

# MWP



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## CARRICK-ON-SUIR REGENERATION PLAN

### Part 8 Planning Report

Tipperary County Council

July 2021

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## 1. Executive Summary

Carrick-on-Suir on the N24 national corridor has potential as a major tourism and recreational destination associated with the Suir Blueway and with its heritage as promoted by Ireland's Ancient East.

Carrick-on-Suir has not benefited from increases in revenue associated with the tourism economy in other parts of the country. Currently Carrick-on-Suir struggles to attract visitors, pedestrian or cyclist, either to or from the town to the Blueway in Sean Healy Park or to or from Ormond Castle.

The aim of the proposed Regeneration project is to enhance access and the presentation of the medieval core of Carrick-on-Suir as a living, social and commercial place. An improved public realm that reinforces the streetscape character, and ensures that visitors feel welcome, would attract new business and tourism.

## 2. Introduction & Description

### 2.1 Introduction

The proposed development includes for public realm refurbishment and enhancement in Carrick on Suir's town centre comprising the upgrading of existing streets and lanes with new high quality paving, kerbing, public lighting, improved street furniture and utility diversions/works (including undergrounding of overhead ESB cables). Footpath space will be widened, traffic calming will be developed through build out, reduced road carriage widths and improved pedestrian crossings. Existing car parks will be improved and new car parking spaces provided. The traffic management at the junction of Main St and Dillon Bridge will change from a signal controlled junction to a priority controlled junction. Pedestrian movement will be prioritised by the design.

The development includes for public realm refurbishment and enhancement at Sean Healy Park comprising the development of a new vehicular parking area with entry and exit, footpaths and hard paved areas, widening of the Blueway and the development of associated landscaping and services/utilities to serve the proposed and future uses. The extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre. The upgrading of Strand Walk with new paving and the development of a new access to Ormond Castle grounds and closing of the existing ramped access.

### 2.2 Description of the Scheme

The nature and extent of the proposed development is as follows:

- New streetscape layout for Main Street with new alignment design for footpaths and trafficked areas incorporating new paving, kerbing, hard and soft landscaping and street furniture.
- Alteration of on street parking for Main Street and other Streets.
- New surface finishes to laneways linking Main Street to car parks and the Quays and laneways off Main Street.
- Demolition of a derelict building on Strand Lane to facilitate development of additional car parking spaces and an improved public realm.
- Development of new surfacing and landscaping to Strand Lane/Oven Lane car park.

- Development of a new vehicular carpark at Sean Healy Park adjoining the N24 accessed from the N24 and exiting onto Quay Rd.
- Upgrade and widening of existing and development of new pathways and hard and soft paved areas in Sean Healy Park. Development of services and utilities to facilitate future development at Sean Healy Park.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along the North Quays from Sean Healy Park to Ormond Castle. New builds outs will be developed to calm traffic.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along Greystone St and West Gate.
- Development of sections of glass infill to North Quay Walls to open views to the river at the south of Oven Lane.
- Upgrade of footpaths and trafficked area along Greystone Street and West Gate with new paving, kerbing, lighting etc
- Upgrade of footpath along Strand Walk with new paving and development of new access into Ormond Castle Grounds. This involves development of new steps and a ramp and removal of a section of the existing wall bounding the Ormond Castle grounds. The existing ramp connecting Castle Park to Strand Walk to be removed and this access closed.
- Development of associated drainage services and utilities
- Undergrounding of overhead electrical cables and upgrading of public lighting.
- Development of EV parking spaces and associated infrastructure at Sean Healy Park and Strand Lane.
- All associated site works.

The areas included in the Carrick-on-Suir Regeneration plan:

- Castle Lane
- Pill Road (Strand Walk)
- North Quay
- Main Street
- Barrack Lane
- Chapel St./New Lane
- Ball Alley Lane
- Oven Lane
- Strand Lane
- Bridge Street
- West Gate
- Greystone Street
- Sean Healy Park

- William Street
- Cook Lane
- Rose's Lane
- Hotel Lane
- Kiersey Place
- Entrance to Heritage Centre
- Entrance to Foran's Car Park
- Well Road

## 2.3 Scheme Objectives

The objective of the Carrick-on-Suir Regeneration scheme is to:

- Provide a focal point for activity/footfall including improving linkage from the Blueway to Ormond Castle to act as a driver for economic and social growth
- Reduce pedestrian/vehicle conflict and improving pedestrian safety;
- Reduce vehicle dominance on the main streets and improve junction capacity;
- Design the Main Street as a pleasant and safe place to be;
- Enhance the appearance of the town centre through careful design and selection of appropriate surfacing and street furniture;
- Safeguard the structure and appearance of heritage buildings by reducing the impact of vehicles
- Development of enhanced pedestrian and cyclist linkages throughout the town.
- Consider opportunities to enhance public realm at night
- Develop Sean Healy Park as a water sports arrival point and community amenity
- Continue the Suir Blueway from Sean Healy Park to the eastern side of Castle Park, this will support the long term collaborative vision to investigate ways to extend the Blueway eastwards towards County Waterford.

## 2.4 Previous Planning Applications and Other Proposed Projects

Other proposed projects within Carrick-on-Suir include Sean Kelly Square, Castle Street/New Street Public Realm and the Castle Park Biodiversity Plan. These projects have all been granted planning. It is envisaged that the works to Sean Kelly Square and Castle Lane will be constructed in conjunction with the Carrick-on-Suir Regeneration Plan.

Upgrade works to the N24 are planned to commence in Q4 of 2021 and last approximately 18months (Planning Reference P8/19/01), it is likely that part of the N24 works will overlap with the proposed Carrick-on-Suir Regeneration Plan.

The outline boundary for each of the proposed projects as outlined above, are included in the Carrick-on-Suir Regeneration Plan drawings for reference.

### **2.4.1 Castle Street/New Street Public Realm**

Part 8 Planning, Planning Reference (P8/19/08) was granted for Castle Street, Castle Lane and New Street which aimed to improve the public realm and linkage to Ormond Castle and the town along with parking improvements to ensure ease of access and navigation for visitors to the Castle.

### **2.4.2 Sean Kelly Square Public Realm**

Part 8 Planning was also granted for Sean Kelly Square Public Realm Improvements, Planning Reference (P8/18/01). This plan for Sean Kelly Square and Westgate is to function as an attractive amenity area which would provide vibrant, distinctive, strong in identity and rich in character.

### **2.4.3 Ormond Castle Park Ecological & Amenity Improvement Scheme**

Ormond Castle Park Biodiversity Plan Planning Reference (P8/21/4) (adjacent Ormond Castle) has recently been granted planning permission.

## **3. Identification of Need**

Carrick-on-Suir is a large rural town, however, it has not benefited from increases in revenue associated with the tourism economy in other parts of the country. The central area is cluttered with poor public realm quality. Currently the central streets of Carrick-on-Suir do not gain the full potential benefit from the visitors, pedestrian and cyclists, travelling either to or from the town to the Blueway in Sean Healy Park or to or from the Castle. An improved public realm that reinforces the streetscape character, and ensures that visitors feel welcome, would attract new business and tourism. This would give Carrick-on-Suir a role both as a visitor destination and as the service town for its hinterlands and communities.

Carrick-on-Suir is within easy reach of all the larger centres of population in Ireland. The location of Carrick-on-Suir on the N24 national corridor from the east (Wexford/Waterford) to the west (Limerick City) supports its significant potential as a major tourism and recreational destination associated with the Suir Blueway and with its heritage as promoted by Ireland's Ancient East.

In November 2016, a two-day workshop was hosted by the Heritage Council and TCC in Carrick-on-Suir. This workshop was open to all and its purpose was to collaboratively identify key obstacles for economic and social regeneration in Carrick-on-Suir and the identification of ways that these could be addressed. The findings and outcomes of the event were compiled and inform the Carrick-on-Suir 'Solving our Own Problems' programme. A summary of outcomes of the recommendation from this include:

- Need for a focus on the Main Street to become a desirable destination
- Need for widening of footpaths on the Main Street to provide for a more pleasant shopping environment
- Create more desirable weekend experiences i.e. with the Castle as a hub of activities
- Need to identify the town's assets i.e. the River Suir, the Marina, Ormond Castle, the Greenway, Cycling, etc.
- Need to sell the town as a destination spot for day trippers using programmes and initiatives such as the Butler trail, The East Munster way, the Suir Blueway, etc.
- Need to improve traffic flow on the Main Street as part of public realm enhancement

- Improve awareness of parking options and orientation in general
- Better definition of town centre and central area zones
- Need to improve the environment for cyclists
- Need to improve access to Ormond Castle
- Reduce dereliction and improve accommodation in the town centre
- Develop pedestrian friendly zones in key locations with special emphasis on the historic commercial spine of Main Street
- Continue the Greenway route into the core of the town where there should be facilities provided at the terminal point.

The Carrick-on-Suir Regeneration Plan proposal for Carrick-on-Suir actively draws on the ‘Solving our Own Problems’ programme.

#### 4. Justification for the Project

The town has a wealth of untapped tourism and heritage resources which are ripe for development including:

- Ormond Castle and Ireland’s only Tudor Manor House
- The River Suir with its Marina and amenities
- The Heritage Centre
- The Historic Lanes
- Part of the original Town Walls
- 14th Century Old Bridge
- St. Molleran’s Church and graveyard
- Butler Trail
- The Munster Vales

The Carrick-on-Suir Regeneration Plan will primarily deliver the following two elements:

##### 1. Design and Enhancement of the Suir Blueway at Carrick-on-Suir and Sean Healy Park

The Suir Blueway Tipperary is a 53km walking, cycling and watersports trail stretching from Cahir to Carrick-on-Suir. Carrick-on-Suir forms the eastern focus of the Suir Blueway and has an important role in services provision and in the visitor experience of the area. It is proposed to prepare a design, enhancement and orientation scheme from Sean Healy Park that will consider best practice in user needs i.e. kayakers, cyclists, walkers, this will extend along the quays. An arrival point will be created at Sean Healy Park and an integrated approach to way-finding (paving, interpretation, lighting, technology, etc). linking the Blueway with the Town Centre and Ormond Castle Quarter.

## 2. Regeneration, design and enhancement of the central area and public realm

The Main Street is the central spine of the town and forms a direct link between Ormond Castle Quarter and Sean Kelly Square; this is the commercial, social and cultural hub of the town. The town centre will be uplifted to become a pleasant place to be, through the development of pedestrian friendly ‘zones/character areas’ and enhanced way-finding i.e. through paving, interpretation, lighting, etc. A high quality public realm and review of opportunity sites and synergies in terms of their regeneration will also be incorporated with solutions developed collaboratively.

This regeneration element shall include enhancement of the central core and amenity improvement for Sean Healy Park and linkages with Town centre. The regeneration plan is focused on the central area in the strong town of Carrick-on-Suir. It is expected that significant investment in the core of the town, using its strongest assets, will further consolidate development by stimulating growth and employment, and reducing vacancy and dereliction.

This tourism based regeneration plan is timely for Carrick-on-Suir as it will benefit from synergies with a range of recently developed and launched, regional and local tourism initiatives including Ireland’s Ancient East, the Suir Blueway, the Butler Trail and Munster Vales. The tourism economy in the area has already benefited as can be seen by increased numbers coming from the Suir Blueway, and resulting in new businesses such as bike hire, Carrick-on-Suir Artisan Hub, etc.

This plan will enhance the overall liveability and amenity of the central area, identify local buildings and features of specific character i.e. Ormond Castle in the town and in particular, enhance the setting of the existing built heritage of the town.

## 5. Environmental Assessment Report

Carrick-on-Suir Regeneration Plan was subject to an Environmental Impact Assessment Screening in accordance with the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU).

The Environmental Impact Assessment Screening Report(EIA) is included in Appendix A and noted that it is not considered that the proposed Carrick-on-Suir Regeneration Project works will result in a significant negative effect on population and human health, biodiversity, land and soil, water , air quality and climate; material assets, cultural heritage and landscape and visual resource either alone, or in combination with other projects. Overall, the project will have a long term positive effect on the town.

The EIA screening report concluded that an Environmental Impact Assessment is not required based on the following reasons;

- Having considered the proposed development in the context of the mandatory requirement for Annex I and II projects, there is no requirement for EIA as the project is below the mandatory threshold for EIA.
- Having regard to the characteristics of the development, the proposal is of a relatively small-scale, involving pavement and junction upgrade works which are not complex in nature, within a development site that will be contained and controlled. Therefore, the development is not of a scale that would introduce significant or complex environmental effects.
- Having regard to the location of the development, within Carrick-on-Suir town and outside of any sensitive or protected Natura 2000 site, it would not introduce significant or complex environmental effects.

- Having regard to the potential for effects on the environment, it is considered that due to the relatively modest scale of the proposed development and the development site location, the potential for minor effects can be alleviated through standard good site practice. Mitigation measures are available, should they be required, including any archaeological monitoring which may be advised by the County Archaeologist.
- Having considered the proposal in cumulation with existing and approved projects and activities, significant effects on the environment are not likely.
- Therefore, it is concluded that there is no likelihood of significant effects on the environment arising from the proposed development.

Overall the EIA Screening advised that the considered impacts or effects are minor in nature and do not pose a significant threat. Site management and good practice will minimise and reduce potential impacts on site.

## 6. Appropriate Assessment

The Appropriate Assessment Screening report is included in Appendix B and noted that the effect of the proposed Carrick-on-Suir Regeneration project will be to improve the streetscape and infrastructure of the town. The proposed works will be carried out in the dry and there will be no significant impacts to water quality. There is no potential for significant impacts on the qualifying interests for which the Natura 2000 sites within the zone of potential influence are designated. As such, there would be no significant direct or indirect effects on qualifying habitat or species associated with Natura 2000 sites. Given the limited scale and scope of the proposed works, in-combination impacts to the identified Natura 2000 sites identified are not envisaged.

In accordance with Article 120(1B)(b)(i) of the Local Government Planning and Development Regulations 2001, as amended, the Screening for Appropriate Assessment report concluded that there is no likelihood for significant impacts on the Lower River Suir SAC, or other Natura 2000 sites within the zone of potential influence of the project. Therefore, a Stage 2 Natura Impact Statement is not required.

## 7. Flood Risk Assessment

The Flood Risk Assessment, included in Appendix C, reviewed the proposed design and advised that the proposed alterations will not significantly change the existing ground levels across the scheme. The existing flood defence embankments and walls will not be compromised by the proposed scheme. It is proposed to replace sections of the Quay wall with glazed panels which will provide the same level of protection as the Quay wall. Therefore, the proposal will not impact any important flow paths and will not affect floodplain storage or conveyance. The detailed design of the scheme will ensure that all levels and details are set on this basis.

The majority of the proposed works include cosmetic changes to the existing streetscape, replacing the existing surface finishes with upgraded finishes to footpaths and providing shared surfaces. The runoff characteristics of the proposed finishes will be consistent with the existing. Rain gardens and tree pits with reservoirs will be provided along Main St. A new car park will be provided to the North of Sean Healy Park, this will have a permeable finish. Any new pathways within Sean Healy Park will be laid to falls to allow surface water to run into the adjacent green spaces. Similarly the upgrade to the walkway surface along Pill Road (Strand Walk) to the South of Ormond Castle will be laid to falls such that surface water will run into adjacent green spaces. The Flood Risk Assessment noted that once the scheme design is completed on this basis, the proposed scheme will not create additional surface water runoff that could otherwise increase flood risk elsewhere.

Where it is proposed to remove sections of the existing quay wall flood defences and replace these with glazed barriers, the minimum height of the new barrier will match the height of the existing defences.

Barriers designed and certified to safely withstand the pressures exerted from the adjacent river and to prevent ingress of water across any joints or interfaces will ensure that the new barriers will provide a level of protection that is at least as good as the existing flood defences.

Appropriate life-saving equipment will be provided at suitable locations in Sean Sean Healy Park and at all access points to the river along the quays and walkways. The final details will be determined at detailed design stage.

Mitigation measures as outlines above are considered sufficient to ensure that the flood risk is negligible. The Flood Risk Assessment demonstrated that the proposed development will not have an adverse impact on flooding elsewhere and that the risk to occupants of the site would be acceptable.

## 8. Public Services

Both Tipperary County Council Water Services staff and Irish Water were contacted about the proposed Carrick-on-Suir Regeneration Plan and confirmed that they have no plans to upgrade the networks in Carrick-on-Suir. They are in favour of re-directing surface water from combined sewers to dedicated surface water sewer where possible.

A Pre-Connection Enquiry (PCE) was issued to Irish Water and is included in Appendix L.

### 8.1 Water Supply

The proposed scheme does not include any new demands on the water supply. It is proposed as part of the scheme to provide a water connection to Sean Healy Park for future wash down facilities.

### 8.2 Sewerage Facilities

The proposed scheme does not include any new demands on the sewerage facilities. It is proposed as part of the scheme to provide a sewerage connection to Sean Healy Park for future changing facilities. It is proposed as part of the regeneration scheme to separate the combined sewer on Bridge Street, this will divert additional surface water into the surface water drainage system and reduce the load on the sewerage system.

### 8.3 Surface Water Drainage

The proposed scheme is a refurbishment of the existing streetscape and therefore does not create any additional hardstandings which would contribute to the surface water drainage system. It is proposed as part of the regeneration scheme to separate the combined sewer on Bridge Street, this will divert additional surface water into the surface water drainage system.

#### 8.3.1 SuDS

Where suitable, rain gardens and tree pit soakaways will be provided, these will ease the flow of surface water into the drainage network. Tree pits and rain gardens are proposed along Main St. to capture the surface water from the footpaths.

The proposed car park in Sean Healy Park will have a permeable surface such as grasscrete and will not be connected to the surface water drainage system. The proposed new paths, within Sean Healy Park and new surface dressing to Pill Rd. (Strand Walk) will drain to adjacent green areas.

## 9. Traffic and Parking Impact Assessment

### 9.1 Summary of Analysis of Traffic Counts and Traffic Modelling

Carrick-on-Suir is the location of two bridge crossings of the River Suir. The Old Bridge, located on the west of the town is one-way only from north to south. Dillon Bridge, located on the east of the town takes two-way traffic. Traffic wishing to use Dillon Bridge must enter the one-way system of Carrick-on-Suir town centre. Vehicles travelling southbound can access the bridge via New Street and Castle Street. Vehicles travelling northbound must exit the bridge onto Main Street and travel westbound.

It is proposed within the Waterford County Development Plan 2011 – 2017 (As Varied) and Carrick-on-Suir Town Development Plan 2013 that a third crossing is planned. This is proposed to be located on the west side of the town, removing the need for through traffic to travel through Carrick-on-Suir town centre. There is no available data for the traffic volumes that are predicted to reroute onto a third crossing. As part of this assessment, it is assumed in the predicted traffic volumes that there is no third crossing.

For vehicles coming from south and east County Waterford and wishing to north or west of Carrick-on-Suir, crossing the River Suir at Carrick-on-Suir is shorter in distance than crossing at Fiddown or at either of the crossings at Waterford City. Therefore, until a third crossing is provided at Carrick-on-Suir, the Main Street must be able to accommodate through traffic, including HGVs.

The works proposed under this Part 8 application include the narrowing of the carriageway width on Main Street and Castle Street, the removal of the traffic lights at the Dillon Bridge junction, the introduction of build outs along North Quay and the introduction of shared pavements at various locations. A traffic analysis was therefore carried out to ensure that these proposals would not adversely affect the traffic flows through and within Carrick-on-Suir. Please refer to Appendix D for the Traffic Assessment Report.

Traffic volumes on the proposed development site existing local road network have been established on the basis of on-site traffic counts carried out by MWP in April 2021, as Covid-19 restrictions were lifted, and TII automatic traffic counter data. TII automatic traffic counter data was used to factor the on-site traffic counts to pre-Covid 19 traffic volumes. These traffic counts were used in this assessment to establish typical existing and future baseline traffic volumes at the junction.

Subject to planning permission and future construction, the proposed development will be fully complete and operational during 2023.

The 2021 peak hour traffic volumes have been factored to 2023, 2028 and 2038 levels on the basis of the TII central growth rates. The predicted 2023, 2028 and 2038 peak hour traffic volumes are provided in Table 10.1.

Table 10.1: Predicted 2023 Peak Hour Junction Traffic Volumes

Main Street / Castle Lane / Dillon Bridge Junction					
Approach		Movement	AM Total vehicles (HGV)	PM Total vehicles (HGV)	Inter-peak Total vehicles (HGV)
Castle Lane	2023	Left	313 (10)	255 (2)	325 (3)
		Straight Ahead	221 (2)	430 (0)	142 (5)
	2028	Left	332 (11)	270 (2)	344 (4)
		Straight Ahead	235 (3)	456 (1)	151 (6)
	2038	Left	345 (12)	281 (3)	357 (4)
		Straight Ahead	243 (3)	473 (1)	157 (7)
Dillon Bridge	2023	Left	659 (7)	565 (11)	337 (5)
	2028	Left	700 (10)	600 (12)	357 (6)
	2038	Left	726 (10)	622 (14)	371 (7)

## 9.2 Parking Strategy and Impacts

On-street parking provision on Main Street is proposed to be reduced as part of the regeneration scheme. This reduction in on-street car parking is considered acceptable due to the large number of available car parking spaces within a five minute walk of Main Street. Disabled parking and loading bays will be retained to ensure that access is maintained to Main Street.

Parking surveys were carried out in 2013 as part of the Carrick-on-Suir Town Development Plan and in 2017, as part of the Seán Kelly Square Part 8 Planning Application. These were reviewed in preparation for this Traffic and Parking Impact Assessment. While there are differences between the two survey sets, broadly the overall parking use in Carrick-on-Suir remained the same. Both sets of parking surveys were carried out in July, with the 2017 study providing data from a weekday (Wednesday) and a weekend day (Saturday).

Parking surveys were not undertaken in 2021 as part of this Traffic and Parking Impact Assessment due to the restrictions in place on retail, hospitality, work, and schools during the Covid-19 health emergency.

The average space capacity of car parking spaces in the town was 392, out of a total of 696 (56%). Of these available 392 car parking spaces, 291 (42% of all parking spaces) are within a five-minute walk of Main Street.

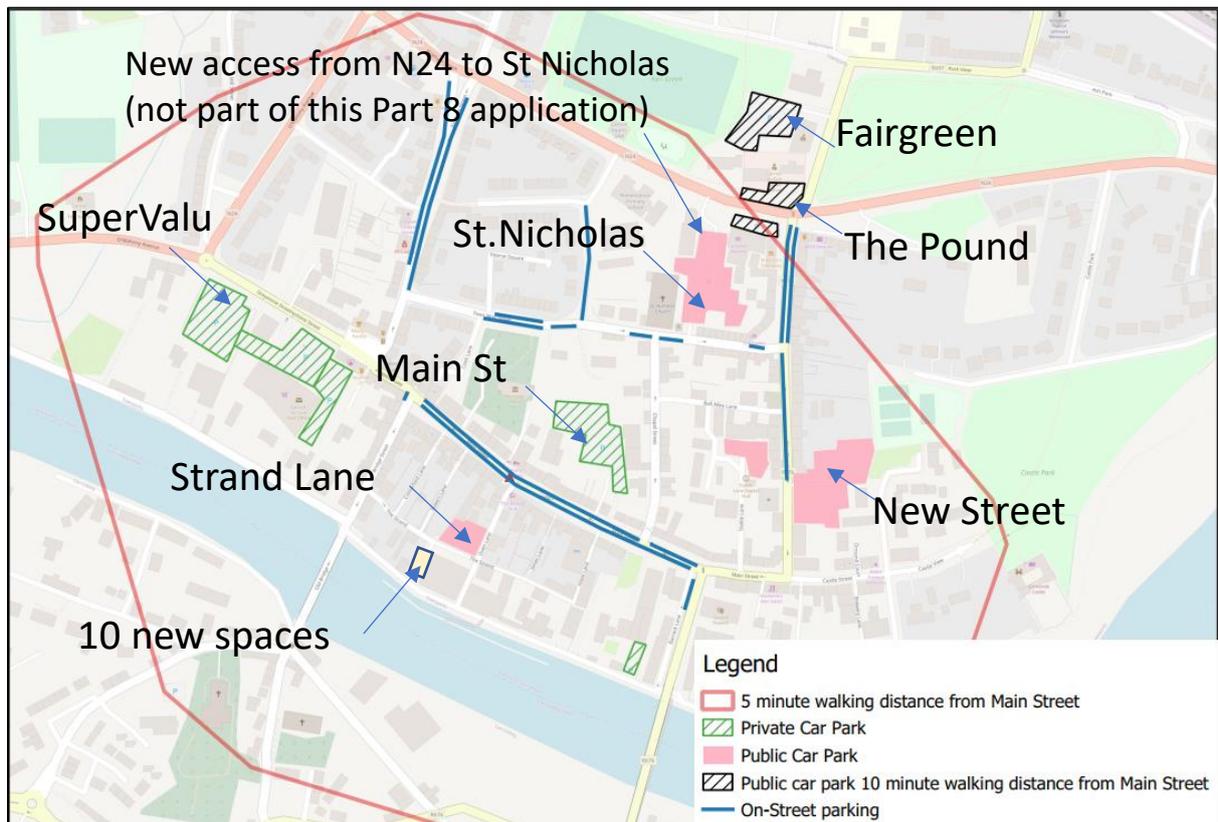


Figure 10.1: Overview of Parking in Carrick-on-Suir

A private car park of 80 spaces can be accessed from Main Street, on its eastern end. The 2013 car parking survey records an average spare capacity of 33 spaces within this car park.

New Street public car park is accessed from New Street, opposite the Tipperary County Council offices. It has a capacity of 85 spaces, plus parking for buses. Typically, this car park is busy from mid-morning to early afternoon, similar to Main Street.

St. Nicholas' Car Park has been identified as an area of under-utilised car parking within Carrick-on-Suir town centre, with a capacity of 83 vehicles. It is within a five-minute walking distance (350m) of Main Street, via Chapel Street. The new access to this car park from the N24, which while not part of this application, will be installed in advance of the works proposed under this Part 8. This new access will be signposted to attract vehicles to this car park that would otherwise be parking on Main Street.

Strand Lane will maintain its existing 23 car parking spaces, two of which will be for electric vehicle charging. The car park will be included in the public realm upgrades, with new surfaces and an improved linkage to Main Street via Oven Lane. Oven Lane (between Main Street and Strand Lane car park) will also be subject to public realm improvements, including lighting which will improve pedestrian comfort while walking between the two.

Between Strand Lane car park and the Quays 10 no. new car parking spaces will be provided. These will serve Main Street, but will also provide future parking for activities and places on the Quays. The demolition of the derelict building on Strand Lane facilitates the creation of these new parking spaces.

The car parking capacity at Sean Healy Park will significantly increase, providing vehicle accessibility to the amenity area of Sean Healy Park and the Suir Blueway. This car park is just outside the 5 minute walking boundary from the centre of Main Street.

Table 10.2 Proposed Changes to Car Parking

Location	Existing no. of spaces	Proposed no. of spaces	Net change no. of spaces
Main Street	67	25	-42
Oven Lane	23	33	+10
Sean Healy Park	3	39	+36
Total	93	97	+4

The assessment of parking capacity within Carrick-on-Suir confirms that the changes to the parking proposed in the Carrick-on-Suir Regeneration Project will not result in an overall negative impact on the availability of car parking within a five minute walk of Main Street, Carrick-on-Suir.

### 9.3 Review Bus Parking Zones

The proposals do not include any changes to bus stop locations. New Street car park has parking for buses.

### 9.4 Crossing Details

The traffic on the Main Street will be significantly calmed under the proposed scheme, with reduction to one lane, tighter lane widths, a series of raised tables and lateral deflections in the road alignment. This will make it much easier for pedestrians to cross the street in between designated crossing points. There will also be three controlled crossing points on Main Street. Bridge Street, Chapel Street and Strand Lane, Westgate and Oven Lane will have shared surfaces to create traffic calmed zones. This will also apply to the section of North Quay between Old Bridge and Dillon Bridge. North Quay, west of Old Bridge will have a series of buildouts on the south side of the road to create additional space for pedestrians and to calm traffic.

### 9.5 Junction Strategy

It is proposed to provide a priority junction at Main Street / Castle Lane / Dillon Bridge, which is currently a traffic signal-controlled junction. This junction is the entrance into the public realm of Main Street and the intention is to provide a traffic calmed environment, with priority for pedestrians. The proposed priority junction will operate with Castle Lane as the main arm, with priority. Traffic will travel straight ahead to Main Street or turn left onto Dillon Bridge. On Castle Lane, the existing two-lane approach will be reduced to one. Vehicles approaching Carrick-on-Suir on Dillon Bridge will be required to Stop at the junction and wait for a gap in the traffic to proceed onto Main Street, which is one-way westbound.

The proposed Main Street / Castle Lane / Dillon Bridge priority junction has been analysed using the computer software programme, TRL JUNCTIONS PICADY for priority controlled junctions, for the predicted 2023 opening year and 2028 and 2038 plan years. The junction capacity analysis of the existing traffic signal junction and proposed priority junction indicate that the junction will continue to operate within capacity in the opening year 2023 and plan years 2028 and 2038.

The proposed priority junction performs better than the existing traffic signal layout in the opening year 2023 AM peak on the Castle Lane approach with reduced queueing lengths and times. The AM peak on the approach from

Dillon Bridge to Main Street has relatively imperceptible differences while the proposed priority junction performs better than the existing traffic signal layout during the inter-peak period. This period is more closely representative of the majority of the day outside of the peak times in Carrick-on-Suir, and includes retail and hospitality opening hours. This will bring significant improvements to Main Street with regards to the public realm upgrade, reducing queuing traffic on the approach to town. Pedestrians will be able to cross in between gaps and when vehicles stop for them, reducing pedestrian wait times, compared to the traffic signal junction layout.

If the third crossing for Carrick-on-Suir proceeds to be planned and constructed, it will significantly reduce traffic travelling onto Main Street from Dillon Bridge, reducing forecast queuing and delays.

A proposed reduction in on-street parking and an improved public realm for pedestrians will also encourage more trips to Main Street by walking, further reducing the traffic volumes over time in the town centre.

## 10. Archaeological Assessment

An Archaeological Assessment was undertaken for the proposed Regeneration Project at Carrick-on-Suir. A copy of the report is included in Appendix E. It is noted in the report that the majority of the proposed works are within the Zone of Archaeological Notification/Potential (ZAP) for the historic town of Carrick-on-Suir. Within the historic town there are 33 known sites or monuments of archaeological significance, including the complex of medieval and post-medieval castle building at Ormond Castle. Also, the subsurface line of Carrick-on-Suir's Town Defences traverses the streetscape in several locations throughout the historic core of the town and the improvement works have potential to interact with the defences, as presented in drawing "05 Potential Areas of Interaction with Town Defences" included in Appendix E.

An evaluation of the potential impacts of the proposed project on the archaeological resource was undertaken.

The report recognises that the proposed Carrick-on-Suir regeneration project will enhance access and presentation of the medieval core of Carrick-on-Suir as a living, social and commercial place which will be supported by a plan that encourages pedestrian movements, and car-parking at locations outside of the medieval core.

It is noted that the ground disturbance required to undertake the works, has the potential, if unmitigated, to negatively impact on the archaeological resource of the town. The report recommends that all ground disturbances should be archaeologically monitored, by a suitably experienced archaeologist. It is further recommended that advanced targeted test trenching for the town defences should be considered to assess the potential presence of town wall fabric, as this would de-risk any impacts and delays to construction.

## 11. Architectural Assessment

An Architectural Heritage Impact Assessment (AHIA) was undertaken for the proposed Regeneration Project at Carrick-on-Suir. A copy of the report is included in Appendix F.

The AHIA assessed the physical and visual impacts of the proposed works and highlighted the materials which are to be retained. Overall, the AHIA concluded that the proposed regeneration works will result in positive visual impacts on the setting of the historic buildings. The AHIA recommended the following:

- West Gate – it is recommended to retain and re-use the section of surviving historic limestone kerbing.
- Quays and Laneways - care should be taken on removal of existing surfaces on the laneways and any earlier elements below recorded and/or brought to the attention of the supervising archaeologist.

Historic buildings, walls, gateways and doorways open directly on to these lanes and should not be damaged during the course of laying new laneway surfaces.

- Main St. – care must be taken to protect the surviving architectural elements of interest such as limestone or terrazzo thresholds, the base of historic shopfronts and decorative service covers during the course of the works, and to retain and reuse items set in the pavements.

These recommendations will be considered in the detailed design phase and construction phase of the Carrick-on-Suir Regeneration Plan.

In addition to the above the AHIA report also advises in the listed mitigation measures that archaeologically sensitive areas such as the Tholsel/Clock Tower may require monitoring; Existing basements and coal cellars are to be considered in the placement of new seating; and coloured asphalt should be chosen to minimise visual impact on the streetscape and individual buildings.

## 12. Design Standards

The scheme was designed in accordance with the various publications as listed:

National Cycle Manual (NCM), 2007, National Transport Authority. <https://www.cyclemanual.ie/>

Design Manual for Urban Roads and Streets (DMURS) Version 1.1, 2019, Government of Ireland. <https://www.dmurs.ie/>

Traffic Management Guidelines, 2003, Department of Transport, Government of Ireland.

Traffic Signs Manual, Chapter 7 Road Markings, 2019, Department of Transport, Government of Ireland.

Design Manual for Bicycle Traffic, 2016, CROW.

Cycle Infrastructure Design, Local Transport Note 1/20, July 2020, UK Department for Transport.

TII Publications (Standards), Transport Infrastructure Ireland. <https://www.tiipublications.ie/>

TII Publications (Technical), Transport Infrastructure Ireland. <https://www.tiipublications.ie/>

DN-PAV-03021 Pavement and Foundation Design.

DN-PAV-03024 Bituminous Mixtures, Surface Treatments, and Miscellaneous Products and Processes

DETR Guidance on the use of Tactile Paving surfaces

<http://universaldesign.ie>

Natural Stone Surfacing – Good Practice Guide

Guideline for Managing Openings in Public Roads

Basis of Design: IS EN 1990: Eurocode – Basis of structural design. (ECO)

General Actions: IS EN 1991: Eurocode 1: Actions on structures. (EC1)

Design of concrete: IS EN 1992: Eurocode 2: Design of concrete structures. (EC2)

Design of steel: IS EN 1993: Eurocode 3: Design of steel structure. (EC3)

Design of timber: IS EN 1995: Eurocode 5: Design of Timber structures. (EC5)

Design of masonry: IS EN 1996: Eurocode 6: Design of masonry structures. (EC6)

Geotechnical: IS EN 1997: Eurocode 7: Geotechnical design. (EC7)

Building Regulations of Republic of Ireland

Wastewater: IS EN 12056 Gravity drainage systems inside buildings

Sewer Foul and Storm: IS EN 752:2008 (Drain and sewer systems outside buildings) and the Sewers for adoption 7<sup>th</sup> Edition.

SUDS: Ciria (C753) SuDS manual

Rainfall data: Met Éireann

Code of Practice for Water Infrastructure Connections and Developer Services; Design and Construction Requirements for Self-Lay Developments; July 2020 (Revision 2) <https://www.water.ie/>

Water Infrastructure Standard Details Connections and Developer Services; Construction Requirements for Self-Lay Developments; July 2020 (Revision 4) <https://www.water.ie/>

Code of Practice for Wastewater Infrastructure Connections and Developer Services Design and Construction Requirements for Self-Lay Developments July 2020 (Revision 2) <https://www.water.ie/>

Wastewater Infrastructure Standard Details Connections and Developer Services Design and Construction Requirements for Self-Lay Developments July 2020 (Revision 4) <https://www.water.ie/>

The electrical installation shall be in accordance with the following:

Complying with Irish Standard I.S. 10101: 2020 'National Rules for Electrical Installations' Edition 5.0;

Complying with ET 206:2009, ET213:2007 and subsequent addendums;

Guidelines on Selection of Lighting Classes PD CEN/TR 13201-1:2014

Road Lighting Performance Requirements IS EN 13201-2: 2015

Code of practice for the design of road lighting. Lighting of roads and public amenity areas BS 5489-1:2020 and subsequent addenda

Current ESB Networks Regulations, Codes of Practice and Guidelines including the latest edition of the ESB National Code of Practice for Customer Interface and ESB requirements for Works on Public Lighting on ESB's Networks;

Current edition of ESB Requirements for Work on Public Lighting on ESB's Networks;

Complying with ESB Networks Ltd. Contractor Pack for Working Near Live Overhead or Underground Cables and subsequent addenda;

Complying with ILP Code of Practice for Electrical Safety in Highway Electrical Operations and subsequent addenda;

ESB Networks Procedure Public Lighting Work Activities (PLWA);

Tipperary County Council Public Lighting Policy

## 13. DMURS Statement

The objective of “The Design Manual for Urban Roads and Streets” (DMURS) is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. The proposed layout for Carrick-on-Suir Regeneration promotes and prioritises walking and cycling.

### 13.1 Main Street

The traffic on the Main Street will be significantly calmed under the proposed scheme, with reduction to one lane, tighter lane widths, a series of raised tables, controlled crossing points and lateral deflections in the road alignment. This will make it much easier for pedestrians to cross the street in between designated crossing points.

### 13.2 Laneways and Side Streets

Shared surfaces are proposed for Main St., Bridge Street, Chapel Street, Strand Lane, Westgate, Oven Lane and to the section of North Quay between Old Bridge and Dillon Bridge to create traffic calmed zones.

The Design Manual for Urban Roads and Streets (DMURS), Department of Transport, Tourism & Sport (March 2013), defines shared surface streets and junctions as: ‘Integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. This may include streets where the entire street reserve is shared or where designated sections may provide for pedestrians and/or cyclists use only with a shared surface carriageway along part of the street.

The key condition for the design of any shared surface is that drivers, upon entering the street, recognise that they are in a shared space and react by driving very slowly (i.e. 20km/h or less). To ensure this, designers should:

- Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.
- Avoid raised kerb lines. Any kerb line should be fully embedded within the street surface.
- Minimise the width of the vehicular carriageway and/or corner radii.

Consequently, these principles have been adopted for Carrick-on-Suir Regeneration, where flushed kerbs and high quality surface materials will be used to areas of shared surface to encourage the movement of pedestrians across the spaces and to alert drivers that they are passing through a pedestrian priority area. The shared surface treatment is intended to calm traffic movements, while reinforcing pedestrian activities and enhancing visual amenity, economic performance and perceptions of personal safety.

The upgrade of Chapel St., Oven Lane and Strand Lane makes parking in the existing car parks more attractive by providing a pleasant walking route to the Main St.

### 13.3 North Quay

The Suir Blueway route is continued along the Quays to encourage cyclists to explore the town of Carrick-on-Suir. North Quay, west of Old Bridge will have a series of buildouts on the south side of the road to create additional space for pedestrians and to calm traffic. The proposed build outs will be used as a series of Traffic Give Way passing bays, with traffic travelling West giving priority to travelling East. A shared surface is provided between Old Bridge and Dillon Bridge. As outlined above proposed shared surfaces are designed so that the drivers entering a shared space zone recognises the zoned area and reacts by driving very slowly (i.e. 20km/h or less). This will provide a safer and more pleasant experience for those enjoying the Quays.

## 14. Utilities Impacted by the Scheme

Services enquiries were issued to the utility providers in January 2021 requesting a copy of their records of services within the proposed project area. In addition to the services enquiries to the utility providers, a Topographical Survey was undertaken in March 2021 and a Ground Penetrating Radar (GPR) survey was undertaken in April 2021. This information was used to assess the existing utilities in comparison with the proposed design and to identify any potential clashes which may require diversion of utilities.

### 14.1 ESB

The project brief requests for the undergrounding of all overhead electrical cables. All electrical cables on Main St. currently run underground.

On the Southern side of Main St., there are some overground cables running along the Quays west of Old Bridge and running across Old Bridge as well as along Strand Lane, Oven Lane and Hotel Lane. An overhead line crosses Castle Lane at the entrance to Pill Lane. Overhead lines also occur on the Northern side of Main St. running along Chapel St., Ball Alley Lane and to the west of Main St. on Greystone St. As part of the public realm upgrade works, it is proposed to liaise with ESB Networks and underground the existing overhead ESB cables.

It is proposed to install 2 No. electric vehicle charging points and all associated ducting infrastructure in the Car Parking to comply with the new electrical wiring regulations IS10101 and in accordance with the EU Regulations 2018 (SI No. 414 of 2018). As part of the detailed design drawings, ducting infrastructure shall be included for future EV charging points in the town.

Depending on the depth of the underground MV electrical cables running along Main St. and Bridge St. and on the Quays at Old Bridge, electrical cables may need to be lowered to accommodate a concrete slab underneath shared surface areas.

### 14.2 Gas

Low pressure Gas line runs the length of Main St. and branches to the south running down the length of Bridge St. and branching into Hotel Lane. A low pressure gas pipe runs Northward along Chapel St., turning into Ball Alley Lane and runs northward into Stable Lane and New St. The low pressure gas line also runs for a short distance along the Quays west of Old Bridge. A medium pressure Gas line turns down onto Barrack Lane from Dillon Bridge overhead and runs east along the Quays, northwards up Castle Lane and enters Castle St.

Depending on the depth of the gas line, the line may need to be lowered to accommodate a concrete slab underneath shared surface areas.

## 14.3 Irish Water

Tipperary County Council Water Services staff were contacted and confirmed 9<sup>th</sup> July 2021 that they have no plans to upgrade the networks in Carrick-on-Suir and they are in favour of re-directing surface water from combined sewers to dedicated surface water sewer where possible.

### 14.3.1 Water Supply

The proposed regeneration project does not require any additional water supply requirements.

It is proposed as part of the regeneration works to Sean Healy Park that provision for a future water connection be included within the park. This is to allow for the potential to provide wash down facilities to support the use of the river for water sports.

It may be required to undertake minor alterations to the positioning of Water Hydrant points or Water Meters in conjunction with proposed landscaping and pedestrian crossings. Where this is required, any alteration to the positioning of a water supply hydrant or meter point will only be undertaken with the agreement of Irish Water.

### 14.3.2 Wastewater Network

The proposed regeneration project does not require any additional wastewater treatment.

It is proposed to re-direct surface water from combined sewers to dedicated surface water sewer where possible. A combined sewer has been identified running from Bridge Street along Strand Lane, it is proposed to run a surface water line in parallel to connect to the surface water line running along the Quays. Re-direction of surface water away from the foul network will reduce the load on the wastewater network and treatment facilities.

It will be necessary to locally reposition wastewater manholes to coordinate access points with the proposed landscaping works to Main St. Where manhole cover locations need to be repositioned to suit new line and level of the proposed streetscape design, this will be coordinated with Irish Water at detailed design.

### 14.3.3 Surface Water Network

The proposed regeneration project is a refurbishment of the existing streetscape and is a replacement of the existing hardstanding areas within the town. The area of hardstanding within the town centre will not be noticeably altered by the proposed design. A new surface dressing will be introduced to the walkway along Pill Road (Strand Walk) to the south of Ormond Castle however this will be laid to a cross fall to allow rainwater to run off into the adjacent green areas. SuDS techniques are incorporated into the design to provide sustainable surface water management. Where new trees have been introduced a localised reservoir beneath the trees is included as a SuDS design measure. Where manhole cover locations need to be repositioned to suit new line and level of the proposed streetscape design, this will be coordinated with Irish Water at detailed design.

## 14.4 Public Lighting

The Public Lighting scheme proposed uses a combination of bollards, wall lights and lanterns mounted on 5m, 6m and 8m columns. All lighting schemes shall be in accordance with Tipperary County Councils Public Lighting Policy and IS EN 13201.

The cycle lane through Sean Healy Park shall be lit using LED Lanterns mounted on 5m tubular columns and will be motion controlled.

The existing heritage columns on the Quays shall be retained and the existing heritage lantern shall be upgraded to an LED heritage lantern. These lights shall be controlled via dusk to dawn photocells.

Pill Road (Strand Walk) which runs along the south of the grounds of Ormond Castle shall be lit using LED bollard lights. These bollard lights shall only throw light on the path and not 360 degrees from the bollard to ensure no adverse light pollution to the surrounding environs and will operate at 3000K to minimise any unfavourable effects on the local wildlife and natural environment.

Strand Lane carpark shall be lit using LED lanterns mounted on 6m columns and shall be controlled using individual dusk to dawn photocells.

Main St and Greystones St. shall be lit using LED Lanterns mounted on 8m columns and shall be controlled using individual dusk to dawn photocells. The lanterns and columns shall match the new lanterns and columns proposed for Castle St.

On Greystone St, the existing lights are mounted on ESB steel columns. As part of the public realm upgrade works, it is proposed to liaise with ESB Networks and underground the existing overhead ESB cables, remove the ESB steel columns and install new 8m lighting columns.

## 14.5 Telecoms

It is not proposed to alter any Telecoms services, where manhole covers need to be repositioned to suit new line and level of the proposed streetscape design, this will be coordinated with the Service providers at detailed design.

## 14.6 Data

It is not proposed to alter any data services, where manholes covers need to be repositioned to suit new line and level of the proposed streetscape design, this will be coordinated with the service providers at detailed design stage.

## 14.7 Traffic Lights

It is proposed to remove lights at junction from Dillon Bridge to Main St. and provide a priority junction which modelling shows performs better than the existing traffic signal layout during the inter-peak period.

## 15. Demolitions

It is proposed to demolish the derelict building on Strand Lane and use the resultant area to create new parking spaces. This will provide convenient parking for those who wish to enjoy the Quays and will improve the presentation of the riverside.

It is proposed to replace sections of the Quay Wall with glass infill barriers, which will provide views of the river for pedestrians and cyclists.

As a new opening is proposed to Ormond Park from Pill Road (Strand Walk) complete with new steps and ramp, the existing ramp located further north along the wall will be removed.

As part of the proposed Carrick-on-Suir Regeneration plan existing footpaths and carriageway surfaces, street furniture, signage, some light standards, some ESB poles and traffic lights will be removed.

All demolition works will be undertaken safely, the public will be kept informed of upcoming works as the project progresses. All waste will be disposed of by an appropriately licensed haulier and disposed in an appropriately licensed facility.

## 16. Drawings

Refer to Appendices for List of Drawings.

## 17. Public Consultation

The inhabitants, business owners, local sports and recreation clubs and public representatives actively engaged with the Public Consultation for Carrick-on-Suir Regeneration and provided valuable feedback on the proposed scheme. There was a very positive response to the Public Consultation. The people of Carrick-on-Suir value the heritage of their town and identify the potential for the future enjoyment of the streetscape and Sean Healy Park by foot and bicycle.

An initial briefing on the proposed Carrick-on-Suir Regeneration plan was presented at a meeting with the local Councillors on the 3<sup>rd</sup> February 2021. This was followed up with a presentation of the website on the 24<sup>th</sup> February 2021, the website went 'live' on the 25<sup>th</sup> February 2021.

A stakeholder list was compiled of 268 stakeholders, each of which were contacted either by post (236no.) or email (32no.) with a letter and a poster. The stakeholder list comprised of local sports and recreation clubs, residents, business owners, community groups and tourism bodies. The letter and poster advised of the upcoming public consultation.

In addition to the stakeholder list, 100 posters were placed in appropriate locations around Carrick-on-Suir (Supervalu, Credit Union, Library, Town Hall etc.) to inform residents of the upcoming public consultation for Carrick-on-Suir Regeneration. A larger sized poster (5mx2m) was erected on Main St.

The Nationalist newspaper ran a report on the proposed regeneration scheme for Carrick-on-Suir on the 3<sup>rd</sup> March 2021. A half-page feature in the Nationalist was included on the 10<sup>th</sup> March 2021 and a quarter page feature was included in the paper on 17<sup>th</sup> March 2021.

All six school principals in Carrick-on-Suir were contacted to encourage students to participate in the public consultation, they were all very positive about getting one of their classes to fill out the survey. Forty hard copies of the survey were sent to each school, even though some indicated that they would get the students to fill out the online survey. The hard copy surveys were returned to TCC.

The scheme and the request for public consultation were advertised on Tipp FM.

The online stakeholder survey on [www.yourcarrickonsuir.ie](http://www.yourcarrickonsuir.ie), opened on the 9<sup>th</sup> March 2021 for four weeks and closed on the 7<sup>th</sup> April 2021. 302 No. people filled out the survey (220 no. via the web site and 82 no. from schools). There were 20 questions, 12 of which either required one of the possible answers to be ticked or an order of preference given to a range of options. The other 8 questions were open ended where the respondent was asked

to give their opinion on an issue. The results of the survey were very positive and there was a high level of enthusiasm for the scheme. There was also a very high level of engagement in relation to the open-ended questions. In addition to the responses to the online survey five written submissions were received. The responses received through the online survey were reflected in the written submissions.

The campaign on Facebook reached 66,400 users, with 3,550 engagements, while Twitter had 2,791 impressions and 55 engagements. Octave submitted a detailed report on the Facebook and Twitter campaign.

On the closing date for the survey the project web site [www.yourcarrickonsuir.ie](http://www.yourcarrickonsuir.ie) was updated to say that the survey is closed but that further information would be uploaded over the coming weeks. A comment box was also added.

At the Council meeting on 22<sup>nd</sup> April 2021, the proposed temporary footpath buildouts were presented as well as a summary of the public consultation to date.

A workshop was held with the Councilors on the 6<sup>th</sup> May 2021. This was followed by a presentation to the Councilors that were unable to attend on the 6<sup>th</sup> May 2021. The Councilors suggested that options 2 & 3 be included in the public webinar.

Prior to the public webinar, the results of the public consultation online survey were published on the web site [www.yourcarrickonsuir.ie](http://www.yourcarrickonsuir.ie) with a short narrative on each set of responses.

The public webinar was advertised on Tipp FM 15<sup>th</sup> June 2021. The public webinar was held on the 16<sup>th</sup> June 2021. Approximately 47 no. people attended with very good engagement from the participants. The draft proposals, shown during the webinar, were subsequently uploaded to the web site [www.yourcarrickonsuir.ie](http://www.yourcarrickonsuir.ie) together with an updated report on the survey results and preliminary drawings for the proposed scheme.

The scheme to be submitted for Part 8 planning was presented to Carrick-on-Suir Tourism and Economic Development Committee (COSTEC) on the 14<sup>th</sup> June 2021.

The scheme was presented to Carrick-on-Suir Business Association (COSBA) on the 27<sup>th</sup> July 2021.

The proposed scheme was well received and the feedback received during the public consultation informed the design development of the scheme. There was strong support for the core elements of the scheme which include widening of footpaths to facilitate outdoor dining, traffic calming and improved linkages for pedestrians and cyclists.

## 17.1 Main Street Car Park

A proposal to upgrade the approach to the privately owned Car Park on Main St. is included in the proposed plan. Appendix K includes a drawing and a photo montage of the proposed works to the Main St. car park entrance and letter of consent from the owner Mr. Jimmy Foran.

## 17.2 Quay Wall Glass Infill Barriers

The OPW were consulted regarding the proposed glass infill barriers to the Quay walls and advised as follows by email; “The OPW are committed, where appropriate, to working with Local Authorities to improve the interaction between flood defence schemes and the evolving needs of local communities.”... “We will consider an application for consent for the installation of the glass panels. As outlined in previous correspondence you will be require the OPWs consent for these works under Section 9 of the Arterial Drainage Act 1945.”.

## 18. Conclusions and Recommendations

### 18.1 Conclusions

The proposed design for the Carrick-on-Suir Regeneration Plan promotes pedestrian movement and reduces vehicle dominance within the town centre by providing wider footpaths and upgrading the laneways linking the Main St. to existing car parks and the Quays. The redesign of the Main St. provides a pleasant environment, providing space for the enjoyment of outdoor dining and will enhance the presentation of the historic buildings. The new surfaces to the Quays linking Sean Healy Park to Ormond Castle invites cyclists enjoying the Suir Blueway to continue their journey into the historic town of Carrick-on-Suir. The introduction of a car park at Sean Healy Park, makes the park, the Suir Blueway and the Quays more accessible. The proposed glass infill barriers along the Quays allows pedestrians to appreciate the river Suir and water activity. The new steps and ramps on Pill Rd. (Strand Walk) provides a link between Pill Rd. (Strand Walk) and the grounds of Ormond Castle.

The proposed scheme was well received by the public and the feedback received during the public consultation informed the design development of the scheme. There was strong support for the core elements of the scheme which include widening of footpaths to facilitate outdoor dining, traffic calming and improved linkages for pedestrians and cyclists.

The proposed scheme addresses the desired objectives of the scheme and will provide assist the economic and social regeneration of Carrick-on-Suir.

### 18.2 Recommendations

The following summarises the recommendations and conclusions as set out in the assessment reports:

An Environmental Assessment Screening report advised that the considered impacts or effects of the proposed works are minor in nature and do not pose a significant threat. Site management and good practice will minimise and reduce potential impacts on site.

The Appropriate Assessment Screening report noted that the effect of the proposed Carrick-on-Suir Regeneration project will be to improve the streetscape and infrastructure of the town. Given the limited scale and scope of the proposed works, in-combination impacts to the identified Natura 2000 sites identified are not envisaged.

It was concluded in the EIA Screening report that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required in this instance.

A Flood Risk Assessment was undertaken to assess the potential impact of the proposed scheme on flooding, it demonstrated that the proposed development will not have an adverse impact on flooding elsewhere and that the risk to occupants of the site would be acceptable. Mitigation measures have been provided in the Flood Risk Assessment which will be sufficient to ensure that the flood risk is acceptable.

The proposed Regeneration design does not pose any additional demands on the water services within the town of Carrick-on-Suir.

Detailed traffic and parking analysis was undertaken to ensure that proposed scheme did not adversely affect the available parking within the town and that every opportunity to improve traffic flows, while supporting cycle and pedestrian movements was included in the proposed design. The scheme includes a proposal to remove the traffic lights at the junction of Main St. and Dillon Bridge to improve traffic flows.

The Archaeological Assessment recognised that the proposed Carrick-on-Suir regeneration project will enhance access and presentation of the medieval core of Carrick-on-Suir as a living, social and commercial place which will

be supported by a plan that encourages pedestrian movements, and car-parking at locations outside of the medieval core. The report recommends that all ground disturbances should be archaeologically monitored, by a suitably experienced archaeologist.

An Architectural Heritage Impact Assessment (AHIA) concluded that the proposed regeneration works will result in positive visual impacts on the setting of the historic buildings. The AHIA included recommendations to protect and retain identified existing features noting that the works at the Tholsel/ClockTower may require monitoring.

The scheme will only affect existing services where there is a need to carry out works to align with the proposed streetscape design for the Regeneration project. However where appropriate, the opportunity to redirect surface water from combined sewers to dedicated surface water sewer will be considered, this will reduce the load on wastewater treatment facilities. Proposals to underground overhead electrical cables declutter the streetscape, while the introduction of electrical vehicle charge points will support the use of electric vehicles.



# Appendix A

## Environmental Impact Assessment Report

**MWP**

**Carrick-on-Suir Regeneration Plan**  
**Environmental Impact Assessment Screening Report**

**Tipperary County Council**

**July 2021**

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## **1. Introduction**

A Part 8 Planning Application is being lodged by Tipperary County Council (TCC) for a Carrick-on-Suir Regeneration Plan.

The proposed development includes for public realm refurbishment and enhancement in Carrick on Suir's town centre comprising the upgrading of existing streets and lanes with new high quality paving, kerbing, public lighting, improved street furniture and utility diversions/works (including undergrounding of overhead ESB cables). Footpath space will be widened, traffic calming will be developed through build out, reduced road carriage widths and improved pedestrian crossings. Existing car parks will be improved and new car parking spaces provided. The traffic management at the junction of Main St and Dillon Bridge will change from a signal controlled junction to a priority controlled junction. Pedestrian movement will be prioritised by the design.

The development includes for public realm refurbishment and enhancement at Sean Healy Park comprising the development of a new vehicular parking area with entry and exit, footpaths and hard paved areas, widening of the Blueway and the development of associated landscaping and services/utilities to serve the proposed and future uses. The extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre. The upgrading of Strand Walk with new paving and the development of a new access to Ormond Castle grounds and closing of the existing ramped access.

MWP has been engaged by TCC to undertake an EIA screening assessment of the project to accompany the application.

## **2. Purpose of the Screening**

The purpose of this EIA Screening report is to detail findings from a desktop assessment of the proposed works in Carrick-on-Suir to establish the likely effects on the environment and advise if an EIA would be appropriate for the proposal. Under EU and Irish legislation, EIA is required for certain prescribed projects and is required for others which are likely to have significant impacts on the environment, by reason of their nature, extent or location. This legislation is examined in the following section.

## **3. Legislative Context for the project**

EIA legislation sets out the types of projects that may require EIA. Annex I of the Directive 2014/52/EU defines mandatory projects that require EIA on the basis that these project types will always have significant environmental effects. With regard to Annex II projects, Member States can choose to apply thresholds or use case by case examination or a combination of both to assess whether these projects require EIA.

Under Irish legislation, Annex II project types are subject to thresholds, which are defined in the 2011 Planning and Development Regulations, under the Fifth Schedule, Part II, 10 Infrastructure Projects, (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. These thresholds were set at levels which distinguish between those projects, which, by virtue of the nature, size or location, would be likely to have significant effects on the environment and those which would not.

This project is for a Part 8 Planning Application for proposed pavements resurfacing and infrastructure upgrade works of approximately 4.419 hectares. The project will involve the development of approximately 0.611 ha of business district area, 1.496 ha of built-up area and 2.332 ha of areas elsewhere. Thus, the project is considered 'sub-threshold' and this EIA Screening report examines whether the proposal to operate the scheme is likely to have significant effects on the environment and consequently, if EIA is required.

## **4. Methodology for Annex III Criteria Assessment**

The EIA Screening was completed by reviewing the proposal against the criteria included in Annex III of the EIA Directive (2014/92/EU). The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria are outlined here below.

### **4.1 Characteristics of proposed development**

The characteristics of the projects must be considered, with particular regard to:

- a. the size and design of the whole project;
- b. the cumulation with other existing and/or approved projects;
- c. the use of natural resources, in particular land, soil, water and biodiversity;
- d. the production of waste;
- e. pollution and nuisances;
- f. the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;
- g. the risks to human health (for example due to water contamination or air pollution).

### **4.2 Location of proposed development**

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

- a. the existing and approved land use;
- b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c. the absorption capacity of the natural environment, paying particular attention to the following areas:
  - I. wetlands, riparian areas, river mouths;
  - II. coastal zones and the marine environment;
  - III. mountain and forest areas;
  - IV. nature reserves and parks;
  - V. areas classified or protected under legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

- VI. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
- VII. densely populated areas;
- VIII. landscapes and sites of historical, cultural or archaeological significance.

### 4.3 Type and characteristics of potential impacts

The potential likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, and having with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:

- a. the magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);
- b. the nature of the impact;
- c. the transfrontier transboundary nature of the impact;
- d. The magnitude intensity and complexity of the impact;
- e. the probability of the impact;
- f. the expected onset, duration, frequency and reversibility of the impact;
- g. the cumulation of the impact with the impact of other existing and/or approved projects;
- h. the possibility of effectively reducing the impact.

Article 3(1) of the Directive states:

The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors:

- a. population and human health;
- b. biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;
- c. land, soil, water, air and climate;
- d. material assets, cultural heritage and the landscape;
- e. the interaction between the factors referred to in points a) to d).

## 5. Site Location and Description

The subject site is located in the Carrick-on-Suir town centre and extends from Healy Park in the west to Ormonde Castle in the east. A project description is provided in Section 6, below.

The town of Carrick-on-Suir is located on the river Suir in Co. Tipperary at the foothills of the Comeragh Mountains and lies 21 km east of Clonmel and 27 km northwest of Waterford. The town is serviced by the N24 National Road and by rail link.

A site location is provided in **Figure 1**, below.



- Development of a new vehicular carpark at Sean Healy Park adjoining the N24 accessed from the N24 and exiting onto Quay Rd.
- Upgrade and widening of existing and development of new pathways and hard and soft paved areas in Sean Healy Park. Development of services and utilities to facilitate future development at Sean Healy Park.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along the North Quays from Sean Healy Park to Ormond Castle. New builds outs will be developed to calm traffic.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along Greystone St and West Gate.
- Development of sections of glass infill to North Quay Walls to open views to the river at the south of Oven Lane.
- Upgrade of footpaths and trafficked area along Greystone Street and West Gate with new paving, kerbing, lighting etc
- Upgrade of footpath along Strand Walk with new paving and development of new access into Ormond Castle Grounds. This involves development of new steps and a ramp and removal of a section of the existing wall bounding the Ormond Castle grounds. The existing ramp connecting Castle Park to Strand Walk to be removed and this access closed.
- Development of associated drainage services and utilities
- Undergrounding of overhead electrical cables and upgrading of public lighting.
- Development of EV parking spaces and associated infrastructure at Sean Healy Park and Strand Lane.
- All associated site works.

The areas included in the Carrick-on-Suir Regeneration plan:

- Castle Lane
- Pill Road (Strand Walk)
- North Quay
- Main Street
- Barrack Lane
- Chapel St./New Lane
- Ball Alley Lane
- Oven Lane
- Strand Lane
- Bridge Street
- West Gate
- Greystone Street
- Sean Healy Park
- William Street

- Cook Lane
- Rose's Lane
- Hotel Lane
- Kiersey Place
- Entrance to Heritage Centre
- Entrance to Foran's Car Park
- Well Road

Refer to **Figure 2 Site Layout/Project Plan**.

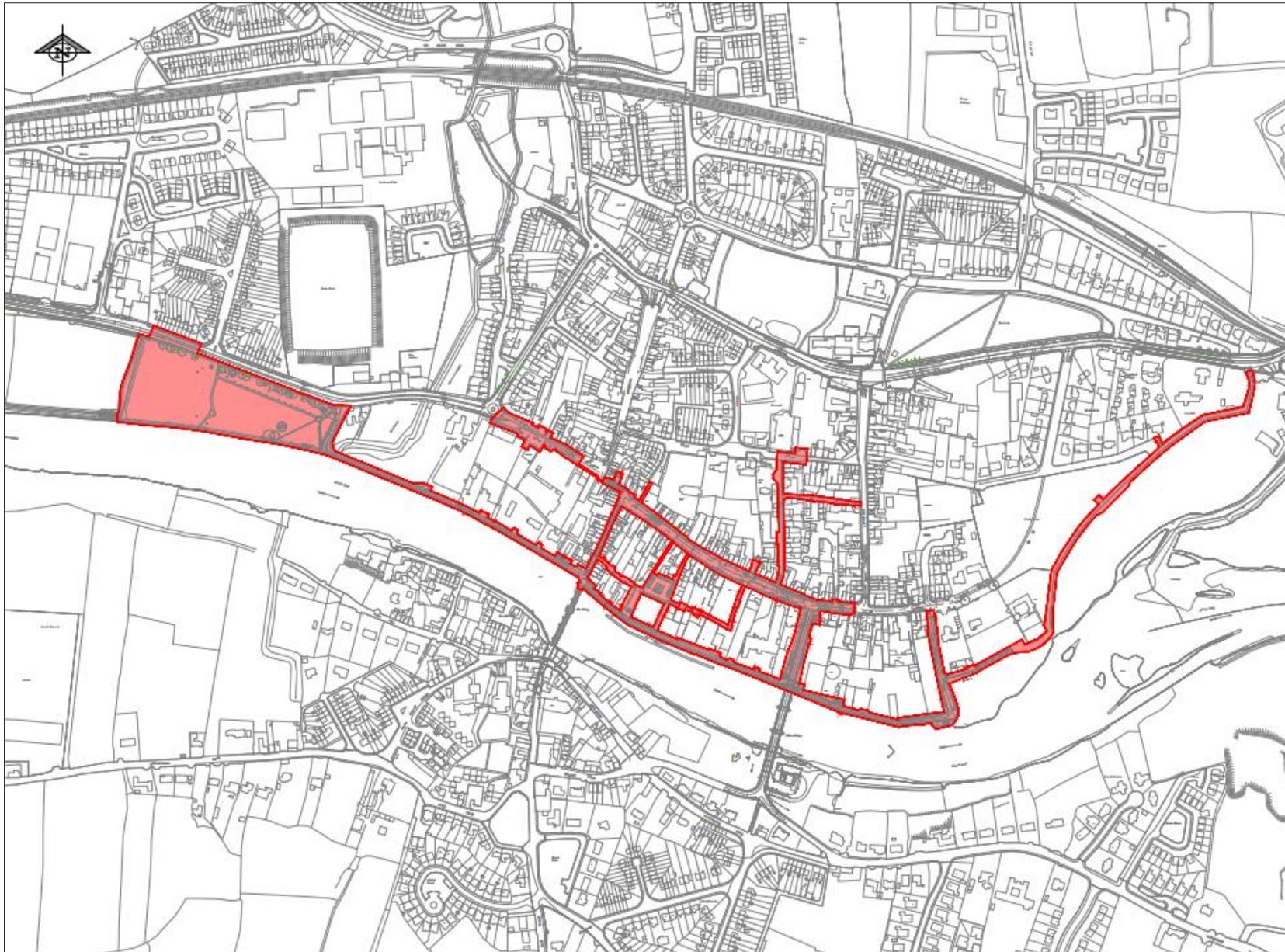


Figure 2 Site Layout/Project Plan

## 6.2 Operational Phase

The proposed regeneration plan focuses on the promotion of cycling and walking while minimising the impact of vehicles within the town centre. Currently the route along the quays between Sean Healy Park and Ormond Castle carries two-way traffic and is the shortest route for traffic travelling from the N24 wishing to access the south side of the river Suir. The alternative route is to travel around the town via the N24 and access Dillon Bridge via New Street. Two-way traffic needs to be maintained due to restricted turning points from the Quays onto side streets accessing Main Street and Castle Street. The introduction of a shared surface linking Sean Healy Park to Ormond Castle along the Quays, while maintaining two-way traffic, requires a series of right of way build outs to provide traffic calming and also possibly result in a reduction in traffic as drivers choose the alternative route.

The Main Street currently accommodates two lanes of one-way traffic with parking on both sides of the street. The new scheme proposes to reduce the traffic to one lane with parking alternating between each side of the street. This will result in more available space on both sides of the street to provide wider footpaths, seating and on-street dining areas, as well as improving the street environment with the reduction of traffic volumes and related visual and noise pollution.

Improved linkages between the Main Street and the side streets, which lead to existing off-street carparks and the quays area, will promote pedestrian circulation within the town and provide a more sociable experience for both locals and visitors.

The development of Sean Healy Park as a recreational space, providing new car parking spaces with set down area for vehicles and trailers to carry water sports equipment, access paths to the Suir river and the Blueway linking to the Quays, will encourage locals and visitors to experience the town by foot and bicycle.

## 6.3 Construction phase

The renewal and reconfiguration of the street layouts and laneways will necessitate the excavation of the existing footpaths and pavements, formation of suitable subbase and levels, relocation of existing utilities, installation of new street surface paving, street furniture and lighting. Footpaths will be broken by mechanical hammer and roadway surfaces planed, the resultant materials will be loaded onto a dump truck by machine bucket for removal to an appropriately licensed waste facility. The majority of ESB cables within Carrick-on-Suir currently run underground. Where localised sections of overground cabling exist, new trenches will be required to underground these cables. Additional trenches will only be required where relocation of services is necessary. This will be advised during detailed design. The new finishes to the streets will be a mixture of high-quality limestone paving slabs, limestone setts and asphalt.

The works will be undertaken on a phased basis with Construction due to commence in April 2022. It is anticipated that construction work will be completed within 12 to 18 months. Working hours will be 8am to 6pm Monday to Friday and 8am to 2pm on Saturday. No work will be undertaken on Sundays and Bank Holidays.

A derelict building on Strand Lane will be demolished to enhance the presentation of the Quayside and provide visible parking to promote walking linkages between the Quays and Main St.

It is proposed to remove sections of the quay wall and replace with a glass infill panel, to allow for views of the River Suir.

The proposed plan for Sean Healy Park will include works to be undertaken adjacent to the River Suir. New underground power, water and wastewater connections from the perimeter of the park will be included to provide services for potential future changing and wash down facilities.

The phasing of the construction works shall be outlined in the Construction & Environmental Management Plan (CEMP). The CEMP will be prepared by the appointed contractor and issued to TCC for agreement prior to works commencing and will be implemented for the duration of the works.

Access to the Main St. and properties within Carrick-on-Suir will be maintained at all times during the construction phase. This may require limited night works for final surfacing and utility installation etc. Scheduling of these activities will be addressed in the CEMP.

The construction works will always allow one lane of traffic on Main Street. Temporary diversions may be required especially for works to narrow routes such as Bridge Street. In this instance traffic will be redirected to take the longer route to the Quays by continuing from Main St. to the N24 and accessing the Quays via Sean Healy Park. The stretch of roadway between Sean Healy Park and the Old Bridge may also be temporarily closed, in which case traffic may be redirected around the N24, accessing Dillon Bridge via New St. to cross to the south side of the river.

Bus routes will be maintained through the town.

The number of construction staff on site will vary throughout the works. The nature of the Carrick-on-Suir Regeneration Plan enables multiple crews to work simultaneously in different areas. A typical crew will have 4-5 members plus a machine operator for excavation works. Where street paving resurfacing works are being undertaken, the crew will increase to 12-15 members plus associated plant, and delivery trucks. It is expected that the peak number of staff working on the Regeneration project will be no more than 20-25 staff at any one time.

A detailed Construction and Traffic Management Plan will be prepared by the Main Contractor carrying out the works and issued to TCC for agreement prior to any works starting on site.

The Construction and Traffic Management Plan will include details of the location of construction site offices, staff parking, access routes and set down areas for construction vehicles for the delivery and removal of materials, this will be agreed with TCC.

Over the duration of the Plan, it is estimated that approximately 800 truck journeys would be required for the project based on estimated quantities of materials at the preliminary design stage. This equates to approximately 11 truck per week over the duration of the project.

The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). As construction works are standard in nature and well understood, there is a low probability that accidents will occur. Normal good construction practices are to be employed and will ensure that the risk of accidents will be low. Having regard to substances or technologies used, it is envisaged that the risk of accidents, is very low and therefore will not result in significant environmental effects.

## 6.4 Environmental Context of Project Site

The proposed project is located within the Electoral Division of 'Carrick-on-Suir'. CSO data indicates that, in 2016, this ED had a total population of 5,771 person's resident, residing in the town.

The Corine Landcover Category (2018)<sup>1</sup> at the subject site is classed as 'Continuous Urban Fabric' (111), Discontinuous Urban Fabric' (112) and in the surrounding area the dominant land use is 'Agricultural Areas' (231).

The subject site is located in the townland of Carrick. The surrounding townlands in the region are Tinbane, Carrickbeg, Crehanagh, Mainstown, Garravoone, Baungarriff, Killonerry, Ballylynch, Tinhalla, Ballynagrana, Deerpark, Cregg, Knocknaconnery, Ballyrichard, Deerpark Lodge, Townparks and Crehanagh South. According to Geological Survey Ireland (GSI)<sup>2</sup> there are two types of limestone bedrock in the area. The southern part of the town is classified as 'Ballysteen Formation' which is described as 'Dark muddy limestone, shale' occurring in east to west band. The northern part of the subject site classified as 'Bullockpark Bay Member' which is described as 'Oolitic limestone' occurring in a narrower east to west band. The soil type at the location is classified as 'Urban' surrounded by areas of 'Till derived from Devonian sandstones', and 'Alluvium', and Gravels derived from Devonian sandstones south of the river.

The subject site is located within the 'Suir' (Catchment ID\_16) and the 'Suir\_SC\_160' and 'Lingaun\_SC\_010' sub-catchments which all fall within the Hydrometric Area 16. As part of the national characterisation programme undertaken for the second lifecycle of the Water Framework Directive (WFD) river basin management planning, assessments of individual sub-catchments have been undertaken. This assessment has been led by the EPA with input from Local Authorities and other public bodies. It has been noted in this report it states the main pressures are 'anthropogenic pressures' and 'Urban/domestic wastewater'<sup>3</sup>.

Aside from the Suir river itself, there are several other river water bodies within the site vicinity, the nearest of which is the Glen river (EPA\_Code 16G04), a 3<sup>rd</sup> order waterbody which flows in a southerly direction through the town into the River Suir. The Lingaun river (EPA\_Code 16L01), a 4<sup>th</sup> order river is located approximately 2km to the east of the town centre and flows in a south-easterly direction in to the Suir river.

Another 1<sup>st</sup> order stream, named 'Fire Station Carrick on S' (EPA\_Code 16F41), which flows south into the Suir is located approximately 500m west of the town centre. There are several other 1<sup>st</sup> and 2<sup>nd</sup> order streams located to the south of the Suir.

There are several EPA surface-water quality monitoring stations in the vicinity of the town centre, two of which are situated on the Glen river and two of which are located on the Suir river. The EPA assessment of water quality is based on the macro-invertebrate community and physio-chemical characteristics of the waterbody at these locations. The Water Framework Directive (WFD) status of the River Suir for the 2013-2018 period was Poor, based on Biological Status (Poor) and Dissolved Oxygen Saturation (Fail).

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<sup>1</sup> <https://gis.epa.ie/EPAMaps/>

<sup>2</sup> <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

<sup>3</sup> [https://www.catchments.ie/data/#/subcatchment/23/23\\_8?\\_k=ckcwsg](https://www.catchments.ie/data/#/subcatchment/23/23_8?_k=ckcwsg)

## **7. Annex III Criteria Assessment**

### **7.1 Characteristics of projects**

#### **7.1.1 The Size of the Proposed Development**

The land area of the proposed development is limited to and contained within the area between the Suir Blueway in the west and Ormond Castle Quarter to the east. The works involve the upgrade of footpaths and carriageway surfaces, with street furniture, seating, planting, bicycle parking and lighting. The proposed development is therefore relatively small in scale and will be enclosed within the existing urban area. The project falls below the thresholds which would trigger mandatory EIA as defined under the Fifth Schedule of Planning and Development Regulations, 2011. Controls to prevent any potential environmental impacts, e.g. surface water discharges, noise, dust and waste emissions have been taken into account in the design of the whole project.

#### **7.1.2 The Cumulation with Other Existing and/or Approved Projects**

The proposed development is within Carrick-on-Suir Town Centre, which is subject to ongoing retail, commercial and residential development. Current grants of permission include works such as demolition, remediation and extensions to existing private dwellings and commercial buildings in Carrick-on-Suir town (Tipperary County Council on-line planning enquiry system).

Tipperary County Council is permitted to undertake an additional three projects in the town, specifically Sean Kelly Square, Castle Street/New Street Public Realm and the Castle Park Biodiversity Plan by way of the Part 8 process. The projects have all been granted planning permission. Works for the Sean Kelly Square and Castle Street/New Street Public Realm projects will be scheduled to be undertaken in conjunction with the Regeneration Plan to avoid additional impacts in the town. No significant additional impacts are anticipated due to the concurrent construction of these proposals.

The Castle Park Biodiversity Plan will be undertaken separately to the proposed Regeneration Plan. No significant additional impacts are anticipated.

Upgrade works to the N24 are also planned (Planning Reference P8/19/01). These works are expected to commence in Q4 of 2021 and will last approximately 18 months. There will be some overlap between the N24 upgrade works and the proposed Regeneration Plan. A Construction Traffic Management Plan (TMP) will be developed for the Regeneration project prior to works commencing in order to minimise as far as possible any potential impact on Carrick-on-Suir. No significant additional impacts are anticipated due to this proposal.

The effect of the current proposal will be to improve the streetscape and infrastructure of the town whilst also improving pedestrian and cycle access. Any additional cumulative impacts would be temporary to short-term, occurring only during the construction phase.

Cumulation with other projects is therefore not considered to be significant.

### **7.1.3 Demolition**

It is proposed to demolish a derelict building on Strand Lane, to enhance the presentation of the Quayside and provide visible parking to promote walking linkages between the Quays and Main St. Waste generated during the demolition works will be managed in accordance with a detailed Construction Waste Management Plan. The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site. Demolition waste will be segregated and transferred to a suitably licensed facility by an authorized haulier.

### **7.1.4 The Use of Natural Resources, in Particular Land, Soil, Water and Biodiversity**

The proposed works will be within an urban environment, which has been significantly modified by human activity. Soil cover is absent within the town centre, and the soil underlying the town centre site constitutes Made Ground. There are some landscaped areas beside the River Suir which are subject to change under the proposal.

The Suir River forms part of the Lower River Suir SAC. A Screening for Appropriate Assessment has also been carried out. There will be no requirement for water abstraction for the proposed development as water requirements will be met by the public water supply.

Construction activity will include shallow and localised excavations up to an approximate maximum depth of 200mm bgl. It is anticipated that most of the material excavated will be existing road surfacing, concrete footpaths and signage, and it is unlikely that any in-situ rock breaking will be required. It is proposed to use high quality natural stone material in the upgrade works. Overall, it can be concluded that there is no evidence to suggest the project will be detrimental to natural resources. The natural resources required including land, soil and geo-resources are typical for a project of this scale. A desktop study and ecological site walkover do not indicate loss of any protected plant or animal species.

The following materials and approximate volumes are required for the works:

- Concrete - 2000m<sup>3</sup>
- Precast/Granite setts/Tarmac/Resin Bound path - 2400m<sup>3</sup>
- Topsoil – Neutral
- Ducting – 4300m

### **7.1.5 The Production of Waste**

Waste is expected to consist of concrete from existing footpaths and surface planing from the existing roadways. Small quantities of incidental waste materials such as pallets and packaging will also be generated. No hazardous waste material will be generated.

All waste will be managed in accordance with a Construction Waste Management Plan. The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site. Waste will be transferred from the site by a licensed haulier and disposed of in a suitably licensed waste facility.

Volumes are estimated as follows:

- Concrete/Blacktop/Precast concrete (average 250mm thickness) – 5,200m<sup>3</sup>

All construction waste will be managed in accordance with a Construction Waste Management Plan. The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site.

It is considered that the production of any waste associated with the construction of the development, as described above, would not cause unusual, significant or adverse effects of a type that would require an EIA.

### **7.1.6 Pollution and Nuisances**

The proposed works may cause a temporary disturbance or nuisance to occupants of the immediate and surrounding environs of the town centre. Works will be very localised to minimize any disturbance. The extents of excavated surface will be less than 500m<sup>2</sup> at all times. Runoff will be directed to the existing drainage system after passing through silt traps located in existing gullies. The discharge will be to the town tidal culverts.

### **7.1.7 The Risk of Major Accidents and/or Disasters**

Given the temporary to short-term nature of the proposal and the small scale of the project, the risk of disasters (typically considered to be natural catastrophes e.g. very severe weather event) or accidents (e.g. fuel spill, traffic accident) is considered low. In the case of the occurrence of a severe weather event such as flooding, work will be curtailed.

### **7.1.8 The Risks to Human Health**

There will be minor temporary nuisances associated with the project. The proposal will include noise from machinery on site (short duration, temporary). The project is a relatively small development, which will not involve significant risks to human health.

## 7.2 Location of Projects

### 7.2.1 The Existing and Approved Land-Use

The works will be carried out in an existing urban area and the modifications will be to existing surfaces and street furniture in the street and laneways, and their replacement with materials including high quality natural stone material and proposals which will enhance the aesthetics of the area. According to the Carrick-on-Suir Town Development Plan 2013, the area of proposed works is zoned as Town Centre and Existing Residential. There will be no change in land-use.

### 7.2.2 The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

The proposed works are within the confines of the town centre and confined to particular streets and junctions and do not traverse any designated conservation areas. A Screening for Appropriate Assessment was undertaken, and this concluded there will be no significant impact on any Natura 2000 sites within the zone of potential influence.

The project does not involve use or destruction of natural resources, such that there would be a significant threat to their regenerative capacity.

### 7.2.3 The Absorption Capacity of the Natural Environment

#### 7.2.3.1 Wetlands, riparian areas, river mouths

The works are in Carrick-on-Suir town centre, on the north bank of the Suir river, which forms part of the Lower River Suir SAC.

Within the town, surface water enters the drainage system. This water ultimately discharges to the Suir river which is tidal as far as Carrick-on-Suir. The development will not create significant additional run off and will continue to function within the capacity of the natural environment.

#### 7.2.3.2 Coastal Zones and the Marine Environment

The site lies approximately 22km from the coast. There is no potential for the project to have an effect on coastal areas.

#### 7.2.3.3 Mountain and Forest Areas

The site is located within the town centre of Carrick-on-Suir. There are forestry and mountains in the greater region, but none will be affected by the project.

#### 7.2.3.4 Nature Reserves and Parks

There are no nature reserves or parks in the area that will be affected by the project.

#### **7.2.3.5 Areas classified or protected under legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC**

A Screening for Appropriate Assessment has been prepared to determine whether the proposal is likely to have a significant effect on the conservation objectives of three Natura 2000 sites. It concluded that the project as currently proposed will not have a significant adverse effect on Natura 2000 sites.

There are three Natura 2000 sites within the zone of potential influence. It has been objectively concluded that the following sites are not likely to be significantly affected by the proposal and can therefore be screened out for appropriate assessment:

- Lower River Suir SAC (002137)
- Comeragh Mountains SAC (001952)
- Hugginstown Fen SAC (000404)

#### **7.2.3.6 Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure.**

The results of the EPA water quality assessment under the WFD status indicate that water quality in the River Suir at two locations near Carrick-on-Suir was poor for 2013-2018.

The proposed Regeneration Project will not impact negatively on water quality in the River Suir. Surface water will continue to drain into the existing drainage network and no additional pollutants or no additional discharges will enter the water as a result of the project. Sustainable Urban Drainage (SUDs) will be incorporated into the design where appropriate.

#### **7.2.3.7 Densely Populated Areas**

CSO data indicates that, in 2016, the town of Carrick-on-Suir had a total population of 4,954 person's resident. The proposed works are located within the Electoral Division of 'Carrick-on-Suir'.

The works will be relatively small in scale and short-term in duration and are not anticipated to have a significant long term effect on the surrounding population.

#### **7.2.3.8 Landscapes and Sites of Historical, Cultural or Archaeological Significance**

Examination of the National Monuments Service (NMS) online database of its sites and monuments records (SMR) indicates there are several listed buildings and features in the area.

An Architectural Heritage Impact Assessment of the Regeneration Project was undertaken by JCA Architects (2021). The report indicates that provided that the mitigation measures and recommendations outlined in the report are implemented there will be no negative physical impacts on the architectural heritage of the town. The report also finds that the proposed new paving, traffic calming, reduction in car parking spaces and tree planting will result in positive long term visual impacts on the street, streetscape and individual buildings.

Overall, the project aims to improve the aesthetics of the town and the improved quality will benefit the cultural features and buildings of the town and any protected structures. Shallow excavations are required along streets which have been previously excavated for drainage and road improvements. However, if required, the works can be supervised by an Archaeologist.

### 7.3 Types and Characteristics of Potential Impacts

#### 7.3.1 Population and Human Health

The likely significant effects of the project on population and human health have been considered in the following table.

**Table 1: Likely significant effects to population and human health**

Characteristics of the Impact	Population and Human Health
<b>Magnitude and spatial extent</b>	Mainly limited to the site and locality affecting workers, residents and business owners. Visitors and those travelling through the town will be impacted to a lesser degree.
<b>Nature</b>	Short term potential negative nuisance impacts to construction workers, residents and business owners from noise and dust arising from construction activities. Disruption to nearby residents, retail and commercial activities, road users and pedestrians during the proposed construction phase. Best construction practice in relation to noise and dust suppression will be implemented to keep impacts to a minimum. A Traffic Management Plan will also be put in place for the duration of the works.
<b>Transboundary nature</b>	Not applicable.
<b>Intensity and complexity</b>	A slight negative temporary-to-short-term impact on the immediate population is anticipated during the construction phase. When complete, the planned upgrade of key Carrick-on-Suir town centre locations will have a long term positive impact on both the local population and visitors.
<b>Probability</b>	There is a low probability of significant effects to population and human health as a result of the project.
<b>Expected onset, duration, frequency and reversibility</b>	Effects will be temporary to short-term. Construction will take place over a 12 to 18 month period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries. Impacts are not complex.
<b>Cumulation with other existing and/or approved projects</b>	Cumulative impacts may occur with the N24 project. However, cumulative impacts are not likely to be significant.
<b>Possibility of effectively reducing the impact</b>	A Construction and Environmental Management Plan will be put in place, as will a Traffic Management Plan, both of which will outline best practice measures to reduce impacts during the construction stage.

It is not considered that the proposal will result in a significant negative effect on population and human health, either alone, or in combination with other projects. Overall, the project will have a long term positive effect on the town.

### 7.3.2 Biodiversity

The likely significant effects of the project on biodiversity have been considered in the following table.

**Table 3: Likely significant effects to biodiversity**

Characteristics of the Impact	Biodiversity
<b>Magnitude and spatial extent</b>	No change to the current scenario. Localised temporary impact during construction phase only resulting from traffic and noise.
<b>Nature</b>	Slight negative impact to water quality due to minor ingress of sediments to the Suir river. Trees will be protected and maintained. An invasive species management plan will be prepared and implemented to prevent the spread of invasive species.
<b>Transboundary nature</b>	Not applicable. Any potential temporary impacts resulting from the proposed works will be confined to the local area.
<b>Intensity and complexity</b>	The site is comprised primarily of buildings and artificial surfaces and has no intrinsic ecological value. There are some minor areas of moderate/higher ecological value which will not be impacted by the project. The project is not considered complex. There will be an imperceptible-to-not significant impact on biodiversity from the proposed works.
<b>Probability</b>	There is a low probability of significant effects on biodiversity as a result of the project.
<b>Expected onset, duration, frequency and reversibility</b>	Construction impacts will temporary and last for 12 to 18 months. Effects will be temporary to short-term.
<b>Cumulation with other existing and/or approved projects</b>	It is not considered that the proposal will result in a significant effect on the biodiversity, either alone, or in combination with other projects.
<b>Possibility of effectively reducing the impact</b>	A Construction and Environmental Management Plan will be put in place for the duration of the works. This plan will include measures for managing surface water drainage.

It is not considered that the proposal will result in a significant effect on the biodiversity, either alone, or in combination with other projects.

### 7.3.3 Land & Soil

The likely significant effects of the project on land have been considered in the following table.

**Table 2: Likely significant effects to land and soil**

Characteristics of the Impact	Land and Soil
<b>Magnitude and spatial extent</b>	Mainly localised to the footprint of the project.
<b>Nature</b>	The town of Carrick-on-Suir is underlain by limestones. Soils generally comprise of made ground and works will be carried out in an existing urban area. Modifications will be to existing surfaces and street furniture, and their replacement with materials that are broadly similar. Existing road surfacing, concrete footpaths, street furniture and signage will be removed from the work site. Excavation required will be to a maximum approximate depth of 200mm bgl. Geological resources required are typical for this type of development. There will be a balance between waste material and soil generated and imported stone and fill for the new development. The likely impact on land is neutral.
<b>Transboundary nature</b>	Not applicable
<b>Intensity and complexity</b>	Changes on land and soils as a result of the project will result in effects which are imperceptible given that there is no land loss and pavements and footpaths will be replaced with upgraded natural materials.
<b>Probability</b>	There is a low probability of significant effects to land as a result of the project.
<b>Expected onset, duration, frequency and reversibility</b>	Construction will take place over a 12 to 18 month period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries. Impacts are not complex.
<b>Cumulation with other existing and/or approved projects</b>	Significant cumulative impacts on land are unlikely to occur as a result of in combination effects with the N24 upgrade project.
<b>Possibility of effectively reducing the impact</b>	A Construction and Environmental Management Plan will be put in place for the duration of the works. This plan will include measures for dealing with soils and other excavated materials.

There is no change in land use from the proposed development. Therefore, no significant effect on land and soils, either alone, or in combination with other projects, will occur.

### 7.3.4 Water

The likely significant effects of the project on the water environment have been considered in the following table.

**Table 3: Likely significant effects to water**

Characteristics of the Impact	Water
<b>Magnitude and spatial extent</b>	Localised to Carrick-on-Suir town centre, the River Suir, which is tidal at this location, and local rivers/streams. No instream works will take place. All works will be on the landward side of the river.
<b>Nature</b>	There is potential for water run-off from the site reaching the River Suir, particularly where works are undertaken in proximity to the riverbank. However, there will be no direct discharges to surface water during the construction phase of the project. Significant impacts are not envisaged due to scale of development, and the contained nature of site and works. As such, the construction phase of the project is not predicted to result in a significant negative effect on hydrology or surface water quality.
<b>Transboundary nature</b>	Not applicable.
<b>Intensity and complexity</b>	With regards to runoff, works will be localised, and the extents of localised excavated surface will be less than 500m <sup>2</sup> at all times. Runoff will be directed to the existing drainage system after passing through existing silt traps in existing gullies. This will ensure no silt and runoff will enter the drainage network below thus will not impact the Lower River Suir SAC.
<b>Probability</b>	There is a low probability of significant effects to water as a result of the project.
<b>Expected onset, duration, frequency and reversibility</b>	Construction will take place over a 12 to 18 month period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries, therefore impacts will be temporary-to-short term in nature. No instream works will take place and impacts are not anticipated to be complex.
<b>Cumulation with other existing and/or approved projects</b>	Significant cumulative impacts are unlikely to occur.
<b>Possibility of effectively reducing the impact</b>	A Construction and Environmental Management Plan will be implemented which will include best practice measures to protect water quality and reduce any impacts. With regards to use of fuels/oils, all fuels will be stored within secure and impermeable storage areas. Re-fuelling of plant and equipment will only take place within designated areas. The temporary site compound will be located at least 25 metres from any drains or other water features.

It is not considered that the Regeneration Project will result in a significant effect on the water environment within the River Suir, either alone, or in combination with other projects.

### 7.3.5 Air Quality and Climate

The likely significant effects of the project on air quality and climate have been considered in the following table.

**Table 4: Likely significant effects on air quality and climate**

Characteristics of the Impact	Material Assets
<b>Magnitude and spatial extent</b>	Any impacts will be localised to the vicinity of the works during the construction phase of the project
<b>Nature</b>	The construction phase will give rise to dust and additional air emissions from construction vehicles, plant and machinery. However, this will be short-term and considering the scale of the project, will not be significant. No odour emissions are anticipated.
<b>Transboundary nature</b>	Greenhouse Gas (GHG) emissions have global effects, however, given the scale and nature of the development any GHG emissions will be very low and transboundary impacts are not anticipated
<b>Intensity and complexity</b>	Impacts on air quality will be localised and slight-to -moderate in the immediate vicinity of some works during the construction phase.
<b>Probability</b>	Significant impacts to air quality and climate are unlikely to occur.
<b>Expected onset, duration, frequency and reversibility</b>	Increased air emissions from construction will be temporary-to-short-term.
<b>Cumulation with other existing and/or approved projects</b>	Significant cumulative impacts with other emission sources e.g. other projects, agriculture and industry are unlikely to occur..
<b>Possibility of effectively reducing the impact</b>	Minor effects can be alleviated though standard good site practice for onsite machinery. This will be implemented through dust suppression and control measures outlined in the CEMP and in the Construction Traffic Management Plan. In the longer term, the regeneration project will help promote pedestrianisation and cycling thus helping to reduce car related air emissions.

It is not considered that the proposed Regeneration Project will result in a significant effect on the climate, either alone, or in combination with other projects.

### 7.3.6 Material Assets

The likely significant effects of the project on material assets (e.g. utilities and services such as electricity and water supply, capacity of roads to absorb traffic) have been considered in the following table. Stone will be required to be imported at the site.

**Table 5: Likely significant effects to material assets**

Characteristics of the Impact	Material Assets
<b>Magnitude and spatial extent</b>	The majority of impacts will occur in the immediate vicinity of the works, although there will be some regional impacts on traffic. Localised impact on residential and commercial properties in the vicinity of the works.
<b>Nature</b>	There will be a negative impact due to traffic generated on surrounding streets during construction. Neutral impact on utilities and services such as electricity supply, water resource, given there is sufficient resources available.
<b>Transboundary nature</b>	Not applicable. The impacts during the construction phase will be localised to the immediate area of works.
<b>Intensity and complexity</b>	Impacts to material assets, particularly traffic will be slight to moderate during the proposed works.
<b>Probability</b>	Slight to moderate impacts are likely to occur.
<b>Expected onset, duration, frequency and reversibility</b>	Effects will be intermittent, temporary to short-term in the immediate vicinity during the proposed works.
<b>Cumulation with other existing and/or approved projects</b>	Cumulative effects associated with the overlap of the upgrade of the N24 may occur. These effects are not expected to be significant in nature.
<b>Possibility of effectively reducing the impact</b>	Minor effects can be alleviated through standard good site practice for onsite machinery. This will be implemented through measures outlined in the CEMP and Construction Traffic Management Plan. A separate TMP will be implemented for the upgrade works to the N24. The TMP for the regeneration project will be aligned with the TMP produced for the N24 In the longer term, the regeneration project will help improve mobility in the town, having a positive impact on traffic, tourism, residents and the local economy.

It is not considered that the proposed Regeneration Project will result in a significant effect on material assets in the region, either alone, or in combination with other projects.

### 7.3.7 Cultural Heritage

The likely significant effects of the project on cultural heritage (e.g. national monuments, protected structures, proposed architectural conservation area) have been considered in the following table.

**Table 6: Likely significant effects on the cultural heritage**

Characteristics of the Impact	Cultural Heritage
<b>Magnitude and spatial extent</b>	Localised to the vicinity of the works
<b>Nature</b>	There are recorded cultural heritage features within the town and adjacent areas. There is potential for unrecorded subsurface archaeology, however the area is urban in nature and has been subject to excavations and further disturbance in the past. Neutral impact on Cultural Heritage.
<b>Transboundary nature</b>	Not applicable. Any potential impact would be localised to immediate area of works.
<b>Intensity and complexity</b>	Imperceptible to not significant impact
<b>Probability</b>	Significant impacts unlikely to occur.
<b>Expected onset, duration, frequency and reversibility</b>	Temporary to short-term impacts during the construction period of 12 to 18 months.
<b>Cumulation with other existing and/or approved projects</b>	Cumulative impacts are unlikely to occur
<b>Possibility of effectively reducing the impact</b>	An archaeologist may be present during the works.

It is not considered that the regeneration works will result in a significant effect on cultural heritage in the region, either alone, or in combination with other projects.

### 7.3.8 The Landscape

The likely significant effects of the project on the landscape have been considered in the following table.

**Table 7: Likely significant effects on the landscape**

Characteristics of the Impact	Landscape.
<b>Magnitude and spatial extent</b>	Localised to the immediate vicinity of the works
<b>Nature</b>	The works involve upgrading streets within the town centre via the provision of surfacing works, installation of street furniture, planting and lighting which will improve the aesthetics and experience within the existing urban area. There may be some short-term negative impacts on the local streetscapes during construction. Post completion the impact on the landscape is expected to be positive.
<b>Transboundary nature</b>	There are no transboundary effects anticipated.
<b>Intensity and complexity</b>	Intensity considered low. Impacts are considered not complex.
<b>Probability</b>	Significant impacts unlikely to occur.
<b>Expected onset, duration, frequency and reversibility</b>	Impacts on the landscape/streetscape will be temporary to short-term during construction. Once complete the effects will be long term and positive.
<b>Cumulation with other existing and/or approved projects</b>	Following completion of the proposed works and the other identified Part 8 applications in Carrick-on-Suir, it is considered that there will be a cumulative positive impact on the town.
<b>Possibility of effectively reducing the impact</b>	The CEMP will outline best construction measures to ensure that the impacts on the landscape and streetscape are reduced during construction. Materials such as high-quality natural stone will be used which will have a positive visual impact. Views to the river will be opened by the use of glass sections on the quay. The finished regeneration works will have a positive visual and landscape effect.

It is not considered that the regeneration works will result in a significant adverse effect on the landscape in the region, either alone, or in combination with other projects.

#### 7.3.8.1 The Interaction Between the Factors Referred to Above

The potential for interactions between one aspect of the environment and another can result in direct or indirect impacts, which may be positive or negative. Where relevant, interactions have been identified in this document. The main interactions between the following aspects/factors are:

- Effects on water quality can impact aquatic ecology and biodiversity
- Effects on land use can impact the soil and water environment

In the case of this project, the interactions are considered minor in nature and do not pose a significant threat. Site management and good construction practice will minimise and reduce potential impacts on site.

## 8. Conclusion

### 8.1 Conclusion of the EIA Screening

In accordance with Article 120(1B)(b)(i) of the Local Government Planning and Development Regulations 2001, as amended, it is concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required in this instance.

### 8.2 Reasons for Conclusion

It is concluded that an Environmental Impact Assessment is not required based on the following reasons;

- Having considered the proposed development in the context of the mandatory requirement for Annex I and II projects, there is no requirement for EIA as the project is below the mandatory threshold for EIA.
- Having regard to the characteristics of the development, the proposal is of a relatively small-scale, involving pavement and pedestrian pathways and streetscapes works which are not complex in nature, within a development site that will be contained and controlled. Therefore, the development is not of a scale that would introduce significant or complex environmental effects.
- There is no potential for impacts on the qualifying interests for which Natura 2000 sites are designated. As such, there would be no significant direct or indirect impact on qualifying habitat or species associated with Natura 2000 sites;
- Having regard to the potential for effects on the environment, it is considered that due to the relatively modest scale of the proposed development and the development site location, the potential for minor effects can be alleviated through standard good site practice. Mitigation measures are available, should they be required, including any archaeological monitoring which may be advised by the County Archaeologist.
- Having considered the proposal in cumulation with existing and approved projects and activities, significant effects on the environment are not likely.
- Therefore, it is concluded that significant effects on the environment arising from the proposed development are not predicted.

### 8.3 Measures Available to Reduce Effects

Overall this EIA Screening has predicted that impacts or effects resulting from the project will not be significant. Site management through the implementation of the CEMP, TMP and general good construction practice will minimise and reduce potential impacts on site.



# Appendix B

## Appropriate Assessment Report

**MWP**

**APPROPRIATE ASSESSMENT  
SCREENING REPORT**  
**Carrick-on-Suir Regeneration Plan**

**Tipperary County Council**

**July 2021**

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## 1. Summary of Findings

### 1.1 Screening for Appropriate Assessment

Project Title	Screening for Appropriate Assessment Report
Project Proponent	Tipperary County Council
Project Location	Carrick-on-Suir, Co. Tipperary.
Screening for Appropriate Assessment	The Screening for Appropriate Assessment is undertaken to determine the potential for likely significant effects of the proposed project, individually, or in combination with other plans or projects, in view of the conservation objectives of the site on a Natura 2000 Site.
Conclusion	<p>It has been objectively concluded during the screening process that the Natura 2000 sites within the zone of influence of the proposed remediation works will not be significantly impacted by the proposed project at Carrick-on-Suir, Co. Tipperary. These sites are:</p> <ul style="list-style-type: none"><li>• Lower River Suir SAC - 0km</li><li>• Comeragh Mountains SAC - 10.7km</li><li>• Hugginstown Fen SAC - 14.2km</li></ul>

## **2. Introduction**

A Part 8 Planning Application is being lodged by Tipperary County Council (TCC) for Carrick-on-Suir Regeneration Plan.

The proposed development includes for public realm refurbishment and enhancement in Carrick on Suir's town centre comprising the upgrading of existing streets and lanes with new high quality paving, kerbing, public lighting, improved street furniture and utility diversions/works (including undergrounding of overhead ESB cables). Footpath space will be widened, traffic calming will be developed through build out, reduced road carriage widths and improved pedestrian crossings. Existing car parks will be improved and new car parking spaces provided. The traffic management at the junction of Main St and Dillon Bridge will change from a signal controlled junction to a priority controlled junction. Pedestrian movement will be prioritised by the design.

The development includes for public realm refurbishment and enhancement at Sean Healy Park comprising the development of a new vehicular parking area with entry and exit, footpaths and hard paved areas, widening of the Blueway and the development of associated landscaping and services/utilities to serve the proposed and future uses. The extension of the Suir Blueway along North Quays to provide cycleway and pedestrian linkages from Sean Healy Park to Ormond Castle and the town centre. The upgrading of Strand Walk with new paving and the development of a new access to Ormond Castle grounds and closing of the existing ramped access.

This screening for Appropriate Assessment has been undertaken to determine whether the proposal is likely to have a significant effect on any European site (i.e. Natura 2000 Sites), in view of the sites' conservation objectives.

This screening for Appropriate Assessment has been undertaken by a staff ecologist from Malachy Walsh and Partners, Engineering and Environmental consultants.

### **2.1 Legislative Context**

The Habitats Directive (92/43/EEC) seeks to conserve natural habitats and wild fauna and flora by the designation of Special Areas of Conservation (SACs) and the Birds Directive (2009/147/EC)<sup>1</sup> seeks to protect birds of special importance by the designation of Special Protected Areas (SPAs). It is the responsibility of each member state to designate SPAs and SACs, both of which form part of Natura 2000, a network of protected sites throughout the European Community. Further information is available at:

<http://ec.europa.eu/environment/nature/legislation/habitatsdirective/>

<http://www.npws.ie/planning/appropriateassessment/>

The current assessment was conducted within this legislative framework and also the DoEHLG (2009) guidelines. As outlined in these, it is the responsibility of the proponent of the project, in this case Tipperary County Council, to provide a comprehensive and objective screening for Appropriate Assessment, which can then be used by the competent authority, in order to conduct the Appropriate Assessment (DoEHLG, 2009).

### **2.2 Stages of Appropriate Assessment**

The Appropriate Assessment process is a four-stage process with issues and tests at each stage. The purpose of the screening assessment is to record in a transparent and reasoned manner the likely effects on Natura 2000 sites of a proposed development. An important aspect of the process is that the outcome at each successive stage determines whether a further stage in the process is required. The stages are set out in Appendix 1.

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<sup>1</sup> This is the codified version of Directive 79/409/EEC as amended (see [http://ec.europa.eu/environment/nature/legislation/birdsdirective/index\\_en.htm](http://ec.europa.eu/environment/nature/legislation/birdsdirective/index_en.htm) )

### 3. Assessment Methodology

#### 3.1 Appropriate Assessment Guidance

This screening for Appropriate Assessment, or Stage 1, has been undertaken in accordance with the European Commission Methodological Guidance on the provision of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2001), the European Commission Guidance 'Managing Natura 2000 Sites' Brussels, 21.11.2018 C (2018) 7621 final (EC, 2000), and *Appropriate Assessment of Plans & Projects - Guidance for Planning Authorities* prepared by the NPWS (DoEHLG, 2009 (rev. 2010) and the *Planning Regulator: - Appropriate Assessment Screening for Development Management, OPR Practice Note PN01* Office of the Planning Regulator, 2021.

#### 3.2 Desk Study

In order to complete the screening for Appropriate Assessment certain information on the existing environment is required. A desk study was carried out to collate available information on the subject site's natural environment. This comprised a review of the following publications, data and datasets:

- OSI Aerial photography and 1:50000 mapping
- National Parks and Wildlife Service (NPWS)
- National Biodiversity Data Centre (NBDC) (on-line map-viewer)
- BirdWatch Ireland
- Teagasc soil area maps (NBDC website)
- Geological Survey Ireland (GSI) area maps
- Environmental Protection Agency (EPA) water quality data
- South Eastern River Basin District (SWRBD) datasets (Water Framework Directive)
- Other information sources and reports footnoted in the course of the report

#### 3.3 Site Visit

An ecological field survey was conducted by a staff ecologist with Malachy Walsh and Partners Engineering and Environmental Consultants on 29<sup>th</sup> June 2021. The aim of this survey was to characterise the site and environs and establish the ecological features and resources at the site, particularly in relation to the features of interest of the Lower River Suir SAC which is situated adjacent to the proposed footprint of works.

Aerial photography was used together with GPS to accurately enable field navigation. Notes were made on all habitats encountered, including notes on dominant and indicative vegetation. An assessment was also made of the topography and drainage, disturbance, and management of the area. The presence of any invasive plant species was also noted.

## 4. Screening for Appropriate Assessment

As set out in the NPWS guidance (DoEHLG, 2009), the task of establishing whether a plan or project is likely to have an effect on a Natura 2000 Site is based on a preliminary impact assessment using available information and data, including that outlined above, and other available environmental information, supplemented as necessary by local site information and ecological surveys. This is followed by a determination of whether there is a risk that the effects identified could be significant. The precautionary principle approach is required.

Once the potential impacts that may arise from the proposal are identified the significance of these is assessed through the use of key indicators:

- Habitat loss
- Habitat alteration
- Habitat or species fragmentation
- Disturbance and/or displacement of species
- Water quality and resource.

Screening for Appropriate Assessment (Stage 1) determines the need for a full Appropriate Assessment (Stage 2) and consists of a number of steps, each of which is addressed in the following sections of this report:

- 4.1 Establish whether the proposed remediation works are necessary for the management of a Natura 2000 Site
- 4.2 Description of the proposed remediation works
- 4.3 Identification of Natura 2000 Sites potentially affected
- 4.4 Identification and description of potential individual and cumulative impacts of the works
- 4.5 Assessment of the significance of the impacts on the integrity of Natura 2000 Sites
- 4.6 Conclusion of screening stage

The purpose of the screening assessment is to record in a transparent and reasoned manner the likely effects, on relevant Natura 2000 Sites, of the proposed remediation works.

### 4.1 Management of Natura 2000 Sites

The proposal is not connected with or necessary to the conservation management of a Natura 2000 Site.

### 4.2 Description of the Scheme

The nature and extent of the proposed development is as follows:

- New streetscape layout for Main Street with new alignment design for footpaths and trafficked areas incorporating new paving, kerbing, hard and soft landscaping and street furniture.
- Alteration of on street parking for Main Street and other Streets.
- New surface finishes to laneways linking Main Street to car parks and the Quays and laneways off Main Street.

- Demolition of a derelict building on Strand Lane to facilitate development of additional car parking spaces and an improved public realm.
- Development of new surfacing and landscaping to Strand Lane/Oven Lane car park.
- Development of a new vehicular carpark at Sean Healy Park adjoining the N24 accessed from the N24 and exiting onto Quay Rd.
- Upgrade and widening of existing and development of new pathways and hard and soft paved areas in Sean Healy Park. Development of services and utilities to facilitate future development at Sean Healy Park.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along the North Quays from Sean Healy Park to Ormond Castle. New builds outs will be developed to calm traffic.
- Upgrade of surface finishes and alterations to the alignment of footpaths and trafficked areas along Greystone St and West Gate.
- Development of sections of glass infill to North Quay Walls to open views to the river at the south of Oven Lane.
- Upgrade of footpaths and trafficked area along Greystone Street and West Gate with new paving, kerbing, lighting etc
- Upgrade of footpath along Strand Walk with new paving and development of new access into Ormond Castle Grounds. This involves development of new steps and a ramp and removal of a section of the existing wall bounding the Ormond Castle grounds. The existing ramp connecting Castle Park to Strand Walk to be removed and this access closed.
- Development of associated drainage services and utilities
- Undergrounding of overhead electrical cables and upgrading of public lighting.
- Development of EV parking spaces and associated infrastructure at Sean Healy Park and Strand Lane.
- All associated site works.

The areas included in the Carrick-on-Suir Regeneration plan:

- Castle Lane
- Pill Road (Strand Walk)
- North Quay
- Main Street
- Barrack Lane
- Chapel St./New Lane
- Ball Alley Lane
- Oven Lane
- Strand Lane
- Bridge Street
- West Gate

- Greystone Street
- Sean Healy Park
- William Street
- Cook Lane
- Rose's Lane
- Hotel Lane
- Kiersey Place
- Entrance to Heritage Centre
- Entrance to Foran's Car Park
- Well Road

Refer to Figure 1 Site Layout/Project Plan.

#### **4.2.1 Operational Phase**

The proposed regeneration plan focuses on the promotion of cycling and walking while minimising the impact of vehicles within the town centre. Currently the route along the quays between Sean Healy Park and Ormond Castle carries two-way traffic and is the shortest route for traffic travelling from the N24 wishing to access the south side of the river Suir. The alternative route is to travel around the town via the N24 and access Dillon Bridge via New Street. Two-way traffic needs to be maintained due to restricted turning points from the Quays onto side streets accessing Main Street and Castle Street. The introduction of a shared surface linking Sean Healy Park to Ormond Castle along the Quays, while maintaining two-way traffic, requires a series of right of way build outs to provide traffic calming and also possibly result in a reduction in traffic as drivers choose the alternative route.

The Main Street currently accommodates two lanes of one-way traffic with parking on both sides of the street. The new scheme proposes to reduce the traffic to one lane with parking alternating between each side of the street. This will result in more available space on both sides of the street to provide wider footpaths, seating and on-street dining areas, as well as improving the street environment with the reduction of traffic volumes and related visual and noise pollution.

Improved linkages between the Main Street and the side streets, which lead to existing off-street carparks and the quays area, will promote pedestrian circulation within the town and provide a more sociable experience for both locals and visitors.

The development of Sean Healy Park as a recreational space, providing new car parking spaces with set down area for vehicles and trailers to carry water sports equipment, access paths to the Suir river and the Blueway linking to the Quays, will encourage locals and visitors to experience the town by foot and bicycle.

#### **4.2.2 Construction phase**

The renewal and reconfiguration of the street layouts and laneways will necessitate the excavation of the existing footpaths and pavements, formation of suitable subbase and levels, relocation of existing utilities, installation of new street surface paving, street furniture and lighting. Footpaths will be broken by mechanical hammer and roadway surfaces planed, the resultant materials will be loaded onto a dump truck by machine bucket for removal to an appropriately licensed waste facility. The majority of ESB cables within Carrick-on-Suir currently run underground. Where localised sections of overground cabling exist, new trenches will be required to underground

these cables. Additional trenches will only be required where relocation of services is necessary. This will be advised during detailed design. The new finishes to the streets will be a mixture of high-quality limestone paving slabs, limestone setts and asphalt.

The works will be undertaken on a phased basis with Construction due to commence in April 2022. It is anticipated that construction work will be completed within 12 to 18 months. Working hours will be 8am to 6pm Monday to Friday and 8am to 2pm on Saturday. No work will be undertaken on Sundays and Bank Holidays.

A derelict building on Strand Lane will be demolished to enhance the presentation of the Quayside and provide visible parking to promote walking linkages between the Quays and Main St.

It is proposed to remove sections of the quay wall and replace with a glass infill panel, to allow for views of the River Suir.

The proposed plan for Sean Healy Park will include works to be undertaken adjacent to the River Suir. New underground power, water and wastewater connections from the perimeter of the park will be included to provide services for potential future changing and wash down facilities.

The phasing of the construction works shall be outlined in the Construction & Environmental Management Plan (CEMP). The CEMP will be prepared by the appointed contractor and issued to TCC for agreement prior to works commencing and will be implemented for the duration of the works.

Access to the Main St. and properties within Carrick-on-Suir will be maintained at all times during the construction phase. This may require limited night works for final surfacing and utility installation etc. Scheduling of these activities will be addressed in the CEMP.

The construction works will always allow one lane of traffic on Main Street. Temporary diversions may be required especially for works to narrow routes such as Bridge Street. In this instance traffic will be redirected to take the longer route to the Quays by continuing from Main St. to the N24 and accessing the Quays via Sean Healy Park. The stretch of roadway between Sean Healy Park and the Old Bridge may also be temporarily closed, in which case traffic may be redirected around the N24, accessing Dillon Bridge via New St. to cross to the south side of the river.

Bus routes will be maintained through the town.

The number of construction staff on site will vary throughout the works. The nature of the Carrick-on-Suir Regeneration Plan enables multiple crews to work simultaneously in different areas. A typical crew will have 4-5 members plus a machine operator for excavation works. Where street paving resurfacing works are being undertaken, the crew will increase to 12-15 members plus associated plant, and delivery trucks. It is expected that the peak number of staff working on the Regeneration Plan will be no more than 20-25 staff at any one time.

A detailed Construction and Traffic Management Plan will be prepared by the Main Contractor carrying out the works and issued to TCC for agreement prior to any works starting on site.

The Construction and Traffic Management Plan will include details of the location of construction site offices, staff parking, access routes and set down areas for construction vehicles for the delivery and removal of materials, this will be agreed with TCC.

Over the duration of the Plan, it is estimated that approximately 800 truck journeys would be required for the project based on estimated quantities of materials at the preliminary design stage. This equates to approximately 11 truck per week over the duration of the project.

The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). As construction works are standard in nature and well understood, there is a low probability that accidents will occur. Normal good construction

practices are to be employed and will ensure that the risk of accidents will be low. Having regard to substances or technologies used, it is envisaged that the risk of accidents, is very low and therefore will not result in significant environmental effects.

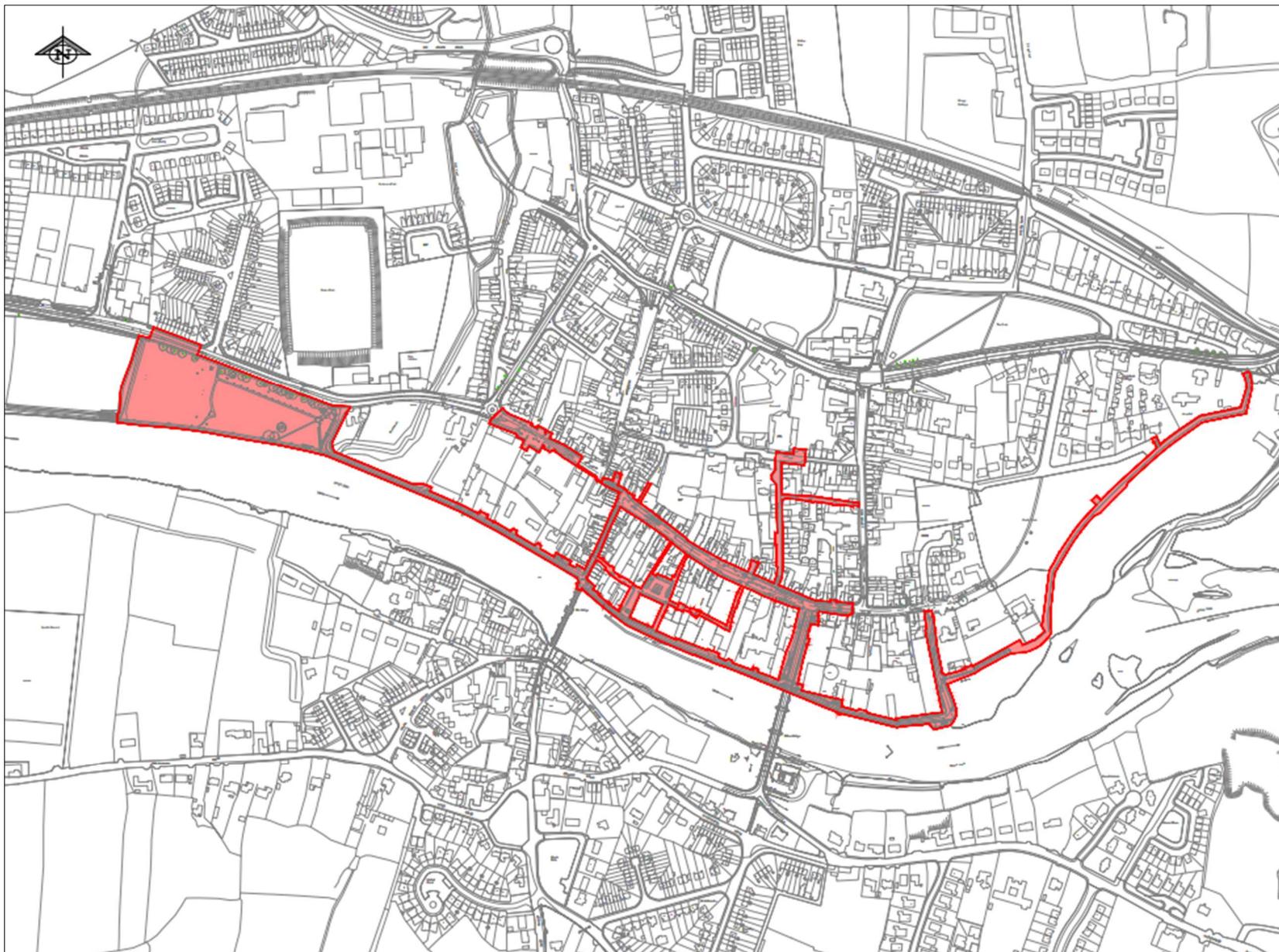


Figure 1 Site layout/Project Plan

### **4.3 Purpose of the Project**

To improve the environment for the public to enjoy, boost economic activity, encourage cycling and tourism within Carrick-on-Suir and .

### **4.4 Site Location**

The subject site is located in the Carrick-on-Suir town centre and extends from Sean Healy Park in the west to Ormond Castle and the N24 National Road in the east. A project description is provided in Section 6, below.

The town of Carrick-on-Suir is located on the river Suir in Tipperary at the foothills of the Comeragh Mountains and lies 21 km east of Clonmel and 27 km northwest of Waterford. The town is serviced by the N24 National Road and by rail link.

Carrick-on-Suir is located within the Electoral Division of 'Carrick-on-Suir'. CSO data indicates that, in 2016, this ED had a total population of 5,771 person's resident, residing in the town. The dominant land-use surrounding the town is agricultural.

The site location is presented in Figure 2, below.

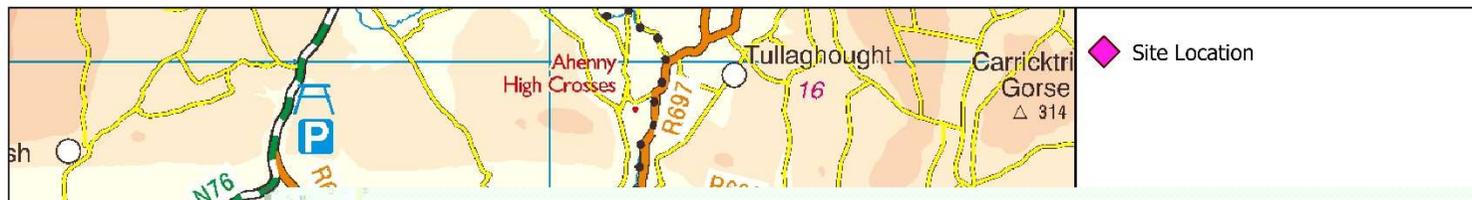


Figure 2 Site location

## 4.5 Site Description

Carrick-on-Suir is located within the Electoral Division of 'Carrick-on-Suir'. CSO data indicates that, in 2016, this ED had a total population of 5,771 person's resident, residing in the town. The dominant land-use surrounding the town is agricultural.

The proposed project is located within the Electoral Division of 'Carrick-on-Suir'. CSO data indicates that, in 2016, this ED had a total population of 5,771 person's resident, residing in the town.

The Corine Landcover Category (2018)<sup>2</sup> at the subject site is classed as 'Continuous Urban Fabric' (111), Discontinuous Urban Fabric' (112) and in the surrounding area the dominant land use is 'Agricultural Areas' (231).

The subject site is located in the townland of Carrick. The surrounding townlands in the region are Tinbane, Carrickbeg, Crehanagh, Mainstown, Garravoone, Baungarriff, Killonerry, Ballylynch, Tinhalla, Ballynagrana, Deerpark, Cregg, Knocknaconnery, Ballyrichard, Deerpark Lodge, Townparks and Crehanagh South. According to Geological Survey Ireland (GSI)<sup>3</sup> there are two types of limestone bedrock in the area. The southern part of the town is classified as 'Ballysteen Formation' which is described as 'Dark muddy limestone, shale' occurring in east to west band. The northern part of the subject site classified as 'Bullockpark Bay Member' which is described as 'Oolitic limestone' occurring in a narrower east to west band. The soil type at the location is classified as 'Urban' surrounded by areas of 'Till derived from Devonian sandstones', and 'Alluvium', and Gravels derived from Devonian sandstones south of the river.

The subject site is located within the 'Suir' (Catchment ID\_16) and the 'Suir\_SC\_160' and 'Lingaun\_SC\_010' sub-catchments which all fall within the Hydrometric Area 16. As part of the national characterisation programme undertaken for the second lifecycle of the Water Framework Directive (WFD) river basin management planning, assessments of individual sub-catchments have been undertaken. This assessment has been led by the EPA with input from Local Authorities and other public bodies. It has been noted in this report it states the main pressures are 'anthropogenic pressures' and 'Urban/domestic wastewater'<sup>4</sup>. The town of Carrick-on-Suir is the tidal limit of the Suir river.

Aside from the Suir river itself, there are several other river water bodies within the site vicinity, the nearest of which is the Glen river (EPA\_Code 16G04), a 3<sup>rd</sup> order waterbody which flows in a south through the town into the Suir. The Lingaun river (EPA\_Code 16L01), a 4<sup>th</sup> order river is located approximately 2km to the east of the town centre and flows in a south-easterly direction in to the Suir river.

Another 1<sup>st</sup> order stream, named 'Fire Station Carrick on S' (Epicure 16F41), which flows south in the Suir is located approximately 500m from the town centre. There are several other 1<sup>st</sup> and 2<sup>nd</sup> order streams located to the south of the Suir.

There are several EPA surface-water quality monitoring stations in the vicinity of the town centre, two of which are situated on the Glen river and two of which are located on the Suir river. This assessment of water quality is based on the macro-invertebrate community and physio-chemical characteristics of the waterbody at these locations. The WFD status of the River Suir for the 2013-2018 period was Poor, based on Biological Status (Poor) and Dissolved Oxygen Saturation (Fail).

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<sup>2</sup> <https://gis.epa.ie/EPAMaps/>

<sup>3</sup> <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

<sup>4</sup> [https://www.catchments.ie/data/#/subcatchment/23/23\\_8?\\_k=ckcwsq](https://www.catchments.ie/data/#/subcatchment/23/23_8?_k=ckcwsq)

## 4.6 Habitats

Habitats within the footprint of the proposed project were surveyed and classified according to Fossitt, 2000. Habitat maps are presented in Appendix 2.

### ***Buildings and Artificial Surfaces BL3***

The dominant habitat within the footprint of the proposed project is comprised of artificial surfaces, such as roads, paths, walls, and buildings (Plate 1 ). These are of negligible ecological value.



**Plate 1 Buildings and Artificial Surfaces along the Quays**

### ***Dry Meadows and Grassy Verges x Treeline x Hedgerow GS2 x WL2 x WL1***

The area adjacent to the proposed cycle path is comprised of a treeline x hedgerow matrix with a grassy verge (Plate 2).

Osier willow *Salix viminalis* is the dominant tree species with abundant goat willow *Salix cinerea*, and occasional sycamore *Acer pseudoplatanus*. Bramble *Rubus fruticosus* agg., ivy *Hedera helix*, are abundant throughout the middle layer of vegetation.

Vegetation within the lower layers is comprised of Meadowsweet *Filipendula ulmaria*, Cow parsley *Anthriscus sylvestris*, Angelica *Angelica sylvestris*, Ribwort plantain *Plantago lanceolata*, Herb robert *Geranium robertianum*, Creeping buttercup *Ranunculus repens*, Perennial rye-grass *Lolium perenne*, Hedge bindweed *Calystegia sepium*, Hedge wound wort *Stachys sylvatica*, Bush vetch *Vicia sepium*, Sow thistle *Sonchus oleraceus*, Broad-leaved dock *Rumex obtusifolius*, Mallow *Malva sylvestris*, Flag iris *Iris pseudacorus*, and Annual meadow grass *Poa annua*. This is of local importance (higher ecological value).



**Plate 2 Dry Meadows and Grassy Verges x Treeline x Hedgerow GS2 x WL2 x WL1 (area adjacent to proposed cycle path)**

***Amenity Grassland GA2***

The area within Sean Healy Park is comprised largely of amenity grassland (Plate 3). This is dominated by Annual meadow grass *Poa annua*, white clover *Trifolium repens*, common mouse ear *Cerastium fontanum*, ground ivy *Glechoma hederacea* and daisy *Bellis perennis*. This regularly mown and is of low biodiversity. This is of local importance (lower ecological value).



**Plate 3 Amenity Grassland (Sean Healy Park facing north)**

**Scattered Trees and Parkland WD5**

There are several mature white poplar *Populus alba* and lime *Tilia cordata* trees within amenity grassland area of Sean Healy Park. These were inspected for potential roosting features for bat. No such features were present. This is of local importance (higher ecological value) (Plate 4).



**Plate 4 Scattered Trees and Parkland WD5 (Sean Healy Park)**

#### 4.6.1 Invasive Species

The following invasive species were recorded during the ecological survey:

- Japanese Knotweed *Fallopia japonica*
- Himalayan balsam *Impatiens glandulifera*
- Buddleia *Buddleja davidii*
- Clematis 'Old man's beard' *Clematis vitalba*
- Winter heliotrope *Petasites pyrenaicus*

Of these, two are listed under the Third Schedule to the European Communities (Birds and Natural Habitats) Regulations 2011 (regulations 49 and 50), Japanese knotweed and Himalayan balsam.

Japanese Knotweed is extensive adjacent to the proposed walkway behind the castle walls. There is also a single stand on the river-side of the quay.

All of the Himalayan balsam recorded is on the river-side of the quay, and is outside of the footprint of works.

*Buddleia davidii*, *Clematis vitalba* 'Old man's beard', and Winter heliotrope are also present adjacent to the proposed walkway behind the castle walls.

An invasive species management plan will be prepared to manage, treat and prevent the spread of these species.

These are presented in Appendix 3.

## 4.7 Characteristics of the Project

The proposal is described below and has been confirmed with the project engineer.

<p><i>Size, scale, area, land-take</i></p>	<p>The land take of the project is 4.419 hectares</p>
<p><i>Details of physical changes that will take place during the various stages of implementing the proposal</i></p>	<p>The renewal and reconfiguration of the street layouts and laneways will necessitate the excavation of the existing footpaths and pavements down to a maximum depth of 200mm, formation of suitable subbase and levels, relocation of existing utilities, installation of new street surface paving, street furniture and lighting. The existing wall along the quays will be removed and replaced with a glass infill panel, to allow for view towards the River Suir.</p> <p>Vegetation clearance will be undertaken at the northern end of Sean Healy park for the construction of a new car park area. Trees on Main Street may be relocated, however these will be replaced with new trees and rain gardens.</p> <p>It is proposed to demolish the derelict building on Strand Lane, to enhance the presentation of the Quayside and provide visible parking to promote walking linkages between the Quays and Main St.</p> <p>Waste generated during the demolition works will be managed in accordance with a detailed Construction Waste Management Plan (WMP). The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site</p>
<p><i>Description of resource requirements for the construction/operation and decommissioning of the proposal (water resources, construction material, human presence etc)</i></p>	<p>The proposed works will be within an urban environment, which has been significantly modified by human activity.</p> <p>Soil cover is absent within the town centre, and the town centre site constitutes Made Ground. There are some landscaped areas beside the river Suir which are subject to change under the proposal. The Suir River forms part of the Lower River Suir SAC.</p> <p>There will be no requirement for water abstraction for the proposed development as water requirements will be met by the public water supply.</p> <p>Construction activity will include shallow and localised excavations to maximum depth of 200mm bgl. It is anticipated that most of the material excavated will be existing road surfacing, concrete footpaths and signage. It is not anticipated that in-situ rock breaking will be required.</p> <p>It is proposed to use high quality natural stone material in the upgrade works. The natural resources required including land, soil and geo-resources are typical for a project of this small scale.</p> <p>The following Materials and approximate volumes are required for the works:</p> <ul style="list-style-type: none"> <li>• Concrete - 2000m<sup>3</sup></li> <li>• Precast/Granite setts/Tarmac/Resin Bound path - 2400m<sup>3</sup></li> <li>• Topsoil – Neutral</li> <li>• Ducting – 4300m</li> </ul>

	<p>Volumes are estimated as follows: Concrete/Blacktop/Precast concrete (average 250mm) – 5200m<sup>3</sup></p>
<p><i>Description of timescale for the various activities that will take place as a result of implementation (including likely start and finish date)</i></p>	<p>The proposed works are due to commence in April 2022 and are likely to take 12-18 months to conclude.</p>
<p><i>Description of wastes arising and other residues (including quantities) and their disposal</i></p>	<p>Waste is expected to consist of concrete from existing footpaths and surface planing from the existing roadways. Small quantities of incidental waste materials such as pallets and packaging will also be generated. No hazardous waste material will be generated.</p> <p>All waste will be managed in accordance with the Construction WMP. Waste will be transferred from the site by a licensed haulier and disposed of in a suitably licensed waste facility.</p> <p>Volumes are estimated as follows:</p> <ul style="list-style-type: none"> <li>• Concrete/Blacktop/Precast concrete (average 250mm thickness) – 5,200m<sup>3</sup></li> </ul> <p>As part of the Construction Waste Management Plan (WMP) individual waste streams will be identified at source and stored in dedicated skips for subsequent disposal to licensed landfill or to recycling.</p>
<p><i>Identification of wastes arising and other residues (including quantities) that may be of particular concern in the context of the Natura 2000 network</i></p>	<p>There will be no hazardous waste generated by the proposed works.</p> <p>As part of the Construction WMP individual waste streams will be identified at source and stored in dedicated skips for subsequent disposal to licensed landfill or to recycling.</p>
<p><i>Description of any additional services required to implement the project or plan, their location and means of construction</i></p>	<p>A site compound will be required for the successful contractor to undertake the works. This will be situated nearby, away from the works area and a minimum of 25m from the river or any surface drain. Fuels will be stored within a bunded area in the enclosed compound along with tools, materials, etc. All plant is to be refuelled in this compound and a drip tray fitted to any stationary plant working in proximity to the watercourse.</p>

## 4.8 Identification of Other Projects or Plans or Activities

The proposed development is within Carrick-on-Suir Town Centre, which is subject to ongoing retail, commercial and residential development. Current grants of permission include works such as demolition, remediation and extensions to existing private dwellings and commercial buildings in Carrick-on-Suir town (Tipperary County Council on-line planning enquiry system).

Other proposed projects within Carrick-on-Suir include Sean Kelly Square, Castle Street/New Street Public Realm and the Castle Park Biodiversity Plan. These projects have all been granted planning. It is envisaged that the works to Sean Kelly Square and Castle Lane will be constructed in conjunction with the Carrick-on-Suir Regeneration Plan.

Upgrade works to the N24 are also planned (Planning Reference P8/19/01). These works are expected to commence in Q4 of 2021 and will last approximately 18 months. There will be some overlap between the N24 upgrade works and the proposed Regeneration Plan. A Construction Traffic Management Plan will be developed prior to works commencing in order to minimise as far as possible any potential impact on Carrick-on-Suir town. The TMP for the regeneration plan will be co-ordinated with the TMP produced for the N24.

## 4.9 Identification of Natura 2000 Sites

### 4.9.1 Zone of Impact Influence

The screening stage of AA involves compiling a 'long list' of Natura 2000 sites within a zone of potential impact influence for later analysis which may or may not be significantly impacted upon by the proposal.

The "zone of influence" for a project is the area over which ecological features may be subject to significant effects as a result of the proposed project and associated activities (CIEEM, 2018). This is likely to extend beyond the site where there are ecological or hydrological connection(s) beyond the site boundaries.

The subject site and a distance of 15km is recommended as a potential zone of influence (Scott Wilson et al., 2006). However, National Parks and Wildlife Service (NPWS) guidance (NPWS, 2009) advises that this zone of influence be assessed on a case-by-case basis with consideration of the nature, size, and location of the project, the sensitivities of the ecological receptors and the potential for cumulative effects. As such, Natura 2000 sites beyond 15km may also be considered based on the potential for an ecological and/or hydrological to the project site, bearing in mind the precautionary principle and using the Source-Pathway-Receptor framework.

Following this, the potential impacts associated with the proposal will be identified before an assessment is made of the likely significance of these impacts.

As described above, the test for the screening for Appropriate Assessment is to assess, in view of best scientific knowledge, if the development, individually or in combination with other plans/project is likely to have a significant effect on a Natura 2000 site. If there are any significant, potentially significant, or uncertain effects, it will be necessary to proceed to Appropriate Assessment and submit an NIS.

The locations of Natura 2000 sites within the zone of potential significant impact influence of the proposal site, bearing in mind the precautionary principle, are shown on a map in Figure 3. Natura 2000 sites within the zone of potential significant impact influence of the proposal site, including their proximity are shown in below. Site synopses for these sites are included in Appendix 4.

**Table 1 Natura 2000 Sites within zone of potential impact influence of the proposal site**

Designated Site	Site Code	Proximity of Site to Nearest Point of Designated Site	Hydrological/Ecological Connection? (Yes/No)
Lower River Suir SAC	002137	0km	Yes. This SAC is situated adjacent to the footprint of the proposed project. Existing road drainage within the footprint of works drains to the River Suir which comprised part of this SAC. As such, there is a potential ecological link between the proposed works and the site.
Comeragh Mountains SAC	001952	10.7km	No. There is a lack of hydrological and ecological connection between the proposed works and this SAC.
Hugginstown Fen SAC	000404	14.2km	No. There is a lack of hydrological and ecological connection between the proposed works and this SAC.

#### 4.9.2 Characteristics of Natura 2000 Sites

Table 2 lists the qualifying features of Special Conservation Interest for the Natura 2000 sites that lie within the zone of potential impact influence of the subject site. Information pertaining to the Natura 2000 sites is from site synopses, conservation objectives and other information available on [www.npws.ie](http://www.npws.ie).

**Table 2 Natura 2000 sites with qualifying features of Special Conservation Interest.**

Natura 2000 Site	Qualifying features of Special Conservation Interest
Lower River Suir SAC	<ul style="list-style-type: none"> <li>• Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330]</li> <li>• Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410]</li> <li>• Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation [3260]</li> <li>• Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430]</li> <li>• Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]</li> <li>• Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) [91E0]</li> <li>• <i>Taxus baccata</i> woods of the British Isles [91J0]</li> <li>• <i>Margaritifera margaritifera</i> (Freshwater Pearl Mussel) [1029]</li> <li>• <i>Austropotamobius pallipes</i> (White-clawed Crayfish) [1092]</li> <li>• <i>Petromyzon marinus</i> (Sea Lamprey) [1095]</li> <li>• <i>Lampetra planeri</i> (Brook Lamprey) [1096]</li> <li>• <i>Lampetra fluviatilis</i> (River Lamprey) [1099]</li> <li>• <i>Alosa fallax fallax</i> (Twaiite Shad) [1103]</li> <li>• <i>Salmo salar</i> (Salmon) [1106]</li> <li>• <i>Lutra lutra</i> (Otter) [1355]</li> </ul>

Natura 2000 Site	Qualifying features of Special Conservation Interest
Comeragh Mountains SAC	<ul style="list-style-type: none"> <li>• Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110]</li> <li>• Water courses of plain to montane levels with the Ranunculion fluitantis and <i>Callitricho-Batrachion</i> vegetation [3260]</li> <li>• Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010]</li> <li>• European dry heaths [4030]</li> <li>• Alpine and Boreal heaths [4060]</li> <li>• Blanket bogs (* if active bog) [7130]</li> <li>• Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110]</li> <li>• Calcareous rocky slopes with chasmophytic vegetation [8210]</li> <li>• Siliceous rocky slopes with chasmophytic vegetation [8220]</li> <li>• <i>Hamatocaulis vernicosus</i> (Slender Green Feather-moss) [6216]</li> </ul>
Hugginstown Fen SAC	<ul style="list-style-type: none"> <li>• Alkaline fens [7230]</li> </ul>

### 4.9.3 Conservation Objectives

According to the Habitats Directive, the *conservation status of a natural habitat* will be taken as ‘favourable’ within its biogeographic range when:

- its natural range and areas it covers within that range are stable or increasing, and
- the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and
- the conservation status of its typical species is favourable as defined below.

According to the Habitats Directive, the conservation status of a species means the sum of the influences acting on the species concerned that may affect the long-term distribution and abundance of its populations. The conservation status will be taken as ‘favourable’ within its biogeographic range when:

- population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats, and
- the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and
- there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

Site-specific conservation objectives are available for the following sites:

- Lower River Suir SAC (002137) (Version 1.0, produced March 2017)
- Hugginstown Fen SAC (000404) (Version 1.0, produced July 2019)

Generic conservation objectives were available for Comeragh Mountains SAC (001952).

These have been accessed on the 13<sup>th</sup> July 2021. No management plan is not available for this site. All conservation objectives together with other designated site information are available on <http://www.npws.ie/protectedsites/>.

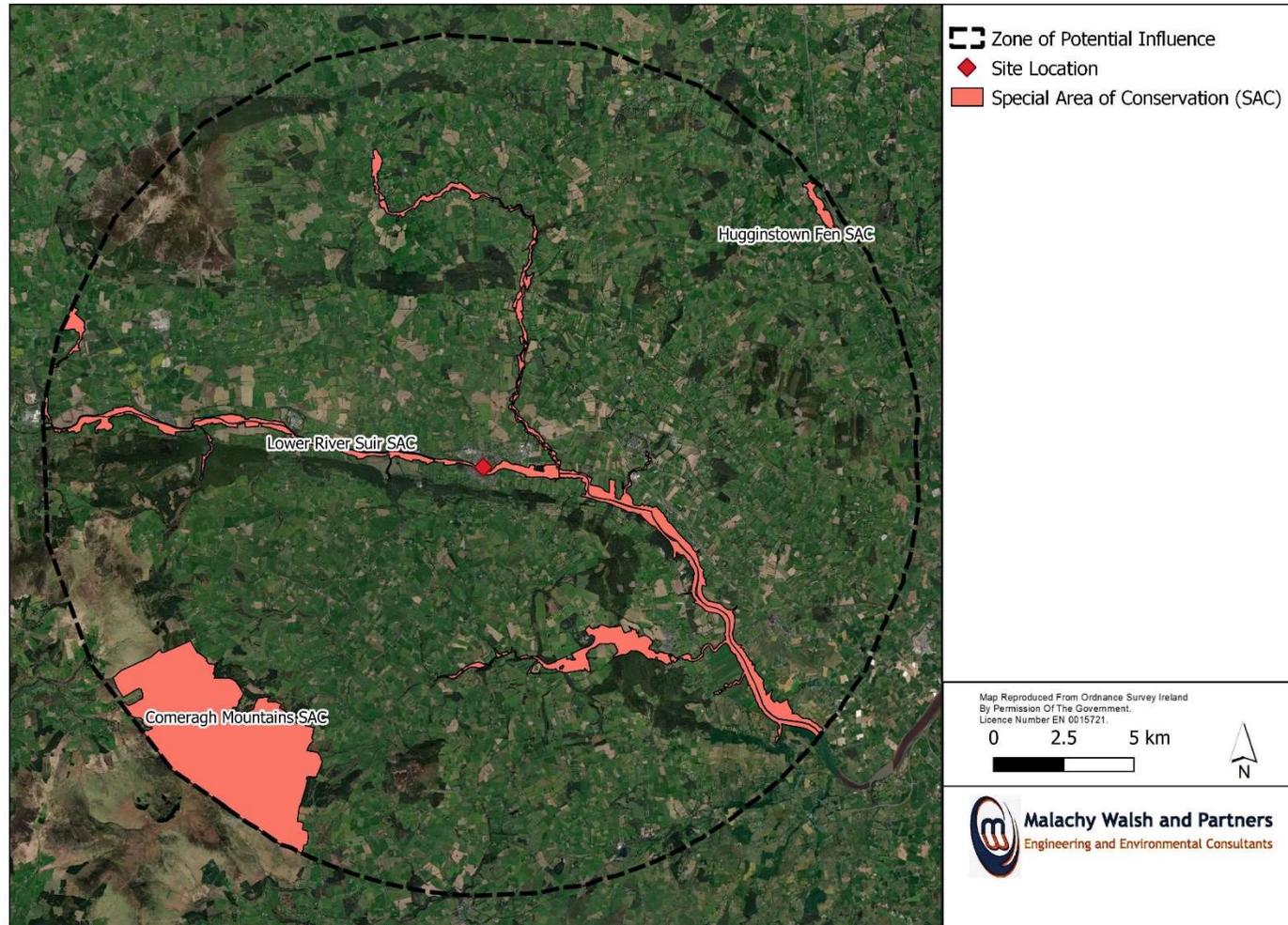


Figure 3 Natura 2000 sites within the zone of potential influence

### 4.10 Identification of Potential Impacts

Potential likely ecological impacts arising from the project are identified in this section.

<p><i>Description of elements of the project likely to give rise to potential ecological impacts.</i></p>	<p>The proposed works are for the regeneration of Carrick-on-Suir town centre between Sean Healy Park and Ormond Castle and the N24 National Road. The works will be undertaken entirely within an existing built-up area.</p> <p>A glass infill panel will be installed along the Quay to allow for views of the River Suir. There is potential for ingress of sediment to occur from this element of the project.</p>
<p><i>Describe any likely direct, indirect or secondary ecological impacts of the project (either alone or in combination with other plans or projects) by virtue of:</i></p> <p><i>Size and scale;</i></p> <p><i>Land-take;</i></p> <p><i>Distance from Natura 2000 Site or key features of the Site;</i></p> <p><i>Resource requirements;</i></p> <p><i>Emissions;</i></p> <p><i>Excavation requirements;</i></p> <p><i>Transportation requirements;</i></p> <p><i>Duration of construction, operation etc.; and</i></p> <p><i>Other.</i></p>	<p>The land take of the project is 4.419 hectares</p> <p>The proposed works will be within an urban environment, which has been significantly modified by human activity. The proposed works are not located within any Natura 2000 site; as such there will be no land-take from any Natura 2000 site.</p> <p>There are three Natura 2000 sites within the zone of potential influence of the proposed works:</p> <ul style="list-style-type: none"> <li>• Lower River Suir SAC (002137) - 0km</li> <li>• Comeragh Mountains SAC (001952) - 10.7km</li> <li>• Hugginstown Fen SAC (000404) - 14.2km</li> </ul> <p>There is no hydrological or ecological connection between the site of the proposed works and Comeragh Mountains SAC (001952), and Hugginstown Fen SAC (000404). Due to the proximity of the proposed works to Lower River Suir SAC (002137) (0km), there is a potential for impacts to ensue on this site.</p> <p>Water abstraction will not be required as part of the proposed project.</p> <p>There is potential for surface water run-off during the proposed construction phase.</p> <p>There is potential for masonry and sediment to enter the watercourse during the demolition of a derelict building on Strand Lane.</p> <p>There is potential for masonry and sediment material to enter the watercourse during the removal of sections of the quay wall to allow for the installation of a glass panel along the quay.</p> <p>The proposed project will be in an urban area already subject to regular traffic noise.</p> <p>There will be no requirement to traverse through any Natura 2000 site.</p> <p>Construction works will be temporary and relatively short-term in nature. They are anticipated to begin in April 2022 and take</p>

	<p>between 12 and 18 months to complete. The operational phase of the project will continue indefinitely. No impact is envisaged as a result of the duration of this project.</p> <p>There are no other potential sources of impacts associated with the proposed regeneration works.</p>
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### 4.11 Assessment of Significance of Potential Impacts

This section considers the list of sites identified in Table 1, above, together with the potential ecological impacts identified in the previous section and determines whether the project is likely to have significant effects on a European site. When assessing impact, European sites are only considered relevant where a credible or tangible source-pathway-receptor link exists between the proposed development and a protected species or habitat type. In order for an impact to occur there must be a risk initiated by having a 'source' (e.g. excavation), and an impact pathway between the source and the receptor (e.g. a waterbody which connects the proposal site to the protected species or habitats). An evaluation based on these factors to determine which European sites are the plausible ecological receptors for potential impacts of the proposed remediation works will be conducted in the Sections, below. The evaluation takes cognisance of the scope, scale, nature and size of the project, its location relative to the European sites listed in Table 1 above, and the degree of connectedness that exists between the project and each European site's potential ecological receptors.

#### 4.11.1 European sites outside the zone of potential impact influence

With regards to the proposed regeneration plan at Carrick-on-Suir, it is considered that the works do not include any element that has the potential to significantly alter the conservation objectives for which certain Natura 2000 sites are designated. It is considered that the Natura 2000 sites listed in Table 3 are outside the zone of potential impact influence of the proposal due to the absence of plausible impact pathways and/or the attenuating effect of the distance intervening. Therefore, it is objectively concluded that significant impacts on these sites are not reasonably foreseeable as a result of the programme of works described at Section 4.2. These sites, which are listed in Table 3, below, along with their distance and the rationale for exclusion, will not be considered further in this document. A Finding of No Significant Effects report (FONSE) is presented in Appendix 5.

**Table 3 European Sites excluded from further assessment**

European Site	Proximity of subject site to nearest point of designated site (km)	Rationale for exclusion from assessment
Comeragh Mountains SAC	10.7km	No source-pathway receptor present. Intervening distance of 10.7km
Hugginstown Fen SAC	14.2km	No source-pathway receptor present. Intervening distance of 14.2km

#### 4.11.2 European sites within the zone of potential impact influence

Of the European sites listed in Table 1, above, one is considered to have the potential to be impacted as a result of the proposal. Construction projects generally pose potential threats to Natura 2000 sites through habitat alteration, species disturbance/displacement and/or water quality impacts. Given the proximity of the proposed development works, there is potential for these impacts to occur within this European site. Therefore, the assessment of significance of potential impacts that follows focuses on the following European sites:

**Table 4 European sites within the zone of potential impact influence**

European Site	Proximity of subject site to nearest point of designated site (km)	Rationale for inclusion in assessment
Lower River Suir SAC	0km	Proximity of site to proposed development works

The likelihood of significant effects to a European site from the project was determined based on several indicators including:

- Water quality and resource
- Habitat loss
- Habitat alteration
- Habitat or species fragmentation
- Disturbance and/or displacement of species

The likelihood of significant cumulative/in-combination effects is assessed in **Section 0**.

##### 4.11.2.1 Water Quality

There are some elements of the proposed works which could potentially result in impairment of water quality. In general, where works are conducted within proximity to water bodies, impairment of water quality may potentially occur as a result of run-off of sediment/fines or accidental fuel/oil spills from machinery/equipment. These elements of the proposal could therefore potentially result in pollution of the aquatic environment. The River Suir runs adjacent to Carrick-on-Suir town, which forms part of the Lower River Suir SAC (Site Code 002137). The quay wall provides a barrier between the proposed works and the River Suir, preventing any surface run-off from entering the watercourse.

It is proposed to insert a glass section into a section of wall at the north quay. This will involve cutting into the existing quay wall and replacing it with a glazed panel. There is potential for masonry and sediment to enter the watercourse during this element of construction. Material generated from the removal will be collated on the existing road at the north quay and will not enter the watercourse. While some sediment may be produced during the removal, this will be minor.

Waste from the demolition of the derelict building on Strand Lane will be managed in accordance with the Construction WMP. While there may be some generation of sediment from this element of works, there is no risk of run-off/ ingress of sediment to the Lower River Suir SAC due to the barrier provided by the quay wall, and absence of a source-pathway-receptor pathway.

The Suir becomes tidal just before reaching Carrick-on-Suir (EPA, 2016). The assimilation of sediments deposited by the inflowing river systems and the movement of this load from upper reaches to lower are normal elements of the dynamics of any tidal cycle, as are fluctuations in the rates of sediment transfer from upper reaches to lower and patterns of deposition within the river. These processes are subject, not only to temporal effects but

to significant variation caused by the normal dynamics of the waxing and waning in river flows to which the benthic habitats have an inherent resilience.

There is no direct hydrological connection between the proposed works site and the Lower River Suir SAC (Site Code 002137). However, surface water does enter the river through the town drainage system, creating a minor indirect linkage between the proposed works and the river.

With regards to runoff, works will be localised, and the extents of excavated surface will be less than 500m<sup>2</sup> at all times. Runoff will be directed to the existing drainage system after passing through silt traps which are part of existing gullies. CEMP will cover the sections discussed below.

All fuels will be stored within secure and impermeable storage areas. Re-fueling areas and the temporary site compound will be located at least 25 metres from any drains or other water features.

As part of the Construction WMP individual waste streams will be identified at source and stored in dedicated skips for subsequent disposal to licensed landfill or to recycling.

For the practical purpose of management of sedimentary habitats, a 15% threshold of overlap between disturbing activities and a habitat is given in the NPWS guidance. Below this threshold disturbance is considered to be non-significant. Considering the low volume of sediment likely at risk of entering the watercourse, the short duration of works, and the tidal-nature of this stretch of the River Suir, no significant impacts to the Lower River Suir SAC from reduced water quality, will ensue as a result of the proposal.

#### **4.11.2.2 Habitat Loss and Alteration**

The proposed works are not located within any Natura 2000 sites and despite the proximity of the proposed works, there is no hydrological connection between the proposed works site and the Lower River Suir SAC. The habitats within the site of the proposed works are artificial in nature and not representative of those for which the Lower River Suir SAC is designated (Table 2). As outlined previously in section 4.11.2.1, above, the proposed works will not result in a significant impact on water quality. An invasive species management plan will be prepared and implemented prior to construction. As such, habitat alteration will not ensue. Therefore, there will be no significant impacts to the Lower River Suir SAC by virtue of habitat loss and/or alteration.

#### 4.11.2.3 Disturbance and/or Displacement of Species

The proposed works are not located within any Natura 2000 sites and despite the proximity of the proposed works, there is no hydrological connection between the proposed works site and the Lower River Suir SAC.

As outlined in section 4.11.2.1, the proposed works will not have an impact on water quality. Therefore, it is considered there will be no disturbance and/or displacement of the species for which the Lower River Suir SAC is designated by virtue of habitat loss and/or alteration.

##### **Freshwater Pearl Mussel (*M. margaritifera*)**

Current distribution mapping for this species indicates that the known distribution does not encompass the 10km grid squares, S32 and S42, in which the proposal is located (NPWS, 2019). There will be no in-stream works associated with the proposed works, and as outlined in section 4.11.2.1, the proposed works will not have an impact on water quality. Thus, no significant impact is envisaged on this species as a result of the proposed remediation works.

##### **Sea lamprey (*P. marinus*), River lamprey (*L. fluviatilis*), Brook lamprey (*L. planeri*)**

A review of the most recent species assessments determined that distribution mapping for river lamprey does not encompass the 10km grid squares S32 and S42, within which the proposed works are located, for the species' current known distribution. This grid square is, however, included within the current distribution for brook lamprey and sea lamprey (NPWS, 2019). It is considered that suitable habitat sufficient to support the structure and function of the lamprey population resident within the SAC is abundantly available in the extensive river systems encompassed within the SAC site boundary. However, there will be no in-stream works associated with the proposed works, and as outlined in section 4.11.2.1, the proposed works will not have a significant impact on water quality. Thus, no significant impact is envisaged on this species as a result of the proposed remediation works.

##### **Salmon (*S. salar*)**

The current known range and distribution of the species does include S32 and S42, the 10km grid squares that encompasses the location of the proposed works, and it is considered that suitable habitat sufficient to support the structure and function of the population of salmon resident within the SAC is abundantly available in the extensive river systems which are incorporated within the SAC site boundary. . However, there will be no in-stream works associated with the proposed works, and as outlined in section 4.11.2.1, the proposed works will not have a significant impact on water quality. Thus, no significant impact is envisaged on this species as a result of the proposed remediation works.

##### **Otter (*L. lutra*)**

The most recent assessment for this species determined that the 10km grid square, S32 and S42, within which the proposal is located, is included within the current known distribution for this species (NPWS, 2019). No signs of otter, including breeding signs were recorded during the site survey on 29<sup>th</sup> June 2021.

A review of on-line records held by the NBDC determined that the nearest on-line record for this species within the SAC relates to the sighting of a live otter along the northern quay. Water-quality impacts (as outlined in section 4.11.2.1) can result in a reduction of aquatic species which comprise prey for otter.

While the works will result in increased human activity/noise levels this will be a temporary event only (expected duration of 12 to 18 months), are within an urban area already subject to regular noise, and will be restricted to daylight hours.

While otters may occasionally occur in the vicinity of the quay (the part of the Lower River Suir closest to the proposed works), these offer low suitability for breeding and it is expected that these are most likely transient

individuals moving through the area. Therefore, while the proposed works could potentially result in avoidance of the area by otters this is likely to occur only during such times as when construction activities at the bridge are taking place. As such, any potential avoidance of the site by otter are expected to be temporary and short-term and are not envisaged to result in any significant impacts to otters in the area. Therefore, with regard to potential disturbance/displacement of otter as a result of fugitive noise emissions and/or increased human activity associated with the works, the proposal is not considered to pose any risk of significant impacts over the course of the project.

In summary, bearing in mind the limited scope, scale and temporary duration of the proposal, and the availability of habitat of similar or ecologically higher value within the SAC site boundary, it is objectively concluded that significant disturbance/displacement impacts to otter, which would adversely impact on the conservation objectives of the species are not considered likely to occur.

#### **White-Clawed Crayfish (*Austropotamobius pallipes*)**

The most recent assessment for this species determined that the 10km grid squares, S32 and S42, within which the proposal is located, is included within the current known distribution for this species (NPWS, 2019). However, there will be no in-stream works associated with the proposed works, and as outlined in section 4.11.2.1, the proposed works will not have a significant impact on water quality. Thus, no significant impact is envisaged on this species as a result of the proposed remediation works.

#### **Twaite Shad *Alosa fallax fallax***

The most recent assessment for this species determined that the 10km grid squares, S32 and S42, within which the proposal is located, is included within the current known distribution for this species (NPWS, 2019). However, there will be no in-stream works associated with the proposed works, and as outlined in section 4.11.2.1, the proposed works will not have a significant impact on water quality. Thus, no significant impact is envisaged on this species as a result of the proposed remediation works.

#### **4.11.2.4 Habitat or Species Fragmentation**

As outlined in section 4.11.2.1, the proposed regeneration plan works will not have an impact on water quality. The works will not result in any barrier to the movement of species upstream or downstream. Therefore, considering this and the absence of a direct source/pathway receptor between the proposed regeneration works and the SAC, there will be no fragmentation of the habitats or species for which the Lower River Suir SAC is designated. Thus, no significant impact will occur on the Lower River Suir SAC by virtue of habitat or species fragmentation.

#### 4.11.2.5 Cumulative/In-combination Impacts

As well as singular effects, the potential for in-combination or cumulative impacts also need to be considered. A cumulative impact arises from incremental changes caused by past, present and proposed projects together with the proposed development considered in this document.

Relevant plans and projects have been identified in section 4.8 above. The majority of other projects identified are primarily small, residential developments. There will be some overlap between the N24 upgrade works and the proposed Regeneration Plan which may result in elevated noise levels during construction. However, the existing environment is not pristine and is already subject to regular traffic noise. As such, the overlap of these projects will not result in significant cumulative impacts on Lower River Suir SAC.

No additional plans or projects within the immediate surrounds of the proposed works were noted. No significant effects are anticipated due to these proposals outlined in section 4.8 above.

The effect of the current proposal will be to improve the streetscape and infrastructure of the town. Any additional impact would be short-term and temporary, occurring only during the construction phase. Given the limited scale and scope of the proposed works, in-combination impacts to the identified Natura 2000 sites within this report as a result of the proposed works are not envisaged.

#### 4.12 Conclusion of Screening Stage

This screening for appropriate assessment was undertaken to determine the potential for likely significant effects of the proposed works, individually, or in combination with other plans or projects, in view of the conservation objectives of any Natura 2000 site. The proposed works described, are within the zone of potential influence of three Natura 2000 sites. It has been objectively concluded that the following sites are not likely to be significantly affected by the proposed works, and can therefore be screened out for appropriate assessment:

- Lower River Suir SAC
- Comeragh Mountains SAC
- Hugginstown Fen SAC

##### Reasons for Conclusion:

- The proposed works will be carried out in the dry and there will be no impacts to water quality;
- There is no potential for impacts on the qualifying interests for which Natura 2000 sites are designated. As such, there would be no significant direct or indirect impact on qualifying habitat or species associated with Natura 2000 sites;
- The lack of significant in-combination effects arising from other proposed and permitted developments in the vicinity.

Measures intended to avoid or reduce negative effects on the European sites have not been relied upon in reaching this conclusion.

A Finding of No Significant Effects Report (FONSE) has been prepared and is presented in Appendix 5.

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- NPWS (2019) Conservation Objectives: Hugginstown Fen SAC 000404. Version 1. National Parks and Wildlife Service, Department of Culture, Heritage and the Gaeltacht.
- NPWS (2017) Conservation Objectives: Lower River Suir SAC 002137. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

# **Appendix 1**

## **Stages of Appropriate Assessment**

### **Stage 1 - Screening**

This is the first stage of the Appropriate Assessment process and that undertaken to determine the likelihood of significant impacts as a result of a proposed project or plan. It determines need for a full Appropriate Assessment.

If it can be concluded that no significant impacts to Natura 2000 Sites are likely then the assessment can stop here. If not, it must proceed to Stage 2 for furthermore detailed assessment.

### **Stage 2 - Natura Impact Statement (NIS)**

The second stage of the Appropriate Assessment process assesses the impact of the proposal (either alone or in combination with other projects or plans) on the integrity of the Natura 2000 Site with respect to the conservation objectives of the site and its ecological structure and function. This is a much more detailed assessment than Stage 1. A Natura Impact Statement containing a professional scientific examination of the proposal is required and includes any mitigation measure to avoid, reduce or offset negative impacts.

If the outcome of Stage 2 is negative i.e. adverse impacts to the sites cannot be scientifically ruled out, despite mitigation, the plan or project should proceed to Stage 3 or be abandoned.

### **Stage 3 - Assessment of alternative solutions**

A detailed assessment must be undertaken to determine whether alternative ways of achieving the objective of the project/plan exist.

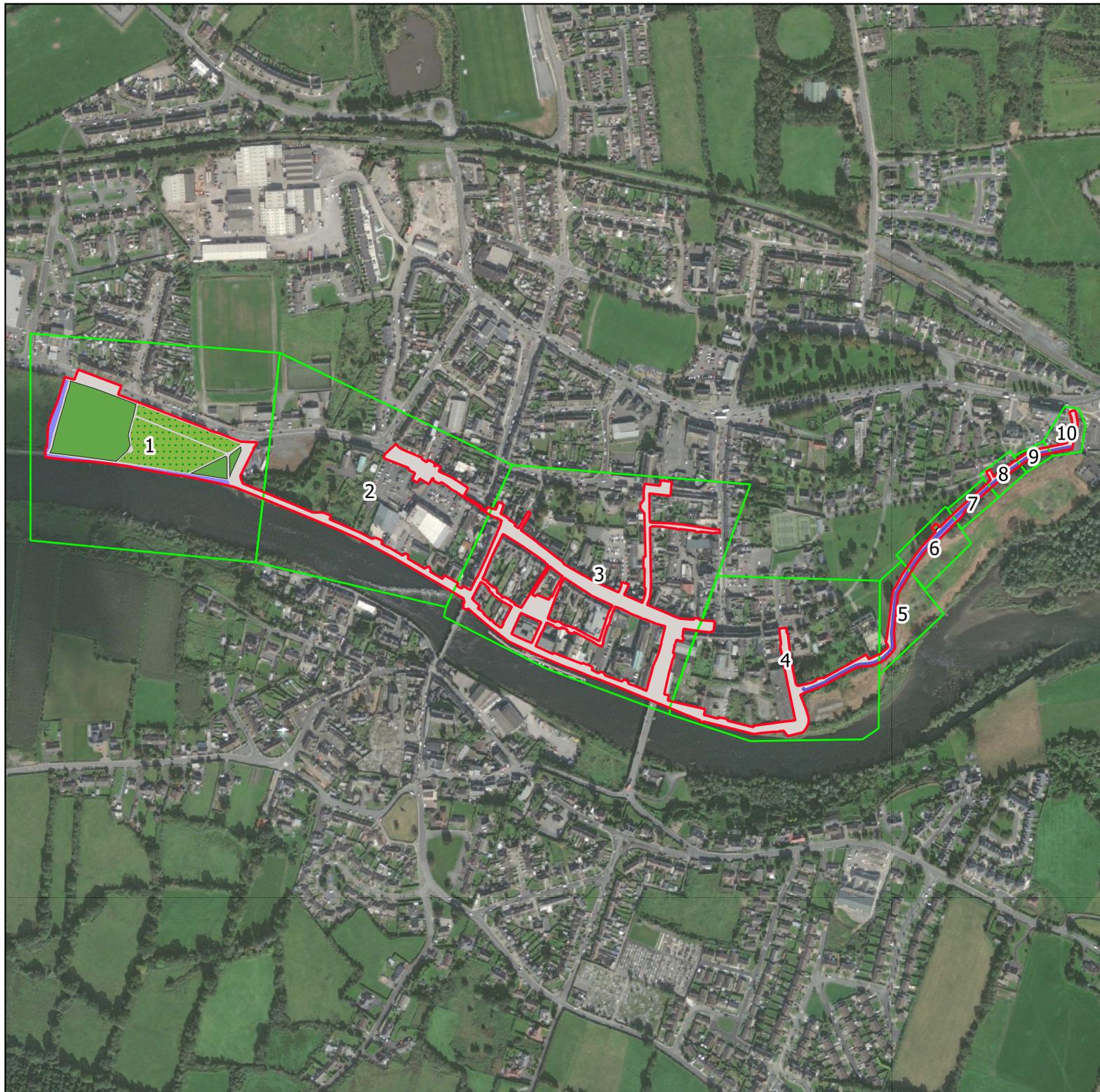
Where no alternatives exist the project/plan must proceed to Stage 4.

### **Stage 4 - Assessment where no alternative solutions exist and where adverse impacts remain**

The final stage is the main derogation process examining whether there are imperative reasons of overriding public interest (IROPI) for allowing a plan or project to adversely affect a Natura 2000 Site where no less damaging solution exists.

## **Appendix 2**

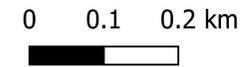
### **Habitats Maps**



## Habitats

- Site Boundary
- Sections for mapping
- Amenity Grassland GA2
- Dry Meadows and Grassy Verges  
x Hedgerow x Treeline  
GS2 x WL1 x WL2
- Scattered Trees and Parkland WD5
- Buildings and Artificial Surfaces BL3

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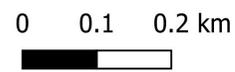
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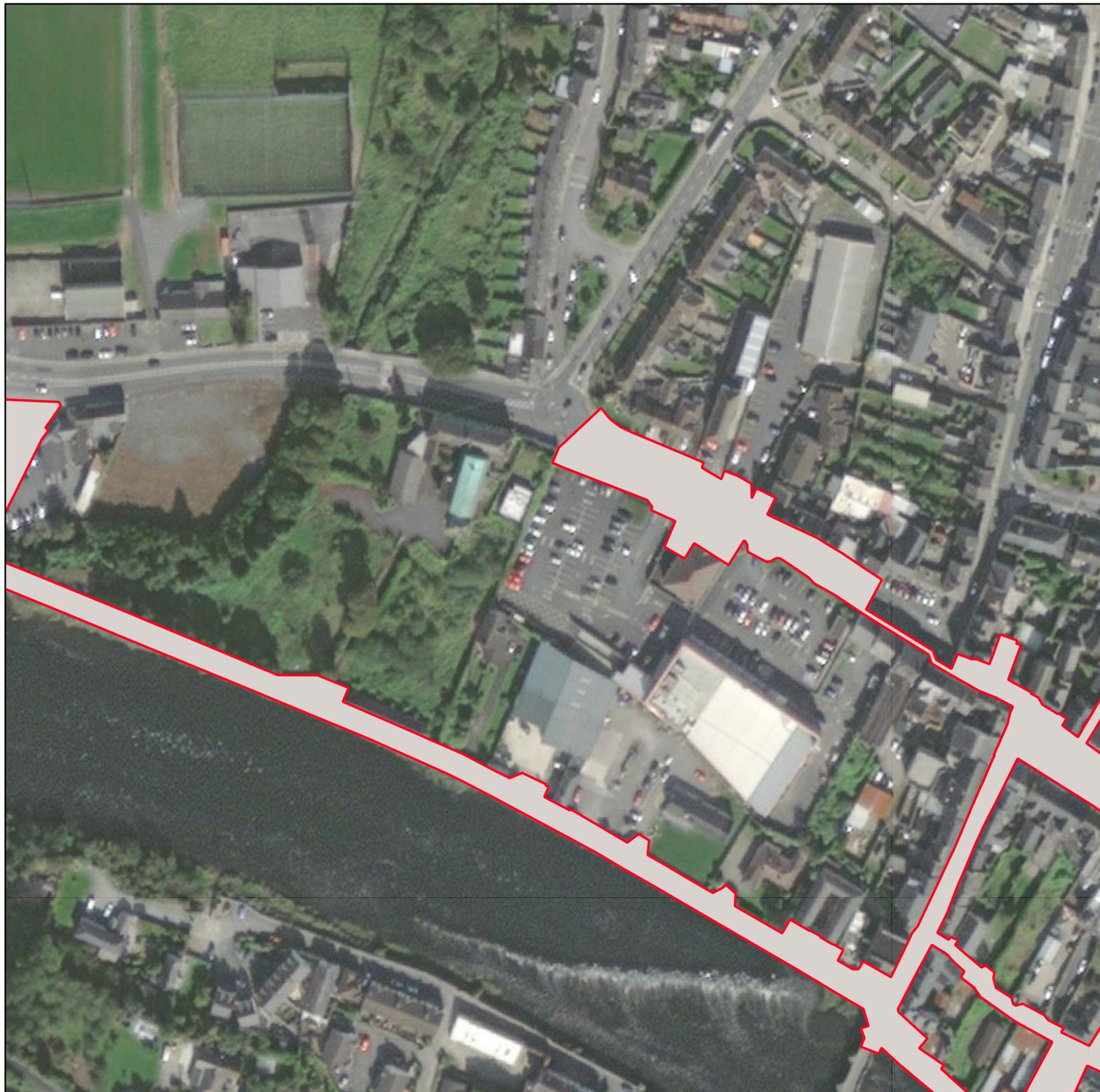
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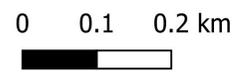
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## Habitats

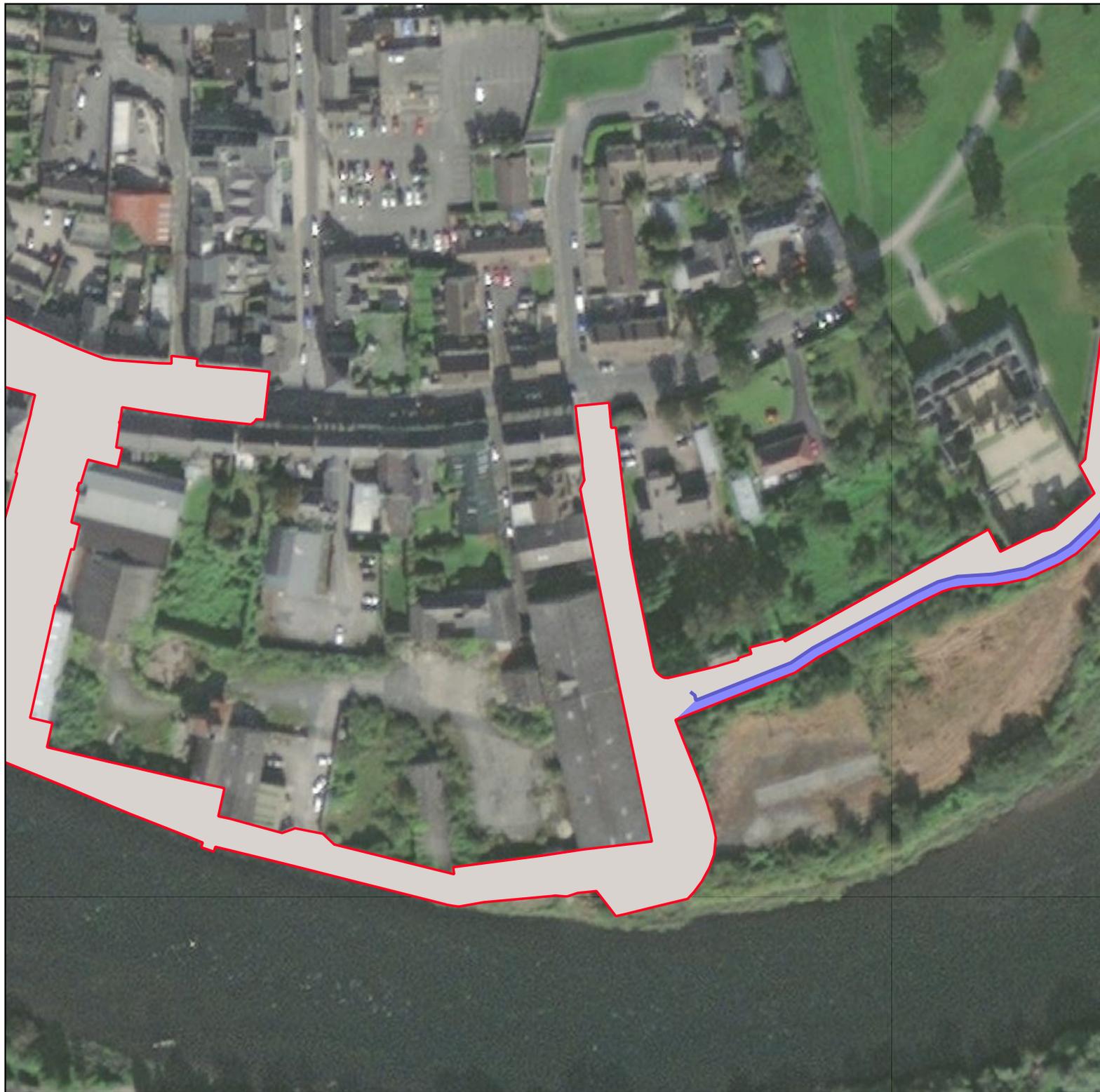
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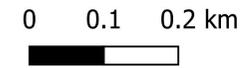
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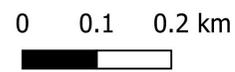
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