

Kildare County Council



PLANNING AND DEVELOPMENT ACT

2000-2017

PART XI

PLANNING AND DEVELOPMENT REGULATIONS 2001-2017

KILCOCK PARK AND RIDE FACILITY

PART 8

PLANNING REPORT

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1.0 INTRODUCTION

1.1 INTRODUCTION

Kildare County Council is seeking Part 8 planning consent to construct a new Park and Ride site at Boycetown, Kilcock, Co. Kildare. The proposed scheme will be developed on a green field site on the northern side of the R148, and adjacent to Lidl shopping centre. The development will consist of a new surface level car park (approx. 98 car parking spaces) , lighting columns and pedestrian footpaths .

1.2 BACKGROUND

Kildare County Council in cooperation and consultation with local councillors, identified the requirement to provide a park and ride site for local residents in Kilcock. The purpose of these works is to provide a parking facility to allow local residents commute by train rather than using their vehicle.

The proposed scheme will be funded by the developer who owns the land and be leased back to Kildare County Council.

1.3 DEVELOPMENT OF THE PROJECT

The proposed park and ride facility will be developed on a one hectare parcel of land on the northern side of the R148. The proposed site is predominantly unused and vacant except for the access road which is shared with Lidl. The condition of the site is primarily greenfield with some overgrown areas of high grass and scrub bushes throughout. The perimeter of the site is secured by a block wall on one side which is shared with neighbouring properties, and trees and hedges to the rear of the site where it meets the Rye River.



FIGURE 1.1 Site location adjacent to Lidl and north of R148

1.4 SITE LAYOUT

- North: Rye River runs along the northern end of site
- South: The main R148 between Kilcock and Maynooth
- East: Lidl shopping centre and car park
- West: local commercial units

1.5 TEMPORARY USE OF THE SITE

The council is proposing to temporarily utilise the site as a surface level car park pending future proposals to develop the lands. The proposed temporary car park will be provided for approximately 5 years and accommodate one hundred car spaces along with the provision for disabled parking and electric charging bays. All vehicular access to the car park will be from the existing two-way road that is shared with Lidl. The car park will provide necessary temporary parking for the following motorists:

1. People who wish to park and use the train services for work and leisure
2. Local bus commuters wishing to use the facility as a park-and-ride
3. People who can avail of carpooling to work or third level education
4. Motorists visiting local businesses, shops and residents
5. Assist with reducing dangerous and illegal parking during certain hours of the day

1.6 PROJECT WORKS DESCRIPTION

The location and details of the scheme are shown in the Scheme Information Drawings (Refer to Appendix A – Drawing Book).

1. Site Clearance

- Removal of all debris and rubbish
- Clearing overgrown vegetation

2. Earthworks

- Grading works to car park design proposal

3. Drainage

- Installation of surface water drainage

4. Paths

- Installation of pedestrian paths to tie in with existing footways
- material such as paving, stone and tarmacadam surfaces

7. Fencing

- Repair of existing wire fencing
- Installation of new timber post and wire fence along boundary sections

8. Public Parking - Construction of a new temporary car park facility with a total of 98 car parking bays. (See Drawing E3729 - Proposed New Layout)

- 92 standard parking bays
- 4 No. disabled parking spaces
- 2 No. car charging bays.

9. Access

- Construction of new access to tie in with existing access road from the R148

10. Lighting

- Installation of new 6m lighting columns as required for car park

2.0 PLANNING CONTEXT

2.1 Kildare County Council Development Plan 2017 - 2023

The Kildare County Development Plan (C.D.P) came into effect on the 01st March 2017. A primary objective of the Development Plan is the proper planning and sustainable development of County Kildare over the period 2017 - 2023 and beyond. The development plan sets out the overall vision, with strategies, policies and objectives for the county as a whole. A list of policies and objectives in the CDP and Local Area Plan (2015-2021) are outlined below which support the proposed Park and Ride scheme for Kilcock.

2.2 C.D.P POLICIES AND OBJECTIVES

The site is zoned 'A: Town Centre' in the Kilcock Local Area Plan 2015-2021, the objective of which is *"to provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use"*. The subject site is identified as a Strategic Redevelopment & Regeneration Area, as set out in Section 7.4.3.3 of the LAP (Kelly's Bakery).

Policies: Public Transport (Vol 1 Chapter 6-6)

PT 9: To facilitate the provision of park and ride facilities in appropriate locations within convenient reach of transport nodes and along strategic transport corridors.

Policies: National Roads (Vol 1 Chapter 6-13)

NR 6: To co-operate with other agencies in the provision of additional links between the national road network and public transport especially rail and bus transport including strategic park and ride facilities.

Objectives: Parking (Vol 1 Chapter 6-17)

PKO 1: To prepare parking strategies and investigate the appropriate locations for vehicular, bicycle and park and ride facilities within the county. The Council will seek to provide these facilities either on its own or in co-operation with others. The locations of such facilities can be identified where appropriate through the Local Area Plan process or any planning processes /mechanisms.

2.3 KILCOCK LOCAL AREA PLAN 2015-2021

Policies: Connecting Infrastructure (Chapter 8 - Page 66) 8.1.3 Provide a park and ride facility to increase usage of public transport and restrict the use of the Market Square as such a facility.

SKO 23 To regularise car parking within the Market Square and provide an alternative location for short trip car parking adjacent to the Market Square as well as a dedicated park and ride facility for commuters.

3.0 SCHEME JUSTIFICATION AND BENEFIT

Kilcock town centre is suffering from a lack of controlled parking. This Part 8 proposal will help benefit Kilcock and the surrounding by providing necessary parking. The scheme aims to promote a more sustainable alternative transport mode.

Parking – it can be difficult to find a car parking space in Kilcock town that would currently encourage commuters to use alternative transport modes. As outlined in the County Development Plan - PK 01 states the Council's Objective is, "To prepare parking strategies and investigate the appropriate locations for vehicular, bicycle and park and ride facilities within the county. The Council will seek to provide these facilities either on its own or in co-operation with others. The locations of such facilities can be identified where appropriate through the Local Area Plan process or any planning processes /mechanisms.

Traffic Congestion - To assist with reducing traffic congestion on the roads and offer commuters the advantage of a frequent and fast rail/bus service that's comfortable and stress free. This scheme will go towards meeting the objective as set out in the Kilcock Local Area Plan. Policy 8.1.3 (Connecting Infrastructure) states the council's policy to "Provide a park and ride facility to increase usage of public transport and restrict the use of the Market Square as such a facility."

4.0 ENVIRONMENTAL ASSESSMENT

An Appropriate Assessment Screening report was undertaken by Kildare County Council's Heritage Officer in January 2018.

Report Name	Location	Author & Year ¹	Conclusion
Appropriate Assessment Screening Report	Kilcock	(2017)	'In conclusion, no significant effects on any Natura 2000 sites (European Sites), individually or in combination with other plans or projects can be expected from the carrying out of the projects as described above and therefore no further assessment required.

Table 5.1: Summary of Appropriate Assessment for Kilcock Park and Ride Scheme

Note: 1. All reports referred to in Table 5.1 are available for review.

4.1 SCREENING FOR APPROPRIATE ASSESSMENT

An Appropriate Assessment Screening was carried out to fulfil the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC . The screening document provides the information required in order to establish whether or not the proposed development is likely to have a significant impact on the Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated.

Given the nature, scale and location of the proposed development and the relative distance of the development from the SAC sites, no indirect impacts have been identified. The outcome of the Appropriate Assessment Screening is that there is no requirement for an Appropriate Assessment.

4.2 SITE-SPECIFIC FLOOD RISK ASSESSMENT

Donnachadh O'Brien & Associates (DOB&A) were commissioned by Kildare County Council to carry out a Flood Risk Assessment (January 2018) for the site of the proposed park & ride facility at Maynooth Road, Kilcock, Co. Kildare.

The Flood Risk Assessment was carried out in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' document by the Department of the Environment and The Office of Public Works.

The proposed park and ride facility is to be constructed generally at existing ground levels so as not to cause a loss of floodplain storage and therefore no additional compensatory storage is deemed to be required.

The proposed development is appropriate to the predicted flood zone and its development, as outlined on the drawings and based on the information included in the Flood Risk Assessment, and does not present any additional flooding risk to the development or adjoining properties.

5.0 ARCHITECTURAL HERITAGE

Kilcock town possesses a rich diversity of architectural heritage which provides a valuable cultural, educational and tourism resources. The subject site is located to the south of the Kilcock Architectural Conservation Area. There are no existing buildings on the site and the proposed works will not impact on the adjacent buildings.

6.0 ENVIRONMENTAL MITIGATION

6.1 INTRODUCTION

As a result of the above assessment and in order to ensure the proposed car park facility does not significantly impact on the environment the following mitigation measures will be included within the Works Contract to ensure protection of the environment, in particular flora and fauna:

6.2 PROTECTION OF FLORA AND FAUNA

A project ecologist will be appointed to ensure that the construction works do not adversely affect the flora and fauna that may be present on site.

6.3 PROTECTION OF THE LOCAL HABITATS AND SPECIES

- The construction of the car park is set back approximately 25m from the riparian zone of the Rye River.
- All tree felling and scrub removal will be kept to a minimum during construction phase. Existing hedge-grow and trees will be incorporated into the car park and become an intrinsic part of the proposed development.
- The footprint of works will be identified at the onset of works and will be demarcated to avoid unnecessary disturbance to habitats within the site footprint e.g. grass verges and also to ensure no disturbance to habitats outside the works area.
- Any stripped topsoil from the species rich grassland areas should be stockpiled, covered and stored. This topsoil will contain a species rich seed bank and should be utilised, where possible, as backfill or landscaping material and allowed to regenerate naturally.

6.4 BEST PRACTICE WATER QUALITY/POLLUTION PREVENTION MEASURES

- All material including oils, solvents and paints will be stored within temporary bunded areas or dedicated bunded containers;
- Where possible refuelling will take place in a designated bunded area away from surface water gullies, drains and water bodies, in the event of refuelling outside of this area, fuel will be transported in a mobile double skinned tank;
- All machinery and plant used will be regularly maintained and serviced and will comply with appropriate standards to ensure that leakage of diesel, oil and lubricants is prevented.
- Spill kits and hydrocarbon absorbent packs will be available and drip trays will be used during refuelling;
- All relevant personnel will be fully trained in the use of this equipment;
- Where soil/made ground and subsoil stripping occurs, the resulting excavated soil fractions will be segregated into inert, non-hazardous and /or hazardous fractions (in accordance with Council Decision 2003/33/EC, the EPA water classification criteria at certain licensed landfills in Ireland);

- The excavation and handling of inert material will be carefully managed in such a way as to prevent any potential negative impact on the surrounding environment;
- Where possible the excavated spoil would not be stored beyond the working day, however in the event that this is not practical appropriate precautions in relation to the material will be taken. These precautions will include appropriate storage and covering;
- All associated hazardous construction waste will be stored within temporary banded storage areas prior to removal by an appropriate EPA or Local Authority approved waste management contractor;
- The guidelines provided by the Department of the Marine and Natural Resources, with respect to concrete wash waters and Inland Fisheries Ireland will be adhered to in order to ensure that there is a neutral impact on the water environment during the construction phase of the proposed development.

6.5 ERADICATION OF INVASIVE WEEDS

- No invasive weeds were encountered during initial site topographical surveying.
- A survey will be carried out to map the extent of invasive species (if any) and an Invasive Species Management Plan will be put in place prior to commencement of construction.
- An eradication programme will be put in place which will also prevent spread during construction.
- Treatment will be carried out by a suitably qualified person and will involve the use of herbicides approved for working in proximity to an aquatic environment such as the River Rye in Kilcock.
- All construction staff will receive training in the identification and management of the invasive species, including identification of knotweed rhizomes, to verify the clearance of any area.

6.6 ARCHITECTURAL HERITAGE AND LANDSCAPE

- The construction of the temporary surface car park will have minimal impact on the surrounding environment. There are no Protected Structures in proximity to the site that will be affected by the works.

7.0 DRAWING REGISTER

<i>Drg. No.</i>	<i>Title</i>
L3771	Site Location Map
170143-2001	Proposed Layout
SES 08417	Public Lighting Layout
L3777-A	Plan of Natura Sites at 5km intervals
L3777-B	Plan of Natura Site

8.0 PUBLIC CONSULTATION PROCESS

All major stakeholders have been informed of the project and have been given relevant details during the development of the design for this submission. These include the Department of Arts Heritage and the Gaeltacht, Department of Transports Sports and Tourism, ESB, Environmental Protection Agency, Waterways Ireland, Office of Public Works, National Parks and Wildlife Service, The Heritage Council, Meath County Council, Inland Fisheries Ireland, Transport Infrastructure Ireland, Irish Water.

The project is now formally advertised for public consultation from **30th January 2018** and will be available for inspection during office hours at the offices of Kildare County Council, Roads, Transportation & Public Safety, Level 4 , Áras Chill Dara, Devoy Park, Naas, Kildare County Council, and Maynooth Municipal District Office, Leinster Street, Maynooth, Co. Kildare up to **27th February 2018**. Submissions and observations may be made in writing to: Senior Executive Officer, Kildare County Council, Roads Transportation & Public Safety, Áras Chill Dara, Devoy Park, Naas, Co. Kildare **or on or before 12 noon on 14th March 2018**

Submissions should be headed *“Temporary Car Park at Maynooth Road, Kilcock.– Reference P082018.01”*.

9.0 PROJECT DELIVERY

It is anticipated that the proposed scheme will be constructed in one phase to complete the infrastructure and landscape works. The timeframe for completing the main construction works is approximately three months from the commencement date.