

To: Tim Butler, Director of Services
From: Ross O'Shea, Executive Planner
Proposal: Part VIII proposal - Poulanassy Waterfall Visitor Carpark and Walking Trail
Re: Environmental Impact Assessment – Screening for Environmental Impact Assessment Report (EIAR)

Planning Legislation:

Planning and Development Regulations 2001-2019, Schedule 5, Part 1 and 2
European Union (Planning and Development)(Environmental Impact Assessment) Regulations 2019, Article 75 which amends Article 120 of the Planning and Development Regulations 2001 and Planning and Development Act 2000 – 2019.

Characteristics of Project

Under this Part VIII proposal, Kilkenny County Council is proposing to carry out the following works: provision of a new vehicular access on Local Primary Road LP-1042; relocation of boundary hedge; an off-road visitor car park comprising 35 no. car parking spaces with associated hardstanding; kerbing and drainage system; a landscaped amenity area; and upgrade of the existing trail leading to the Poulanassy Waterfall.

The proposed Poulanassy Waterfall Visitor Carpark & Walking Trail works comprise:

- Access from the public road to serve 35 no. car-parking bays on a macadam surface;
- Set-back of the existing roadside boundary treatment to provide unobstructed forward visibility for vehicles and public road users accessing and egressing from the new entrance;
- Precast concrete kerbing, drainage gullies and an on-site infiltration area with integrated bypass separator;
- A min 1.8m permeable hardstanding trail from the carpark to the existing walking trail shall be incorporated with upgrading the existing walking trail (97 linear metres);
- Pruning and clearance of vegetation;
- Landscaping and public seating.

Location

The site is located in Poulanassy, Co. Kilkenny which lies on the northern side of the Local Primary Road LP-1042 near its junction with the Local Secondary Road LS7410 in a rural agricultural area. Mullinavat the nearest settlement village is located approximately 2km away to the east.

Type and characteristics of potential impact

From assessing the documentation associated with the proposed visitor car park and walking trail, it is considered that the proposed development works are significantly below sub-threshold Part 2 and Schedule 5 activities having regard to the environmental sensitivities of this area and the potential impacts based on the following environmental factors:

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

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

The site is not located within any important designated area of the county i.e. SAC, SPA, Archaeology, Seveso site etc. There are no historic / archaeological recorded monuments, within or adjoining the site. There is scattered one off housing in the vicinity of the site with Mullinavat the nearest settlement village located 2km away. The Poulanassy River and waterfall is located north in the vicinity of proposed development.

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

plans or projects on any Natura 2000 site can be ruled out. Therefore it was determined that a Natura Impact Assessment was not required.

Conclusion

It is determined that based on the above preliminary examination, there is no real likelihood of significant effects on the environment arising from the proposed development works which are for the provision of a visitor car park and walking trail and therefore it is recommended that no Environmental Impact Assessment Report is required for this Part VIII proposal at Poulanassy.

Signed: Ross O'Shea
 Executive Planner
 Kilkenny County Council

Carpark and path at Poulanassy Waterfall,
Mullinavat, Co Kilkenny

Ecological Assessment & Impact

Report prepared for Kilgallen & Partners

May 2020

1. INTRODUCTION

This report is written as supporting detail for the proposed carpark and path upgrade at Poulanassy Waterfall proposed as a Part 8 development by Kilkenny County Council.

It derives from a site visit in May 2020 as well as information from online and published sources, especially records from the National Biodiversity Centre and Botanical Society of Britain and Ireland. Survey methods correspond to those in Smith et al. (2011) though mapping was not digitised in the field.

The report is prepared by Roger Goodwillie, a Member of the Chartered Institute of Ecology and Environmental Management.

2. DESCRIPTION OF SITE



Carpark site from eastern end with footpath in first line of bushes, road on left

2.1 Habitats & Vegetation

The carpark is to be located in a pasture field which has been managed so as to be improved agricultural grassland (GA1 in Fossitt 2000), a stand predominantly of rough-stalked

meadowgrass *Poa trivialis*, scutch *Elytrigia repens* and sweet vernal grass *Anthoxanthum odoratum* with such broad-leaved species as broad-leaved dock *Rumex obtusifolius*, dandelion *Taraxacum* agg and creeping thistle *Cirsium arvense*. Towards the western end the slope introduces a more diverse mix, seen as browner patches on Photo 1. These consist of the sweet vernal grass with red fescue *Festuca rubra* and field woodrush *Luzula campestris* suggesting neutral grassland (GS1). Here also there is

<i>Veronica chamaedrys</i>	germander speedwell
<i>Cardamine pratensis</i>	lady's smock
<i>Stellaria graminea</i>	field stitchwort
<i>Rumex acetosa</i>	sorrel
<i>Ranunculus acris</i>	meadow buttercup
<i>Alchemilla filicaulis</i>	lady's mantle

and, as the slope steepens further to the north (off-site), these species are augmented by

<i>Ajuga reptans</i>	bugle
<i>Prunella vulgaris</i>	self-heal
<i>Lotus pedunculatus</i>	greater birdsfoot trefoil
<i>Lathyrus linifolius</i>	bitter vetch
<i>Carex caryophyllea</i>	spring sedge
<i>Potentilla erecta</i>	tormentil
<i>Primula vulgaris</i>	primrose
<i>Lysimachia nemorum</i>	yellow pimpernel

On-site the grassland beside the hedges is enriched with a few extra species, generally nettle *Urtica dioica* and bramble *Rubus fruticosus* extending from the hedge itself. Plants requiring damper conditions occur on the western margin, for example, hairy sedge *Carex hirta*, meadowsweet *Filipendula ulmaria*, soft rush *Juncus effusus* and bog stitchwort *Stellaria alsine*.

The southern and western edges of the field are confined by hedgerows (WL1). The hawthorn *Crataegus monogyna* and blackthorn *Prunus spinosa* along the roadside is clipped to 2m or so while the hedges along the pathway have been allowed to grow to full height. The woody species are snowberry *Symphoricarpos albus* and sycamore *Acer pseudoplatanus* at the outset, turning to hawthorn *Crataegus monogyna*, ash *Fraxinus excelsior*, grey willow *Salix cinerea*, hazel *Corylus avellana* and blackthorn *Prunus spinosa* further down with a large oak tree at the base. Holly *Ilex aquifolium* and common gorse *Ulex europaeus* grow on the western side of the path while bramble *Rubus fruticosus*, honeysuckle *Lonicera periclymenum*, goosegrass *Galium aparine* and celandine *Ficaria verna* are ubiquitous along both edges. There is also

<i>Veronica chamaedrys</i>	germander speedwell
<i>Digitalis purpurea</i>	foxglove
<i>Dryopteris filix-mas</i>	male fern
<i>Teucrium scorodonia</i>	wood sage
<i>Lysimachia nemorum</i>	yellow pimpernel

<i>Ajuga reptans</i>	bugle
<i>Dryopteris dilatata</i>	buckler fern
<i>Potentilla sterilis</i>	barren strawberry
<i>Viola riviniana</i>	common violet
<i>Rubus idaeus</i>	wild raspberry
<i>Polypodium vulgare</i>	polypody
<i>Vaccinium myrtillus</i>	fraochan

The last two grow on a discontinuous wall on the eastern side.

The top end of the path is more open than lower down and supports a broad grassy strip at the both edges, seen below.



Path: west end above, middle section below



2.2 Fauna

The mammal fauna in the field is poor because of lack of cover though it is likely to include rabbit and fox. There were no signs of badgers or fallow deer in the woodland to the north of the carpark.

The NBDC database has no records for this area but the hedgerows along the path are probably used by hedgehog, pygmy shrew and wood mouse with occasional visits by stoat and pine marten. Bats would be expected to feed along the pathside hedges, most likely pipistrelle species.

The bird species seen and heard comprised small species for the most part – blackbird, song thrush, robin, coal tit, blue tit, blackcap, chiffchaff and chaffinch. The woodland added woodpigeon, hooded crow and goldcrest while treecreeper and long-tailed tit are also very likely as there are records of breeding in the appropriate 10km square in Balmer et al. (2013). Grey wagtail was seen on the river in May 2020 and dippers have been seen on previous visits by this observer.

Butterflies seen were speckled wood, green-veined and small white and small tortoiseshell and the habitat is not suitable for rarer species like marsh fritillary.

2.3 Evaluation

The grassland in the field has a low level of ecological interest though off-site on the valley side it develops significant biodiversity and a number of less common species. There are no rare species however, in the Kilkenny or National context.

The pathside vegetation is typical of woodland edges on a neutral or acid soil and shows a good variety of widely seen and familiar plants.

No features of the fauna are of particular interest though it is likely to be fully representative of the valley. The great majority of the species mentioned have protected under the Wildlife Act 2000.

In terms of the TII criteria for evaluation the pathway would be considered as of local importance (higher value) because of its existing vegetation and other wildlife, especially in association with the river valley. Wildlife from this greater area has some dependence on all connected hedgerows and wooded habitats.

3. IMPACTS OF DEVELOPMENT

The works to be carried out in sequence are:

- The existing roadside boundary will be removed over about 80m and temporary fencing installed to secure the site.
- Topsoil and soil will be removed and set aside to reach a competent depth for construction.
- Fill material will be imported, laid and compacted to required levels and falls.
- Drainage, kerbing and capping will be installed.
- Walking trail upgrade comprising timber sleepers and compacted stone fill will be completed.
- The car park will be paved, followed by lining of the parking bays and access.
- Landscaping will be provided, including topsoiling of green areas, grass seeding and planting, installation of picnic area seating and interpretative signage.
- Installation of new boundary fencing and hedging and removal of existing access will complete the project.

3.1 Resulting impacts

3.1.1 Carpark

Site preparation involves soil and vegetation stripping, excavation on the southern side and filling on the north to produce a more level parking surface. It will be carried out to the terms of a construction and waste management plan prepared by the chosen contractor. This will include reference to the control of invasive species so they will not be introduced to the site.

Any clay materials generated that are unsuitable for re-use will be disposed of to a licensed landfill or other controlled end use.

The storage of oils and any other hazardous waste will be minimised on site and draw-off points will be bunded to prevent spillage to the ground.

The filling required to bring the northern and western edge of the site up to level will be done with suitable granular material obtained off-site. A graded embankment along the northern edge will be vegetated and will allow passage between the remaining parts of the field. Dust control will be implemented but there is no likelihood of significant effects on the surrounding vegetation from this source.

The impacts of the construction stage are primarily the physical removal of existing field habitat and the roadside hedge with the loss of their contained ecosystems. If carried out outside the bird nesting period (March-August inclusive) there will be no significant impact on wildlife except for temporary changes of behaviour. Sufficient ground occurs below the area for any run-off from the fill to be absorbed before reaching the river. A perforated filter drain will also be laid at the toe of this embankment and discharge to a soakaway separate from surface run-off.

There is no surface water on site at present.

The carpark will have a macadam surface and drainage will be collected in gullies to be discharged to a soakaway with a by-pass oil separator. This will prevent any impacts from oil residues during operation and will be regularly checked. The peripheral fencing will be post-and-rail which is fully permeable to animals.

No public lighting is proposed in this rural area.

3.1.2 Pathways

A stepped walkway will be constructed at the western end of the carpark through the existing hedge with minor removal of shrubs.

The main path to the waterfall will be modified with regular steps. These will have timber risers separated by compacted fill on which natural vegetation will be allowed to grow, as at present. Path width will be 1.8m and marginal existing growth (and tree roots) will be avoided as much as possible. There will be no extensive cutting back of woody plants and any essential pruning will be done before construction and during annual maintenance. The intention is to preserve the existing quality and ambience of the walk while improving conditions underfoot.

The impacts of the path upgrade will be minor if it is done outside the bird nesting period. There will be no change in shading and marginal growth will be retained almost intact. Increased numbers of people will modify bird behaviour slightly during busy periods but since song posts and nesting conditions will be retained, there will be no significant disturbance effect. No species will be lost from the area from this development.

3.1.3 Landscaping

The eastern and northern edges of the carpark will be planted with hedging, based on hawthorn *Crataegus monogyna*. This will replace the roadside hedge that has to be removed and will develop an associated flora in time.

The western end of the carpark has space for some tree planting and willows *Salix cinerea* or hazel *Corylus avellana* are suggested as relatively small species that will fit in with the existing vegetation as well as supporting significant biodiversity. Other trees in the carpark would probably be on single stems, in which case oak *Quercus robur* is recommended.

A pollinator bed is designated in the SW corner of the development. This should have wild species of plant rather than garden varieties. Red clover, birdsfoot trefoil and knapweed are suggested as appropriate for the area.

3.2 Summary of impact

Apart from the permanent removal of field habitat, the project will only have temporary impacts during construction, provided

- Excavation and construction are governed by a construction and waste management that prevents potential pollution

- The work is done outside the bird breeding season (March-August inclusive)
- There is a conscious effort to protect the marginal growth along the path to the waterfall, i.e. within 1m of the bounding wall/edge
- No invasive alien plants are introduced during the process and no garden plants that could spread into the natural habitat are used

There will be no significant impact on bird or other wildlife populations from the use of the facility which will essentially be sporadic over the week and daylight hours. The behaviour of some species may change but there is adequate additional habitat in the area to absorb this.

4. CONCLUSION

The carpark area has a low level of ecological interest currently but the pathway to the waterfall supports significant biodiversity and would be considered as of local importance (higher value) because of its intrinsic community and connection with a larger area of woodland.

The overall impact of this development will be minor negative during construction and operation. It will not be significant at either a local or national level, provided construction is done sensitively with suitable safeguards and timing.

References

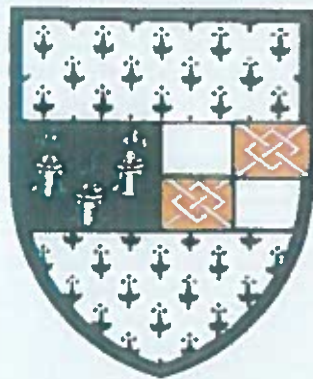
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KILKENNY COUNTY COUNCIL
Comhairle Chontae Chill Chainnigh



PART 8
EXPLANATORY BOOKLET

Poulanassy Waterfall - Visitor Carpark & Walking
Trail

June 2020

REVISION HISTORY

Client	Kilkenny County Council
Project	Poulanassy Waterfall - Visitor Carpark & Walking Trail
Title	Part 8 Display Document – Explanatory Booklet

Date	Details of Issue	Issue No.	Origin	Checked	Approved
29/01/20	Issued for Part 8 Public Display	PL1	AC	NOC	KS
24/04/20	Draft issue for review following Part 8 Submissions	PL2	KS	KS	
04/06/20	Issued in support of CE Report & Part 8 Recommendation	PL3	KS	KS	NOC

Abbreviations:

- PR** - Preliminary
- PL** - Planning
- F** - Fire
- TI** - Tender Issue
- TA** - Tender Approval
- C** - Construction
- AC** - As Constructed

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1.0 Introduction

This document has been prepared in compliance with Section 179 of the Planning and Development Act 2000-2019 and Part 8 of the Planning and Development Regulations 2001-2019.

The background and reason for the scheme in relation to proper planning and sustainable development are set out below and the description of the proposed improvement works associated with this scheme are set out in Section 2.

The objective of the project is to provide dedicated parking facilities thereby removing current on-street parking and thus improving the safety of public road users and to enhance the accessibility to the natural amenity of Poulanassy Waterfall.

The works shall comprise of

- Access from the public road to serve 35 no. car-parking bays on a macadam surface;
- Set-back of the existing roadside boundary treatment to provide unobstructed forward visibility for vehicles and public road users accessing and egressing from the new entrance;
- Precast concrete kerbing, drainage gullies and an on-site infiltration area with integrated bypass separator shall be installed as part of the works;
- A min 1.8m permeable hardstanding trail from the carpark to the existing walking trail shall be incorporated with upgrading the existing walking trail (97linm);
- Pruning and clearance of vegetation;
- Landscaping and public seating.

No public lighting is proposed in this rural area.

Import of granular fill material and regrading will also be required given the existing natural topography of the carpark location.

2.0 Background and Reasons for Scheme

Poulanassy Waterfall is located 1.8km to the west of Mullinavat village in Co. Kilkenny. The waterfall is a popular amenity with locals and tourists, particularly during the summer months. Current facilities are limited to an access track from the Local Primary Road LP-1042 to the waterfall, which is approximately 150m from the public road. There is no dedicated car parking available to visitors in the vicinity, no pedestrian facilities on the LP-1042 and no information about the waterfall available for visitors.

Kilkenny County Council, as the project promoter, proposes to undertake the amenity works in Poulanassy. The purpose of these works is to improve access for locals and visitors to the village. The aims of the project can be summarised as follows:

- Improved safety for road users accessing and egressing to and from the new entrance;
- Improved footway access to Poulanassy Waterfall.

Project Benefits

The proposed works will offer substantial benefits to locals and tourists visiting Poulanassy Waterfall. The benefits resulting from the completion of the project would include;

- Dedicated footways and parking facilities to serve the public visiting Poulanassy Waterfall.

- Improvement works to footway surface finish to Poulanassy Waterfall
- Creating additional spaces for outdoor seating and appropriate street furniture for the enjoyment of locals and visitors.

3.0 Design Criteria

The project is designed in accordance with the County Kilkenny Rural Design Guide. A Preliminary Design has been carried out in accordance with this standard and is included in the appendices of this report.

4.0 Environmental Reports

An Appropriate Assessment (Screening) Report was carried out by SLR Consulting. This report concluded that the project presents no adverse impacts on the conservation objectives of any site designated under the European Habitats Directive.

An Ecological Assessment & Impact Report was prepared by R. Goodwillie. This report concluded that the carpark area has a low level of ecological interest currently but the pathway to the waterfall supports significant biodiversity and would be considered as of local importance (higher value) because of its intrinsic community and connection with a larger area of woodland. It further concluded that the overall impact of this development will be minor negative during construction and operation. It will not be significant at either a local or national level, provided construction is done sensitively with suitable safeguards and timing.

5.0 Funding

Funding will be required from a number of State Departments and State Agencies. Funding has been awarded under the Outdoor Recreation Infrastructure Scheme 2019, Measure 2, providing for the delivery of the scheme should a planning consent materialise for this project.

6.0 Programme

Works will be programmed by the appointed contractor. An indicative programme is provided as follows.

- The existing roadside boundary will be removed and temporary fencing will be erected to secure the site.
- Topsoil and soil will be removed and set aside to reach a competent depth for construction.
- Fill material will be imported, laid and compacted to required levels and falls.
- Drainage and kerbing and capping will be installed.
- Walking trail upgrade comprising timber sleepers and compacted stone fill will be completed.
- The car park will be paved followed by lining of the parking bays and access.
- Landscaping will be provided, including topsoiling of green areas, grass seeding and planting, installation of picnic area seating and interpretative signage.
- Installation of new boundary fencing and hedging and removal of existing access will complete the project.
- It is anticipated that the project will take 10 weeks to complete.

7.0 Public consultation

Plans and particulars of the proposed development were available for inspection from **Wednesday 29th January 2020 to Wednesday 26th February 2020 inclusive**, at the following offices:

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

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

Ferrybank Engineering Office,
Kilkenny County Council
Ferrybank Shopping Centre,
Ferrybank,
Co. Kilkenny

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

Mullinavat Community Centre,
Ballyknockbeg,
Mullinavat,
County Kilkenny

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

Details of the proposed development were available to be viewed at <https://consult.kilkenny.ie/> and www.kilkennycoco.ie

8.0 Submissions

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, were invited to be made online at <https://consult.kilkenny.ie/>, in writing to **Planning Section, Kilkenny County Council, County Hall, John Street, Kilkenny** or sent to the following email address planning@kilkennycoco.ie

The latest date for receipt of submissions on the above scheme was Wednesday 11th March 2020. Submissions were to be clearly marked 'Poulanassy Waterfall Visitor Car Park & Walking Trail'.

9.0 List of Submissions Received

Kilkenny County Council received a total of two external submissions during the Part 8 consultation period in relation to the proposed scheme. Two internal submissions were also received. A list of each of the submissions received is included in the table below. An individual response to each issue is included within this section of the report.

Ref No.	Name	Date Received	Response provided in Appendix C
1	Michael Morrissey	29 th Feb '20	Yes
2	Unsigned- (Concerned Citizen)	11 th Mar '20	Yes
3	Claire Goodwin, Parks Kilkenny Co Co		Yes
4	Dearbhala Ledwidge, Heritage Officer, Kilkenny Co Co		Yes

Table 8-1 Submissions received

10.0 General Concerns Raised & Designers Response

10.1 Submission 1 – Michael Morrissey

10.1.1 Summary of Submission

(i) Surface Water Run-off from existing public road.

It is considered the existing natural surface water run-off from the public road, existing open drains and piped culverts will be impacted by the provision of carpark and carriageway kerbing.

(ii) Water damage & deterioration of the Existing Public Carraigeway.

Pavement condition in poor condition at localised areas.

(iii) Double Yellow Lines for restricted parking on the public road

Requirement for roadmarkings to deter parking on the public road

(iv) Improvement works will result in increased speeds and measures to reduce travel speeds.

Improved visibility provisions on the public road for the construction of the carpark access is anticipated to result in higher travel speeds on the public road. Signage and measures to control speed

(v) Provision of Bicycle facilities as part of the amenity facility works.

Bicycle facilities should be included within the carpark

(vi) Security, Anti-social Behaviour & Littering

Measures to mitigate anti-social behaviour and littering with provision of lighting, cctv monitoring, bins and maintenance as part of the scheme.

(vii) Walkway/Stepped Design Proposal

Use of timber sleepers as a durable product for the stepped access.

(viii) General safety outside of works area

Suggestions for improvements of safety measures in the vicinity of the works area with increased visitor numbers to the waterfall, such as handrails to waterfall steps.

(ix) Water Safety

Requirement for a restraint barrier for pedestrians (incl Children) to edge of watercourse and erosion prevention measures to protect the watercourse channel.

High number of swimmers at the location in summer months and water safety measures through additional life buoys and facilities for lifeguard recommended for inclusion.

(x) Pull-in bay on public road

Restricted access for camper vans, SUV's with roof-boxes due to height restriction barrier and need for pull in bay on the public road.

(xi) Point of Interest Signage

Point of interest signage on approach roads a requirement.

(xii) Management & Maintenance

The facility will be managed and maintained by Kilkenny County Council and the various state departments.

10.1.2 Designer's Response

(i) Surface Water Run-off from existing public road

It is not intended to provide a kerb edge detail to the existing public road. A free pavement edge detail is proposed on the public road with any proposed kerbing located within the carpark area and access only. Thereby the current natural drainage paths in the vicinity of the proposed amenity facilities will not be significantly impacted and will improve with the removal of the mound hedgerow allowing free drainage from the public road edge. Consideration was given to the natural depression in the topography with respect to run-off from the public road and natural overland flows. Road gullies are identified on the entrance access from the public road to collect run-off conveyed into the carpark from the public road and filter drains provided at low points.

Consideration was also given to the run-off from the proposed carpark so as not to exacerbate any ponding on the public road. Preliminary design levels provide both crossfalls and longitudinal gradients in a north westerly direction within the carpark for surface water to be collected and contained within the carpark area.

At detail design stage measures to maintain and improve the existing drainage paths will be incorporated as part of the boundary treatment works. This can be achieved with a combination of filter drains, piped culverts and open channels while maintaining natural drainage routes.

(ii) Water damage & deterioration of the Existing Public Carriageway.

A pavement condition survey will be undertaken in the immediate vicinity of the amenity facility. At detailed design stage, where the pavement condition is identified as being sub-standard, pavement repairs will be included, particularly at the tie-in of the proposed access and areas which may deteriorate arising from the works.

(iii) Double Yellow Lines for restricted parking on the public road

At detail design stage all roadmarkings shall be provided in accordance with the Traffic Signs Manual as published by the Department of Transport, Tourism & Sport. The area will be monitored for compliance with parking provisions and additional measures provided where required such as knee rail fence or similar traffic management measures on the verge area.

(iv) Improvement works will result in increased speeds and measures to reduce travel speeds.

The provisions of the carpark access will require forward visibility and safe stopping sight distances for vehicles accessing and exiting the carpark. The unobstructed sight distances are a National design standard based on the design and actual travel speeds on the public road. The carriageway geometry in both the horizontal and vertical alignment will remain unaltered. Set-back of the hedgerow only is proposed along the existing carriageway edge in this localised area for clear sightlines. The approaches from both the east and the west will remain unaltered. At detail design stage, signage shall be provided in accordance with the Traffic Signs Manual as published by the Department of Transport, Tourism & Sport.

(v) Provision of Bicycle facilities as part of the amenity facility works.

A bicycle rack/bicycle parking provisions will be included within the facilities.

(vi) Security, Anti-social Behaviour & Littering

The existing natural amenity receives a high number of visitors, some of which give rise to the concerns raised in this item. As with most public areas, parks and amenities, human behaviour proves difficult to police. Provisions for a gated access have been included within the scheme. It is the intention of Kilkenny County Council to explore and regulate access to the facility with restricted times and the appropriate use of the facility will be monitored.

Signage will be provided stipulating to users of the facilities the regulations and actions prohibited and encourage users to take home waste. The provision of bins will be considered in conjunction with any collection and maintenance plan. Discussions between the various departments for monitoring and maintenance of the facilities will be explored at detailed design stage.

Any provision of CCTV cameras will have data protection requirements and will be subject to a Data Protection Impact Assessment to determine the inclusions of such within the scheme.

The provision of public lighting in the natural rural setting is not proposed, as it would give rise to an urban feel and potential light pollution would impact the wildlife habitat and neighbouring properties.

(vii) Walkway/Stepped Design Proposal

Given the natural setting and in keeping with its surroundings, the use of sustainable materials was considered on the trail. Treated timber sleepers are considered for the stepped access. Slip resistance measures were included on the timber within the design.

With the high number of steps required along the recreational trail, considerations to mitigate a resulting large visual concrete finish along the nature trail was the objective with the use of timber during preliminary design stage.

Further consideration will be given to the final form and product used to form the stepped trail. The use of all available products, timber, natural stone, concrete and composite materials which will best provide a safe, slip-resistant and durable product for users of the trail will be reviewed.

(viii) General safety outside of works area

A risk assessment was prepared at preliminary design stage for the works area only. No other areas were assessed. Low cost safety measures in the vicinity of the waterfall and watercourse will be discussed with the various state bodies and departments at detailed design stage and improvements will be targeted where possible

(ix) Water Safety

Kilkenny County Council will discuss safety measures in the vicinity of the waterfall and watercourse with the various state bodies and departments.

(x) Pull-in bay on public road

Access for the anticipated modes of transport will be provided to the dedicated carparking area and any height restriction barrier will be designed accordingly. No on carriageway parking will be permitted to ensure utilisation of the carpark and ensure clear visibility and unrestricted turning movements of public road users.

(xi) Point of Interest Signage

A signage strategy will be developed for the facility to include approach roads. Any signage on the M9 will be developed in consultation with the Transport Infrastructure Ireland (TII).

(xii) *Management & Maintenance*

The facility will be managed and maintained by Kilkenny County Council and the various state departments.

10.2 Submission 2 – Concerned Citizen

10.2.1 Summary of Submission

(i) Security, Anti-social Behaviour & Littering

Concern with risk of anti-social behaviour based on past local experience at the amenity. The provision of security gates, cameras and lighting to deter noise, rubbish and drinking in the area.

(ii) Public Road Drainage

Historical ponding and inadequate road drainage in the area prone to ice during winter months.

(iii) Existing access and on carriageway parking

The existing access is considered to have poor visibility and should be closed to deter parking on the road.

(iv) Improvement works required to the Waterfall area and river bank

The requirement for a handrail to the existing waterfall steps and edge restraint for youths on river bank. Monitoring of life buoy condition and rubbish disposed in the area.

10.2.2 Designer's Response

(i) Security, Anti-social behaviour & littering

The existing natural amenity receives a high number of visitors, some of which give rise to the concerns raised in this item. As with most public areas, parks and amenities, human behaviour proves difficult to police. Provisions for a gated access have been included within the scheme. It is the intention of Kilkenny County Council to explore and regulate access to the facility with restricted times and the appropriate use of the facility will be monitored.

Signage will be provided stipulating to users of the facilities the regulations and actions prohibited and encourage users to take home waste. The provision of bins will be considered in conjunction with any collection and maintenance plan. Discussions between the various departments for monitoring and maintenance of the facilities will be explored at detailed design stage.

Any provision of CCTV cameras will have data protection requirements and will be subject to a Data Protection Impact Assessment to determine the inclusions of such within the scheme.

The provision of public lighting in the natural rural setting is not proposed, as it would give rise to an urban feel and potential light pollution would impact the wildlife habitat and neighbouring properties.

(ii) Public Road Drainage

A free pavement edge detail is proposed on the public road. Thereby the current natural drainage paths in the vicinity of the proposed amenity facilities will not be impacted and will improve with the removal of the mound hedgerow allowing free drainage from the public road edge. Consideration was given to the natural depression in the topography with respect to run-off from

the public road and natural overland flows. Road gullies are identified on the entrance access from the public road to collect run-off conveyed into the carpark from the public road surface.

At detail design stage measures to maintain and improve the existing drainage paths will be incorporated as part of the boundary treatment works. This can be achieved with a combination of filter drains, piped culverts and open channels while maintaining natural drainage routes.

(iii) Existing access and on carriageway parking

It is intended to maintain the existing historic trail entrance for pedestrians on the public road with minor works only proposed at this location.

Sightline provisions at the proposed new carpark access will improve the visibility to this pedestrian access point and will provide improved visibility for recreational walkers on the South Leinster way and local area. Dedicated off-carriageway parking will provide sufficient parking bays and remove the requirement for parking of vehicles on the public road which currently obscure visibility to the existing access.

Measures to mitigate parking on the verge which could potentially obstruct sightlines will be included through provisions of knee rail fence or similar traffic management solution at detailed design stage.

(iv) Improvement works required to the Waterfall area and river bank

Low cost safety measures in the vicinity of the waterfall and watercourse will be discussed with the various state bodies and departments within Kilkenny County Council at detailed design stage and improvements will be targeted where possible. Monitoring of and provision of adequate life bouy rings for swimmers will be provided.

10.3 Submission 3 – Claire Goodwin- Parks Section, Kilkenny Co Cd

10.3.1 Summary of Submission

(i) Protection of existing trees and native planting

All exiting trees on the trail to be protected with minimum pruning and undertaken in the dormant season. Appropriate construction methods to be implemented for root protection and existing sod and stone ditch along trail to be preserved.

(ii) Additional Planting within the development

Car park embankment to be landscaped in accordance with planting plan informed by the Ecological Assessment Report.

10.3.2 Designer's Response

(i) Protection of existing trees and native planting

Method statements for the construction of the pathway will be required to assign appropriate protection measures to existing trees and root structures for construction plant and machinery. A methodology to the minimise interference with existing trees and the sod/stone ditches along the trail shall form of the construction stage management plan.

(iii) Additional Planting within the development

At detailed design stage, the design team will consult with the Parks Section to agree a suitable planting plan for the embankment and entire scheme

10.4 Submission 4 – Dearbhala Ledwidge- Heritage Officer, Kilkenny Co Co

10.4.1 Summary of Submission

(i) Updated Ecological Assessment & Impact Report

Ecological Assessment & Impact Report should be revised by the Ecologist/author to include:

- (a) An assessment of any potential impacts on the protected species listed in the LAP as being present in the Pollanassy River
- (b) A detailed list of Mitigation Measures (in accordance with the TII methodology)

(ii) Future considerations for the works

The following conditions are suggested for inclusion in the CE report:

1. All works will be undertaken outside of the bird nesting season, i.e. works will only be undertaken from Sept to Feb, in accordance with the Wildlife (Amendment) Acts
2. Mitigation measures, to avoid impacts on key habitats and protected species, will be implemented

10.4.2 Designer's Response

(i) Updated Ecological Assessment & Impact Report

Upon approval of the scheme, the Ecological Assessment & Impact Report will be revised and updated to inform the detailed design of the scheme on mitigation measures and potential impacts on protected species known to be present in the works area.

(ii) Future considerations for the works

Conditions to be included in CE report as suggested.



Poulanassy Waterfall - Visitor Car Park & Walking Trail

at Poulanassy, Co. Kilkenny

By

Kilkenny County Council

OUTLINE CONSTRUCTION AND CONSTRUCTION WASTE MANAGEMENT PLAN

Client:



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**Document 18032-CWR01
Issue PL2**

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January 2020



KILGALLEN & PARTNERS

REVISION HISTORY

Client	Kilkenny County Council
Project	Poulanassy Waterfall - Visitor Car Park & Walking Trail
Title	Outline Construction and Construction Waste Management Plan

Date	Details of Issue	Issue No.	Origin	Checked	Approved
22/01/2020	<i>Draft issue for Part 8 Planning</i>	<i>PL1</i>	<i>AC</i>	<i>KS</i>	<i>NO'C</i>
27/01/2020	<i>Issued for Part 8 Planning Stage</i>	<i>PL2</i>	<i>AC</i>	<i>KS</i>	<i>NO'C</i>

Abbreviations:

PR - Preliminary

PL - Planning

F - Fire

TI - Tender Issue

TA - Tender Approval

C - Construction

AC - As Constructed

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- 8. PROTECTION OF GROUND AND SURFACE WATER**
- 9. HAZARDOUS MATERIALS**
- 10. HOUSEKEEPING**
- 11. COMMUNICATION WITH ADJACENT LANDOWNERS**

1.0 Introduction / Project Details

1.0 INTRODUCTION / PROJECT DETAILS

Kilkenny County Council proposes the construction of a new 35no. space car park at the existing Poulanassy Waterfall Trail, Poulanassy, Co. Kilkenny. The proposed development comprises of the site clearance of the existing site with new boundary treatment along the existing road. The Development will also include the construction of a new stepped access along the existing trail.

The site has an overall area of 0.691acres. The site is located approximately 1.8km to the west of Mullinavat, Co. Kilkenny.



Fig 1.1: Site Location Map

This Outline Construction Waste Management Plan has been prepared by Kilgallen & Partners Consulting Engineers with the aim of ensuring that the impact of the construction stage generally is minimised and in particular, ensuring that there will not be any adverse impact on the environment during the construction stage. This report outlines the construction & waste management approach to the car park and site infrastructure services for the project, and to identify a waste management programme to be considered for planning stage.

The Outline Construction & Construction Waste Management Plan has been prepared for inclusion with the documents to be submitted in support of the Planning Application for the subject development and will thus become a requirement of the Planning Permission to carry out the Development.

2.0 Construction Phase Waste

2.0 CONSTRUCTION PHASE WASTE

Quantities of general construction wastes such as wood, packaging, metals, plastics, bricks, blocks, canteen waste, some hazardous materials (e.g. oils, paints and adhesives), site clearance and residual waste materials will be generated during the construction phase primarily from the construction of the car park. Careful management of these, including segregation at source, will help to ensure maximum recycling, reuse and recovery is achieved, in accordance with current local national waste targets. It is expected however that a certain amount of waste will still need to be disposed of to landfill. While it is difficult at this stage to predict precise tonnages of waste expected by the proposed scheme, estimates of the composition of waste materials generated by a typical Irish Construction site from the EPA National Waste Database Report are presented on Table 3.1 below. A more detailed estimate of the anticipated quantities of these materials will be provided in the contractor's waste management plan following appointment of the contractor and detailed design.

Waste Types	%
Soil & Stones	71
Concrete, Bricks, Tiles, Ceramics, Plasterboard	21
Asphalt, Tar and Tar Products	1.5
Metals	1.5
Other Wastes	5
Total	100

Table 3.1: C & D Composition form a typical Irish Construction site (Source EPA 2004)

3.0 Anticipated Hazardous Waste

3.0 ANTICIPATED HAZARDOUS WASTE

Fuels used during construction will be classed as hazardous and this will be stored for site machinery etc., in suitable tanks with the draw-off points bunded so as to minimise exposure to on-site personnel (and the public) and to also minimise potential for environmental impacts. Waste mixtures contain dangerous substances classified as hazardous waste. On-site storage of any hazardous wastes produced will be minimised with off-site removal organised on a regular basis. Hazardous wastes will be recovered wherever possible and failing this, disposed of appropriately in a licensed hazardous waste facility.

4.0 Excavated Materials

4.0 EXCAVATED MATERIALS

Bulk excavation for the car park will be required and due to the constraints of the site, there will be little opportunity to re-use the volume that is generated. The inert material must be removed from site and disposed of in an appropriately licensed tip. Disposal of surplus material arising will be undertaken in accordance with the relevant legislation.

5.0 Construction Methodology

5.0 CONSTRUCTION METHODOLOGY

It is proposed that in advance of commencement of any construction works a site-specific Construction and Construction Waste Management Plan will be prepared in full for agreement with Kilkenny County Council.

The Contractor appointed to undertake the construction works will ensure that a suitable Construction and Construction Waste Management Plan is put in place for the duration of the construction works, to include demolition and construction phase waste management programmes.

6.0 Control of Noise**6.0 CONTROL OF NOISE**

It is anticipated the normal working hours within the site shall be Monday to Friday between 0800 hrs and 1800 hrs and Saturday between 0830 hrs and 1400 hrs, with no working on Sundays or Public Holidays unless under exceptional circumstances. Best practical means to minimise noise shall be employed and shall comply generally with the recommendations in BS5228: Noise Control on Construction and Open Sites.

6.1 Potential Sources and Control**6.1 POTENTIAL SOURCES AND CONTROL**

All vehicles and mechanical plant used on the works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order for the duration of the works in compliance with BS 5228. Machines in intermittent use shall be shut down in the periods between work or throttled down to a minimum. All compressors shall be "sound reduced" models fitted with properly lined and sealed acoustic covers shall be kept closed whenever the machines are in use and all ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers. Pumps and mechanical static plant shall be enclosed by acoustic shields or screens. Any plant such as generators and pumps which is required to work outside of normal working hours shall be surrounded by an acoustic enclosure which shall restrict the noise level to not less than 5 dB (A) Leq (1 Hr.)

7.0 Control of Debris, Dust and Mud**7.0 CONTROL OF DEBRIS, DUST AND MUD**

Footways, roadways and other paved areas used by or adjoining construction traffic shall be inspected on a daily basis and swept as necessary to ensure they are free of debris, dust and mud. Problems of dust occur primarily during dry weather. A proactive regime which anticipates dust problems rather than reacting to them is considered essential. The key features of this regime will include the following measures:

- All disturbed areas shall be stabilised as soon as practicable to prevent or minimise wind blown dust;
- Trafficable areas shall be clearly defined by guide posts or other suitable barriers to prevent unnecessary vehicle movement onto other areas and avoid any accidental damage to adjacent areas;
- A water tanker will be employed as required to dampen work areas and exposed soils to prevent the emission of excessive dust from the site;
- Trucks transporting material from the site shall be covered immediately after loading to prevent wind-blown dust emissions and spillages. The covering must be maintained until immediately before unloading the trucks;
- The tailgates of all trucks leaving the premises must be securely fixed prior to loading or immediately after unloading to prevent loss of materials;
- Subcontractors will maintain all construction equipment to ensure exhaust emissions comply with the relevant Air Regulations;

8.0 Protection of Ground and Surface Water

8.0 PROTECTION OF GROUND AND SURFACE WATER

The Contractor is to take measure to ensure that no construction material will contaminate any local groundwater sources.

9.0 Hazardous Materials

9.0 HAZARDOUS MATERIALS

Any hazardous materials used during the course of construction process will require careful handling. Oils, paints, adhesives and chemicals will be kept in a separate contained storage area which will be locked when not in use. Lids will be kept on containers in order to avoid spillage or waste by evaporation. Waste oils, paints and chemicals will require careful handling and disposal. This includes the containers and will be stored in containment trays. These wastes will be disposed of by suitably licensed private contractors or facilities as they arise.

10.0 Housekeeping

10.0 HOUSEKEEPING

C&D waste will arise on the Project mainly from:

- removal of existing boundary;
- excavation for car park;
- unavoidable construction waste e.g. packaging, material surpluses;
- damaged materials

Materials shall be ordered so that the quantity delivered, the timing of the delivery and the storage is not conducive to the creation of unnecessary waste.

Materials will be ordered to fit site dimensions to prevent off cuts and build up of scrap waste on site.

In-situ materials such as in-situ cast concrete, blockwork, rendering materials etc. will be ordered only as required and only sufficient mixes will be produced each day to suit daily requirements, thus eliminating daily surplus waste.

Materials will be securely stored on site and handled correctly to reduce damage to a minimum. Materials will remain packaged until they are ready to be used.

Operations will be programmed and deliveries sequenced to ensure only the minimum materials will be required on site at any one time. This will further reduce the risk of damage to materials. The limited supply will also have the effect of encouraging economical use of materials by site personnel.

Individual responsibility will be assigned to sub-contractors for the consignment to site of raw materials and management of their own waste for activities such as concreting, plastering, plumbing, electrical works etc. This will ensure that available resources are not expended wastefully.

Concrete waste, masonry, wood, plastics and other C&D waste materials will be collected in receptacles with mixed C&D waste materials, for subsequent separation and recovery at a remote facility. Packaging will be segregated for recycling. Wherever possible, segregation at source will be applied to waste materials.

Hazardous wastes will be identified, removed and kept separate from other C&D waste

materials in order to avoid further contamination prior to disposal to a licensed facility. Before undertaking any works giving rise to Hazardous Waste, a detailed methodology shall be prepared for dealing with the material.

It is anticipated that waste materials will have to be moved off site.

It is anticipated that the main contractor appointed to construct the Project will have the appropriate authorisations for the collection and movement of waste off-site and disposal to facilities which have the appropriately Licenses, Permits and / or certificates of Registration in line with current legislation. If this is not the case, the main contractor will engage specialist waste service contractors who do possess the requisite authorisations.

11.0
Communication
with Adjacent
Landowners

11.0 COMMUNICATION WITH ADJACENT LANDOWNERS

The Contractor will make provision for initial and ongoing communication(s) through site management with all adjacent landowners and outline the Construction and Construction Waste Management Plan, to assure adjacent landowners that site will function as an independent controlled environment during construction.