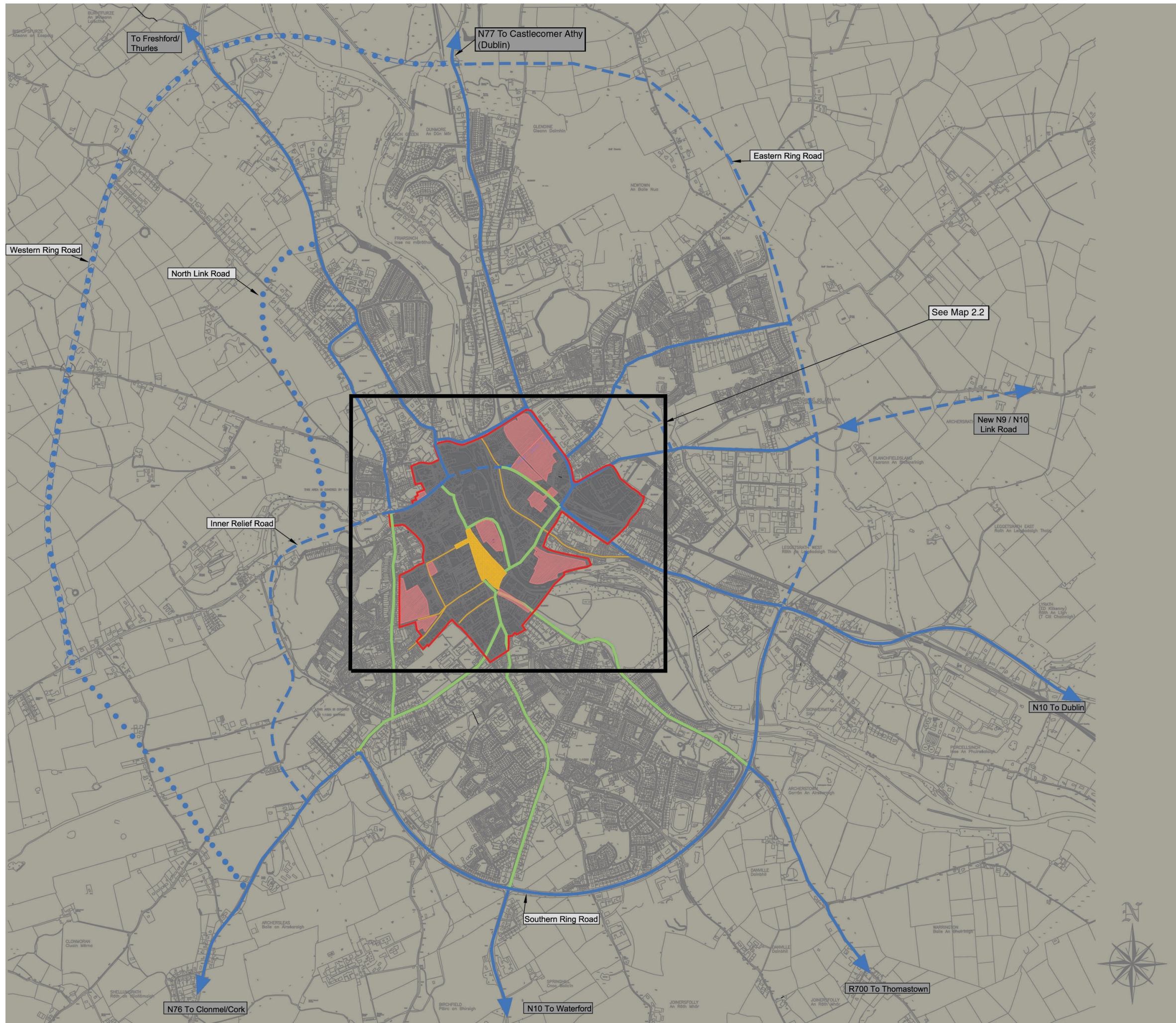
The centre of the City is an area of high pedestrian activity and, to a lesser extent, cyclist activity. In the context of the historical form and predominantly narrow streetscape, the movement of pedestrians and cyclists should, in overall terms, take precedence over the movement of vehicular traffic. However it must also be recognised that the movement of some types of vehicular traffic trips are essential for the continued economic consolidation and growth of the City Centre. In particular vehicular trips to car parks, for deliveries and for public service vehicles and private coaches must be catered for in a manner that is compatible with pedestrian and cyclist movements. However, vehicular movements within the City Centre will be restricted and will cater only for vehicular trips that have a destination in the City Centre

Pedestrian and cyclist access into the City Centre will be provided through Gateways that define the entry points into the City Centre street and laneway network. All gateways, as shown on Map 2.4, are strategically located within the context of the road and street network and all will provide for the safe passage of pedestrians and cyclists. This passage will be facilitated by a variety of urban design and traffic management measures. The traffic management measures are described in Section 2.1.10 under objectives OWG1 to OWG9 inclusive and OEG1 to OEG6 inclusive. The urban design proposals are indicated in Section 3 in the context of the Urban Design Frameworks for the eleven Specific Sites.

Pedestrian priority within the Gateways will be provided in a number of ways incorporating appropriate measures such as pedestrianisation, shared surfaces, increased footpath widths and improved junction crossing facilities. Pedestrianisation schemes will be time limited to permit vehicular access outside of peak pedestrian footfall periods.

Outside of the Gateways cyclists will be catered for on new cycle lanes, where appropriate, that will lead to the Gateways. Within the Gateways cyclists will share road space with smaller volumes of vehicular traffic and cyclists will also be permitted to use the pedestrianised streets.

Taxi and bus services can be permitted greater access to streets than other vehicular traffic. Delivery vehicles and general vehicular traffic will be permitted on pedestrianised streets outside of the pedestrian periods. This will allow for business continuity, permit drop off and pick up at convenient and safe locations during hours of darkness and provide an enhanced sense of security and movement outside of normal business hours.

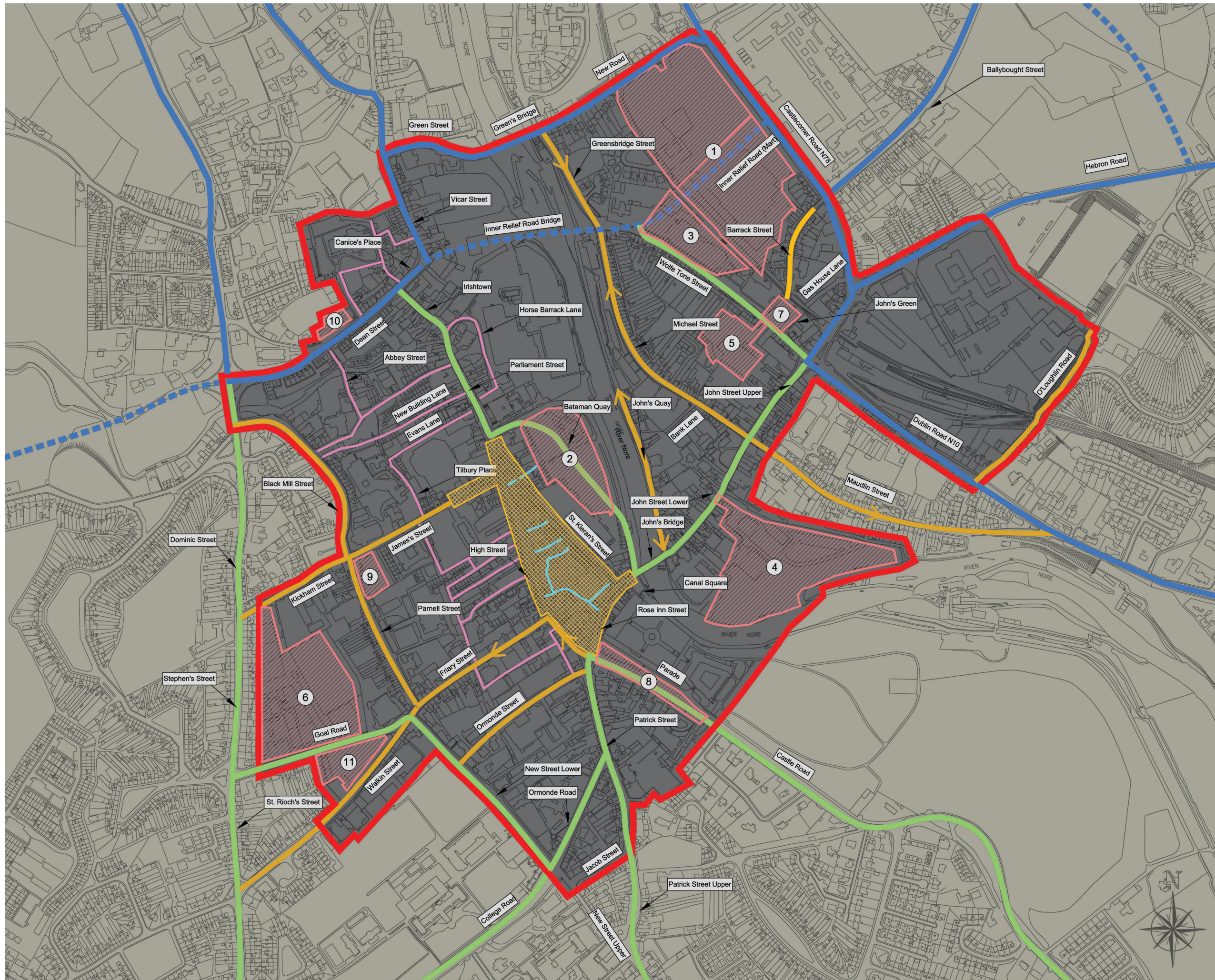


LEGEND

- Local Area Plan Boundary
- Primary Street Network
- Secondary Street Network
- Existing Distributor Routes
- - - Medium Term Road Objective
- · · Long Term Road Objective
- ▨ Specific Sites
- ▨ Pedestrianised Area

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

Map 2.1: Road and Street Hierarchy, City and Environs {Not to Scale}



- LEGEND**
- Local Area Plan Boundary
 - Existing Distributor Network
 - - - Future Distributor Road Network
 - Primary Street Network
 - Secondary Street Network
 - Laneway Network
 - Slips
 - Specific Sites
 - Pedestrianised Area

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

Map 2.2: Road and Street Hierarchy, City Centre
 {Not to Scale}

2.1.5. Car Parking

2.1.5.1 Existing Provision and Demand

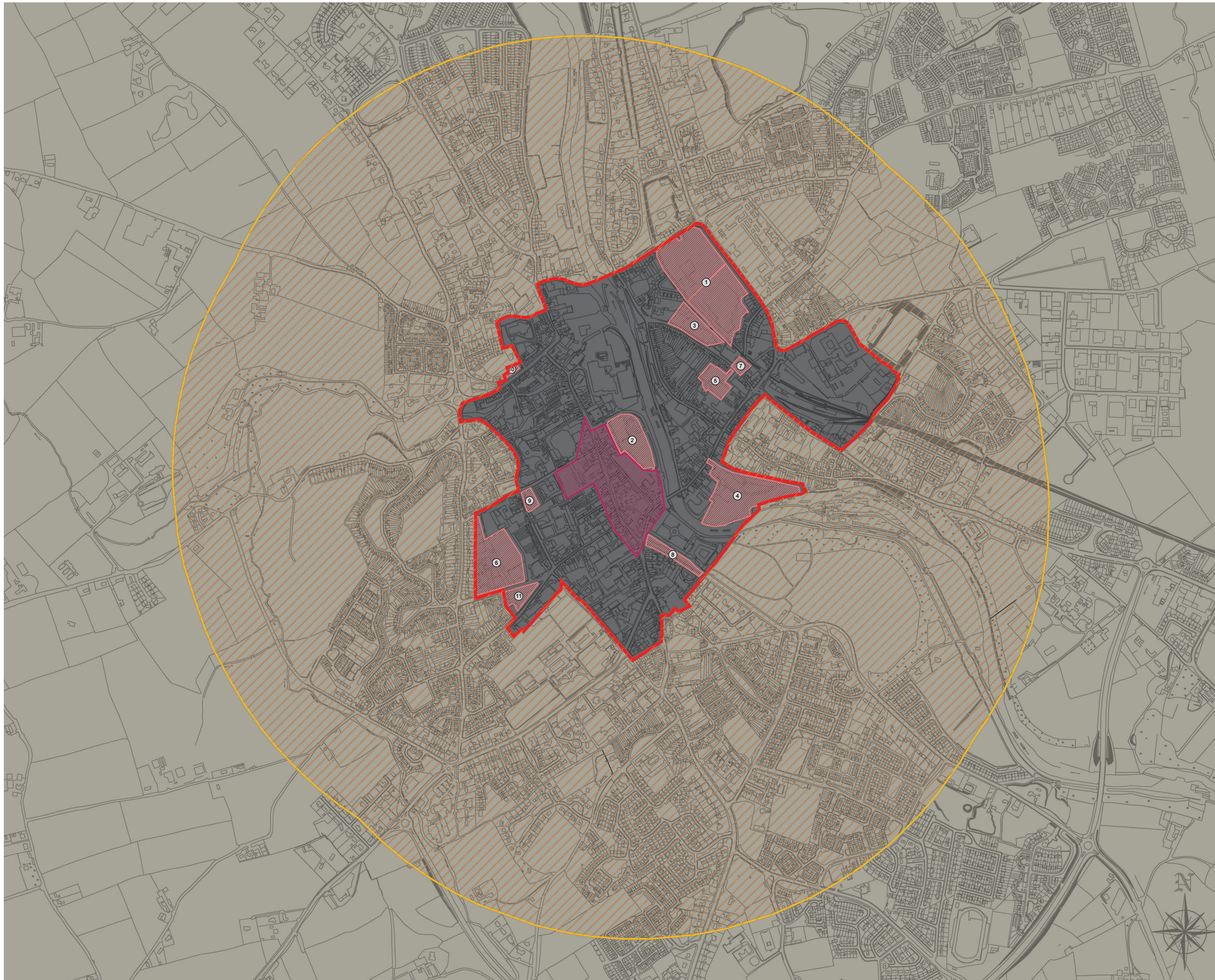
Within the boundary of the Local Area Plan public car parking is provided both on and off street. This parking is free or is charged at an hourly rate or a daily flat rate. The majority of free or daily rate parking exists on the periphery of the City Centre. Free parking is generally provided on street whilst daily rates are charged in surface car parks such as St. Canice's Church, adjacent St. Mary's Cathedral and at the Fair Green. Within these car parks the first hour of parking is generally free.

There are currently approximately 1400 free or daily rate parking spaces within or on the periphery of the Local Area Plan. Car parking inventories carried out during the preparation of this Plan indicate that around 1000 of these are located to the west of the River Nore and 400 to the east. On a typical weekday, up to 1100 of these spaces are occupied and a significant portion of these are occupied for long periods. Commuters who have no alternative mode choice, such as those travelling in from the Hinterland, occupy some of this long-term parking.

The under-utilisation of free and daily rate parking is predominantly confined to the off street daily rate car parks.

With regards to hourly rate parking, the City Centre has provision for approximately 2100 parking spaces, the vast majority of which are located within or on the periphery of the core retail area. These spaces are predominantly occupied on a short-term basis and the two multi-storey car parks on Ormonde Street and Market Cross together with the surface car park at the Market Yard (Bateman Quay) provide around 1800 (85%) of the City's quantum of this short-term parking provision. The remainder of short term parking provision is distributed amongst a number of small surface car parks and on street parking areas, of which the majority are located to the east of the River Nore.

The aforementioned car parking surveys indicate that there is currently spare capacity in the short term parking provision with weekday peak occupancy of approximately 1600 spaces (77%). The majority of unoccupied spaces are located in the multi-storey car parks. Night time occupancy is significantly lower than this.



LEGEND

- Local Area Plan Boundary
- Specific Development Sites
- Retail Core
- Retail Core 15minute (1.2km) Walking Isochrone
- Indicitive Long Term Parking Zone

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh



Map 2.3: Indicative Long Term Parking Zone
 {Not to Scale}

2.1.5.2 Future Car Parking Provision, Demand and Management

Long Term Parking

There is a need for adequate provision of long-term parking to support the economic development of the City. However, parking within the boundary of the Local Area Plan should mainly be reserved for short-term use or for local residents. Free on and off-street parking, which is presently partly accommodating long term demand, should be retained in its existing location where such parking is deemed appropriate. However, free spaces will be lost under the policies and objectives of the Local Area Plan for a number of reasons:

- The conversion of free parking areas to more appropriate resident and short term pay parking.
- The implementation of the Urban Design Frameworks for the Specific Development Sites will incorporate the redevelopment and augmentation of spaces as paid parking.
- The completion of the Inner Relief Route on Dean Street.
- Redevelopment of public areas of high urban design quality and potential.

The daily rate car parks will largely remain unaltered in terms of quantum of provision per the policies and objectives of the Local Area Plan.

Any free parking that is removed and any further long-term provision should ideally be located on sites located within an approximate fifteen-minute acceptable walking distance of the core retail area but outside the boundary of the Kilkenny City Centre Local Area Plan. This indicative long term parking zone is shown on Map 2.3, which illustrates the band in which long term parking sites could be located. This parking should be provided free of charge and the walking links to the City Centre should be on routes that comply with criteria outlined in Section 2.1.7. Provision should be made for long term disabled parking at appropriate locations within the boundary of the Draft Local Area Plan and within the core retail area.

It is anticipated that there will be adequate provision of long-term car parking into the future, based on the following considerations:

- Existing underutilisation of daily rate parking spaces.
- Any spaces presently occupied for long-term parking that are to be removed should be replaced within acceptable walking distance of the core retail area. This long term parking should not be removed until such adequate alternative parking is provided.
- All future employment land uses will provide long-term parking for employees on site in accordance with the parking standards detailed below in Table 2.2.
- The potential for employment growth in the City Centre is by and large limited to the eleven Specific Sites. Based on the Urban Design Frameworks for these sites, shown in Section 3, it is evident that significant employment provision will be limited to Sites 1 and 3 and these sites will provide appropriate employee car parking on site.
- The transport policies and objectives of the Local Area Plan will actively promote cycling and walking employment trips through, inter alia, the provision of improved and additional cycle and pedestrian links.
- The development of pedestrian and cycle links and bus services which, in providing alternative modes of travel, will contribute to managing demand for long term parking.

Short Term Parking

The parking assessment undertaken in the City Centre indicated that the existing short term parking provision is more than adequate to meet the existing demands of the City. A nominal number of these spaces would be removed arising from the policies and objectives of this Local Area Plan.

It is anticipated that there will be adequate provision of short-term parking into the future based on the following factors:

- The existing surplus of short-term parking.
- The conversion of existing free parking to paid parking.
- Future developments will provide for their own parking short-term requirements per the parking standards.
- The provisions of the signage strategy detailed in Section 2.4 incorporating real-time parking information.
- Similar to long-term parking the development of pedestrian and cycle links and bus services, which will provide alternative modes of travel, will contribute to managing demand for short term parking.

Based on the Urban Design Frameworks for the Specific Sites it is evident that the future demand for short term parking from new developments will be concentrated in Sites 1 and 3 and these sites will provide adequate parking provision on site.

Existing free parking in the vicinity of Site 5 is to be incorporated into a multi storey car park on this site. This car park is to be charged on an hourly rate and is strategically located within accessible and acceptable walking distance of the core retail area, John Street, McDonagh Station and Sites 1 and 3.

The site will also be readily accessible from the Inner Relief Road and Dublin Road.

2.1.5.3 Car Parking Standards

The supply of parking provision is a key element in the development of a sustainable City Centre. The oversupply of parking can lead to excessive numbers of car trips and loss of land banks that could be used for more sustainable land use purposes. An under-provision can compromise the economic growth of the City Centre. The overall objective of the Kilkenny City Centre Local Area Plan is to provide a sustainable quantum of parking spaces that is efficiently used.

Within Kilkenny City Centre, a significant under-utilisation of public car parks exists in the evening. Given this profile of parking use, the parking standards, as set out below in Table 2.2, address land uses that have their primary trip attraction at night-time. Such uses should not provide parking as this would be provided from the stock of existing and future public parking. This principle will prevent unnecessary construction of car park spaces on a limited City Centre land bank. The non-provision of parking spaces dedicated for night-time use will also remove the creation of overspill parking areas from adjacent day-time uses particularly in mixed-use developments.

The car parking standards for various land uses are detailed in Table 2.2. These standards will apply specifically to the area within the boundary of the Draft Local Area Plan and make allowances for mixed use developments and in particular a mix of day and night-time uses. The parking standards have been split between predominantly day-time and night-time land uses. For day-time uses, the parking provision should be provided on site but with allowance made for use of off site parking where it can be proven that spaces are available within reasonable proximity of the site. Financial contribution will be sought in lieu of any short-fall of parking spaces.

Predominantly night-time land uses within the City Centre will not provide any parking spaces exclusive to that development unless a specific need can be demonstrated. A financial contribution will be levied for the provision of public parking facilities within the vicinity of the development. This levy will be based on a defined parking standard for such developments as detailed in Table 2.2.

This principle will be applied in general but each site, in particular mixed use developments, will be considered on their own merits in terms of determining the car parking provision. Factors affecting the parking provision will include scale, overlapping of day and night-time uses and proximity of available public parking. The overall parking requirement of the site with regard to coincidental and non-coincidental uses can be determined using tools such as recognised traffic generation databases. In particular, the prevalence of longer opening hours for retail developments should be assessed where relevant.

The standards are considered appropriate for a City that is promoting the improvement and development of pedestrian and cyclist links together with the development of bus services serving the City and Environs.

Land Use:	Parking Spaces per Unit:	Remarks:
Dwelling House	1 space per unit	Visitor parking to be provided from off site public parking provision.
Apartment	1 space per unit	
Schools	1 space per classroom + 4 additional spaces	To be provided on site
Crèche/ Playschool	1 space per 6 children	
Churches, Public Halls	1 space per 15 seats	
Hotels, Hostels and Guest Houses	1 space per bedroom	Smaller developments can be facilitated by public parking in the vicinity of the development.
Hotel Function Room	1 space per 20m ² gross floor area	
Shopping Centre, Supermarkets, Department Stores	1 space per 25m ² gross floor area	
Banks, Offices	1 space per 25m ² gross floor area	
Sports Grounds and Sports Clubs	Number of spaces to be determined by the Planning Authority	Dependent on the availability of public spaces in the vicinity of site.
Clinics/Medical Practices	1 per consultant + 1 per public room	

Table 2.2 (Part 1):
Car Parking Standards for Predominantly Day-Time Uses.

Note: In the case of any use not specified above, the Planning Authority will determine the parking requirements.

Land Use	Parking Spaces per Unit:	Remarks:
Theatres	1 space per 15 seats	Parking from public provision
Public Houses, incl. Hotel Bars	1 space per 20m ² lounge area	Parking from public provision
Core Retail Area Shops	1 space per 30m ² gross floor area	Parking from public provision
Restaurants, Cafes	1 space per 20m ² gross floor area	Parking from public provision

Table 2.2 (Part 2):
Car Parking Standards for Predominantly Night-Time Uses.

Note: In the case of any use not specified above, the Planning Authority will determine the parking requirements.

2.1.6 Cycle Network

Key to the sustainable principles of the Local Area Plan is the accessibility of the City Centre by walking and cycling. In order to encourage cycle use, routes within the City should be safe, direct and continuous in order to make cycle journeys quicker and more attractive than the car.

Kilkenny is a relatively flat and compact City with a significant proportion of its population living within 2 kilometres of the City Centre. These characteristics contribute towards making Kilkenny City an ideal location for commuting to work or school by bicycle. A unique opportunity also exists in Kilkenny to promote leisure cycling, by the creation of high quality cycle routes linking places of local and national interest.

Based on the 'Draft Pedestrian and Cycle Network Study', undertaken in 2001, a cycle network has been developed for the City linking the outlying residential areas to the major trip attractions, namely educational, commercial, leisure and community facilities. This cycle network is indicated on Map 2.5 incorporating routes outside the Local Area Plan boundary.

Outside of the City Centre many of the desire routes of cyclists follow the desire lines of vehicular traffic, therefore appropriate measures need to be undertaken to safeguard cyclists at conflict points along these routes. In addition, all routes must take cognisance of existing and proposed one way traffic systems.

Radial routes have been identified into the City Centre, which connect into the existing cycle routes and include Waterford Road, College Road, Bennettsbridge Road, Grange Road, Freshford Road, Green's Hill, New Road, Ballybought Street, Dublin Road and Castle Road. In addition, an orbital cycle route can be developed along Dominic Street linking Old Callan Road to Granges Road in order to serve, inter alia, the CBS Primary and Secondary School and Loreto School located on this route.

In the context of existing and predicted future traffic flows on these routes cycle lanes will probably be necessary on each side of the road. This will provide cyclists with a well-defined space and will contribute to reducing vehicular speeds by visually narrowing the road space. Given the existing available road space and the competing needs of parking, a number of these routes may need to be designated as advisory, to allow motorised traffic to drive along the track whilst yielding priority to the cyclist.

Continuity is essential to the success of a cycle route; therefore the proper design of junctions is critical. Each junction should be designed to provide safe access for cyclists with cycle priority measures where appropriate and achievable. The design of all cycle links and junctions should be undertaken with reference to current best practice documents such as the "Provision of Cycle Facilities- National Manual for Urban Areas" published by the Dublin Transportation Office.

As outlined in Policy P.T.L. 3, a series of Gateways to the City Centre have been identified which demark the City Centre streetscape within which vehicular movements will be limited to City Centre destination trips only. The locations of these gateways are indicated on Map 2.4. Cycle friendly traffic management measures can be considered at junctions such as New Street/ Gaol Road and Parnell Street/James's Street, whilst some junctions such as Black Mill Street/Abbey Street already provide adequate measures for the purposes of a Gateway.

The reduction in vehicular speeds and movements within the City Centre, resulting from the Gateways and internal traffic management measures, will create an atmosphere conducive to pedestrian and cyclist mode movements. This will allow cyclists to share the road space with motorised traffic on the 'Secondary Street' and 'Laneways' network. On a number of these routes such as Friary Street or Barrack Street the road could be reduced in width and converted to shared surface to encourage slower vehicular speeds and create a cycle friendly atmosphere. The pedestrianisation of High Street and St Kieran's Street and, potentially, Rose Inn Street will provide cyclists with direct access to the heart of the City core retail area.

A proposed new pedestrian and cyclist bridge at John's Quay together with a link from John's Green to Bateman Quay will effectively provide cyclists with a safe and direct link to the core retail area from the Specific Development Sites at John's Green and the Kilkenny Mart site and from the Eastern Environs via Barrack Street.

The provision of new pedestrian and cyclist linkages on the east and west banks of the River Nore will serve as leisure and utility routes, enabling less experienced cyclists to bypass the vehicular trafficked routes such as Freshford Road, Green's Hill, Dublin Road and Castle Road.

Key to the delivery of a successful cycle network is the provision of a complete supporting infrastructure. This includes providing secure cycle parking facilities at popular destinations such as The Parade, Johns Green, Bateman Quay and High Street and within the Specific Development Sites.

2.1.7 Pedestrian Linkages

The main new pedestrian links to the City Centre Gateways are shown on Map 2.5. 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.

These principles should be broadly applied to both existing and new main pedestrian links within the City in order to optimise accessibility to, from and within the City Centre. It is implicit that provision of pedestrian accessibility will incorporate the provision of accessibility for people with disabilities. The design of all pedestrian infrastructure will incorporate best practise guidance for facilitating people with disabilities and the design should incorporate consultation with relevant representative groups and individuals.

The development of minor links, incorporating the laneways and slipways, should be sensitive to their current scale and form and should encourage a sense of discovery to the visitor whilst acting as potentially shorter walking routes for residents. It is accepted, in the context of the provision of alternative main pedestrian links that some lanes and slips are not necessarily accessible to all and by their nature are narrow and stepped with blind corners and limited lighting. These are characteristics that contribute to the uniqueness of Kilkenny's streetscape. Outside of the Gateways pedestrian links are provided on traditional footpaths spaces with enhanced crossing facilities at the key junctions. These form key links to and from the City Centre and are fundamental to the principle of providing accessibility to all.

The improvements to existing links and the development of new links within the boundary of the Local Area Plan provide the template for developing links out into the Environs from the City Centre through the Gateways. In particular, the development of these external links should be incorporated into the master planning of new western and north-western environs.

The City Centre, within the Gateways, contains the core retail area and main tourist trails and therefore must provide an overall priority to pedestrians. This priority can take a variety of forms and following the completion of the Inner Relief Road the pedestrianisation of St. Kieran's Street, Rose Inn Street and High Street, from Friary Street to St. Kieran's Street, can be delivered. Friary Street contains limited space for roadway and footpaths and therefore should be developed as a shared surface, similar to Ormonde Street, in the context of minor traffic flow volumes.

In addition to links on the existing street network new pedestrian links can be developed on the east side of the river from Wolfe Tone Street to John's Quay with a new pedestrian bridge linkage from John's Quay to Bateman Quay. These will create new streetscapes in the western City Centre and will improve linkages to the Retail Core from the John's Green area. A new link along the old railway line from the Kilkenny Mart Site to the Railway Station site can provide a formal and elegant Gateway to the City Centre under a new pedestrian bridge over the N77 on the line of the old railway bridge. This link could also be considered as a cycle facility.

A key element of new linkages is the provision of pedestrian and cycle linkages on both the east and west bank of the river. These will serve as both amenity routes and access routes to the City Centre. As amenity routes, they will form part of long distance amenity routes along the Nore. Within the urban area of the City they will provide ideal short and longer distance walking routes along the river incorporating the existing bridges, the Inner Relief Road Bridge, and new pedestrian bridges at John's Quay and to the south of John's Bridge. These links will form part of the Bateman Quay and County Hall sites and will open up new vistas of the City and in particular the Castle.

2.1.8 Taxi Services

Taxis serve as an integral part of the City's transport network and their role will grow as the City and Environs grow. It is critical that the City is facilitated with adequate taxi services that are readily available at peak demand periods. In this context the provision of taxi services is to be facilitated in terms of providing taxi ranks and 'pick up' and 'set down' facilities. Furthermore transport objectives must be tailored to accommodate taxi services. The provision of taxi facilities should also take account of improved taxi facilities to be developed at the Railway Station as part of the overall redevelopment of that site.

2.1.9 Bus Services

Bus services in the City must be considered in the context of the various forms of services that operate in the City. These are as follows:

- City and Environs services
- Hinterland services
- Inter city services
- Coach tours
- School bus services

City and Environs Services

At present the City and Environs are served by a nominal service. Within the context of the potential growth in population there is potential for the urban area to be served by scheduled services. This potential must be the subject of a detailed investigation, per policy P.T.L9, in order to ascertain the overall viability and scale of the service. The investigation should incorporate analysis of bus services in towns and cities of a similar scale to Kilkenny.

This investigation must include the analysis of key issues such as population patterns and densities, projected patronage and likely revenues, vehicle specification, capital costs, maintenance costs, management and contracting,

The transport management and linkages objectives, outlined in Section 2.1.10, take into account the potential to provide bus stops and shelters at various strategic locations in the City Centre and to accommodate bus priority where appropriate.

Hinterland Services

The City is presently served by a number of services from various towns within the county. These services by and large set down and pick up passengers at The Parade. In addition these services use the bus bays at The Parade as a stop over facility.

These services are an integral part of the transport system for the City and County. Proposals for the future provision for these services in the vicinity of The Parade are outlined in Section 2.1.10, under objective OS8, and also in the Urban Design Framework for The Parade contained in Section 3.

Inter City Services

The City is served by both private and state operated services. The state services operate from the McDonagh station site whilst private services generally operate from The Parade. Ideally these services should operate from a joint facility for a number of reasons including:

The development of a transport hub for all intercity bus and rail services.

The proximity of the rail station to the national road network

The preclusion of the requirement for bus services to travel on the street network within the City Gateways.

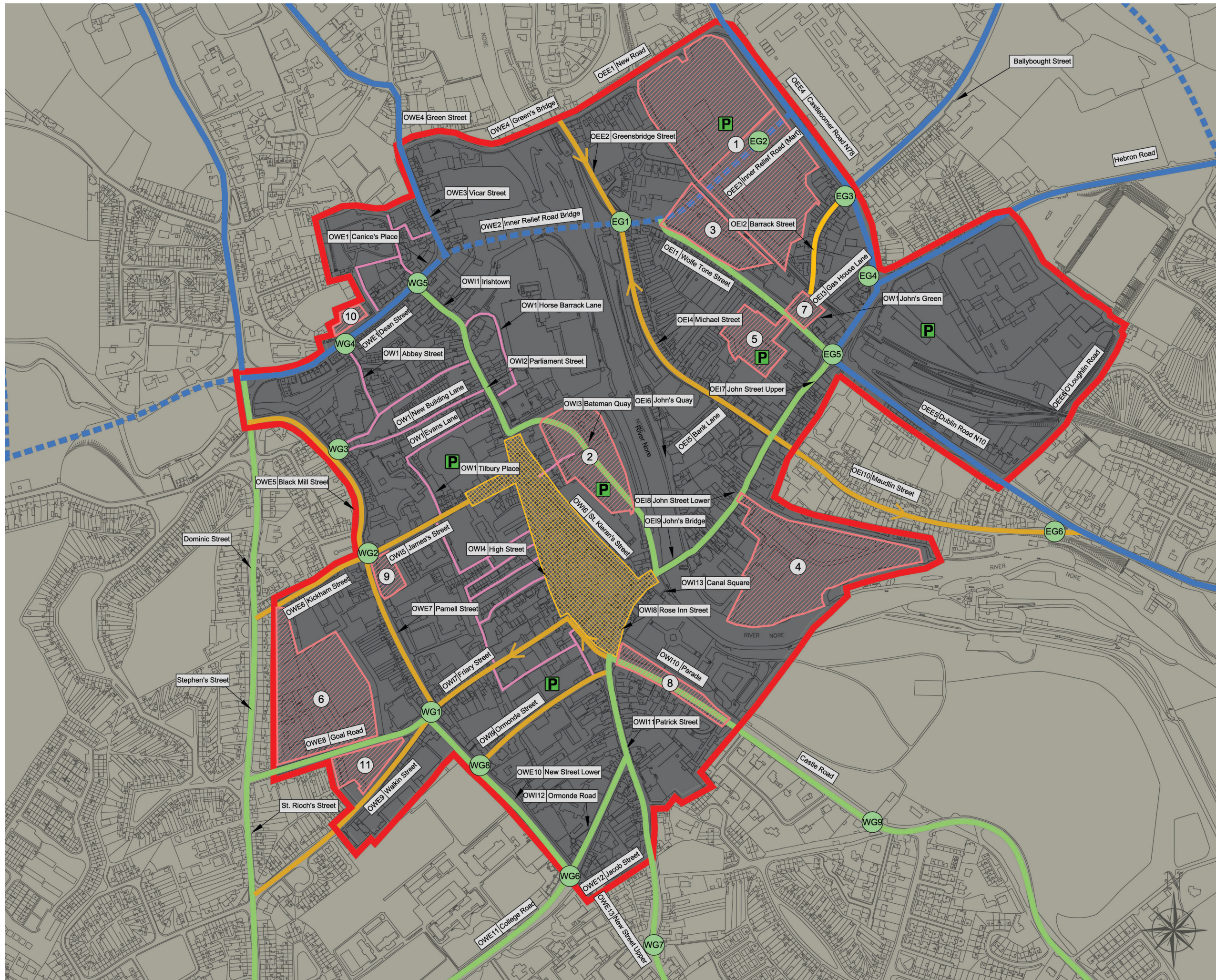
Coach tours

Coach tour buses are generally facilitated at the larger hotels or in the vicinity of the main entrance to Kilkenny Castle. The latter can give rise to traffic congestion with buses frequently double parking to set down and pick up tourists and to stop over. The vicinity of the Castle entrance should only be used for the purposes of set down and pick up whilst stop over facilities should be provided elsewhere.

Consideration should be given to providing pick up and set down facilities at alternative locations in the City such as in the vicinity of St. Canice's Cathedral.

School Services

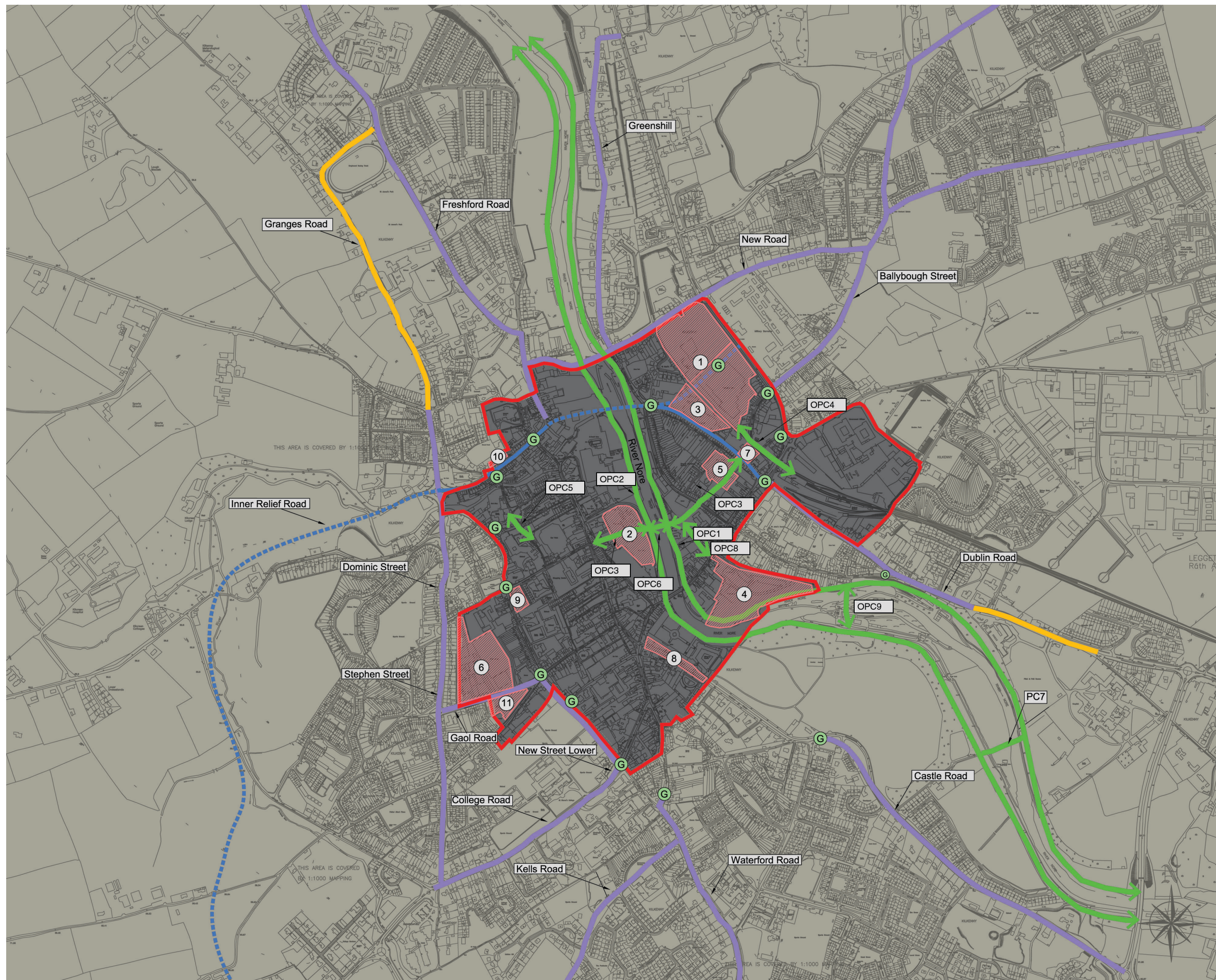
School services are generally well served in the City, either adjacent individual schools or in bus bays such as the facility on Gaol Road. These services provide a vital social need and should be accommodated for the convenience and safety of students.



- LEGEND**
- Local Area Plan Boundary
 - Existing Distributor Network
 - - - Future Distributor Road Network
 - Primary Street Network
 - Secondary Street Network
 - Laneway Network
 - Specific Sites
 - Pedestrianised Area
 - WG City Centre Gateways
 - P Multi-Storey Car Park
 - OEE Transport Objective

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

Map 2.4: Transport Objectives, Gateways and Existing Links. {Not to Scale}



- LEGEND**
- Local Area Plan Boundary
 - ▨ Specific Development Sites
 - ▨ Inner Town Zone
 - ⊙ City Centre Gateways
 - Existing Cycle Lanes
 - Proposed Cycle Lanes/Tracks
 - Pedestrian Links & Cycleways
 - Inner Relief Road
 - PC2 Pedestrian & Cyclist Link Objective

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

Table 2.5: Transport Objectives, Pedestrian and Cycle Links. {Not to Scale.}

2.1.10 Transport Management and Linkages Objectives

Notes:

1. These objectives refer to all roads and links within the boundary of the Local Area Plan and some of the adjacent external links.
2. Transport management objectives should be read in conjunction with Maps 2.4 and 2.5.
3. Objectives should be read, in particular, in conjunction with the Urban Design Frameworks for the eleven specific sites in Section 3.
4. Objectives are accompanied by transport management considerations that could be developed in order to deliver the objective. These considerations should be taken as indicative only. Alternative transport management proposals may be considered appropriate.
5. All objectives incorporate the implementation of associated regulatory, advisory and information signage and lining.

Ref:	Location:	Objectives:
OWG1	Junction of New Street / Gaol Road / Friary Street / Parnell Street. (Refer to Urban Design Framework for Specific Sites 6 and 11).	Develop as City Centre Gateway. Traffic Management Considerations: Gateway can be developed by considering the raising of the roadway at the junction to path level in order to assist the movement across the junction to and from the Friary Street link to the core retail area.
OWG2	Junction of Parnell Street / James's Street / Kickham Street / Black Mill Street. (Refer to Urban Design Framework for Specific Site No 9).	Develop as City Centre Gateway. Traffic Management Considerations: Road levels can be raised to path level across northern and western boundary of car park and northern, eastern and southern edge of James's Green. The footpath on the western side of Parnell Street, adjacent the James's Street junction, can be set back closer to the building line to facilitate realignment of roadway. This would increase the potential area for landscaping in front of the car park. Consider reduction in roadway width on James's Street and removal in parking on the northern edge of the street to facilitate minor realignment of the roadway and increased width of footpaths. James's Street to remain two way to provide access to and from Mother of Fair Love and Christian Brother Schools and St. Mary's Cathedral and to accommodate potential exit from Market Cross car park onto James's Street (refer to OWI5). Parking provision can be retained outside Mother of Fair Love School.

Table 2.3: {Part 1}
West of River Nore: City Centre Gateways.

Ref:	Location:	Objectives:
OWG3	Junction of Black Mill Street and Abbey Street.	Consolidate as City Centre Gateway. Traffic Management Considerations: The Abbey Street area has been subject to recent urban design improvements that already designate this junction as a Gateway.
OWG4	Junction of Abbey Street and Dean Street. (Refer to Urban Design Framework for Specific Site No 10).	Develop as City Centre Gateway. Traffic Management Considerations: Gateway to be developed by considering options for demarking pedestrian crossing such as providing a raised pedestrian crossing across Dean Street to Abbey Street or providing a general change in road surface finish.
OWG5	Junction of Irishtown and Dean Street.	Develop as City Centre Gateway. Traffic Management Considerations: Gateway to be developed by enhancing the existing pedestrian crossing with a general change in road surface finish.
OWG6	Junction of Ormonde Road / New Street / College Road.	Develop as City Centre Gateway. Traffic Management Considerations: Advanced Cyclist Stop can be considered on New Street Lower and Castle Road. Kerb build-outs can be considered at all corners of the junction to facilitate improved dropped kerbs and enlarged pedestrian waiting and landing areas. Investigate the potential to provide footpath at low level across the frontage of St Patrick's Church.

Table 2.3: {Part 2}
West of River Nore: City Centre Gateways.

Ref:	Location:	Objectives:
OWG7	Junction of Upper Patrick Street and New Street Upper .	Develop as City Centre Gateway. Traffic Management Considerations: To the north of the junction with New Street Upper consider signal controlled pedestrian crossing (with enhanced kerb build-outs to reduce pedestrian crossing widths) to define the Gateway. Intermittent kerb build-outs can be considered along the full extent of parking either side of Patrick Street in this area. This would provide a defined edge to the roadway and a reduced perceived roadway width, which will assist in reducing traffic speed.
OWG8	Junction of Ormonde Street and New Street.	Consolidate as City Centre Gateway. Traffic Management Considerations: Gateway is defined by present layout.
OWG9	Junction of Castle Road and Nuncio Road.	Consolidate as City Centre Gateway Traffic Management Considerations: Gateway is defined at termination of existing cycleways on Bennettsbridge Road and the change in streetscape on entering Castle Road north of the Nuncio Road junction.

Table 2.3: {Part 3}
West of River Nore: City Centre Gateways.

Ref:	Location:	Objectives:
OWE1	Dean Street / St. Canice's Place. (Refer to OWG4 and OWG5 and to Urban Framework for Specific Site 10).	Develop as Distributor Road as part of Inner Relief Road. Traffic Management Considerations: Removal of all on street parking upon completion of Inner Relief Road. Retention of all off-street parking at St. Canice's Church. Investigate the potential to develop a new entrance and exit to St Francis Brewery onto the Inner Relief Road opposite the Vicar Street junction. This entrance and exit has the potential to remove almost all heavy goods vehicle traffic associated with the Brewery from Irishtown and the City Centre.
OWE2	Inner Relief Road Bridge. (Vicar Street to Wolfe Tone Street).	Develop as Distributor Road as part of Inner Relief Road. Traffic Management Considerations: Mitigate the impact of the bridge on the conviviality of the walking and cycle links under the structure on both the east and west banks of the river. This could incorporate considerations of the required road width on the bridge and therefore the overall width of the bridge structure. Adequate clear headroom is to be provided from the soffit of the bridge deck to the finished level of the cycle and foot paths on both banks of the river. Footpaths on the bridge will form new pedestrian links across the river and will offer new views northwards and southwards along the river. Therefore, the paths should be of adequate width on both sides of the bridge to cater for both the safe passage of pedestrians and viewing opportunities. Protect the integrity of the Peace Park on the east river bank. This can incorporate considerations such as the clear span of the bridge and the location of pier structures.

Table 2.4: {Part 1}
West of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
OWE3	Vicar Street.	Develop as Distributor Road. Traffic Management Considerations: Road to be developed in the context of the new junction to be created at the Inner Relief Road.
OWE4	Green Street and Green's Bridge.	Develop as Distributor Road. Traffic Management Considerations: Upon opening of Inner Relief Road an outright 3tonne vehicular weight limit can be considered on Green's Bridge. This limit would, inter alia, assist in the link operating as a cycle link..
OWE5	Black Mill Street.	Develop as Secondary Street. Traffic Management Considerations: Upon completion of the Inner Relief Road and pedestrianisation of the High Street area the street would become one way from the Dominic Street junction to James's' Green. At James's Green refer to OWG2.
OWE6	Kickham Street.	Develop as Secondary Street Upon completion of the Inner Relief Road and pedestrianisation of the High Street area the street would become one way from James's' Green to the junction with Stephen's Street. At James's Green refer to OWG2.

Table 2.4: {Part 2}
West of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
OWE7	Parnell Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Upon completion of the Inner Relief Road and pedestrianisation of the High Street area the street would become one way from Friary Street junction to James's Street junction.</p> <p>Western Edge of Specific Site 9 (Cathedral Car Park) refers to OWG2.</p> <p>Friary Street Junction: Refer to OWG1.</p>
OWE8	Gaol Road (Refer to Urban Design Frameworks for Sites 6 and 11).	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Retain on street car and school bus parking on northern and southern kerb sides and consider kerb build-outs to be constructed to formalise parking bays and facilitate reduced pedestrian crossing widths. Street to be considered for residential parking provision.</p> <p>Consider advisory cycle lanes leading to City Centre Gateway at Friary Street junction.</p> <p>Consider raised pedestrian crossing across roadway between Specific Sites S6 and S11.</p>
OWE9	Walkin Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Consider resident only parking.</p>

Table 2.4: {Part 3}
West of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
OWE10	New Street Lower.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Consider advisory cycle lanes to be provided on each side of roadway with kerb build-outs to formalise parking and provide defined road edge to cycle lanes.</p> <p>At Friary Street and Ormonde Road junctions refer to OWG1 and OWG6 respectively.</p>
OWE11	College Road: Junction of New Street to western end of College wall. (Outside LAP Boundary.)	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Dependent on available roadway widths, consider advisory or mandatory cycle lanes with intermittent kerb build-outs to provide defined edge to cycle lanes adjacent on street parking.</p>
OWE12	Jacob Street.	<p>Develop as Secondary Street</p> <p>Traffic Management Considerations:</p> <p>Consider resident only parking and removal of parking from footpaths adjacent Patrick Street junction.</p> <p>Two on street disabled parking bays to be provided adjacent New Street Upper junction.</p> <p>Consider outright 3tonne limit (no allowance for access).</p>
OWE13	New Street Upper.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Consider outright 3.5tonne vehicular limit (no allowance for access).</p> <p>Consider one way traffic flow provision.</p>

Table 2.4: {Part 4}
West of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
OWI1	Irishtown Et Watergate.	Develop as Primary Street. Traffic Management Considerations: Parking on west side of Irishtown to be formalised.
OWI2	Parliament Street.	Develop as Primary Street. Traffic Management Considerations: Allow for potential future provision of bus stop and shelter either side of the street in the vicinity of the Bateman Quay junction.
OWI3	Bateman Quay.	Develop as Primary Street. Traffic Management Considerations: See OS2.
OWI4	High Street.	Develop as Pedestrian Thoroughfare (Following completion of Inner Relief Road). Traffic Management Considerations: To be pedestrianised from St. Kieran's Street to Friary Street following opening of Inner Relief Road. Prior to Inner Relief Road pedestrianisation may be provided at off peak periods on a trial basis. The form of pedestrianisation must take account of vehicular access to streets and laneways off High Street where no viable alternative vehicular access to the streets and laneways is available other than from High Street. A solution that can be considered is to limit full pedestrianisation to the frontage of the Tholsel, thus preventing through traffic on High Street. This would permit vehicular traffic on High Street to service these streets and laneways but would significantly reduce traffic volumes on High Street.

Table 2.5: {Part 1}
West of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
		Between Friary Street and The Parade consideration to be given to increasing footpath widths and / or developing a shared surface. This should be cross-referenced to the retention of one-way traffic flow on Friary Street (See OW17). Deliveries will be accommodated outside pedestrian only periods. Due to limited path widths consideration can be given to raising the roadway flush with kerb levels between St. Kieran's Street and Red Lane. This would facilitate accessibility during pedestrian periods.
OWI5	James's Street.	<i>Develop as Secondary Street.</i> Traffic Management Considerations: See OWG2 for section between Parnell Street and Tilbury Place. Investigate the provision of exit from Market Cross Car Park to James's Street. To be pedestrianised east of car park access following opening of Inner Relief Road. At this time consideration can be given to developing this section of the street as a shared surface with roadway flush to kerbs. Deliveries will be accommodated outside pedestrian only periods.
OWI6	St. Kieran's Street.	Develop as Pedestrian Thoroughfare. Traffic Management Considerations: To be pedestrianised with consideration to be given to raising full length of roadway flush with kerb levels. This will facilitate accessibility during pedestrian periods.

Table 2.5: {Part 2}
West of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
OWI7	Friary Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Limited roadway widths preclude the potential to provide a turning facility for vehicles therefore one way traffic flow to be retained to provide access to residential and commercial premises.</p> <p>Subject to predicted traffic volumes consideration can be given to developing the street as shared surface with roadway flush to existing kerb levels.</p> <p>Provision of on street parking to be reconsidered in the context of limited footpath widths on this key pedestrian access route to the core retail area.</p>
OWI8	Rose Inn Street.	<p>Develop as Pedestrian Thoroughfare.</p> <p>Note: This objective can only be implemented following a detailed assessment of the impacts of closing Rose Inn Street to general traffic. This assessment must incorporate the assessment of traffic redistribution onto routes such as Bateman Quay / Parliament Street, the Inner Relief Road and the Southern Ring Road.</p> <p>Traffic Management Considerations:</p> <p>Following the opening of the Inner Relief Road this link can be considered for designation as bus lane during certain periods of the day. This would effectively pedestrianise the street but permit the two-way movement of taxis and buses. Outside of these periods the street would be open to general traffic.</p> <p>Consideration can be given to raising roadway to kerb level between Canal Square and High Street junction. This would facilitate the movement of pedestrians.</p>

Table 2.5: {Part3}
West of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
OWI9	Ormonde Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Existing conditions to be retained however further traffic management proposals may be necessary following the completion of the Inner Relief Road and pedestrianisation of City Centre streets.</p>
OWI10	The Parade.	See Objective OS8.
OWI11	Patrick Street.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Due to limited roadway widths and street fronting residential development, with minimal setback from the road edge, consideration should be given to an outright 3.5tonne vehicular limit between the junctions of New Street Upper and Ormonde Road. This limit would be exempt for public service vehicles including buses and coaches.</p>
OWI12	Ormonde Road.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Consider options of residential parking and/or paid parking.</p>
OWI13	Canal Square.	<p>To be developed to accomadate the continuation of Canal Walk to the proposed Bateman Quay riverside walkway and cycleway.</p> <p>Option to be retained to consider the provision of pick up and set down for bus and taxi services.</p>

Table 2.5: {Part4}
West of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
OEG1	Wolfe Tone Street / Inner Relief Road junction.	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>Junction of Wolfe Tone Street and Inner Relief Road to accommodate the safe and convenient passage and crossing of pedestrians and cyclists. In this context traffic signal controlled junction is a compatible option.</p> <p>Wolfe Tone Street could be realigned locally to form right angle junction with Inner Relief Road. This would set existing housing in the vicinity of the Michael Street junction back from both Wolfe Tone Street and the Inner Relief Road.</p> <p>Pedestrian link to be redeveloped from junction of Inner Relief Road / Michael Street to Peace Park as part of Inner Relief Road Bridge scheme.</p>
OEG2	Inner Relief Road. (Kilkenny Mart).	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>At grade pedestrian crossing to be provided on pedestrian link in Specific Site 1 linking New Road to John's Green.</p> <p>Option to be retained for future provision of bus stops and shelters either side of the Inner Relief Road in the vicinity of the pedestrian crossing. Similarly taxi set-down and pick-up facilities can also be considered.</p>
OEG3	Barrack Street.	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>Consider cul-de-sac at junction with Castlecomer Road with access only from John's Green. Two way vehicular movements permitted for access only. This objective will minimise traffic volumes on this link (and within John's Green) which will form part of a pedestrian and cycle link to</p>

Table 2.6: {Part 1}
East of River Nore: City Centre Gateways.

Ref:	Location:	Objectives:
		<p>the City Centre from the Eastern Environs. The objective will also increase capacity at the Castlecomer Road / Ballybought Street traffic signal junction.</p>
OEG4	Gas House Lane.	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>Link to be pedestrian and cycle access only.</p>
OEG5	Junction of Dublin Road (N10) Et Castlecomer Road (N77).	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>Pedestrian and cycle link from Kilkenny Mart site to McDonagh Station along disused rail line will incorporate new Gateway Bridge across the Castlecomer Road.</p> <p>Existing junction to incorporate improved pedestrian crossing facilities to the link from the Railway Station site to John's Green and John Street.</p>
OEG6	Maudlin Street.	<p>Develop as City Centre Gateway.</p> <p>Traffic Management Considerations:</p> <p>Existing Pedestrian Gateway by virtue of one way traffic flow, narrow streetscape and limited traffic volumes. Consideration to be given to contra flow cycle lane.</p>

Table 2.6: {Part 2}
East of River Nore: City Centre Gateways.

Ref:	Location:	Objectives:
OEE1	New Road.	Develop as Distributor Road. Traffic Management Considerations: This road will potentially accommodate vehicular access to the Kilkenny Mart site and therefore must be considered in this context and in terms of existing residential and community developments to the north of the road.
OEE2	Greensbridge Street.	Develop as Secondary Street. Traffic Management Considerations: Consideration can be given to limiting this street to one way from Green's Bridge to Inner Relief Road. This objective would limit traffic flow on this link and at the Greensbridge Street junction. This would also obviate the need for a right turn lane from the Inner Relief Road. Alternatively the link could remain two-way with potential turning restrictions from the Inner Relief Road.
OEE3	Inner Relief Road. (Kilkenny Mart).	Develop as Distributor Road. Traffic Management Considerations: See OEG2.
OEE4	Castlecomer Road.	Consolidate as Distributor Road. Traffic Management Considerations: Develop appropriate form of junction at Inner Relief Road.
OEE5	Dublin Road. (Eastwards to junction of O'Loughlin Road).	Develop as Distributor Road. Traffic Management Considerations: Consider advisory or mandatory cycle lanes.

Table 2.7: {Part 1}
East of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
		Where cross-section width permits, on street parking can be provided with intermittent kerb build-outs to provide defined edge to cycle lanes.
OEE6	O'Loughlin Road.	Develop as Secondary Street. Traffic Management Considerations: Consider improvements to pedestrian facilities incorporating crossing to pedestrian link to Maudlin Street.

Table 2.7: {Part 2}
East of River Nore: Links outside Gateways.

Ref:	Location:	Objectives:
OE11	Wolfe Tone Street.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Refer to OEG1, OS3 and OS7. Link is to be developed as two way roadway with consideration given to on street parking between Inner Relief Road junction and John Green. Two way link to be continued through Johns Green to John Street junction.</p>
OE12	Barrack Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>See OEG3.</p>
OE13	Gas House Lane.	<p>Develop as Laneway.</p> <p>Traffic Management Considerations:</p> <p>See OEG4.</p>
OE14	Michael Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Consideration to convert to one way from John Street to Wolfe Tone Street / Inner Relief Road. This would potentially limit through traffic from the Inner Relief Road. This would also obviate the need for a right turn lane from Inner Relief Road and thus minimise the required road width at this location.</p> <p>Alternative consideration could be given to retaining two-way flows but limiting permitted turning movements from Inner Relief Road.</p> <p>Residential parking scheme to be considered.</p>

Table 2.8: {Part 1}
East of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
OE15	Back Lane.	<p>Develop as Laneway.</p> <p>Traffic Management Considerations:</p> <p>To be considered for pedestrianisation as part of Pedestrian and Cycle Link Objective OPC3.</p>
OE16	John's Quay.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p> <p>Based on OE15 John's Quay could be a cul-de-sac with two way access only to existing businesses and residential units.</p> <p>Reduction in parking provision in the vicinity of the Library to be considered in terms of the overall redevelopment of this urban space and the development of OPC8.</p>
OE17	John Street Upper.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Assess adequacy of footpath provision.</p>
OE18	John Street Lower.	<p>Develop as Primary Street.</p> <p>Traffic Management Considerations:</p> <p>Raised pedestrian crossing to be provided at potential new urban square at entrance to Specific Site 4.</p>
OE19	John's Bridge.	<p>Develop as Primary Street</p> <p>Traffic Management Considerations:</p> <p>Existing conditions to be retained.</p>
OE110	Maudlin Street.	<p>Develop as Secondary Street.</p> <p>Traffic Management Considerations:</p>

Table 2.8: {Part 2}
East of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
		Residential parking scheme to be considered east of rear entrance to St John's Church.
		Contra flow cycle lane to be investigated.

Table 2.8: {Part 3}
East of River Nore: Links within Gateways.

Ref:	Location:	Objectives:
OPC1	East Bank of River.	Existing paved link to be retained under Inner Relief Road Bridge to John's Bridge with shared surface over the existing section with permitted vehicular access. The traffic volume on this section will reduce significantly based on Objective OE16. New link to be developed between John's Bridge and Lacken Walk incorporating Specific Site 4 (see Objective OS4). Link to continue onto to Lacken Walk.
OPC2	West Bank of River.	Link to be provided under Inner Relief Road Bridge continuing on the edge of the St Francis Brewery site to Bateman Quay. Within Bateman Quay the link is to be developed on the river bank and reverting to roadway in the vicinity of John's Bridge. The route then links to the existing Canal Walk.
OPC3	John's Green to Bateman Quay.	Link to be developed from John's Green through Specific Site 5 (see Objective OS5) to Back Lane which will be pedestrianised under Objective OE15. Link to continue to new bridge per Objective OPC6.
OPC4	Kilkenny Mart Site to McDonagh Station.	Link to be developed at high level along the disused rail line incorporating Gateway Bridge over N77.
OPC5	Tilbury Place to Black Abbey.	New link to be formed as part of historical walk route.
OPC6	New Bridge at John's Quay.	New pedestrian and cycle bridge to link Bateman Quay to pedestrian and cycle route from John's Green to John's Quay. Bridge to be designed in accordance with Section 50 Guidance set out by the OPW.
OPC7	New Bridge at Dukesmeadow.	New pedestrian and cycle bridge to link Lacken and Canal Walks at southern end of Castle Park. Potential link into southern end of Castle Park to be investigated. Bridge to be designed in accordance with Section 50 Guidance set out by the OPW.

Table 2.9: {Part 1}
New Pedestrian and Cycle Links: {Refer to Map 2.5}

Note: All river side links are to be developed in consultation with the OPW with reference to potential impacts on flood defence structures, flood plains and river cross-section capacities.

Ref:	Location:	Objectives:
OPC8	John Street to John's Quay.	Develop link from Specific Site 4 to John's Quay.
OPC9	New Bridge at Mill Buildings on Canal Walk.	<p>Consider new pedestrian and cycle link bridge from Lacken Walk to Mill Buildings on Canal Walk.</p> <p>Bridge to be designed in accordance with Section 50 Guidance set out by the OPW.</p>

Table 2.9: {Part 2}
New Pedestrian and Cycle Links: {Refer to Map 2.5}

Note: All river side links are to be developed in consultation with the OPW with reference to potential impacts on flood defence structures, flood plains and river cross-section capacities.

Ref:	Location:	Objectives:
OS1	Kilkenny Mart.	<p>Inner Relief Road (Refer to OEE3)</p> <p>Pedestrian and cycle link to be developed across future Inner Relief Road linking both sides of this site from New Road to John's Green.</p> <p>Pedestrian and cycle link to developed to McDonagh Station along old disused railway line (Refer to OPC4).</p> <p>Redeveloped site will provide parking in accordance with Parking Standards in Table 2.2.</p> <p>Car parking to be developed predominantly in multi-storey provision incorporating basement levels where viable.</p>
OS2	Bateman Quay.	<p>Roadway to be realigned and set back from the river edge within redevelopment of site.</p> <p>Pedestrian and cycle route to be developed along the river frontage.</p> <p>Existing quantum of car parking to be consolidated into multi-storey car park Accommodate increased provision for additional land uses within this facility.</p> <p>Kerbside disabled parking to be provided in suitable locations.</p> <p>Pedestrian and cycle link to be developed from new bridge to St. Kieran's Street.</p> <p>Disabled parking to be provided in the vicinity of the link to St. Kieran's Street.</p> <p>Cycle parking to be provided in the vicinity of the link to St. Kieran's Street.</p> <p>Taxi pick-up and set-down area to be provided in the vicinity of the link to St. Kieran's Street.</p>

Table 2.10: {Part 1}
Specific Sites: {Refer to Urban Design Frameworks- Section 3}

Ref:	Location:	Objectives:
		Option to be retained to provide bus stop and shelter facilities at suitable location either side of realigned Bateman Quay. Potential to develop additional slips to St. Kieran's Street to be investigated.
OS3	Padmore and Barnes.	Redeveloped site will provide parking in accordance with the car parking standards.
OS4	County Hall.	Pedestrian and cycle route to be developed along the river frontage linking John's Quay to Lacken Walk. Surface car parking to be consolidated into multi storey car park. Pedestrian and cycle link to be developed along northern edge of site linking John Street to Maudlin Street.
OS5	Wolfe Tone Street Car Park.	All existing surface car parking to be removed. New multi-storey car park to be developed that will replace the quantum of car parking to be removed under OS5 and OS7 in order to fulfil the urban design objectives for these sites. This could have minimal impact on traffic flow volumes in the area. This car park will be strategically located within acceptable walking distance of the core retail area, Kilkenny Mart and McDonagh Station. Surface disabled parking to be provided. Site to accommodate Pedestrian & Cycle Link Objective OPC4.
OS6	Fair Green.	Formal pedestrian link to be developed through the site from Kickham Street to Gaol Road. Appropriate scale and form of parking to be developed.
OS7	John's Green.	The majority of existing parking to be removed as part of the Urban Design scheme and incorporated into the multi storey car park on the Wolfe Tone Street site. A small quantum of general parking could be incorporated within the urban design

Table 2.10: {Part 2}
Specific Sites: {Refer to Urban Design Frameworks- Section 3}

Ref:	Location:	Objectives:
		scheme. Such parking would be limited to one hour duration. Two way road to be provided on south western side of Green to provide for traffic flow from Wolfe Tone Street to John Street and access to car park on Specific Site 5. Provision to be made for disabled parking spaces. Shared surface to be considered on north-western side of Green to provide two way vehicular access to Barrack Street. Remainder of Green to become pedestrian only urban square following pedestrianisation of Gas House Lane. Cycle parking to be provided in this area.
OS8	The Parade.	All on street and off street parking to be removed from the north eastern side of Parade adjacent Mayor's Walk. This parking is to be subsumed into general short-term parking provision in the City Centre. Taxi Rank to be relocated to alternative location(s) within the City. Cycle parking to be provided. Bus parking and car parking to be removed on south western side of The Parade. Urban design to allow for future provision of two bus stops and shelters to be located in the vicinity of the junction with High Street Provision to be made for disabled parking spaces..
OS9	St. Mary's Car Park. (Refer to OWG2 for surrounding roads.)	Parking to be retained.
OS10	Dean Street Car Park.	Car parking to be removed as part of site redevelopment.
OS11	The Closh.	Formal pedestrian link to be developed through the site.

Table 2.10: {Part 3}
Specific Sites: {Refer to Urban Design Frameworks- Section 3}

2.2 Urban Design Policies

Kilkenny is a city of landmark spires, inviting laneways, busy streetscape and hidden gardens. The urban design principles intend to protect the integrity of Kilkenny's historic core and to integrate proposed urban extensions and interventions. The urban design describes the nature of the spaces between enclosing elements. The Urban Design Frameworks integrate issues of use, access and built forms. Analysis and proposals consider the uses of the space; its built edge; the connections between them; the quality of the streetscape and the form and orientation of the enclosing elements.

Encourage 'variety' in the choice, scale, form and use of 'spaces'. The following table illustrates some examples.

Space Type:	Example:	Use:
Main Square or Piazza	The Parade	Primary Public gathering space recreational
Main Street	High Street	Fine grain retail, civic and recreational mix
City Park	Rear County Hall; River and Castle Grounds	Natural and formal gardens; children play area
Pocket Park	St. Mary's, Rothe House	
Linear Park	Bateman Quay Edge	New soft green edge to River with pavilions overlooking
Active Play Area	The Closh, County Hall	
Enclosed Courtyard	Butler House	Formal enclosed square with dedicated use

2.2.1 Enlivening the Spaces

Urban Design Policies

It is the objective of the Borough Council to strengthen the vitality and variety of the existing and proposed streets and squares of Kilkenny. To achieve this objective the Borough Council will:

- P.U.D.1
Ensure a mixture of daytime and night time uses and activities to promote vibrancy and safe environments.
- P.U.D.2
Generate a rich variety of spaces and activities to promote human contact and interaction.
- P.U.D.3
Remove parking from the Key Destination Spaces of High Street and The Parade.
- P.U.D.4
Identify 'gateway' parking areas at approach points to the City Core to eliminate unnecessary through traffic.
- P.U.D.5
Provide environmental improvements, including undergrounding of wires and cables and removing of clutter (e.g. signage, poles, overhead barriers etc.).
- P.U.D.6
Mount signage and lighting on buildings, where appropriate.
- P.U.D.7
Generate magnets in the eastern section of the City Centre to counter-balance the identified City Centre Expansion Sites to the North East.
- P.U.D.8
Develop a clear hierarchy or series of spaces in the City Centre, connected by high quality, attractive and safe linkages.



Map 2.2.1: Key Destinations

- Specific Sites
- Key Destinations

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

2.2.2 Making Connections

Urban Design Policies

It is the objective of the Borough Council to strengthen the vitality and variety of the existing and proposed streets and squares of Kilkenny. To achieve this objective the Borough Council will:

- P.U.D.9**
Facilitate a pedestrian core at the heart of the City Centre that prioritises pedestrian activity and movement and reinforces the Centre as a desirable destination.
- P.U.D.10**
Strengthen the quality of the City Centre's medieval character by connecting existing pedestrian and vehicular laneways through to Key Destinations.
- P.U.D.11**
Increase East-West permeability from High Street to the Kilkenny Mart site by a new pedestrian bridge over the River Nore to counterbalance the existing strong North-South pedestrian movements (e.g. High Street).
- P.U.D.12**
Create a series of ever increasing civic 'loops', which will provide choices together with the County Council's proposal for a 'Lacken Walk' from Bennettsbridge to Talbot's Inch and which will be integrated with the signage strategy for the City Centre.
- P.U.D.13**
Reinforce access to St. Canice's Cathedral from the City Centre.
- P.U.D.14**
Improve connectivity from the medieval core to the residential communities through pedestrian friendly connections and at grade crossings wherever possible.

Making Connections 2.2.2

- P.U.D.15**
Consider the Inner Relief Road within the Local Area Plan boundary as a street with active edges and pedestrian friendly crossings.
- P.U.D.16**
Minimise the potential barrier of the Inner Relief Road by to pedestrian movements by implementing the traffic objectives of this Local Area Plan.

Making Connections 2.2.2



Map 2.2.2: Open and Recreational Spaces

- Specific Sites
- Public Open Space
- Private Open Space
- Recreational Space.

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

2.2.3 Built Form

Urban Design Policies

It is the objective of the Borough Council to strengthen the vitality and variety of the existing and proposed streets and squares of Kilkenny. To achieve this objective the Borough Council will:

P.U.D.17

Seek that buildings with a large footprint and/or significant dimensions (e.g. multi storey car parks and anchor stores) are camouflaged by buildings on the street edge.

P.U.D.18

Identify opportunities for the creation of focal buildings to generate new urban spaces to take cognisance of a southern aspect for day.

P.U.D.19

Ensure that the heights of proposed buildings have regard to the prevailing heights in the immediate area and are set back adequately to minimise overshadowing.

P.U.D.20

Ensure that developments are outward looking and include either edges or formal spaces facing onto the street.

P.U.D.21

Encourage building forms that incorporate natural ventilation in line with principles of sustainable construction.



Map 2.2.3: Movement Hierarchy

- Specific Sites
- Distributor Roads
- Proposed Road Connections
- City Streets
- Existing Laneways

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

2.2.4 Amenity

Urban Design Policies

It is the objective of the Borough Council to strengthen the vitality and variety of the existing and proposed streets and squares of Kilkenny. To achieve this objective the Borough Council will:

- P.U.D.22**
Promote the river edge as a 'lung' for the City, with the long term objective to create uninterrupted pedestrian connections on both sides of the River Nore, as part of the Lacken Walk.
- P.U.D.23**
Promote 'pocket parks' as rest and reorientation points along routes, with small play areas where appropriate.
- P.U.D.24**
Promote the rear of County Hall and the Castle grounds as a District Park, organised around and along the River, and requiring an additional bridge at the Mill buildings to complete the John's Bridge loop.
- P.U.D.25**
'Greening' the City and promoting improved air quality through the reinforcement of natural heritage opportunities, e.g. at the Closh, Bateman Quay river edge, the County Hall, the River Nore and the Castle grounds.
- P.U.D.26**
Integrate community amenity uses with residential uses to ensure 24 hour passive surveillance of the spaces.
- P.U.D.27**
Facilitate the implementation of the Conservation Plan for the City Walls and improve access to walks along the City Walls.

Amenity 2.2.4

Urban Design Policies

- P.U.D.28**
Facilitate the implementation of the Conservation Plan for Rothe House and the development of a medieval garden to the rear of Rothe House.
- P.U.D.29**
Facilitate the implementation of the Conservation Plan for St Mary's Church and graveyard.

Amenity 2.2.4



Map 2.2.4: Movement Opportunities

- Specific Sites
- Primary Pedestrian Connections

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh

2.3 City Centre Development Strategy and Policies

2.3.1 Introduction

This Local Area Plan seeks to supplement the policy of the Kilkenny City and Environs Development Plan 2002 to promote and reinforce the core retail area as the primary shopping area and to protect its retail function; and to facilitate the development of the identified City Centre expansion sites.

2.3.2 Development in the Retail Core

The extent of the retail core of Kilkenny is relatively small and geographically compact, partly due to the largely medieval street pattern and overall form of the City Centre. Modern shopping centres and national and international multiples have been successfully integrated with traditional established retail operators, which has contributed to the success and attraction of the retail core. As stated in the Retail Strategy for County Kilkenny, it is important for the continued success of the City Centre retail core that this mix of established independent retailers and well known multiple brands is maintained and enhanced. There are a number of leisure and non-retail uses within the retail core, reinforcing it as the key retail location in the City.

To maintain and enhance the vitality and viability of the retail core this Local Area Plan proposes policies and objectives that:

- Address land use issues,
- Improve the public realm,
- Manage and control traffic and to improve linkages (Section 2.1),
- Guide land uses on specific sites in and around the central core (see Sections 2.2 and 3).

As a general policy therefore, the Borough Council will seek to protect the character of the retail core and retail uses therein.

To achieve the stated objectives for future development in the retail core and to provide the Borough Council with the policy context in which to assess future proposals for development, a policy framework is proposed that sets out the considerations that will be employed in those assessments.



Market Cross Shopping Centre in High Street

It is an objective of this Local Area Plan to secure a sustainable range of uses that reflect the role of the streets as the retail core. Higher and middle order retail outlets will be the principal use sought at ground floor level, including fashion outlets, both multiple and independent stores, 'lifestyle' stores, 'flagship' stores, niche and specialist retailers including home furnishing, beauty products, camera equipment, jewellery and books as well as outlets with particular tourist value such as arts, crafts and gift shops. In addition to higher order retail outlets, fresh food outlets including butchers, bakers, fishmongers, juice bars and other specialist fresh food outlets will be given preferential consideration.



High Street

Policies {Land Use}

P.L.U.1

Within the area of the retail core in the Local Area Plan area the Borough Council will not normally grant permission for uses that detract from the essential character of the retail core, displace retail uses or displace uses that contribute to its vitality or viability.

P.L.U.2

Where appropriate, the Borough Council will attach planning conditions controlling or regulating the main and/or ancillary goods and/or services to be sold a retail premises.

P.L.U.3

In considering proposals for uses that are complementary to the primary retail use of the City Centre or the enlargement of such uses the Borough Council will have regard to the following criteria:

- The effect of the proposed development on the amenities of the area, with particular regard to the cumulative level of noise and disturbance.
- The effect of the proposed development on the existing mix of land uses and activities including the retail function.
- The effect on the character of the street and the level of shopping provision, having regard to the size, scale and location of other complementary uses in the vicinity.
- Whether or not non-retail uses would dominate as a result by virtue of its size, location or relationship to other such uses.

In recognition of 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; they will be encouraged to locate in the area. Such uses should be dispersed to prevent a clustering and a high quality of design should be achieved. Any proposal will have to satisfy the Borough Council that the provision of an additional outlet of this nature will be of benefit to the area and will not detract from the character and function of the area.

Within the identified retail core itself, Bateman Quay could play a role in shaping the future pattern of retailing within the City Centre and could provide opportunities for higher order comparison retail development. The site should accommodate retail units of sufficient size to suit modern retail layouts and storage needs of a range of higher order comparison retail operators. This could consolidate the role and importance of the City Centre for shopping and contribute to balancing the commercial, leisure and tourism uses in the City Centre that would otherwise prejudice the vitality and viability of the core retail area.

Accordingly, the Borough Council will seek to ensure that new development is located where the contribution it makes to the future viability and vitality of the City Centre is not prejudiced.

Policies {Land Use}

P.L.U.4

The Borough 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.

P.L.U.5

It is the policy of the Borough Council to seek a broad mix of uses on the upper floors of buildings. Retail activity and complementary activities such as restaurants and cafés, tailors, hairdressers, barbers, beauticians and other specialist services to visiting members of the public, and office uses will be appropriate at first-floor level. Active encouragement will be given to the provision of residential units, in particular family-sized residential units. The use of first floors predominantly for storage will not be favourably considered.

P.L.U.6

The Borough Council will seek to control the amalgamation of two or more buildings or commercial units on one or more floors through the removal of dividing walls/partitions and/or the insertion of doorways or openings to form larger scale units.

Policies {Land Use}

P.L.U.7

As a rule, separate access to the upper floors of buildings must be maintained and should not be removed as part of any proposal to extend the ground floor use or install a new shopfront.

P.L.U.8

The Borough Council will work proactively in partnership with the relevant stakeholders to secure the development of Bateman Quay for mixed uses in accordance with the urban design framework and objectives of this Local Area Plan.

P.L.U.9

Major retail developments outside the retail core must take account of extant planning permissions in assessing cumulative impact; show potential trade diversion from the retail core; and satisfy the sequential assessment and other criteria contained in the Retail Planning Guidelines and the County Retail Strategy. Comparison shopping will be permitted only where it is demonstrated that it does not detract from the vitality or viability of the retail core.

Specific Objectives

Objectives {Land Use}

0.L.U.1

Within the lifetime of the Local Area Plan the Borough Council will seek to provide more favourable conditions, necessary support and resources to promote equal opportunities for inclusion and environmental access for all its citizens, in consultation with people with disabilities and their advocates; and where appropriate to promote and design services and structures so they can be used by everyone in accordance with the principles of the Barcelona Declaration.



Dunnes Stores in St. Kieran's Street.



St. Kieran's Street.

High Street/ St. Kieran's Street/ Rose Inn Street/ Market Cross/ Market Yard

This area constitutes the Core Retail Area as defined in the Retail Strategy (as amended). It is the objective of the Borough Council to protect and enhance the function of the retail core as the prime shopping area within the City and to restrict development, which could prejudice that protection and enhancement.

Objectives {Land Use}

0.L.U.2

Non-desirable retail uses in High Street/St Kieran's Street/Rose Inn Street/Market Cross/Market Yard at ground floor level are offices, fast-food outlets, amusement arcades, bargain stores and "super pubs".

0.L.U.3

Hotels and guesthouses will be considered on their respective merits but to be considered favourably will be required to provide facilities at ground-floor level to which the general public has access such as a restaurant or café.

0.L.U.4

The Borough Council will encourage:

- The refurbishment of the St Kieran's Street façade of Dunnes Stores to enhance the streetscape,
- The integration of the archways into the store to increase the perceived feeling of security, particularly at night time,
- The active and appropriate use of the ground floor of No. 10-13 St Kieran's Street, or alternatively their utilisation for well-lit window displays.

Objectives {Land Use}

0.L.U.5

In the event of development proposals on St Kieran's Street, the Borough Council will seek the provision of active uses on the street frontage at ground floor level and a frontage design that reinstates the fine urban grain of the street. The Borough Council will encourage the creation of additional slips between Bateman Quay and St Kieran's Street to increase the permeability between the City Centre and the River (refer also to Specific Objective OS2 in Section 2.1).

0.L.U.6

It is an objective of the Borough Council to encourage the "niche retailing" character and enhance the tourism value of St Kieran's Street, by specifically promoting boutiques, gift shops and arts and craft type outlets, interspersed with complementary land uses such as bars, restaurants and cafés. Proposals for outdoor sitting areas of complementary land uses will be viewed favourably, if they correspond to the overall design framework for the public domain, the preparation of which is proposed in Section 2.3.7 of this Local Area Plan.

0.L.U.7

The Borough Council will encourage the relocation of certain functions of An Post to its new premises to facilitate the redevelopment of the building with a high quality contemporary design in keeping with the character of the street, while maintaining the essential function of a post office at its present location.

Parliament Street

Parliament Street links the core retail area and Irishtown. As a consequence its function, as reflected in the current uses at ground floor level, is distinct from either of these areas. Professional services, retail and financial services and, at its northern end, near Watergate, public houses predominate.

Objectives {Land Use}

O.L.U.8
 Non-desirable uses in Parliament Street on ground floor level are fast-food outlets, internet café or phone-call centre, amusement arcades and "super pubs". Ground floor office use will be considered on a case by case basis, insofar as it affects the character of the area.

The street also forms part of the main tourist link between The Castle/The Parade and St. Canice's. While the current distinctiveness in terms of both uses and architectural composition is part of the overall character of the City Centre, there should be a general encouragement of ground floor uses that will result in increased activity on the street. Conversely, there should be a general discouragement of uses that will detract from the character of the area.



Parliament Street.



Land Use Survey.

- Convenience Retail.
- Comparison Retail.
- Professional Services.
- Cafe/ Restaurant.
- Pub/ Bar.
- Retail and Financial Services.
- Take Away.
- Residential.
- Extant Planning Application.
- Vacant.

John Street

John Street is a major approach corridor to the retail core for pedestrians and vehicles and thus the vitality and viability of the street contributes substantially to the overall success of the City Centre. While there is a broad range of uses represented on the street, there are sections where certain uses predominate; for example there is a noticeable grouping of public houses, restaurants and cafes on the section between Barrack Lane and the Wolfe Tone Street/Dublin Road junction. While this facilitates the night time economy, it does not encourage the general day time activity provided by shops and retail services. The role of John Street is expected to change and should be enhanced in the future. The approved development at McDonagh Station will result in significantly greater footfall along the street and across the river. Increased pedestrian movement along the street will give greater impetus for further retail provision on the street and to currently vacant ground floor units being brought back into use.



Irishtown.



Shopping Mall in John Street.

Objectives {Land Use}

O.L.U.9

Retail will be the principal use sought at ground floor level. In addition to medium to higher order retail outlets, fresh food outlets including butchers, bakers, fishmongers, juice bars and other specialist fresh food outlets will be considered favourably.

O.L.U.10

Non-desirable uses at ground floor level on John Street are offices, fast-food outlets, internet cafés or phone-call centres, amusement arcades and "super pubs".

O.L.U.11

The Borough Council will encourage the redevelopment of the Kilkenny Shopping Mall with a high quality contemporary design in keeping with the character of the street.

Irishtown

Irishtown serves an important local service function centred on the post office, and a small number of convenience and comparison outlets. Irishtown is the main link for visitors from the retail core and the Castle to St Canice's Cathedral and it is the objective of this Local Area Plan to maintain and strengthen this link.

Objectives {Land Use}

O.L.U.12

To maintain and enhance the local service function of Irishtown, retail will be the principal use sought at ground floor level. In addition to low and medium order retail outlets, fresh food outlets will be given preferential consideration.

O.L.U.13

Non-desirable uses at ground floor level in Irishtown are offices, amusement arcades and "super pubs".

2.3.3 Special Planning Control Scheme

This Local Area Plan sets out a comprehensive range of policies to be employed in the consideration of planning applications in the City Centre. Under planning legislation however, certain specified development can be undertaken without the need to seek planning permission. This is known as exempted development. In the context of the City Centre the most relevant form of exempted development is the change of use of premises.

While most changes of use require planning permission, in general terms changes of use within a general defined category of use, such as "shop" or "financial, professional or other services" are exempted development. For example, the change of use of a shop from selling clothes to a convenience store, or of a retail bank to a bookmaker's does not require planning permission. In such an instance the Borough Council is unable to prevent or even control the proposed use even if it would be contrary to the overall policies to protect and enhance the vitality of the City Centre or the specific objectives for land uses in the relevant street set out in this Plan.

In order to bring all or some exempted changes of use under planning control it would be necessary for the Borough Council to introduce a Special Planning Control Scheme under Section 84 of the Planning and Development Act, 2000. A Scheme can be prepared for all or part of the City Centre's architectural conservation areas as they are considered of special importance to the civic life or architectural, historical, cultural or social character of the City. A Scheme could therefore include the core retail area of High Street, St Kieran Street and Rose Inn Street and Market Cross, as well as Parliament Street, John Street and Irishtown.

The Scheme does not have to confine itself to the identification and prescription of those changes of use that would now require planning permission; it can also set out specific objectives for, for example, the preservation and enhancement of buildings and the streetscape; for the control of layout, the height of buildings and densities; for the promotion of high standards of design and for the redevelopment of derelict or vacant sites.

There is no doubt that a comprehensive scheme to control land uses within the City Centre, in addition to those general policies set out in section 2.3.1 above would be of great assistance to the Borough Council in exercising its development control functions. It is therefore an objective to prepare such a scheme. The introduction of a scheme by way of a Special Planning Control Scheme does however require detailed consideration by the Borough Council as there are certain obligations and implications (on the Borough Council) that would arise as a consequence.

Subsequent to a resolution to prepare a Special Planning Control Scheme there are considerable obligations placed on the Borough Council. In addition to the requirement to publish a Notice and invite submissions and observations (in a period of not less than 8 weeks) and to report to Councillors on those received (within 12 weeks of the Notice), the Council is also required to notify, in writing, each person who is the owner or occupier of land affected by the Scheme, which in the case of the City Centre would involve a large number of businesses and individuals.

The approval of a Scheme has a number of implications, none more so than the restrictions it could place on the future potential uses of premises and depending on the scope of the scheme, the manner in which premises may be altered. Accordingly, legislation includes a provision that a person who demonstrates that the value of their interest has been reduced or has suffered damage by being disturbed in their enjoyment of the property in which they have an interest would have to be paid compensation by the Borough Council a sum equal to the amount of the reduction in value or a sum in respect of the damage suffered.

Objectives {Land Use}

O.L.U.14

The Borough Council will consider the preparation of Special Planning Control Scheme under Section 84 of the Planning and Development Act, 2000 for the City Centre during the lifetime of this Local Area Plan.

2.3.4 City Centre Expansion Sites

The City and Environs Development Plan 2002 identifies McDonagh Station and the Kilkenny Mart site as the two City Centre expansion sites for town centre uses. Both sites will contribute significantly to enhancing the overall retail offer in Kilkenny and to retaining retail expenditure within the City.

The recently granted permission for mixed-use development on McDonagh Station has formalised the nature and extent of this element of the expansion of the City Centre. With regard to the Kilkenny Mart site, it is currently zoned for "Agritrade" purposes in the City and Environs Development Plan 2002, which does not facilitate its intended function as a City Centre expansion site. It is therefore necessary to regularise the zoning objective to permit this and in line with the brief for the preparation of this Plan, provide an urban design framework and guidelines for the future development of the site.

Policies {Land Use}

P.L.U.10

The Borough Council will zone the Kilkenny Mart site for General Business purposes in order to facilitate its proposed function as a City Centre expansion site.

P.L.U.11

The Borough Council will seek the development of the Kilkenny Mart site in accordance with the urban design framework and specific objectives for its development set out in this Kilkenny City Centre Local Area Plan.

Specific Objectives

The "General Business" zoning incorporates a wide range of uses, the majority of which would be generally permissible in a development of the Mart Site. The key issue however is the exact nature of the mix of uses that would be appropriate and justifiable in the context of the objectives for the City Centre and the policies of the Kilkenny City and Environs Development Plan 2002, as amended.

The proposed alignment of the Inner Relief Road will more or less bisect the Mart Site and affords the opportunity to facilitate development over the site that acknowledges the resulting road network, its role as a City Centre expansion site and the urban design framework proposed in this Local Area Plan.

Both sections of the site (on either side of the proposed alignment of the Inner Relief Road) have characteristics, which would indicate what the appropriate land uses and development framework would be. As a consequence of the Inner Relief Road the section of the site to the north has regularity in plan, multiple road frontages and a number of opportunities for the provision of vehicular access. It is therefore appropriate that this section be developed principally for retail purposes, both convenience and an element of comparison shopping. The section of the site to the south is physically more connected to the urban pattern of the City and John's Green. In order to promote a new 'urban quarter' it will be desirable that development has a form that maximises permeability internally and provides linkages to the existing and proposed pedestrian network. This would indicate that a wider range of land uses that have a variety of building forms is appropriate in this section of the site.

Objectives {Land Use}

O.L.U.15

It is a specific objective of the Borough Council that the development of that section of the Kilkenny Mart site that will be located to the north of the approved alignment of the Inner Relief Street should be primarily for retail purposes, both convenience and an appropriate comparison element with associated car parking and servicing.

O.L.U.16

It is a specific objective of the Borough Council that the development of that section of the Kilkenny Mart site that will be located to the south of the approved alignment of the Inner Relief Street must include for mixed uses including residential, office, retail, leisure and community facilities including childcare facilities, where no one use predominates.

O.L.U.17

In order to create a vibrant living quarter on the Kilkenny Mart site, it is a specific objective of the Borough Council that the proportion of the residential element in the mixed use development on the lands south of the Inner Relief Street should be significant.

2.3.5 New Residential Developments

The population of Kilkenny Borough has been stagnant over the last two intercensal periods between 1991 and 2002, while the population of the Environs of Kilkenny City increased by approximately 33 per cent.

To ensure a vibrant City Centre, it is essential to maintain and facilitate an increase in its residential population. This is in particular relevant for the No. 2 Urban District, which comprises roughly the area east of the River Nore, which lost approximately 6 per cent of its population between 1996 and 2002.

Accordingly, it is appropriate to ensure that the existing residential areas and communities within the City Centre are recognised and facilitated as well as encouragement is given to providing for an expansion of the City Centre population within existing buildings and in any proposed new mixed use buildings and development.

Policies {Land Use}

P.L.U.12

It is the policy of the Borough Council to:

- Protect the existing housing stock in the City Centre.
- Encourage, where appropriate, the reintroduction of residential use into the City Centre, provided that the design and layout of development is of a high standard and consistent with the architectural integrity and character of the area.
- Actively support proposals that retain or, where possible, bring upper floors in the City Centre into residential use.
- Encourage the establishment of sustainable residential communities in the City Centre by ensuring that a mixture of types, sizes and tenures are provided.
- Promote housing layouts, which reflect the principles of permeability and legibility, in order to facilitate public transport routes, cycling routes and pedestrian connections.
- Ensure that proposed mixed-use developments in the City Centre facilitate the expansion of the City Centre's residential community by incorporating a residential component in the proposed mix of uses.

P.L.U.13

The Borough Council will not normally grant planning permission for the conversion of residential properties to non-residential use in order to maintain existing residential communities.

It is recognised that the Borough Council has not heretofore considered the promotion of residential uses in a development at Bateman Quay. However, within the context of the objective to promote a variety of uses within the City Centre that promote vitality and viability, it is considered appropriate that, as set out in the urban design framework, residential uses form part of the mix of uses in any development proposal.



Residential Properties on John Street

2.3.6 New Cultural Developments

The location of the majority of community and cultural facilities within the City Centre contributes significantly to the attractiveness and vibrancy of the core. The Borough Council will seek to maintain and enhance existing community and cultural facilities, and encourage the location of additional facilities within the City Centre.

Policy {Land Use}

P.L.U.14

Similar to the sequential approach to the location of retail development, the Borough Council will encourage the location of additional community and cultural facilities within the retail core as a first priority. Where this is not possible, consideration can be given to a site on the edge of the retail core within walking distance of the primary shopping area. Particular consideration should be given to the re-utilisation of vacant buildings within the City Centre.

2.3.7 Public Realm

Well designed streets and public places play a significant role in enhancing the vitality and attractiveness of the City Centre, providing identification and helping everyone to move around easily and safely, particularly those with mobility impairment.

In recent years, environmental improvements on High Street and St Kieran's Street contributed to the overall ambience and visual quality of the retail core.

However, the retail core lacks visual cohesion and there is a strong need for an urban design strategy for the creation of a visually coherent public realm in the entire retail core in order to reduce visual clutter and chaos in the street corridors, to reduce physical obstructions, and to be able to recognise each street as integral part of a cohesive core.

The design has to be based on the careful needs assessment of each component of the urban fabric and thus may vary according to the general traffic nature of the individual streets, i.e. the design of the public realm of a pedestrianised street will differ from that of a street with vehicular traffic; the character of the street determined by width, height and nature of buildings fronting onto the street; and by existing and proposed land uses.

The development of an integrated and co-ordinated range of components will enhance the sense of visual cohesion and through the selection of appropriate materials and forms help to create a sense of place unique to the urban character of the City. The main components of the public realm are as follows:

- Quality of paving and patterning that reflect the hierarchy of urban spaces and their civic importance,
- Soft landscaping,
- Lighting, particularly the integration of lighting with other street elements, e.g. signage and interpretive plaques,
- Form, material and location of other street elements, such as seating, signage, litter bins, bollards etc.,
- Artwork, sculpture etc in appropriate locations to provide accent, focus and to contribute to a visually attractive and stimulating environment.

The level of the overall design co-ordination and general visual integration between these main components will determine the success of the design strategy.

Within the retail core there is the opportunity for the creation of a number of civic squares of different character and for various activities, which should be reflected in the texture, block size and patterning of the paving.

The Borough Council will consider a design competition for all elements of the public realm, in co-ordination with the signage strategy outlined in Section 2.4.

Policy {Public Realm}

P.P.R. 1

It is the policy of the Borough Council to prepare a comprehensive and coherent design strategy for the public realm in the retail core, comprising High Street, Rose Inn Street, St. Kieran's Street, Parliament Street, Irishtown and also John Street, in accordance with the recommendations in this Local Area Plan. Existing environmental schemes will be reassessed in light of the recommendations contained in the design strategy.



Street Furniture in High Street

In order to balance the detail and colour of the facades flanking the streets a simple, minimalist and unobtrusive range of street furniture, lighting and other components should be employed, which visually recede in relation to the primary space making elements of the public domain, similar to the components utilised during the environmental improvements of High Street and St. Kieran Street. The general position of street furniture, signage etc. should not impede the safe and convenient passage of pedestrians, particularly the disabled and visually impaired, and cyclists. Lighting should preferably be wall-mounted and cables and wires should be, where feasible, placed underground.

Trees and other planting should fulfil precise functions through the choice of species and their location, e.g. complementing the streets and their buildings. The use of native trees and shrubs should be encouraged as much as possible.

As part of the public realm strategy measures for the disabled and visually impaired shall be put in place, incorporating:

- Tactile paving at controlled crossing points,
- Sound signalling at controlled crossing points,
- Flush curbs for the physically disabled at controlled crossing points.
- Suitable paving to allow the comfortable passage of wheelchairs, pushchairs, etc.

It is considered essential to co-ordinate the public realm strategy for the retail core with the urban design framework for the Parade and Bateman Quay, detailed in Section 3.0.

Specific Objectives

Objectives {Public Realm}

O.P.R.1

It is the objective of the Borough Council to continue to work with and encourage the prevention, minimisation, re-use, recycling and safe disposal of waste in line with the South East Regional Waste Management Plan.

High Street

Objectives {Public Realm}

O.P.R.2

It is the objective of the Borough Council to create a civic square at the junction of Parliament Street, High Street and St. Kieran's Street as part of the pedestrianisation of High Street, to provide an appropriate, well designed entrance into the retail core, with due cognisance that vehicles will access the area outside of high pedestrian footfall periods.

O.P.R.3

It is the objective of the Borough Council, to redesign the southern entrance of High Street in order to simplify the junction design; remove the visual clutter; provide an appropriate, well designed entrance into the retail core; and to co-ordinate with the Urban Design Framework for The Parade.

O.P.R.4

The Borough Council will encourage complementary land uses such as cafés and restaurants and associated outdoor sitting area at the small open space enclosed by Nos. 20, 21 and 22 High Street.



High Street/ St. Kieran's Street



Entrance to High Street (South)

St. Kieran's Street

This Local Area Plan is in full support of the Conservation Plan for St Mary's Church and Graveyard to reclaim the site as an important amenity resource and create a tranquil oasis in the middle of the hustle and bustle of the City Centre, while also finding a purposeful use for the church, such as a visitor centre, performance /concert hall or any other viable and appropriate use as specified in the Conservation Plan. (Refer to P.U.D. 29 Page 50).



St. Kieran's Street

Objectives {Public Realm}

O.P.R.5

It is the objective of the Borough Council to continue environmental improvements in line with the comprehensive public realm strategy outlined above between the northern exit of St Mary's Lane onto St. Kieran's Street and Rose Inn Street. It is an objective to position overhead wiring underground.

O.P.R.6

It is an objective of the Borough Council to particularly address public lighting in St. Kieran's Street, which has been identified as insufficient and contributing to a perceived insecurity at night time.

Rose Inn Street

Objectives {Public Realm}

O.P.R.7

It is a specific objective of the Borough Council to redesign Canal Square as an attractive and functional civic space to provide an appropriate entrance to the River Walk by enhancing the soft and hard landscaping and street furniture; to allow for outdoor sitting areas of the restaurants/café's at No. 1-3 Canal Square; and if appropriate, the accommodation of a taxi rank.



Canal Square.

Parliament Street/ Irishtown

Objectives {Public Realm}

O.P.R.8

The Public Realm Strategy should have particular regard to securing improvements to the link between Irishtown and Parliament Street.

O.P.R.9

Upon completion of the Inner Relief Road it is a specific objective of the Borough Council to ensure a safe pedestrian priority crossing to St. Canice's Cathedral, to reduce the severance created by the new road.

This Local Area Plan is in full support of the Conservation Plan for Rothe House including the restoration of a medieval garden at the rear of the burgage plot, which will augment the attractiveness of Rothe House as a visitor destination and will provide a valuable pocket park in the densely built up City Centre. (Refer to P.U.D. 28 Page 50).

John Street

Objectives {Public Realm}

O.P.R.10

It is an objective of the Borough Council to create a safe 24-hour pedestrian link from John Street to Evans Home/ Carnegie Library; and investigate the opportunity for the Library Square to become a cultural focus within the City Centre.

O.P.R.11

It is an objective of the Borough Council to enhance the setting of St. John's Church and Priory, and provide access to the City Wall.



John Street

Slips and Lanes.

The existing slips and lanes in the City Centre contribute to its unique character and ambience. They are of immense value in terms of the permeability of the City Centre and provide a sense of discovery to the visitor. They contain a wide variety of land uses, including workshops, small manufacturing units, offices, community uses and residential units. This mix of uses should be maintained and enhanced, to allow certain slips and lanes to develop in particular ways, e.g. a living quarter with specialist and craft workshops. With time, they could develop into an integral part of the tourism experience of Kilkenny, and a destination in their own right.



Abbey Street

Objectives {Public Realm}

O.P.R.12

It is the objective of the Borough Council to ensure that development proposals on lanes maintain and enhance the land use mix of the lane in question. It is also an objective to promote a land use and urban design vision for future development in co-operation with landowners and other stakeholders within the timeframe of the Local Area Plan.

Whereas Abbey Street and New Building Lane have been improved and redeveloped to a very high standard, other lanes are somewhat underdeveloped with incongruous land uses, inappropriate infill development, and vacant buildings. Some lanes attract antisocial behaviour and are perceived as insecure, especially where a limited number of buildings have active frontages onto them. The residential amenity of the lanes is often compromised by limited open space, adjacent incompatible land uses and limited or no car parking. However, residential uses are very desirable in the City Centre and should be encouraged where appropriate, in tandem with appropriate car parking and the provision of open space.

Objectives {Public Realm}

O.P.R.13

It is the objective of the Borough Council to seek the improvement of Evan's Lane, Tilbury Place, Chapel Lane, Collier's Lane, Poyntz's Lane, Garden Row, Pennyfeather Lane, Pudding Lane and St. Mary's Lane. Particular regard will be had to the provision of hard and soft landscaping, lighting, street furniture and other elements of the public realm, as well as the development of walking and cycling links to the City Centre.



Garden Row

Objectives {Public Realm}

O.P.R.14

The Borough Council will encourage the creation of active street frontages on existing and proposed buildings fronting onto lanes.

O.P.R.15

The Borough Council will encourage high quality design in residential developments and the creation of attractive streetscapes, the provision of sufficient open space, and appropriate car access and car parking.

O.P.R.16

The Borough Council will ensure that all new developments in the lanes will respect the scale of adjacent existing development and are sensitive to the intrinsic character of the lane.

The slips between High Street and St Kieran's Street are highly frequented pedestrian links, containing retail or complementary uses such as restaurants.

Objectives {Public Realm}

O.P.R.17

It is the objective of the Borough Council to maintain and enhance the physical environment of the slips in the City Centre, having particular regard to paving, lighting and security shutters, and to encourage the active use of retail units and opening up of historic doorways.

2.4 Directional and Explanatory Signage Strategy

This section of the Local Area Plan sets out the principles of a 'Directional and Explanatory Signage Strategy' for the City. It forms the framework for the commissioning and implementation of a comprehensive Signage Scheme. The overarching principle to be reflected in the consequent Signage Scheme is to provide clear, concise and consistent directional signage for vehicular traffic and clear, convenient and discrete signage for pedestrian traffic.

These elements form two separate strategies interlinked at key information points such as the exits from main car parks and shall be consolidated on a comprehensive City Map. This map should reflect all elements of the strategy and should be available from various sources in the City including exit points from car parks, retail outlets, hotels, tourist information and tourist attractions. The map should be available for downloading from the Internet from various relevant websites and should be available in different languages.

The Signage Scheme, which has to be based on a complete audit of existing directional signage in the City, should be aimed at occasional or first time visitors to the City including shoppers, tourists and business people as well as providing real time car park information to all car drivers entering the City Centre. All signage must be clearly legible and, as much as is practicable, cater for people with visual impairments and intellectual disabilities and visitors with varying levels of comprehension of the Irish and English language.

Policies {Directional Signage}

P.D.S.1

It is the policy of the Borough Council to prepare a comprehensive Directional and Explanatory Signage Scheme for Kilkenny City during the lifetime of this Local Area Plan, in line with objectives in the Kilkenny City and Environs Development Plan and this Strategy.

2.4.1 Strategy for Vehicular Directional Signage

The key principle to be adopted for vehicular signage is the provision of clear, concise and consistent information. It is critical that this principle is adopted for two reasons. Firstly the information must be legible from a moving vehicle and secondly, too much or non-critical information can render the signage redundant and potentially create a traffic hazard. Defining key destinations and limiting information only to these key destinations can achieve this principle. In addition, the signage, where appropriate, must be provided in accordance with the Traffic Signs Manual (Department of the Environment, 1996).

The Signage Strategy for vehicular traffic can, by and large, be considered separately for traffic entering and traffic leaving the City Centre. The overall aim of the Signage Strategy should be to direct traffic to the main public car parks and to direct exiting traffic to key routes and external destinations from the point of exit from these car parks.

Traffic Entering the City Centre

Traffic entering the City Centre from outside the Ring Road should, in the first instance, be directed by signage at the main Ring Road junctions. With the completion of the Eastern Ring Road and the subsequent completion of the Western Ring it will be necessary for signage to be phased and altered to coincide with the completion of these key distributor links. Similarly, signage must be phased and altered following the completion of the Inner Relief Road and the North Link, taking account of the potential for the former to be delivered in stages. In addition, the completion of the potential new N9 link to the Eastern Ring Road must also be incorporated into the Scheme.

Traffic entering the City Centre should, in principle, be directed in accordance with the road and street hierarchy, as shown on Map 2.1, in order that traffic volumes will diminish in magnitude from distributor roads to primary streets and secondary streets. Signage should be designed to circulate traffic around the pedestrian thoroughfares and to divert heavy goods vehicles from routes with 3.5 tonne limits.

The purpose of Ring Road signage should be to divert traffic to other town destinations and routes or to direct traffic to general destination areas within the Ring Road. In terms of the City Centre, the purpose of this signage should be to minimise through traffic and therefore four general destination areas should be designated, two on each side of the river as per the following samples:

- City Centre (High Street Area, Castle)
- City Centre (John Street and Railway Station Area)
- City (West)
- City (East)

Based on the principle that car drivers entering the City Centre are only accessing destinations in the Centre, it logically follows that signage information within the Ring Road can effectively be restricted to directing such traffic to key car parks. This information should take the form of both static and real time information, the latter indicating the number of spaces in the main public car parks. The signage should be located at key junctions within the Ring Road and at strategic points along the key access routes. In context of the existing parking provision in the City Centre and the potential for future parking provision it is anticipated that the main car parks available to the public will be located at the following locations:

Main Car Park Locations

West of River Nore	East of River Nore
Market Cross	Wolfe Tone Street
Ormonde Street	McDonagh Station Site
Bateman Quay	Mart Site

This real time information will assist drivers to only access car parks with spare capacity, thus minimising travel distance and mitigating against potential queuing and congestion at entrances to car parks. In addition, smaller car parks should be finger post signed from junctions in the vicinity of these facilities.

A further layer of vehicular signage can be permitted, consisting of finger post signage along the main access routes or key internal junctions. This signage can indicate other significant vehicular destination clusters such as major housing areas, employment areas, main retail areas and public facilities such as Local Authority offices and main sports facilities. These destinations would only be sign posted in their immediate vicinity and would, in various locations, also form part of the pedestrian signage network.

Other destinations such as stand alone commercial and retail sites should not be individually sign posted as this will lead to clutter, will be unsightly and will diminish the effectiveness of the objectives of the Signage Strategy and the subsequent Signage Scheme.

Traffic Exiting the City Centre

The Signage Scheme for directing traffic from the City Centre should be focused on directing traffic to key exit routes and external destinations upon exit from the main public car parks. The signage should be continued through the key internal junctions out to the major junctions on the Ring Road.

The key routes to be signposted would be the Ring Road, Inner Relief Road and main arteries into the Ring Road. The signage would denote routes by their vernacular and official designation (for example N10, N76, N77 etc.) and would also indicate major external destination towns.

2.4.2 Strategy for Pedestrian Directional Signage

Scope of Pedestrian Signage

The Pedestrian Signage Scheme should be based on directing pedestrians within the City Centre area to the main tourist attractions, amenity walking routes, public buildings, main retail areas and main public car parks. All of these elements should be indicated on the City Map that will be the main guide to direction. The Signage Scheme will require ongoing monitoring and some modification over time to incorporate new destinations, amenities etc.

A crucial element of the Signage Strategy is to strike a balance between the provision of an adequate but discrete amount of directional information, preferably based on a series of walking trails around the historic core and along the river corridor that will help visitors to discover the historic and amenity attractions in an informal manner. The routes, as indicated in Section 2.2 on the 'Movement Opportunities' map, should be illustrated on the City Map and sites would be signposted as they are approached on these routes.

At each of the main historic sites and buildings, explanatory information (e.g. in the form of wall mounted plaques) should be provided, and nearby sites signposted. It should be considered to provide information about historically significant buildings or sites, which no longer exist, at their original location. Also, noteworthy events could be commemorated.

Signage Design

The City already contains a strong template for the Signage Scheme incorporating both signage and tourist information maps at key locations around the City Centre as shown on the following images. The Signage Scheme should build on these existing elements by increasing the signage to key destinations, removing signage to non-essential destinations and incorporating the City Map and explanatory information on the specific historical sites at their respective locations.

The Signage Scheme should also review the design and position of existing signage with a view to ensuring a coherent and co-ordinated design for all levels of pedestrian directional and interpretational signage. Signage to public buildings and other public facilities could be similarly designed to the signage to places of historical interest, but could, for example, employ a different colour plate. It will be important for the maps and explanatory information should be sited so as to be available to the public outside of normal opening hours at the site.



Image 1: The image illustrates an existing quality pedestrian signage, which may be considered for retention and replication, with due regard to the coherent and co-ordinated signage design.



Image 2: At this location only the Garda Station and Capuchin Friary signs should be considered for retention. Wall mounting of the signage should be considered.

Signage Location

A number of locations, as follows, within the City Centre can act as key origins and focal points for visitors and can be considered for particular attention with regard to signage and mapping. The Parade, in particular, can act as a focal point for embarkation on walking tours of the City Centre.

Main Public Car Parks

Origin points for car based visitors.

Railway Station

Origin point from intercity bus and rail services.

The Parade and Tourist Office (Shee Alms House)

Key origin point for coach tours and key focal point for commencement of walking tours, both guided and unguided.

Listed below are indicative sites that would be covered by the pedestrian signage strategy.

Other sites should be considered on their merits, however, a principle of this Strategy should be to remove and prohibit signage to individual commercial and retail developments. This will control the quantum of signage and avoid potentially significant clutter.

*Key Pedestrian Signage Destinations
(Indicative Only)*

<i>Historical Sites Buildings and Amenities</i>	<i>Public and Facilities</i>
Kilkenny Castle	Railway Station
Kilkenny Design Centre	Main Car Parks
Shee Alms House	Public Medical Facilities
Rothe House	Kilkenny County Council Offices
Court House	The Parade and other main streets
Black Abbey	Library
St Francis Abbey	Garda Station
St Canice's Cathedral	Taxi Ranks
St Mary's Cathedral	Public Toilets
The Maltings	
St Canice's Church	
The City Wall	
River Walks	
The Tholsel	
St Mary's Church	
Capuchin Friary	
Maudlin's Castle	
St John's Priory	

Specific Objectives for the Provision of Signage

In order to assist the passage of pedestrians and to mitigate against visual clutter all signage should be wall mounted, where possible, and integrated with the provision and design of public lighting, street furniture and other elements of the public realm, subject to a separate design strategy, the preparation of which is proposed in Section 2.3 above. In addition, all pathways should be kept clear of temporary signage, such as signboards, which can obstruct the passage of pedestrians.

The details of the signage design for all levels of pedestrian orientation to be included in the Signage Scheme should be subject to a design competition. The content of explanatory information should be developed and places and buildings of historical and natural interest identified in co-operation with relevant bodies such as the County Council's Conservation Officer and Heritage Officer, Kilkenny Civic Trust, Rothe House Trust and An Taisce.

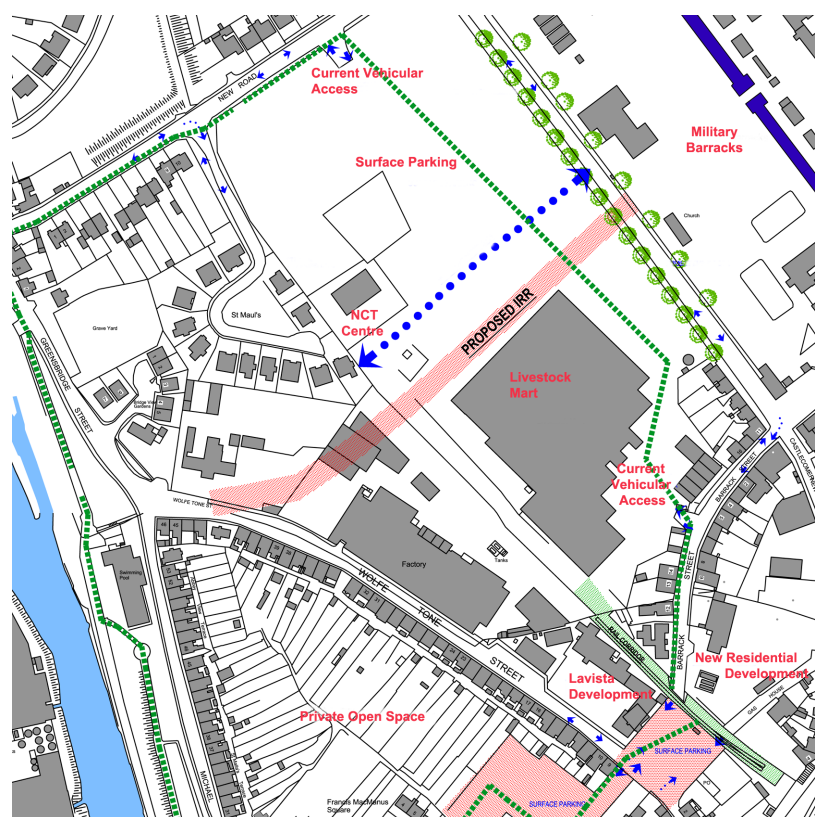
All street names should be indicated by clearly visible wall mounted plaques on both sides of the entry to each street, laneway and slip. These plaques should be consistent in design and co-ordinated with the overall signage design.

The information contained in explanatory signs and street and place names shall be in both the English and Irish languages. Explanatory information should preferably be also provided in Braille, where appropriate.

Temporary signage for one-off or occasional events should be permitted only when the event is considered of significant merit in terms of its location and potential draw of vehicular or pedestrian traffic. All signage for such events should be promptly removed thereafter.

3
Urban Design Framework
and Land Uses for
Specific Sites

Existing Site Plan



View to Barracks from Kilkeny Mart



Railway Corridor



Rear of Padmore and Barnes Site

3.1
The Mart, Padmore & Barnes (Sites 1 and 3).

The site of the Kilkeny Mart has been identified in the Kilkeny City and Environs Development Plan 2002 as retail/city centre expansion location to accommodate a sustainable mix of uses, including retailing, residential, offices, community and cultural facilities. Currently the site is zoned for "agritrade" purposes, which would not facilitate this expansion. It is therefore necessary to regularise the zoning objective and provide a framework for the development of the site.

Padmore & Barnes, shoemakers have occupied Site 3 for more than 70 years. The site has substantial road frontage onto Wolfe Tone Street, with the main factory building with its distinctive roofscape being approximately 100 metres long. The Local Area Plan maintains the existing General Business zoning, which facilitates the continued commercial use of the site; while also allowing enough flexibility for future development should the opportunity or necessity arise.

Urban Design Objectives

The Borough Council will vary the City and Environs Development Plan 2002 to zone the Kilkeny Mart site for General Business purposes.

O.U.D.1

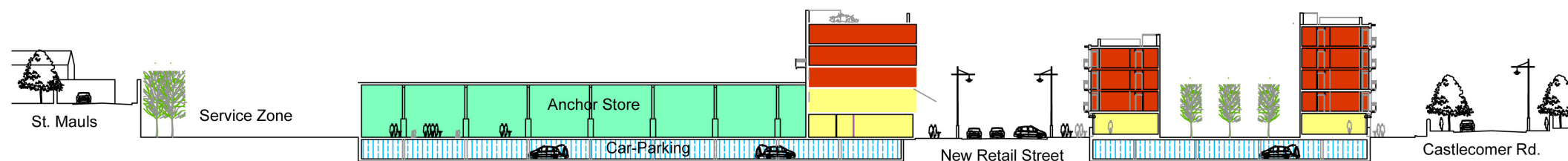
It is a specific objective of the Borough Council that the development of that section of the Kilkeny Mart site that will be located to the north of the approved alignment of the Inner Relief Street should be primarily for retail purposes, both convenience and an appropriate comparison element with associated car parking and servicing.

O.U.D.2

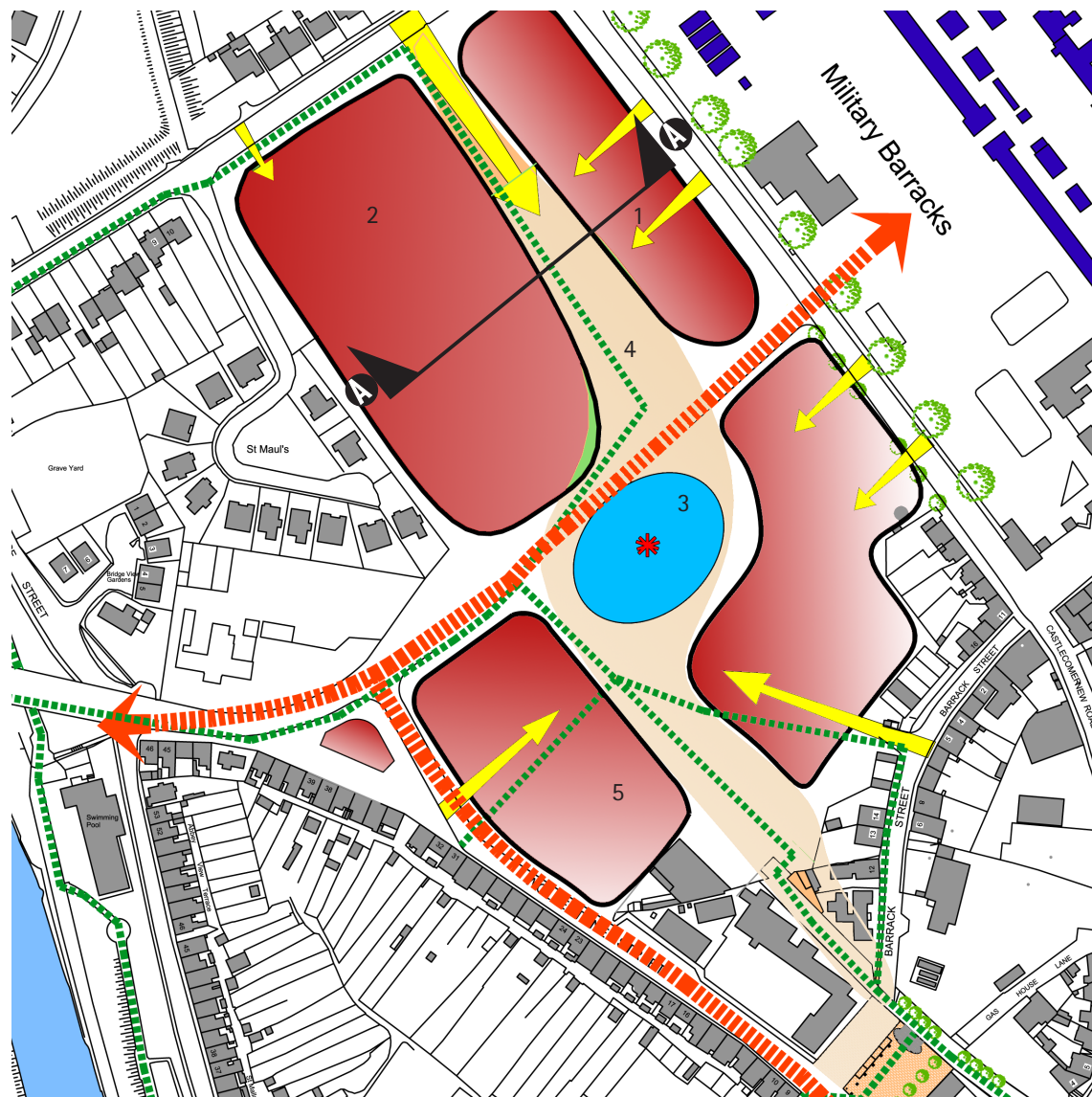
It is a specific objective of the Borough Council that the development of that section of the Kilkeny Mart site that will be located to the south of the approved alignment of the Inner Relief Street must include for mixed uses including residential, office, retail, leisure and community facilities, where no one use predominates.

O.U.D.3

In order to create a vibrant living quarter on the Kilkeny Mart site, it is a specific objective of the Borough Council that the proportion of the residential element in the mixed use development on the lands south of the Inner Relief Street should be significant.



Section A-A: Indicative Illustration of Principles



Proposed General Site Organisation

- 1 Primarily residential.
- 2 Primarily retail with active street frontages.
- 3 Civic space.
- 4 Urban mixed use street.
- 5 Permeable mixed use zone.



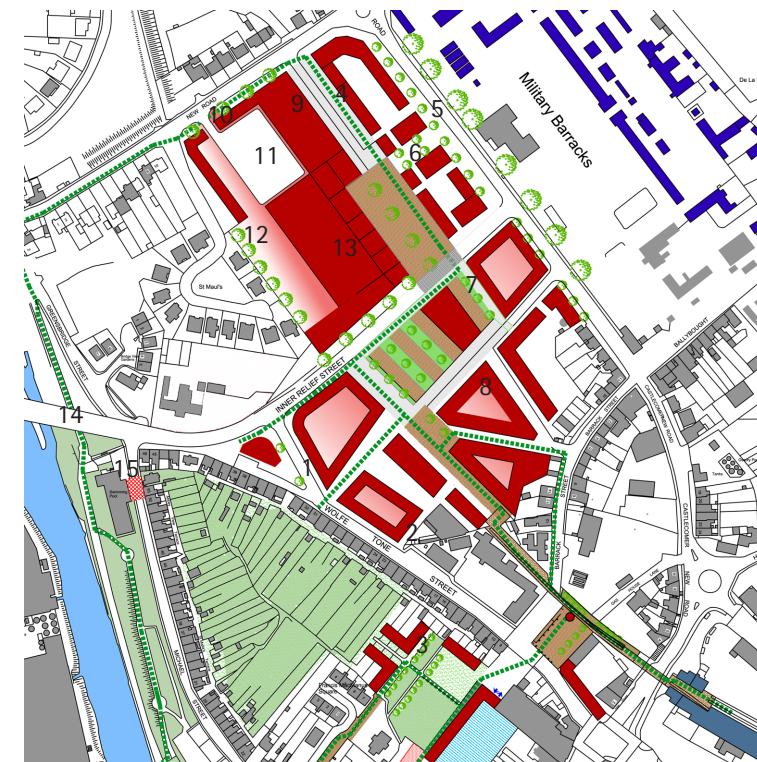
Indicative Sketch



Indicative Sketch



Indicative Sketch



Indicative Site Organisation Based on Urban Design Framework
Illustrative of Principles Only

- 1 Permeable mixed use quarter to Padmore and Barnes.
- 2 Inner Relief Road becomes Inner Relief Street.
- 3 Link to Back Lane.
- 4 Mixed use street.
- 5 Preferred residential development to edge.
- 6 Permeable edges to form new internal movement corridors.
- 7 New urban square with preferred civic use development.

- 8 Preferred residential zone.
- 9 General Business (retail zone).
- 10 Indicative service access.
- 11 Indicative service and delivery zones.
- 12 Residential buffer to the adjoining existing residential area.
- 13 Indicative anchor store location.
- 14 Proposed inner relief road bridge.
- 15 Junction closed.



The Mart & Padmore and Barnes (Sites 1&3)

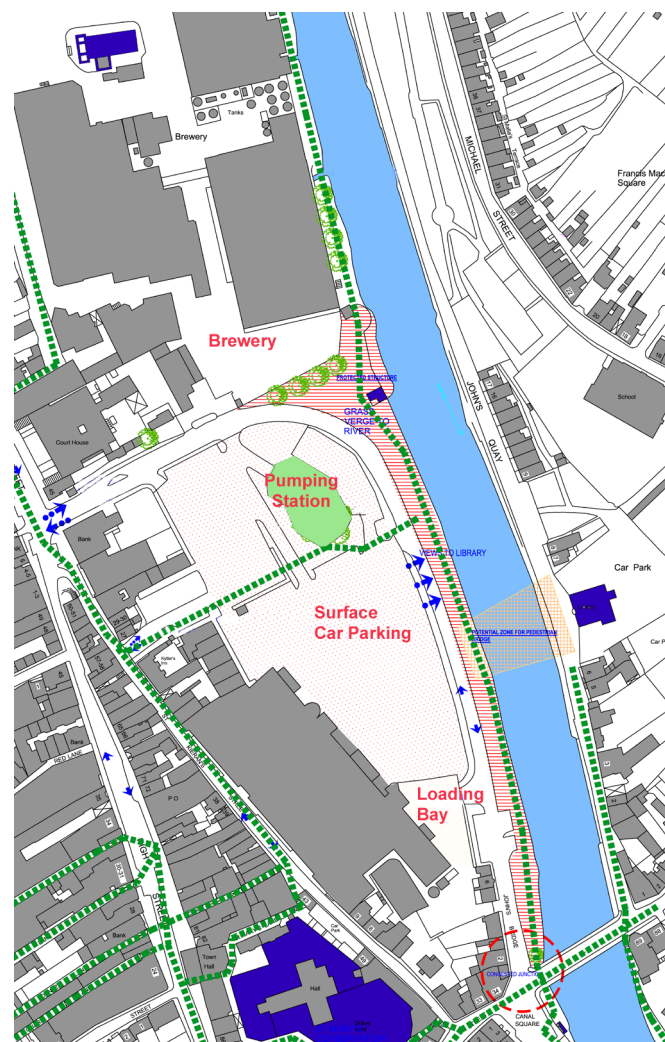


View from Castle



View from John's Quay

Existing Site Plan



3.2
Bateman Quay (Site 2)

Like many Irish cities and towns located on waterways, Kilkenny has historically 'turned its back' to the river. Bateman Quay, which directly fronts onto the River Nore, is inappropriately used as a large surface car park and dominated by the ungainly rear elevation of Dunnes Stores. There is great potential to redevelop the site for mixed town centre and complementary uses that can address the river as Kilkenny's greatest natural asset, and provide scope for the essential expansion of the confined core retail area.

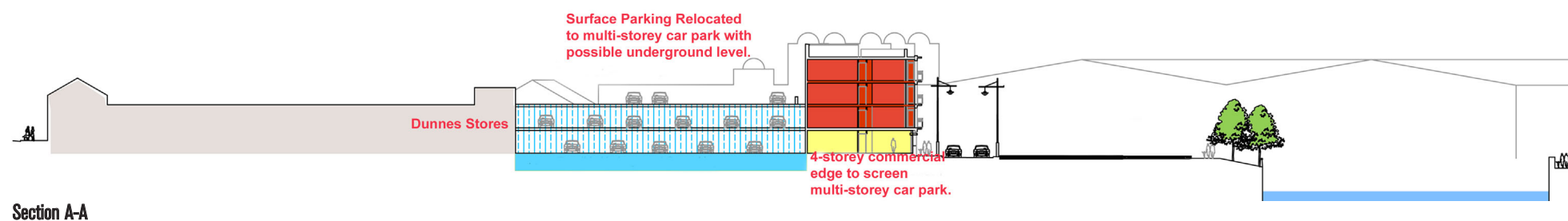


View to Courthouse and Brewery.

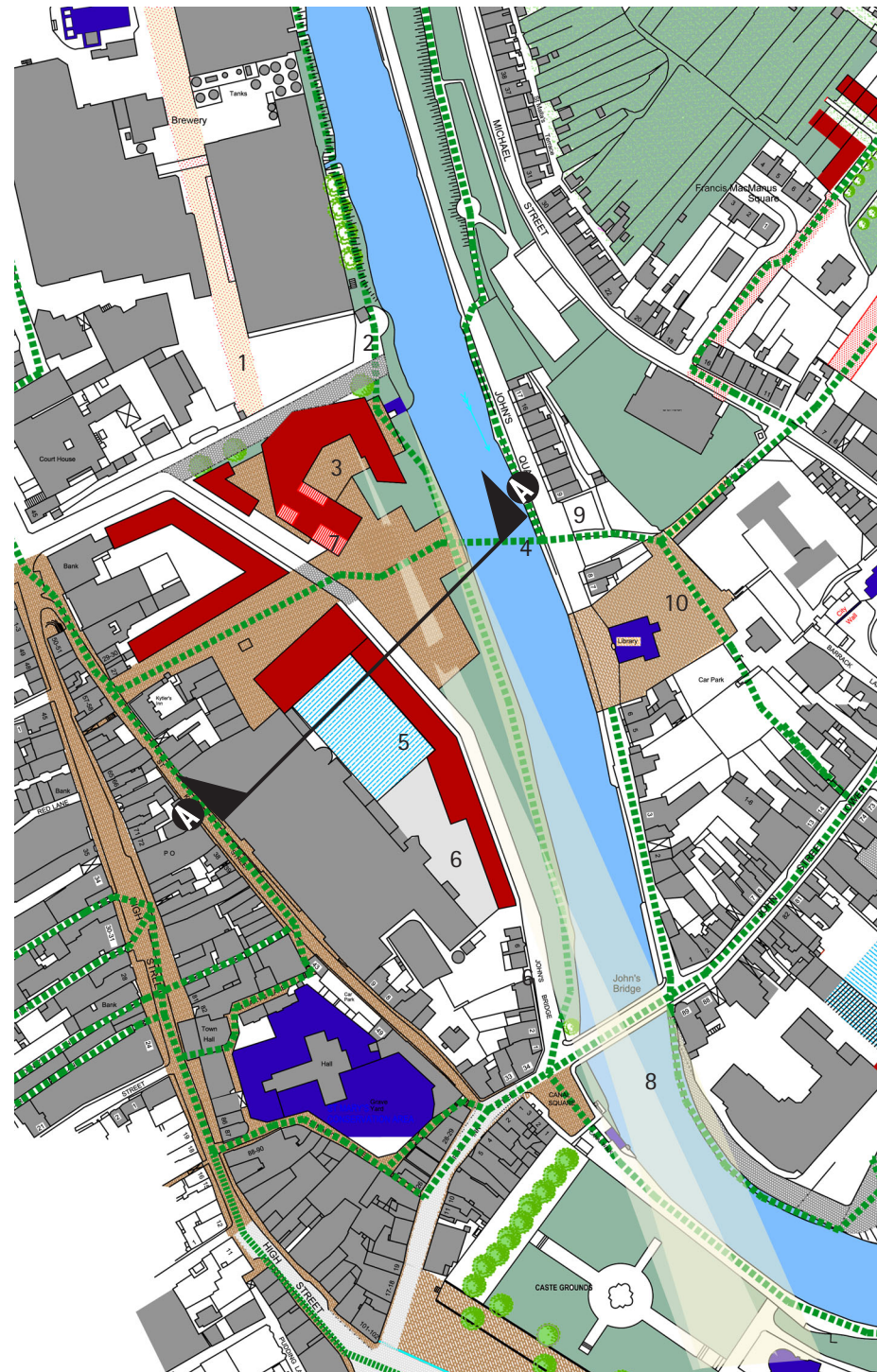
Urban Design Objectives

It is the specific objective of the Borough Council to:

- O.U.D.4 Create a new river edge incorporating walkways and open space.
- O.U.D.5 Replace existing surface parking with multi-storey and/or underground car parking with development edge to realigned street.
- O.U.D.6 Create a new civic square and landmark building to ensure the highest architectural and urban design quality to integrate with proposed pedestrian bridge link across river.
- O.U.D.7 Strengthen existing pedestrian patterns across site to integrate with riverside walks and High Street.
- O.U.D.8 Investigate options for developing access to St. Francis' Abbey in the long term.
- O.U.D.9 Protect views of Castle from North of site.



Section A-A

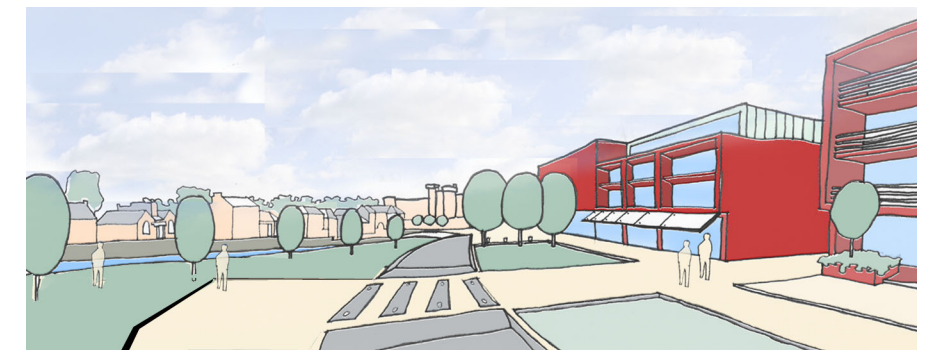


Indicative Site Organisation

- 1 Long term desired route to St. Francis' Abbey.
- 2 Riverside walk.
- 3 Cultural building to New Square with pumping station incorporated.
- 4 Pedestrian bridge link to library, Back Lane and landing to St. Kieran's Street link
- 5 Indicative parking location (multi-storey) with edge development onto realigned street.
- 6 Service access retained.
- 7 Existing pumping station footprint.
- 8 Views to Castle maintained.
- 9 Retain and upgrade pocket park.
- 10 Redevelop new landscaped setting for Library Square. Provide for cycle parking.



Existing View to Castle from Market Yard

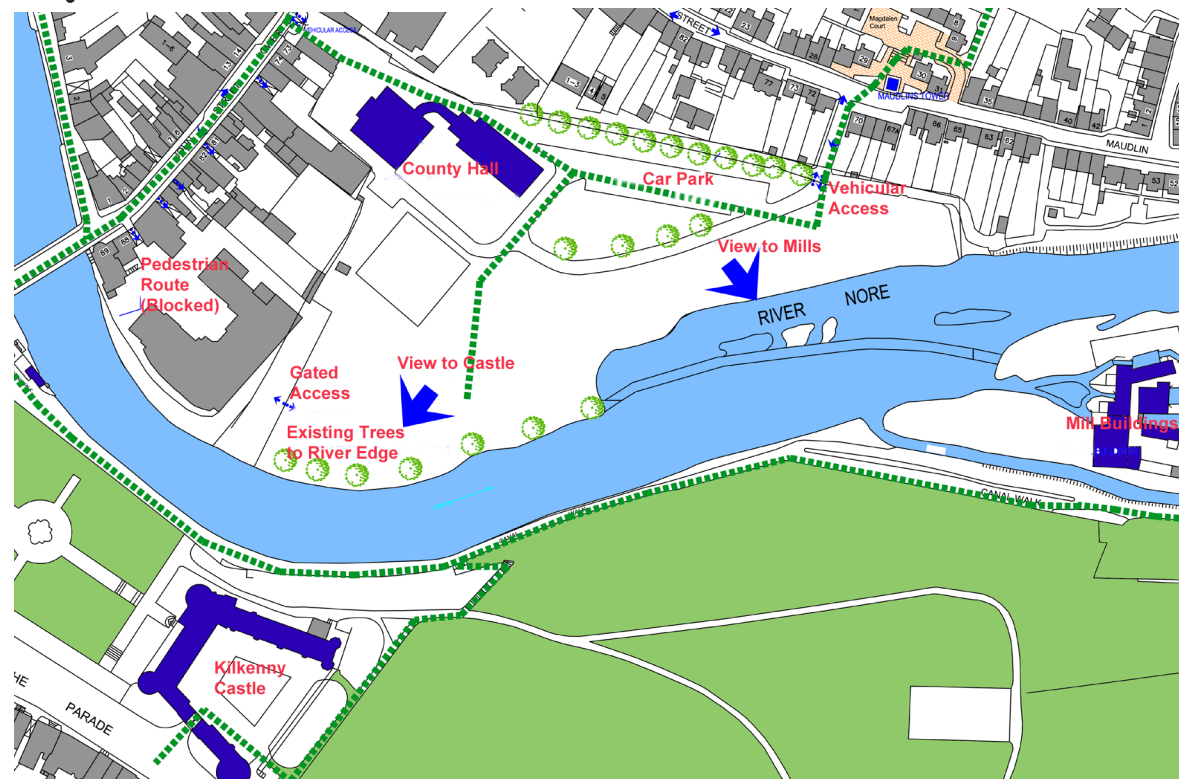


Indicative Sketch View of Proposed



Bateman Quay (Site 2)

Existing Site Plan



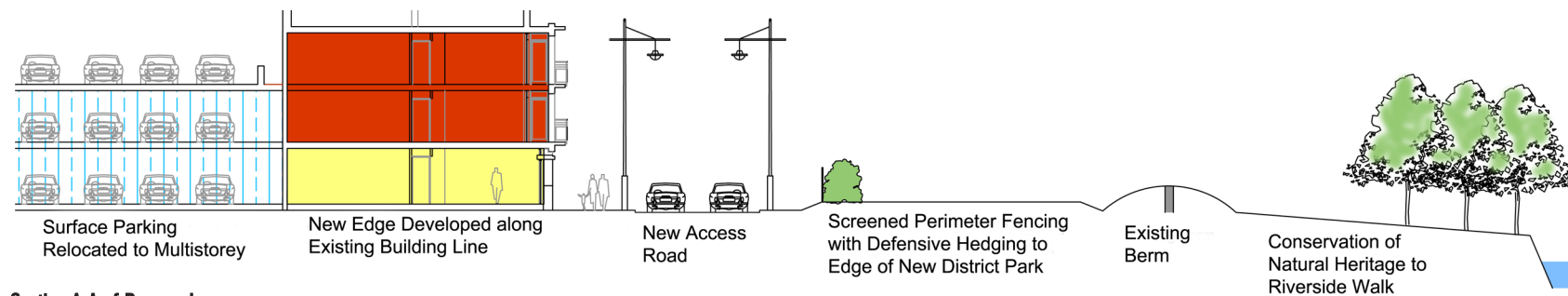
County Hall from Canal Walk



Existing Tree Line to Rear of County Hall



Existing View from Castle



Section A-A of Proposed

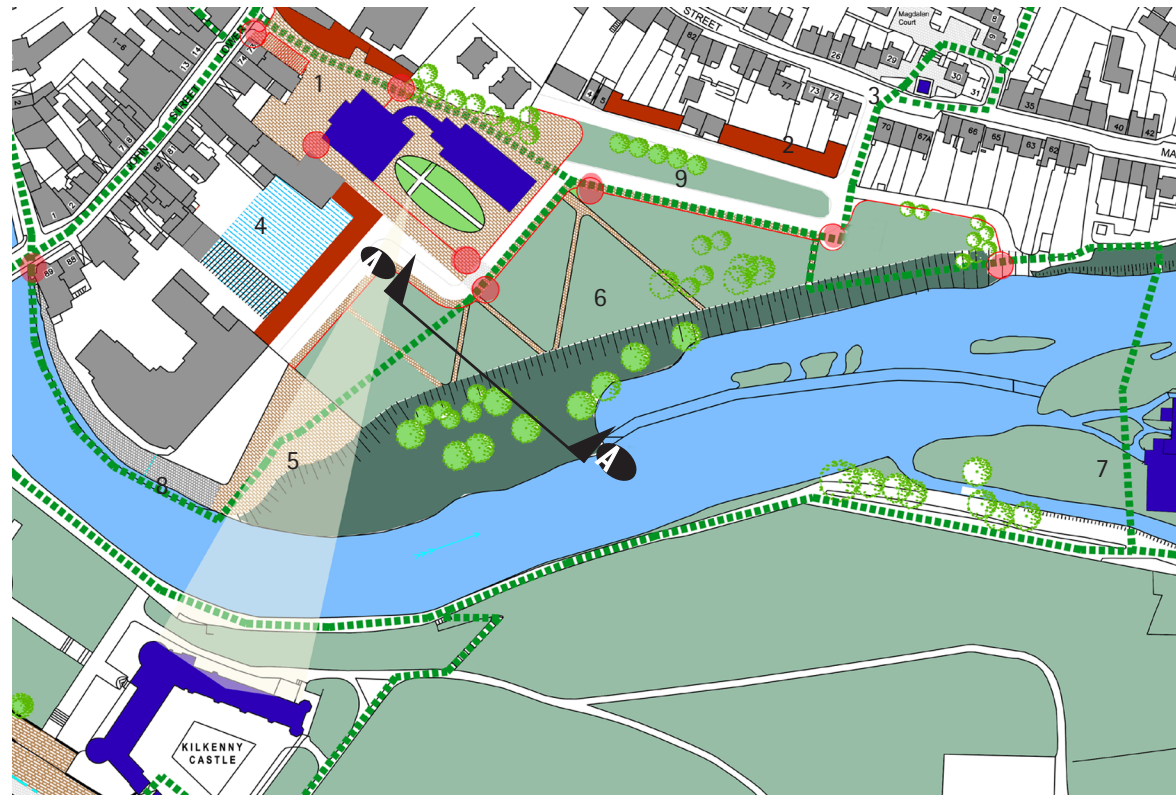
**3.3
County Hall (Site 4)**

The County Hall site is located off John Street. The Council offices are set back from the street frontage by approximately 50 metres. The southern boundary of the site abuts the River Nore, with frontage of approximately 350 metres, which affords extensive views across the river to Kilkenny Castle. The majority of the site is open space with mature trees close to the river's edge. There is car parking to the north of the site and to the front of the Council offices. The County Hall site is an important destination within the Local Area Plan area and there is great potential for enhancing its role as a significant amenity resource for the city.

Urban Design Objectives

It is the specific objective of the Borough Council to:

- O.U.D.10**
Create a new passively supervised and secure district park as a civic amenity for the City.
- O.U.D.11**
Facilitate housing that will overlook the park.
- O.U.D.12**
Create a number of new civic spaces; these being a new urban square subject to detailed design to John Street and the County Hall to incorporate secured access, potential new community edge, removal of anti-social spaces and enhanced lighting to new edges; and a secured south facing district park to incorporate a landscaped open air performance space and an area of conserved and enhanced natural heritage along floodplain on the river-side walk.
- O.U.D.13**
Develop the area in between County Hall and River Court Hotel retaining the existing building line and incorporating car parking.
- O.U.D.14**
Secure perimeter of and access to the District Park, subject to high quality detailed design to preserve the visual amenity through use of defensive hedging and screened fencing.



Indicative Site Organisation

- 1 New Square to John Street, subject to detailed design; with potential new edge, anti-social corners removed and secured access to District Park provided. See Fig 3.3.1.
- 2 Opportunity for residential mews development.
- 3 Improved access.
- 4 Indicative location for car parking with developed edge along existing building line to retain views to Castle.
- 5 Landscaped open-air performance space with castle as backdrop.
- 6 South facing secured district park See Fig 3.3.2.
- 7 Potential to open up tourism opportunities on island and incorporate link between district park and Canal Walk by means of a new pontoon bridge.
- 8 Potential boardwalk link to John Street. See Fig 3.3.2.
- 9 Existing trees retained.



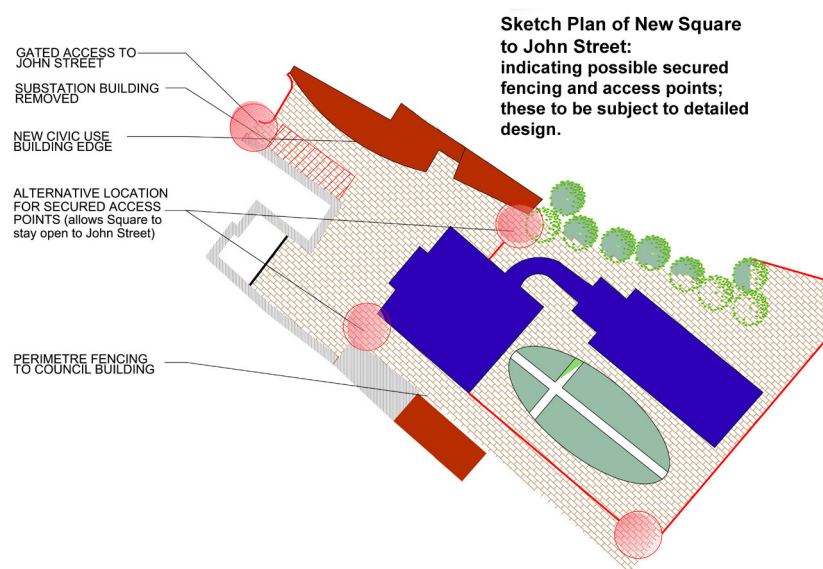
Passive Supervision by Residential Edge



District Park



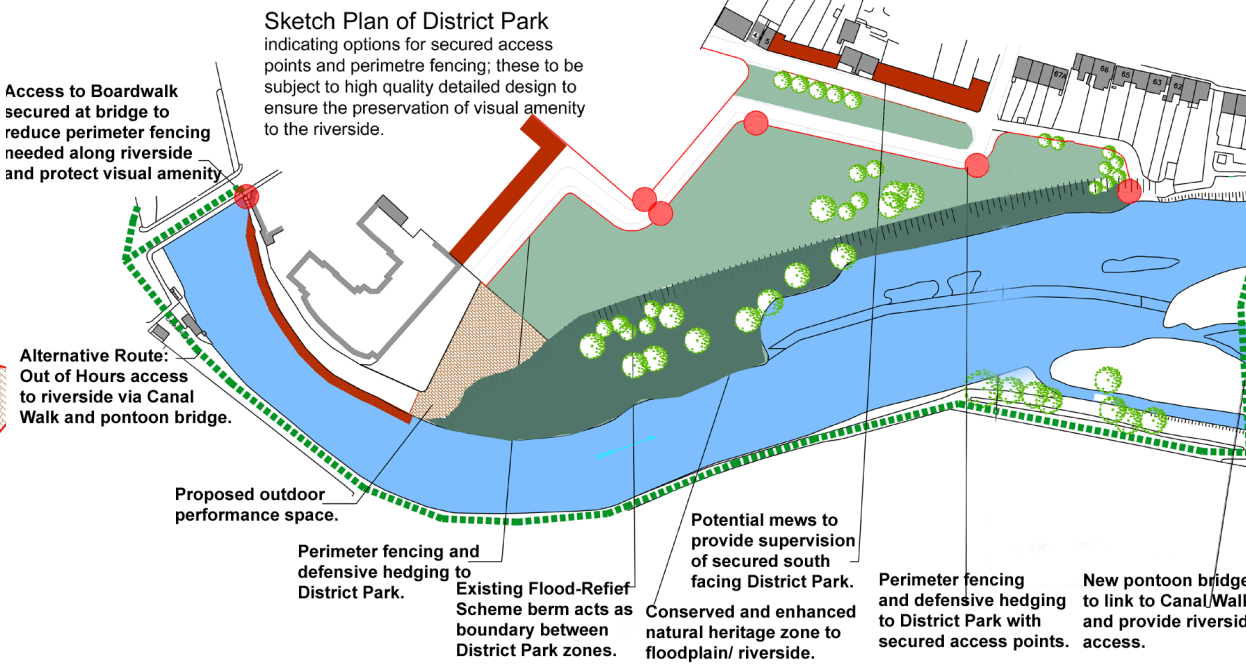
County Hall (Site 4)



Sketch Plan of New Square to John Street: indicating possible secured fencing and access points; these to be subject to detailed design.

- GATED ACCESS TO JOHN STREET
- SUBSTATION BUILDING REMOVED
- NEW CIVIC USE BUILDING EDGE
- ALTERNATIVE LOCATION FOR SECURED ACCESS POINTS (allows Square to stay open to John Street)
- PERIMETRE FENCING TO COUNCIL BUILDING

Access to Boardwalk secured at bridge to reduce perimeter fencing needed along riverside and protect visual amenity



Sketch Plan of District Park indicating options for secured access points and perimeter fencing; these to be subject to high quality detailed design to ensure the preservation of visual amenity to the riverside.

Alternative Route: Out of Hours access to riverside via Canal Walk and pontoon bridge.

Proposed outdoor performance space.

Perimeter fencing and defensive hedging to District Park.

Existing Flood-Relief Scheme berm acts as boundary between District Park zones.

Potential mews to provide supervision of secured south facing District Park.

Perimeter fencing and defensive hedging to District Park with secured access points.

New pontoon bridge to link to Canal/Walk and provide riverside access.

Fig. 3.3.1

Fig. 3.3.2

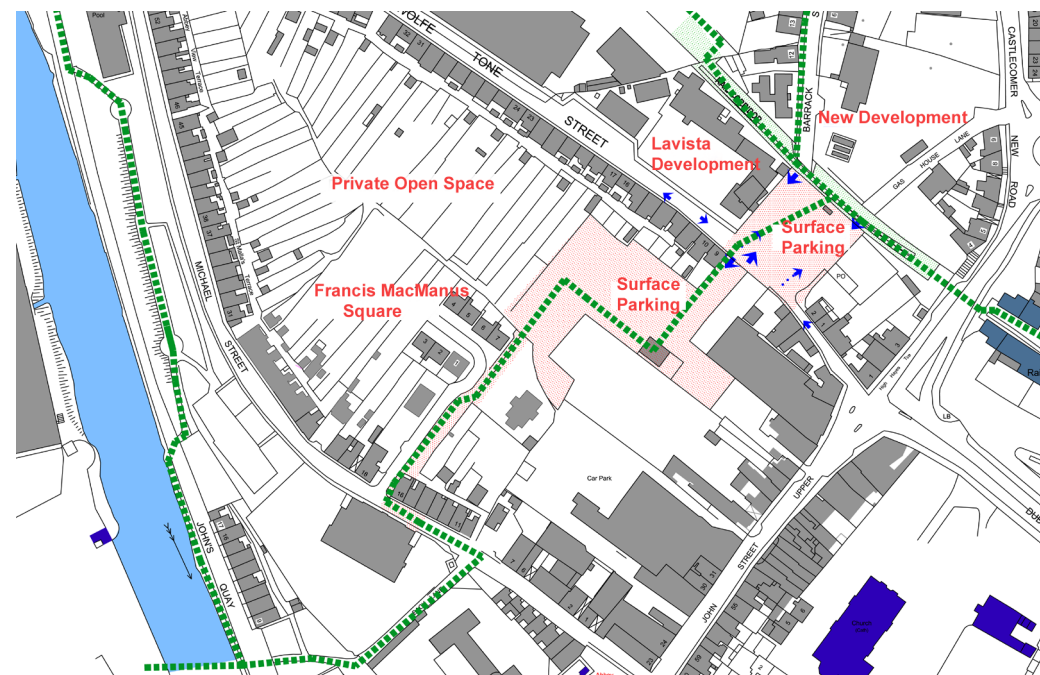


Viaduct from John's Green



Wolfe Tone Street Car Park from John's Green

Existing Site Plan



3.4 Wolfe Tone Street Car Park, John's Green (Sites 5 and 7)

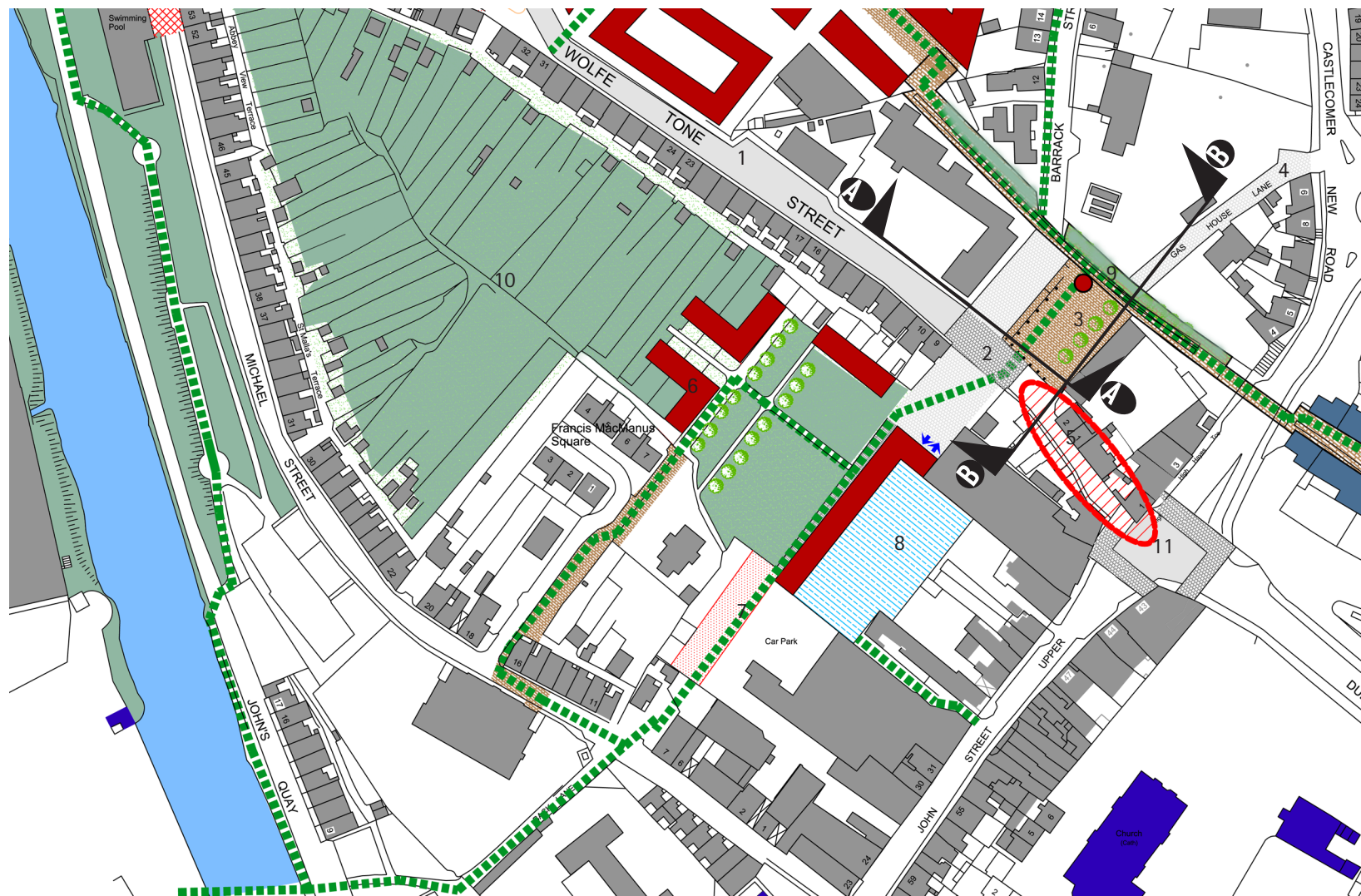
Wolfe Tone Street car park serves as an important car park on the edge of the city centre close to John Street and the Kilkenny Mart, with a pedestrian link to Michael Street and further on to John's Quay. The Borough Council seeks to maintain a high level of parking on the site within an appropriate urban design framework and the enhancement of the pedestrian link to the retail core. This link will become critical in ensuring the successful integration of any forthcoming mixed use development on the Kilkenny Mart site.

John's Green effectively functions as a car park on Wolfe Tone Street and as a passage into Barrack Street and Gas House Lane. The site abuts the old railway line to the northeast. The role of John's Green is in the process of change with a substantial mixed use development currently under construction between Barrack Street and Gas House Lane, which entails the opening of the railway arches onto the square; two extant commercial/ residential planning permissions on either side of it; the future development of the Kilkenny Mart site; and the alignment of one section of the Inner Relief Route along Wolfe Tone Street.

Urban Design Objectives

It is the specific objective of the Borough Council to:

- O.U.D.15
Create an urban space in John's Green and form pedestrian connections between the retail core and the City Centre Expansion Sites.
- O.U.D.16
Remove existing surface car parking from both sites and relocate to multi-storey in Wolfe Tone Street.
- O.U.D.17
Protect the existing railway arches, incorporate the redesign and reinforcement of the street edge into any road widening that may be undertaken to facilitate two-way traffic flow; and develop a pocket park in the Wolfe Tone Street Car Park site.
- O.U.D.18
Reinforce pedestrian routes by means of controlled crossings over the Inner Relief Street, subject to detailed design; supervision of existing pedestrian routes and promotion of desired route to the core area in the long-term.
- O.U.D.19
Promote new traffic layouts to Gas House Lane and Barrack Street.
- O.U.D.20
Facilitate pedestrian link from John's Green to the city centre expansion sites to east and west.
- O.U.D.21
Investigate the opportunity for mews development.
- O.U.D.22
Improve pedestrian connections and visual improvement.



Indicative Site Organisation



Section B-B Proposed



Section A-A Proposed

- 4 Pedestrian and cycle access only to Gas House Lane.
- 5 Street widening to facilitate two way traffic flow and incorporate redesigned and reinforced street edge.
- 6 New residential development to supervise pedestrian links and pocket park.
- 7 Preferred pedestrian route to back lane
- 8 Indicative location for parking with edge development incorporating existing premises of existing funeral home on the site. Existing Bring Facility to be incorporated into any redevelopment proposal.
- 9 Create pedestrian link on railway line to connect McDonagh Station with Kilkenny Mart site.
- 10 Potential residential courtyard development to rear of existing.
- 11 Improved pedestrian Crossing
- 1 Inner Relief Road becomes Inner Relief Street
- 2 Controlled crossing to Inner Relief Street.
- 3 New urban square with access to pedestrian link and limited short term parking to facilitate the existing uses.



Example of Urban Square



Quality of Proposed Landscape to John's Green



Wolfe Tone Street Car Park & John's Green (Sites 5&7)

Existing Site Plan



View Across Football Pitch to The Closh



Existing Pedestrian Route through Fair Green

3.5 Fair Green, The CLoSh (Sites 6 and 11)

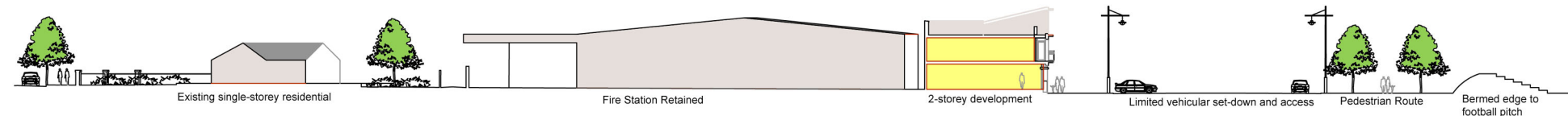
The Fair Green is located between Gaol Road and Kickham Street, with its main road frontage onto Gaol Road. The site comprises approximately 3 hectares. The northern section of the site is vacant and to some extent neglected, while the southern part of the site is occupied by a sports ground, a car park, the County Fire Station and the Borough Council Depot. The site provides a convenient if informal pedestrian route from Kickham Street to Gaol Road.

The Closh is a wedge shaped open space between Gaol Road and Walkin Street, contained by a stone wall. A cemetery and a temporary school building abut the site to the west. It is currently underutilised but represents a valuable amenity resource on the edge of the densely built up City Centre, and the Borough Council seeks to enhance The Closh to encourage active usage of the site.

Urban Design Objectives

It is the specific objective of the Borough Council to:

- O.U.D.23 Rezone area between houses on Stephens Street and the clinic for residential purposes to allow for development to overlook proposed pedestrian route to Kickham Street; such development to be subject to detailed design and consideration of rights of way to rear of existing residential on Stephen's Street.
- O.U.D.24 Retain and intensify the use of the site for community and recreational purposes.
- O.U.D.25 Protect archaeological heritage and encourage natural heritage value of The Closh.
- O.U.D.26 Upgrade playing pitch and provide all-weather pitch and incorporate changing rooms and community leisure facilities.
- O.U.D.27 Retain existing Fire Station on site.
- O.U.D.28 Retain and intensify existing parking adjacent to cinema to serve entire site.
- O.U.D.29 Facilitate pedestrian access only through the site.



Section A-A Proposed



Indicative Site Organisation

- 1 New landscaping to pedestrian route to Blackfriars.
- 2 New residential development overlooking pedestrian route; subject to detailed design and consideration of rights of way to rear of existing residential on Stephens Street.
- 3 New all-weather pitch and upgrade of existing pitch.
- 4 New community sports facilities fronting pedestrian route.
- 5 Retain fire station.
- 6 Secure a use to the edge of The Closh that is compatible with the existing zoning objective.
- 7 Open space retained- partial opening and use as playground.
- 8 Retention of and possible intensification of car park, possibly by multi-storey.
- 9 Development of new edge to Gaol Road. Rezoning is required to develop commercial uses; alternatives would be to develop sports buildings at this edge or to develop a landscaped edge.
- 10 Potential expansion of existing clinic.



Residential Edge for Supervision



Proposed Landscape and Play Area to The Closh



Fair Green & The Closh (Sites 6&11)



View to Castle

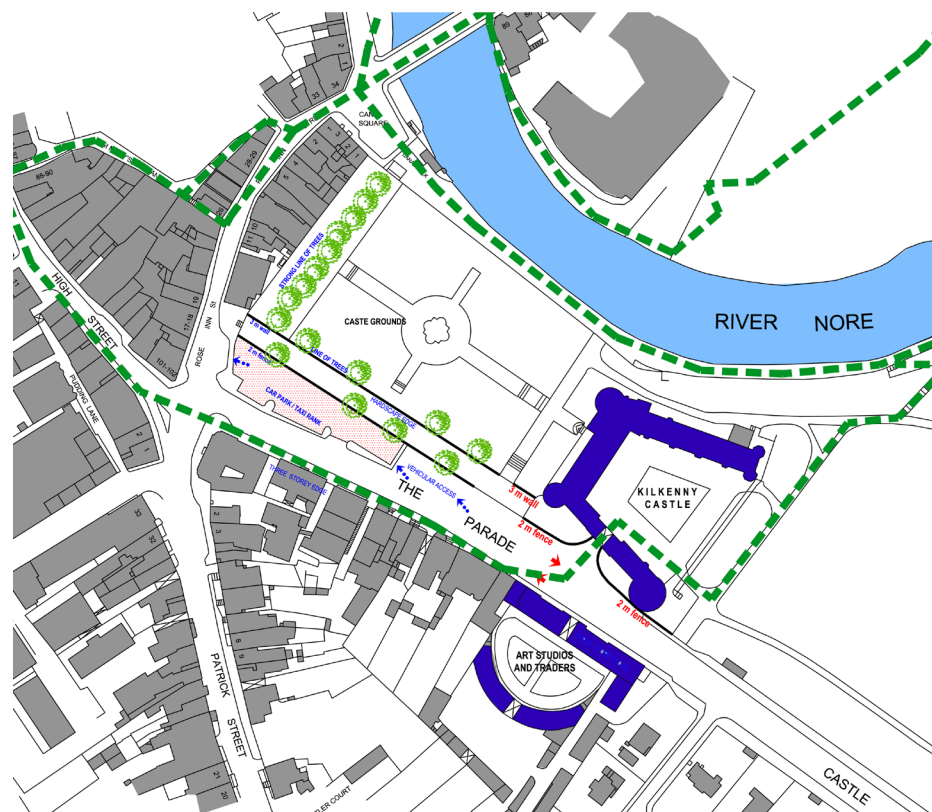


Existing View toward Rose Inn Street

3.6 The Parade (Site 8)

The Parade is Kilkenny's most important civic space that provides an impressive approach to Kilkenny Castle. It is a popular meeting point for residents and tourists and accommodates a range of permanent and temporary uses. Some uses are incongruous with the civic importance of the space and the public realm of The Parade is in need of a co-ordinated design approach to achieve its assigned role.

Existing Site Plan



Urban Design Objectives

It is the specific objective of the Borough Council to:

O.U.D.30

Reinstate The Parade as a major civic amenity and space in the City Centre through a programme of environmental improvements and the re-organisation of traffic and signage layouts.

O.U.D.31

Permit delivery access and taxi access for restricted pick up and set-down purposes to The Parade and Rose Inn Street in accordance with the requirements of individual occupiers who require such access.

O.U.D.32

Promote the use of The Parade for active civic uses including a high quality market use. Subject to designation of a suitable area on The Parade for a high quality market detailed service requirements will be addressed.

O.U.D.33

Permit bus access through Rose Inn Street to facilitate the continued vitality of The Parade.

O.U.D.34

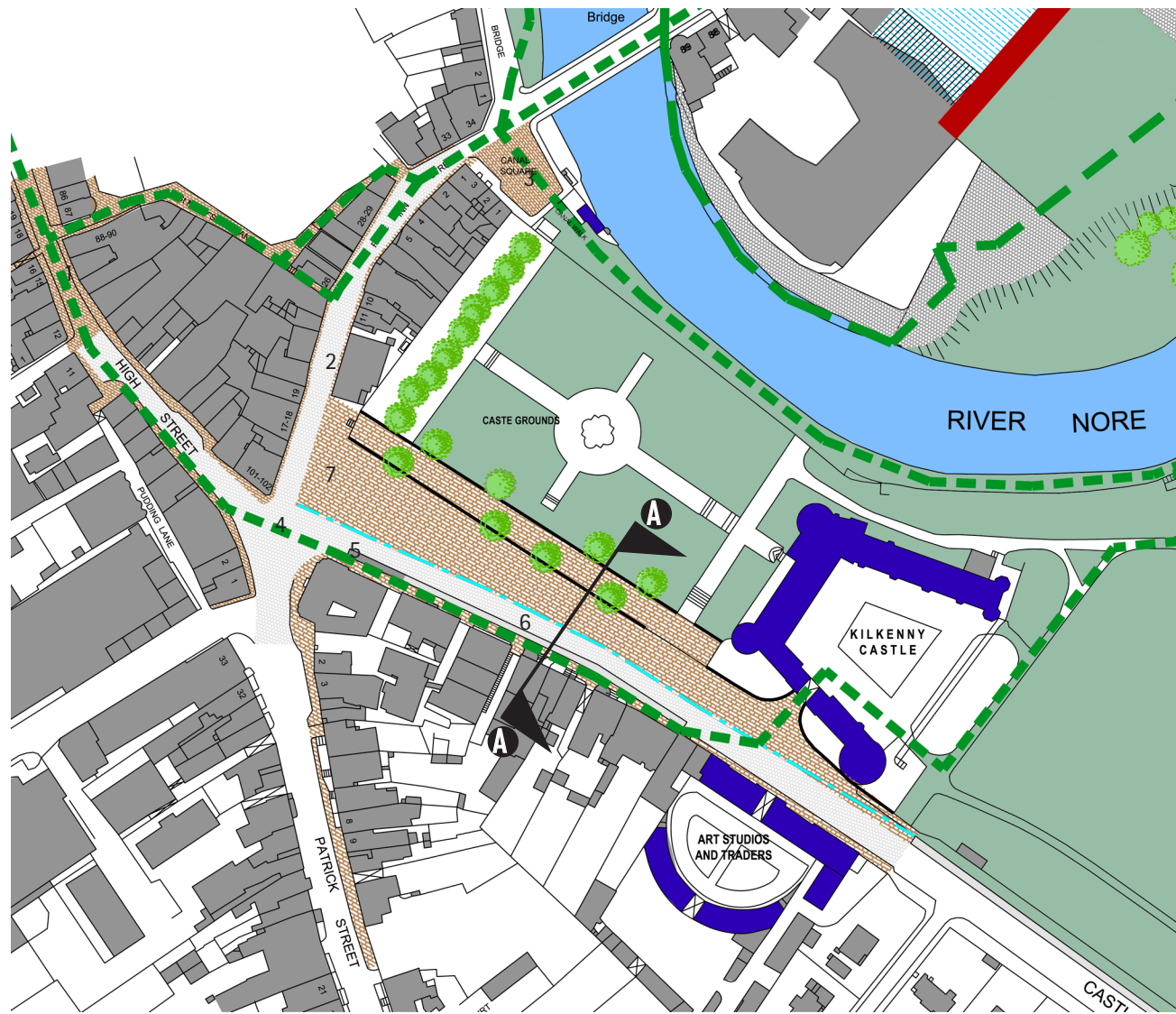
Retain all existing service access points on the Southern edge.

O.U.D.35

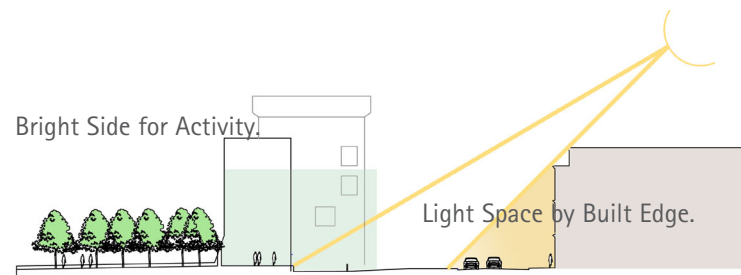
Remove existing coach parking and promote bus set-down and pick-up facilities.

O.U.D.36

Assess and review the existing landscaping on The Parade taking cognisance of appropriate future landscaping.



Indicative Site Organisation



Section A-A Proposed



Examples of High Quality Street Furniture

- 1 Pedestrianise High Street.
- 2 Delivery and bus access permitted.
- 3 Canal Square redeveloped as a gateway to the Canal Walk.
- 4 Shared surface to integrate with pedestrian core and transport policy.
- 5 Bus set-down and pick-up zone.
- 6 Retain service access.
- 7 Taxi rank to be relocated to pick-up and set-down on southern side of The Parade and other identified appropriate locations.



Existing View from High Street



Indicative View of Proposed



The Parade (Site 8)



Existing Conditions



Car Park from James' Green

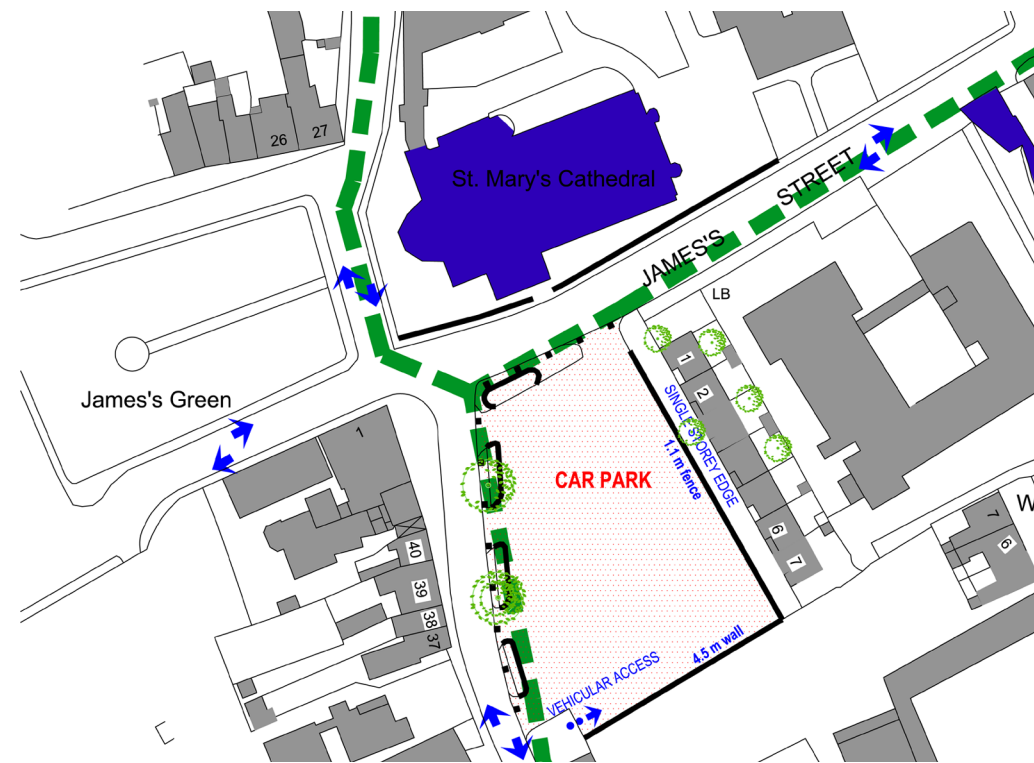
**3.7
St. Mary's Car Park (Site 9)**

This car park is located on the corner of Parnell Street and James's Street, with St Mary's Cathedral on the other side of James's Street dominating the space. The Borough Council seeks to maintain this site as a car park, while enhancing the landscaping on the site.



View from Edge of Cathedral

Existing Site Plan



Urban Design Objectives

It is the specific objective of the Borough Council to:

O.U.D.37

Upgrade Cathedral environs by upgrading landscape and general environment and the implementation of a new traffic layout.

O.U.D.38

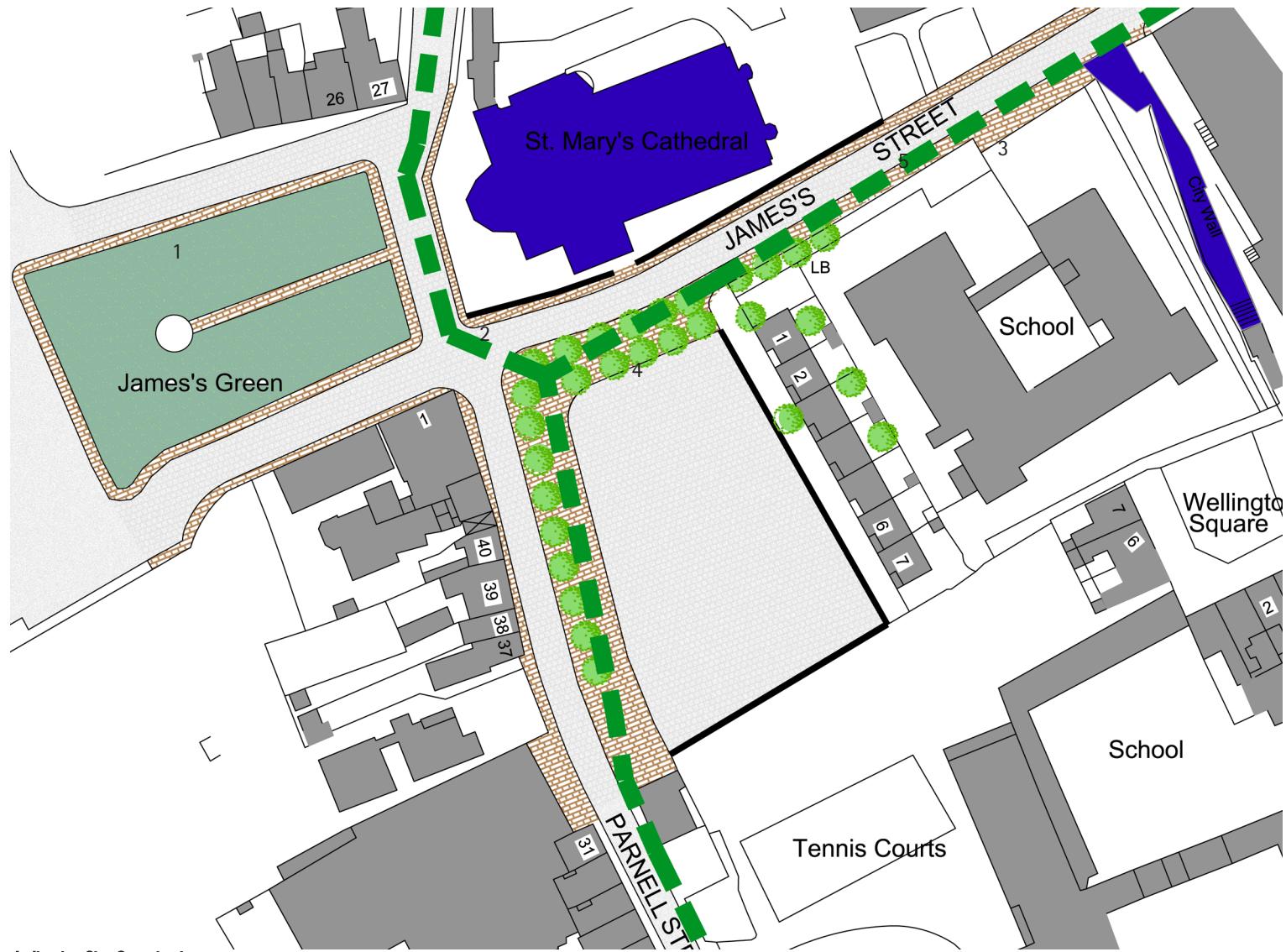
Retain existing number of parking spaces and provide new landscaped edge to shared surface junction.

O.U.D.39

To increase the width of the footpaths to James's Street and implement traffic management.

O.U.D.40

Retain set-down facilities to special needs school.



Indicative Site Organisation



Section A-A - Shared Surface Area: Cathedral Square

- 1 New landscaping to existing park.
- 2 Shared surface 'podium' junction.
- 3 School set-down retained.
- 4 New soft-landscaped edge to retained car-parking.
- 5 Road width reduced and footpath width increased.



Quality of Proposed Hard Landscape 'Podium'



Quality of Proposed Hard Landscape 'Podium'



St. Mary's Car Park (Site 9)



View from Abbey Street



View toward Irishtown and St. Canice's

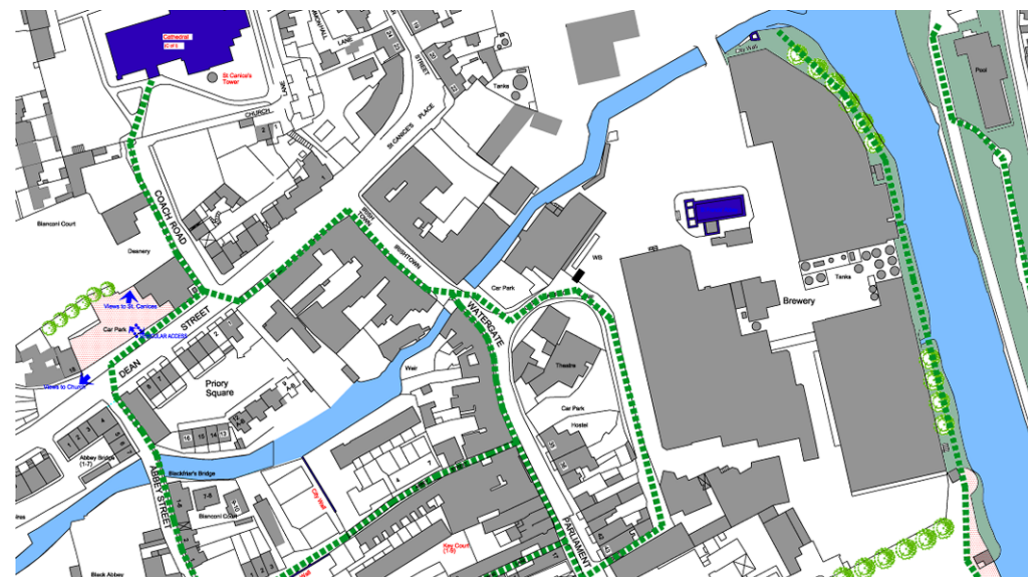


Existing View with St. Canice's

**3.8
Dean Street Car Park (Site 10)**

This is a small car park on Dean Street, mainly serving people working in the City Centre. It does not provide a satisfactory urban edge to Dean Street, which will become necessary in order to create a high quality urban streetscape once the Inner Relief Route along Dean Street is in place.

Existing Site Plan



Urban Design Objectives

It is the specific objective of the Borough Council to: Integrate St. Canice's into the historic core of Kilkenny by means of general environmental upgrades.

O.U.D.41

Reinforce pedestrian routes by means of controlled shared surface crossings over Inner Relief Street.

O.U.D.42

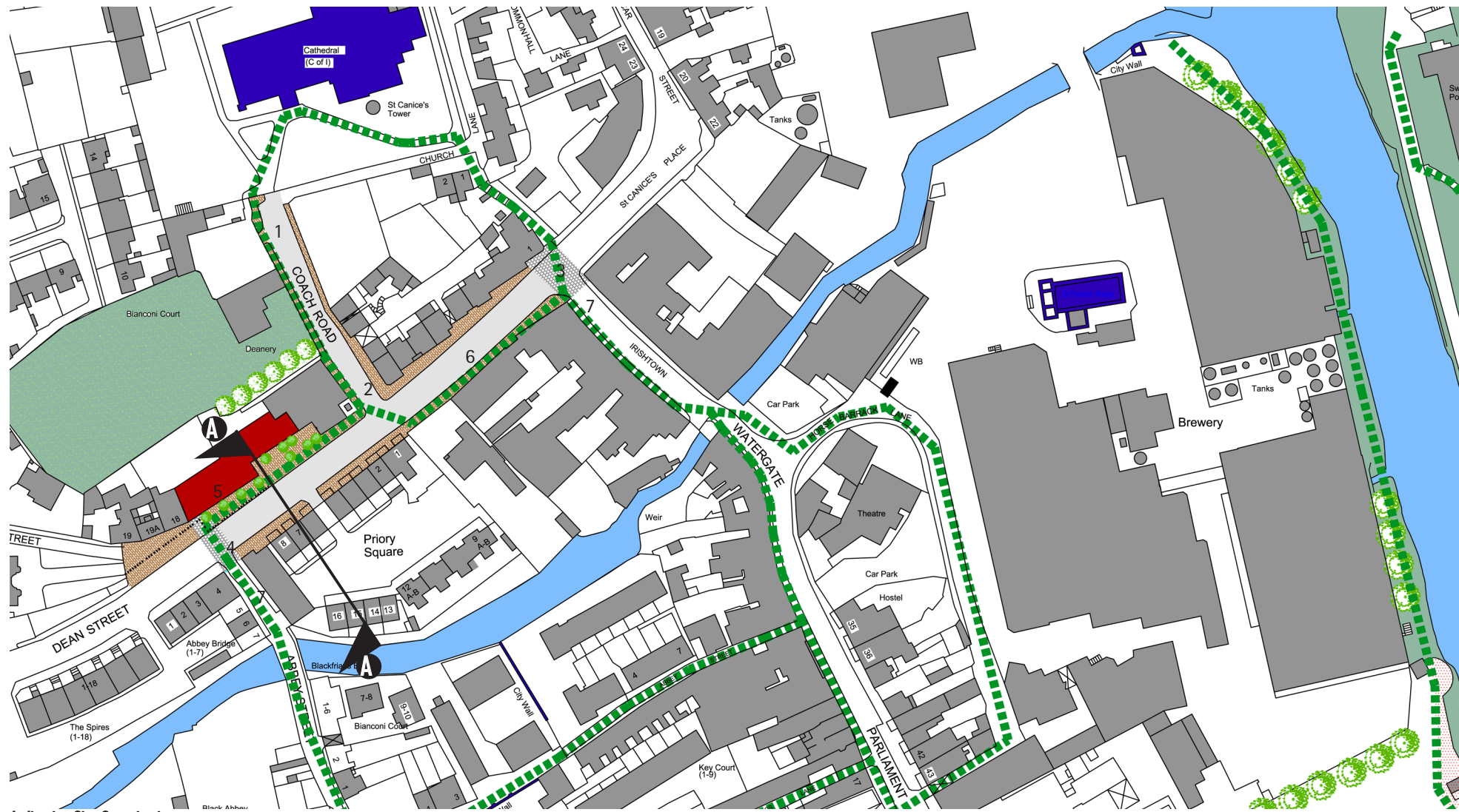
Upgrade Coach Road.

O.U.D.43

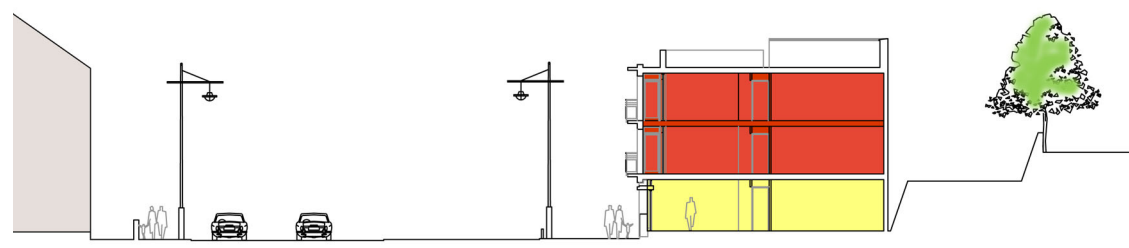
Proposed Inner Relief Street crossing to be incorporated into forecourt of building.

O.U.D.44

Investigate the potential for coach/bus set down.



Indicative Site Organisation



Section A-A - Inner Relief Street: Dean Street Crossing

- 1 Upgrade coach road.
- 2 Gateway to St. Canice's with possible coach/ bus set-down.
- 3 Upgraded crossing to Irishtown.
- 4 New crossing to Abbey Street.
- 5 Parking relocated and 3-storey built intervention.
- 6 Inner Relief Road becomes Inner Relief Street.
- 7 North-South pedestrian links reinforced.



Indicative Sketch View of Proposed



Commercial Edge with Pedestrian Zone



Dean Street Car Park (Site 10)



Study Area with Indicative Urban Design Frameworks for Specific Sites

- ① The Mart
- ② Bateman Quay
- ③ Padmore and Barnes
- ④ County Hall
- ⑤ Wolfe Tone Street Car Park
- ⑥ Fair Green
- ⑦ John's Green
- ⑧ The Parade
- ⑨ St. Mary's Car Park
- ⑩ Dean Street Car Park
- ⑪ The Closh