



PLANNING DEPARTMENT

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development	Proposed Environmental and Public Realm Improvement Works
Site Location	Market Square and Main Street, Kilcullen including part of Bentley's Lane (L-60741-0) and part of the pedestrian walkway along the eastern banks of the River Liffey
Development proposed by	Strategic Projects and Public Realm (SPPR)
Display period	Advertised in the Leinster Leader on the 26 th January 2022 Public display period from 9 th February 2022- 9 th March 2022 Submissions to be made by 9 th March 2022
Submissions/observations	34 No. submissions received. A report on the submissions is included in Appendix B. A list of people who made submissions/observations is provided in Appendix C

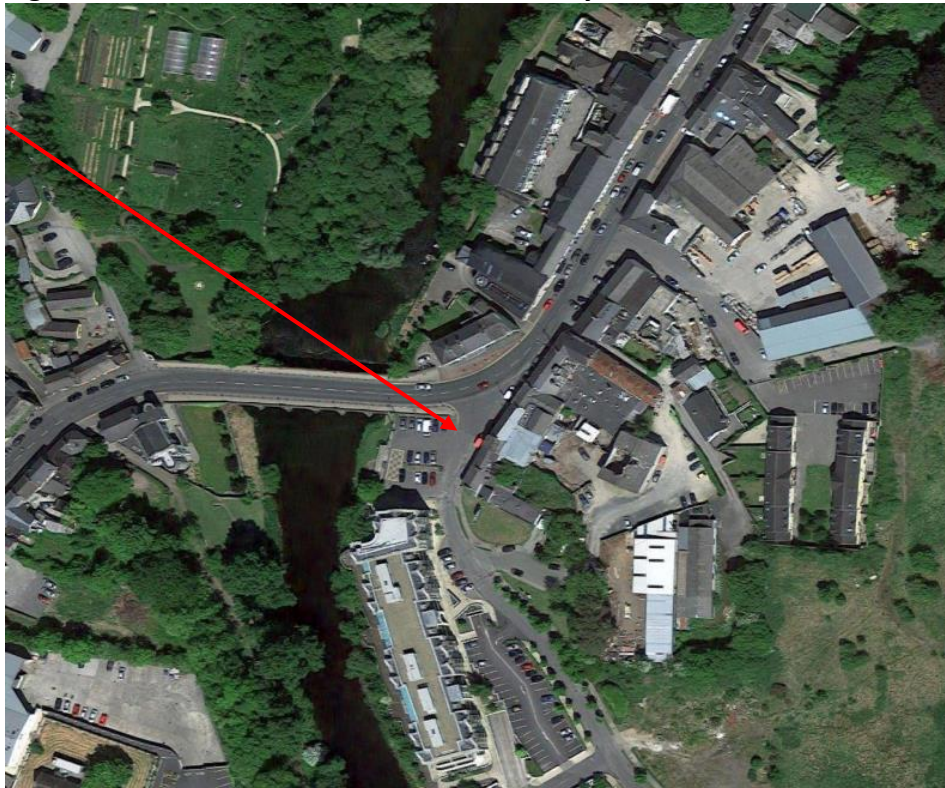
Part 8 Reference Number	P82022.04
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1. Site Location & Context

The Part 8 site is entirely located within Kilcullen town centre, on the east bank of the River Liffey which runs through the centre of the Town. The extent of the Part 8 site is outlined in red on the Location Plan below and comprises 158m of Main Street from the east side of Kilcullen Bridge; a carpark area to the south-east of the bridge known locally as Market Square; a section of riverside walkway to the north of the bridge and also to part of Bentley’s Lane (L-60741-0). Market Square, accommodating a fifteen-space car park, is overlooked by a modern 5 storey mixed used block containing apartments and businesses.

To the north, the Part 8 site extends along Main Street, to the north-east into part of Bentley’s Lane (L-60741-0) and includes part of the pedestrian walkway along the eastern banks of the River Liffey. The current horizontal surfaces of the Part 8 site are, in the most part, given over to vehicular traffic and parking with an uncoordinated range of paving and walling and poor pedestrian footways. The proposed works are confined to the horizontal surfaces of the square and no work is envisaged to the surrounding buildings which form the vertical enclosure to the sides of the Part 8 site. The Part 8 site comprises a total area of 0.4615 Ha (4615m²).

Figs 1-3 Site Location/Part 8 Boundary





Existing Site Image

2. Description of Proposed Development

The proposed improvement works to Market Square and Main Street, Kilcullen, comprise:

- Footpath widening and resurfacing
- Resurfacing of riverside walkway and LED lighting introduced
- Upgrade of street furniture and street lighting to include a multi-functional lighting column in Market Square
- Resurfacing of Market Square and introduction of new stepped access from Main Street, planter and street furniture
- Upgrade of stepped access to riverside walkway from Market Square
- Planting of 6 no. Trees
- Removal of 15no. car parking spaces in Market Square and formalisation of on street parking along Main Street

- Junction improvements at/within Bentley's Lane (L-60741-0) to include a raised pedestrian crossing
- Pedestrian crossings on Main Street (2 controlled and 1 uncontrolled)
- All necessary services and utility provision and associated site works.

Fig 4 Indicative Visualisation of the Market Square element of the Proposed Part 8 Scheme



Design Objectives

The following points represent the overarching design objectives for the Part 8 site:

- 1) Use of High-Quality Public Realm Materials
- 2) Creation of a Flexible, Pedestrian-Orientated Space, that enables Social Distancing
- 3) Establishment of a Safer Environment for all Users

Applying these objectives, the proposed scheme has been designed to deliver an improved public realm in this primary civic space of Kilcullen town centre that stimulates greater footfall, increases opportunities for local community events and activities, addresses issues around traffic management and conveys a message of quality that reflects the vision held for the town. The scheme also intends to create a safer environment for all users and to enhance active travel options. The upgrade of the space will enhance the setting of heritage assets and provide improved views and vistas within and through the Part 8 site.

3. Supporting Documents

The proposal is accompanied by the required plans and particulars and in addition:

- Detailed Project Description
- AA Screening Report & Determination
- EIA Screening Report & Determination

- Landscape Plans and Sections
- Construction Management Plan
- Parking Report
- Flood Risk Assessment
- Conservation Report
- Archaeological Heritage Assessment
- Lighting Proposals
- Engineering Services Report
- Transportation Assessment Report

4. Referrals and Consultations

The referrals and consultation process has been summarised by the Strategic Projects and Public Realm (SPPR) and an appropriate response to submissions and issues raised is contained in Appendix B of this report.

Submissions

34 no. submissions were received during the display period. The issues raised in the submissions are outlined and a response to the issues made and are contained within the report in Appendix B of this report. It is considered that the issues raised have been satisfactorily addressed in the submissions report and can be further addressed by way of condition/modification.

Prescribed Bodies

The Part 8 proposal was referred to the following Prescribed Bodies.

- Arts Council
- An Taisce
- Fáilte Ireland
- Department of Culture, Arts, Gaeltacht, Sport and Tourism
- Department of Housing, Local Government and Heritage
- The Heritage Council
- Inland Fisheries Ireland
- Irish Water
- Waterways Ireland

Please Refer to Appendix B for full details of submissions received and responses to same.

Internal KCC Reports

Kildare/Newbridge MD Engineer	No report received to date
Transportation	No objections, subject to conditions
Environment Department	No objections, subject to conditions
Architectural Conservation Officer	No objections, subject to conditions
Heritage Officer	No report received to date
Fire Service	No comments or objection received

5. Planning History

There is no relevant planning history relating to the subject site, but the following relates to site approximately 200 metres to the southeast of the subject site:

22/312861: Permission currently sought by Alchemy Homes Development (Kilcullen) Limited for STRATEGIC HOUSING DEVELOPMENT - ABP DECISION - 125 no. residential units (incl. 53 no. houses, 54 no. duplex units and 18 no. apartments, and comprising 18 no. one-bedroom units (incl. 4 no. apartment and 14 no. duplex units), 27 no. two-bedroom units (incl. 14 no. apartments and 13 no. duplex units), 78 no. three-bedroom units (incl. 27 no. duplex units and 51 no. houses), and 2 no. four-bedroom houses (total residential unit GFA proposed: c. 11,595 sqm); an associated childcare facility (c. 296 sqm); and a network of public open spaces, including a landscaped linear park running alongside the River Liffey. The proposed development includes the amendment of 26 no. residential units permitted under Kildare County Council Register Reference 19/1000; An Bord Pleanála Reference PL09.307059. Decision Due An Bord Pleanala decision due: 15th June 2022.

6. Built and Natural Heritage

Built Heritage	The following Protected Structures or NIAH structures are in close proximity to the subject site: <ul style="list-style-type: none">• Berney’s Restaurant (Fallon’s of Kilcullen): NIAH 11819015• The Powder Room: NIAH 11819016• O’Connell/The White Horse Inn: RPS: B28-27, NIAH 11819017• Woodbine Books: NIAH 11819020
Archaeological Heritage	The following National Monument is in close proximity to the subject site: <ul style="list-style-type: none">• Kilcullen Bridge: KD028-062 The site is within the Zone of Archaeological Potential as outlined in the Kilcullen LAP
Natural Heritage	Refer to Appendix A for Appropriate Assessment Screening. The site is located in close proximity to the River Liffey, pNHA

7. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040.

It identifies "Enhanced Amenities and Heritage" as a national Key Strategic outcome which will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. The NPF states that this is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.

Regional Spatial and Economic Strategy

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF. The RSES identifies Recreation and Open Space as an important part of Healthy Placemaking and sets out guiding principles for the creation of healthy and attractive places.

The Regional Planning Guidelines for the Greater Dublin Area (GDA) 2010-2022 (RPGs), identifies Kilcullen, as a moderate sustainable growth town within the Naas-Newbridge-Kilcullen Primary Dynamic Cluster along the Southwestern Economic Corridor. As part of this Core Economic Area, the town of Kilcullen plays a supporting role in terms of linked economic activity with Naas and Newbridge. From a retail perspective, Kilcullen is recognised as a Level 3 sub-county town and district centre, wherein growth will be focussed on the "multi-modal transport corridors of the GDA" connecting economic growth centres within the region.

Design Manual for Urban Roads and Streets 2013

The Design Manual for Urban Roads & Streets (DMURS) was prepared for the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government. The Manual provides guidance on a series of principles, approaches and standards that are necessary to achieve balanced, best practice outcomes with regards to design of urban roads and streets.

Kildare County Development Plan 2017 – 2023

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed Part 8 development:

Economic Development, Enterprise & Tourism Policies/Objectives

-ECD 38: Work with stakeholders including the OPW, the Heritage Council, the Arts Council, local communities and businesses to support the development of heritage and cultural tourism in County Kildare.

- ECD 39: Support and promote existing festivals and sporting events to increase the cultural, heritage and lifestyle profile of the county, and where appropriate to promote and facilitate the development of new events and venues to host these events.

Movement & Transport Policies/Objectives

- WC 1: Prioritise sustainable modes of travel by the development of high-quality walking and cycling facilities within a safe street environment.

- RS 2: Improve safety on the road and street network and manage congestion.

- RS 8: Ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2013), the National Cycle Manual (2010) and other relevant standards where appropriate.

Retail Policies/Objectives

- R 40: Encourage and facilitate the enhancement and environmental improvement of the county's towns and villages and review the approaches of the exemplars in Ireland and overseas to inform how this can be achieved.

-R 41: Pursue all avenues of funding, including State funding, to secure resources for the enhancement, renewal and regeneration of the public realm of the county's towns and villages.

Architectural and Archaeological Heritage Policies/Objectives

-PS 11: Promote the maintenance and appropriate re-use of buildings of architectural, cultural, historic and aesthetic merit which make a positive contribution to the character, appearance and quality of the streetscape or landscape and the sustainable development of the county. Any necessary works should be carried out in accordance with best conservation practice.

-PS 16: Protect and retain important elements of the built heritage including historic gardens, stone walls, landscapes and demesnes, and curtilage features.

-VA1: Encourage the protection, retention, appreciation and appropriate revitalisation of the vernacular heritage of the county.

-VA4: Preserve the character and setting (e.g. gates, gate piers, courtyards etc.) of vernacular buildings where deemed appropriate by the planning authority.

-VA5: Protect (through the use of ACAs, the RPS and in the normal course of development management) vernacular buildings where they contribute to the character of areas and/or where they are rare examples of a structure type.

-VA6: Ensure that both new build, and extensions to vernacular buildings are of an appropriate design and do not detract from the buildings character.

-VA8: Have regard, where appropriate, to guidance in the DAHG Guidelines and conservation best practice in assessing proposed interventions and planning applications relating to vernacular structures, traditional farmhouses, their curtilage, out buildings and settings.

-VAO 1: Identify and retain good examples of historic street furniture in situ e.g. cast-iron postboxes, water pumps, signage, street lighting, kerbing and traditional road and street surface coverings.

-ACO2: Co-operate with Waterways Ireland in the management, maintenance and enhancement of the Royal Canal and Grand Canal and associated structures/features.

-CH6: Designate Architectural Conservation Areas where considered appropriate, to preserve the character of a designed landscape.

-CH 9: Require that planning applications take into consideration the impacts of the development on their landscapes and demonstrate that the development proposal has been designed to take account of the heritage resource of the landscape.

-ACA 2: Ensure that any development, modifications, alterations, or extensions within an ACA are sited and designed appropriately, and are not detrimental to the character of the structure or to its setting or the general character of the ACA and are in keeping with any Architectural Conservation Area Statement of Character Guidance Documents prepared for the relevant ACA.

-ACA 3: Have regard to DAHG Guidelines and conservation best practice in assessing the significance of a historic town or urban area and the formulation of an ACA or in assessing development proposals relating to an ACA.

-ACA 4: Require where appropriate that a Conservation Plan is prepared in accordance with DAHG Guidelines and conservation best practice to inform proposed visual or physical impacts on an ACA.

-ACAO 2: Prepare a character statement appraisal and area specific policy for each ACA to include Athy, Ballitore, Kilcock, Leixlip, Maynooth, Monasterevin, Moone, Naas, Prosperous, Rathangan, Celbridge, Johnstown, Ballymore Eustace, Kilcullen, Brannockstown, Rathmore, Clane and Newbridge and to preserve, protect and enhance the character of these areas.

-AH1: Manage development in a manner that protects and conserves the archaeological heritage of the county, avoids adverse impacts on sites, monuments, feature or objects of significant historical or archaeological interest and secures the preservation in-situ or by record of all sites and features of historical and archaeological interest. The Council will favour preservation in – situ in accordance with the recommendation of the Framework and Principals for the Protection of Archaeological Heritage (1999) or any superseding national policy.

-AH2: Have regard to the Record of Monuments and Places (RMP), the Urban Archaeological Survey and archaeological sites identified subsequent to the publication of the RMP when assessing planning applications for development. No development shall be permitted in the vicinity of a recorded feature, where it detracts from the setting of the feature or which is injurious to its cultural or educational value.

-AH 4: Ensure that development in the vicinity of a site of archaeological interest is not detrimental to the character of the archaeological site or its setting by reason of its location, scale, bulk or detailing and to ensure that such proposed developments are subject to an archaeological assessment. Such an assessment will seek to ensure that the development can be sited and designed in such a way as to avoid impacting on archaeological heritage that is of significant interest including previously unknown sites, features and objects.

Urban Design

15.6 Best Practice

To guide sustainable urban growth and to create a distinctive, enduring environment, the following principles should inform development proposals:

Character: A development that creates an identity and character which reinforces locally distinctive patterns of development and landscape.

Continuity and Enclosure: Public and private spaces that are clearly distinguished, and continuity of street frontages and enclosure of space by the built form, is achieved.

Quality of the Public Realm: Public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including older people and people with mobility impairments.

Ease of Movement: Creation of areas which are easy to get to and move through, by putting people before traffic.

Legibility: Legible places provided with recognisable routes, intersections and landmarks.

Adaptability: Places that can change easily and can respond to changing social, technological and economic conditions.

Diversity: The promotion of choice through a mix of compatible developments and uses that work together to ensure a place that responds to local needs, as well as providing for a diverse society of different incomes at different stages of their lives.

Environmental Sustainability: Enhancing local ecology by promoting biodiversity, by allowing new wildlife habitats to establish and protecting existing ones.

Liveable Environments: Encouraging walkable environments which facilitate access to public transport in order to reduce reliance on the private car, as well as the provision of a well connected open space network.

Kilcullen Local Area Plan 2014-2020

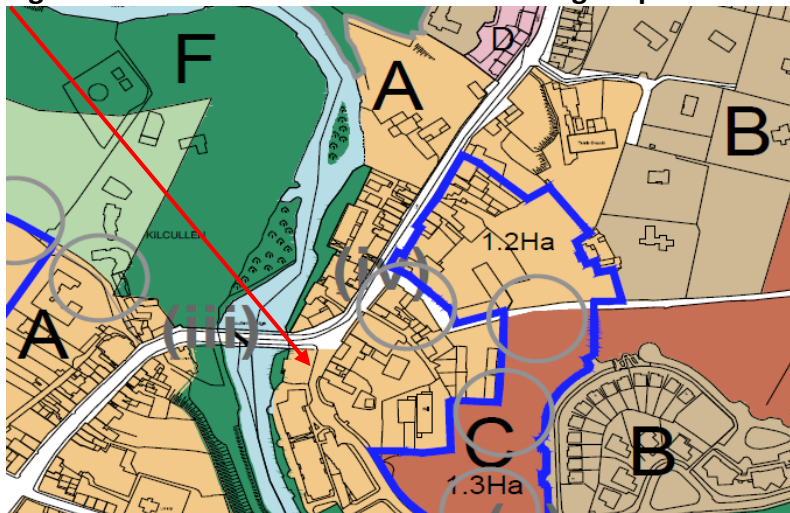
The relevant Plan pertaining to the area is the Kilcullen Local Area Plan 2014 - 2020. The Local Area Plan sets out an overall strategy for the proper planning and sustainable development of Kilcullen over the plan period 2014-2020.

Zoning

The Part 8 site is located within Land Use Zone **A: Town Centre**, where it is the objective to,

“Protect and enhance the special, physical, historical and social character of the existing town centre and to provide for the development and improvement of appropriate town centre facilities and uses including retail, residential, commercial, cultural and civic uses.”

Fig 5 Extract of Kilcullen Local Plan Zoning Map



The following policies/objectives of the Kilcullen LAP 2014-2020 are of particular relevance to the proposed development:

Economic Development

- ED 2: To promote and facilitate synergy between heritage, retail and tourism developments that enhances the economic profile of Kilcullen town.

Town Centre

- TC 1: To reinforce the Main Street as a vibrant town centre with a diverse mix of uses and to consolidate the town centre areas which surround Main Street.

- TC 3: To promote and encourage high quality urban design and to improve the image of the town by enhancing the physical environment and streetscape.

Tourism Development

- TMO 1: To facilitate and guide where appropriate the development of additional attractions and facilities within the town in order to increase tourism generated expenditure.

- TMO 2: To co-operate with tourism and amenity groups in the town to improve the environment of the town.

Retail

-R 2: To encourage and facilitate the development of a combined and unique heritage, retailing and tourism experience within the town and to encourage strong linkages between these attractions

Recreation and Amenity

- RA1: To encourage the provision, improvement, - and expansion of more varied social, cultural, recreational and sporting facilities to serve the needs of the town.

- RA2: To support and facilitate the development of indoor and outdoor recreational facilities to cater for all age groups on suitable sites and to ensure that these facilities are accessible to all including people with disabilities.

- RA3: To encourage recreational/amenity/ community facilities in Kilcullen to be multi-functional and not used exclusively by any one group.

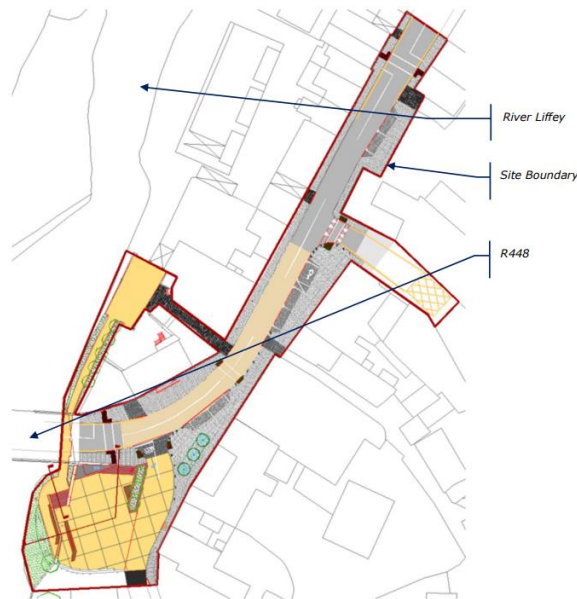
8. Evaluation of Proposed Development

Proposed Development

The proposed improvement works to Market Square and Main Street, Kilcullen, comprise:

- Footpath widening and resurfacing
- Resurfacing of riverside walkway and LED lighting introduced
- Upgrade of street furniture and street lighting to include a multi-functional lighting column in Market Square
- Resurfacing of Market Square and introduction of new stepped access from Main Street, planter and street furniture
- Upgrade of stepped access to riverside walkway from Market Square
- Planting of 6 no. Trees
- Removal of 15no. car parking spaces in Market Square and formalisation of on street parking along Main Street
- Junction improvements at/within Bentley's Lane (L-60741-0) to include a raised pedestrian crossing
- Pedestrian crossings on Main Street (2 controlled and 1 uncontrolled)
- All necessary services and utility provision and associated site works.

Fig 6: Proposed Site Layout



Principle of Development

The subject site is located in a town centre location in Kilcullen. It is noted that the proposed scheme has been informed by and incorporates the values of the current best practice guidance set out in DMURS in creating safe, attractive streets and spaces that prioritise pedestrians and stimulate town centre vibrancy. This involves increasing permeability for pedestrians by removing barriers and street clutter as well as addressing existing safety concerns that arise from interaction between pedestrians and motorists throughout the Part 8 site. This has been further corroborated and supported by an independent Road Safety Audit, provided as part of the Part 8 documentation.

The Part 8 scheme comprises an additional 6.no trees and c. 294m² area of shrub/bulb planting. This planting arrangement will not only contribute to delivering a high-quality public realm and assisting in place-making but will also provide additional green infrastructure in this primary, civic space in Kilcullen Town Centre.

It is considered that the proposed Part 8 public improvement works which will include high-quality public realm improvements, a potential increase in local quality of life and economic development will help ensure a vibrant Town Centre for Kilcullen. The proposed scheme aligns with the policies and objectives of the Kilcullen Local Area Plan 2014-2020, town centre zoning objective of the site and with the Kildare County Development Plan 2017-2023.

The principle of the proposed development is therefore consistent with the policies and objectives of the Kildare County Development Plan 2017-2023 and the Kilcullen Local Area Plan 2014-2020.

Environmental Impact Assessment

An Environmental Impact Assessment Screening Report was also prepared for the proposed development by CAAS Ltd. Its purpose was to form an opinion as to whether

the proposed development should be subject to Environmental Impact Assessment and if so, whether an Environmental Impact Assessment Report should be prepared in respect of it. The Screening Document concluded that the proposal is sub-threshold and does not fall within the scope of any class of project prescribed in the Directive or Regulations. Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development; and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts.

As there is no requirement for an Environmental Impact Assessment Report to be carried out for the Part 8 proposal, there is no requirement for an Environmental Impact Assessment to be prepared by the Planning Authority.

Appropriate Assessment

Screening Report in support of the Appropriate Assessment for the proposed development was prepared by CAAS Ltd. in accordance with the requirements of Article 6(3) of the EU Habitats Directive. The AA process is an assessment of the potential for adverse or negative effects of a plan or Draft Project, in combination with other plans or Draft Projects, on the conservation objectives of a European Site. These sites consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and provide for the protection and long-term survival of Europe's most valuable and threatened species and habitats.

Article 6 of the Habitats Directive sets out provisions which govern the conservation and management of Natura 2000 sites. Article 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect Natura 2000 sites (Annex 1.1). Article 6(3) establishes the requirement for Appropriate Assessment. The AA Screening Report concluded that no impacts are likely as a result of the Proposed Scheme on the conservation objectives or overall integrity of any Natura 2000 Site and accordingly Appropriate Assessment is not required.

The Appropriate Assessment Screening of the Planning Authority is attached in Appendix A of this report.

Visual Amenity

In terms of visual amenity, it is considered that the proposed improvement works will enhance the visual amenity of the area. The Part 8 site occupies a prominent position on the banks of the River Liffey and immediately adjacent to Kilcullen Bridge which is designated on the County Record of Monuments and Sites. However, the environmental quality of this area detracts from these town assets. At present, the Part 8 site is poorly presented, inaccessible and dominated by parked and moving vehicles.

There are no direct impacts on surrounding properties, however it is noted that the proposal involves the removal of car parking spaces from the square. This issue has been addressed in the SPPR Submissions report and it is noted that the SPPR section and Kildare County Council is committed to exploring and developing alternative

parking options within reasonable walking distance of Market Square and Main Street prior to the commencement of works.

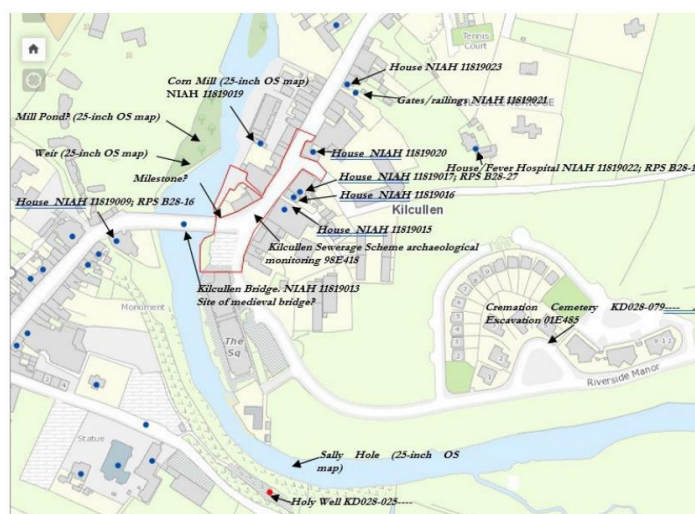
Planting/Trees

It is noted that the KCC Parks Department have reviewed the part 8 proposal and recommended that The Parks Department states that the proposals are satisfactory in principle for the proposed improvement works in Kilcullen town centre. However, a number of recommendations are made including a requirement for the retention of the services of a qualified Arborist for the entire period of construction activity. There is 1 no. existing tree in proximity to the proposed development. The SPPR submissions report indicates that this tree will be retained in the scheme and protected during construction. The Paul Hogarth Company will be providing their qualified Landscape Consultancy services throughout the life of the construction works. It is stated that the SPPR section will continue to work with Parks Section at the detailed design stage for the proposed works to include planting specification: construction of tree pits and materiality (such as pathways and edging). Paving materials on footpaths will have slip resistance in both wet and dry conditions and be designed and constructed in accordance with the DMURS standards. All details will be agreed with the Planning Authority, KCC Roads and MDO Sections beforehand.

Archaeological Heritage

The Part 8 proposal is accompanied by an Archaeological Impact Assessment Report. Field inspections were undertaken with the primary aim of identifying any potential impacts that the proposed development may have upon archaeological heritage and identified/previously unidentified archaeological sites/areas of archaeological potential that lie within or in close proximity to the proposed development area. The field survey included examination, photography and written descriptions of each archaeological monument/area.

Fig 6: Archaeological Heritage in the vicinity of the site



The archaeological assessment concludes that there are no structures or features of archaeological significance identified as having the potential to be impacted, directly or indirectly, by the proposed development works. The development area also

includes several nineteenth and early twentieth century houses of architectural heritage significance. Prior archaeological monitoring within the development area uncovered nothing of significance (O Riordain 1999). The proposed development area can therefore be considered an area of limited archaeological potential. Although the proposed Part 8 development is largely restricted to shallow resurfacing works and the insertion of services, any groundworks on the site have a potential to disturb subsurface archaeological deposits, features, burials or structures, should they exist in the area. It is noted that archaeological monitoring will take place during the Part 8 development.

Conservation/Cultural Heritage

A Conservation Report was prepared by Alastair Coey Architects, in support of this Part 8 development. It outlines the national, regional and local statutory policy and guidance that informs the safeguarding of architectural and archaeological heritage in Kilcullen, including the Architectural Heritage Guidelines issued by the Department of the Environment, Heritage and Local Government (2004) and the Kilcullen Local Area Plan 2014 - 2020.

The report highlights that the Part 8 site contains several traditional buildings and shopfronts, which contribute to the distinctive character of the town. Kilcullen was recorded as part of the Kildare survey of the National Inventory of Architectural Heritage in 2001 and a number of the buildings and structures recorded in the inventory sit adjacent to the proposed scheme. One building has subsequently been included in the Record of Protected Structures, while Kilcullen Bridge is designated on the County Record of Monuments and Sites.

It is noted that the KCC Architectural Conservation Officer has reviewed the Part 8 proposal and in the ACO report, comments as follows:

- a) *Retention or relocation, if required, of the contemporary 1798 commemoration monument at the east end of the Kilcullen Bridge should be considered during works to ensure it is conserved.*

Recommendation: In my opinion permission should be granted for this development subject to the following conditions:

1. *The contemporary 1798 memorial stone at the east of the Kilcullen Bridge should be protected during works.*

The comments of the ACO are noted and a suitable condition may be included.

Traffic and Transport

Currently, the road network (R448) comprises two-way traffic that transects the Part 8 site, connecting the Naas Road with the commercial area south of Kilcullen Bridge. A secondary road branches off from the Market Square, leading towards a small residential cul-de-sac development. Two key points of the Transport Report highlighted the related issues of informal parking arrangements within the town and their duration. Analysis of the length of stay shows that 65.2% of visitors were parked for one hour or less, 18.5% stayed for between one and two hours and the remaining

16.3% stayed for between two hours and the full duration of the survey. The Transport report highlights figures for weekday peak traffic around 6am-7am, in a northbound direction on the R448 and again around 7pm, in a southbound direction, this illustrating an established commuter route through the town. The survey results also show that the percentage of HGV's along this route was relatively low.

It is noted that all the parking provision within the Part 8 area can be used free of charge which would encourage such long-term parking. A current issue lies with vehicles parking illegally, ignoring demarcated double yellow lines or parking in undesignated spaces. The existing road infrastructure and car parking provision, combined with the inadequate pedestrian footpaths, undermines the environmental quality of this space.

It is noted that the KCC Transportation Department have reviewed the Part 8 proposal and have no objections, subject to the following conditions:

- 1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.*
- 2. A detailed design for the proposed works should be submitted to the Planning Authority for approval. Details of the design, traffic management, implementation, costing and phasing of these works should be agreed in writing with the Planning Authority, Strategic Projects & Public Realm Section, Roads Planning Section and the Kildare/ Newbridge MDO prior to the commencement of the development.*
- 3. A Construction Management Plan should be submitted before the works commence on site including any temporary access to the construction site and proposed haul routes to the site, this Plan should be agreed with the Planning Authority, Strategic Projects & Public Realm Section, Roads Planning Section and Kildare/ Newbridge MDO before works commence on site.*
- 4. The detailed design with dimensions should comply with DMURS standards, should include pavement materials which should be robust , durable under trafficking and suitable for cyclists and pedestrians, cycle parking, parking bays (2.5m *5.0m minimum) b have adequate skid resistance to accommodate road users and HGVs , access arrangements where sight visibility should comply with the Design Manual for Urban Roads and Streets (DMURS) standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site , traffic impact assessment, drainage and outfall arrangements, public lighting, signage, road markings and traffic calming works*
- 5. The turning movements of HGVs accessing the proposed development should be examined using Autotrack analysis.*
- 6. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping*
- 7. The design of signalised junctions and crossings and the completed signalised junctions and crossings should be approved by the KCC Traffic Management Section where the approved KCC Signalised Works Contractor is Traffic Solutions Ltd.*
- 8. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the development, new footpaths should tie into existing footpaths.*

9. A root management plan should be carried out to ensure that roots do not *interfere and damage shared surfaces, paths, cycle tracks and roads.*
10. *Paving materials should have slip resistance in both wet and dry conditions, slip resistance testing using a Pendulum Tester should be carried out,*
11. *Access for disabled persons including ramps should be provided.*
12. *Street furniture including litter bins should be provided.*
13. *The finish surface of new road pavements to be trafficked by vehicular traffic should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, Strategic Projects & Public Realm Section, Roads Planning Section and the Kildare/ Newbridge MDO beforehand.*
14. *Undergrounding of existing overhead utilities and the installation of new utility ducting within the project extents should be carried out where possible.*
15. *A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed road infrastructure works.*

It is noted that some concern is raised in Public Submissions regarding the removal of car parking spaces. It is noted that the SPPR Submissions Report states the following in this regard:

KCC is currently progressing the option of alternative car parking and the introduction of a dedicated loading bay in the vicinity of the area between Market Square and River Cafe. On approval of this Part 8 proposal, this will be addressed at detail design stage.

Kildare County Council is committed to exploring and developing alternative parking options within reasonable walking distance of Market Square and Main Street prior to the commencement of works.

Water Services & Flood Risk

An Engineering Report has been submitted with the part 8 documentation. It is stated that the design and management of surface water for the proposed development will comply with the policies and guidelines of Kildare County Council and outlined in the Greater Dublin Strategic Drainage Study (GSDSDS) and Sustainable Drainage Systems (SuDS) Strategy. SuDS Measures/Infiltration measures have been utilised where favourable infiltration rates have been identified.

A Site-Specific Flood Risk Assessment was prepared by O'Connor Sutton Cronin. It is indicated that the Site-Specific Flood Risk Assessment Report was prepared by reviewing the available data from the Local Authority sources and national bodies i.e. Kildare County Council, Irish Water, The OPW, and the wider Design Team. A detailed assessment of the proposed engineering infrastructure services associated with, the proposed development is provided under separate cover, as part of the part 8 documentation.

It has been demonstrated that the site is not at apparent risk of flooding from external sources, or as result of the proposed development. In order to minimise the risk of flooding within the development, it is recommended that all drainage infrastructure is designed and installed in accordance with the relevant standards. As the proposed

site is located outside the flood zones for the River Liffey and coastal flooding and is not at significant risk of flooding from pluvial or ground water flooding, no further mitigation measures are required for the proposed development.

Public Submissions

The 34 submissions received are summarised and addressed in Appendix B. A number of issues raised will be fully addressed/incorporated at Detailed Design stage.

It is considered that the responses to the main issues raised in the public submissions have been adequately addressed in Appendix B of this report. It is accepted that some details will need to be agreed at the Detailed Design stage of the project.

9. Conclusions

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023,
- The Kilcullen Local Area Plan 2014-2020,
- Kildare County Council’s internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,
- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out below,

It is considered that the proposed Part 8

- Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and the Kilcullen Local Area Plan 2014-2020 and would therefore be in accordance with the proper planning and sustainable development of the area.


10. Recommendation

It is recommended to the Mayor and Members of the Kildare/Newbridge Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

1. The proposed Part 8 shall be in accordance with the plans and particulars placed on public display on 9th February 2022 except where amended by the conditions set out below.
2. A Consulting Engineer shall be employed to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.

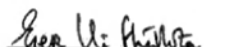
3. All groundworks (ground reductions, site investigations, service trenching) associated with the proposed works should be monitored by an archaeologist under licence to the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht.
4. The contemporary 1798 memorial stone at the east of the Kilcullen Bridge shall be protected during works.
5. The requirements as outlined in response to submissions from KCC Roads/Transportation Section, KCC Environment Section, KCC Parks Department and the KCC Architectural Conservation Officer shall be complied with as part of the Detailed Design stage.
6. All measures shall be taken by the works contractor to prevent muck, dirt, debris or other materials being deposited on the adjoining footpaths and public roads by machinery or vehicles travelling to and from the site during the construction phase. The works contractor shall arrange for vehicles leaving the site to be kept clean.
7. Site development works shall be confined to the hours of 07:00 to 18:00 Monday to Friday and 08:00 to 14:00 Saturdays. No site development works or construction related deliveries shall take place outside of these hours, or on Sundays or Public Holidays. Any alterations to these times shall be subject to the prior written consent of the Planning Authority.

Signed:



A/Senior Executive Planner

01/06/2022



Emer Uí Fhátharta
Senior Planner

June 1st 2022



Sonya Kavanagh

Chief Executive

2/6/2022 | 12:31 PM BST

APPENDIX A
APPROPRIATE ASSESSMENT SCREENING REPORT



**APPROPRIATE ASSESSMENT SCREENING REPORT
AND
DETERMINATION**

(A) Project Details

Planning File Ref	P8 2022-04
Applicant name	SPPR
Development Location	Market Square and Main Street, Kilcullen including part of Bentley's Lane (L-60741-0) and part of the pedestrian walkway along the eastern banks of the River Liffey
Site size	0.46Ha
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	The nearest SAC is Pollardstown Fen -7.5km to the northwest of the site.

Description of the project/proposed development

The proposed improvement works to Market Square and Main Street, Kilcullen, comprise:

- Footpath widening and resurfacing
- Resurfacing of riverside walkway and LED lighting introduced
- Upgrade of street furniture and street lighting to include a multi-functional lighting column in Market Square
- Resurfacing of Market Square and introduction of new stepped access from Main Street, planter and street furniture
- Upgrade of stepped access to riverside walkway from Market Square
- Planting of 6 no. Trees
- Removal of 15no. car parking spaces in Market Square and formalisation of on street parking along Main Street
- Junction improvements at/within Bentley's Lane (L-60741-0) to include a raised pedestrian crossing
- Pedestrian crossings on Main Street (2 controlled and 1 uncontrolled)

- All necessary services and utility provision and associated site works.

(B) Identification of Natura 2000 sites which may be impacted by the proposed development

			Yes/No If answer is yes, identify list name of Natura 2000 site likely to be impacted.
1	Impacts on sites designated for freshwater habitats or species. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i>	No
2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i>	No
3	Impacts on designated terrestrial habitats. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i>	No
4	Impacts on birds in SPAs <u>Sites to consider:</u> Poulaphouca Reservoir	<i>Is the development within a Special Protection Area, or within 5 km of same?</i>	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G) SCREENING DETERMINATION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Having regard to the nature and scale of development proposed, combined with the distance to the nearest SAC it is not considered that the development has the potential to significantly impact the SAC network		
Name:	Elaine Donohoe	
Position	A/SEP	
	01/06/2022	

**APPENDIX B
SUBMISSIONS REPORT (SPPR)**

APPENDIX C
LIST OF PERSONS WHO MADE SUBMISSIONS/OBSERVATIONS

KCC-C67-1	John Tracey	X
KCC-C67-2	D Brennan & Sons Ltd	X
KCC-C67-3	Antoinette Buckley	X
KCC-C67-4	Pat & Rosaleen Bergin	
KCC-C67-5	Bridget Ryan	X
KCC-C67-6	Patrick Nugent	X
KCC-C67-7	Jim Buckley	X
KCC-C67-8	Anna Mcleod	X
KCC-C67-9	Orla O'Neill	X
KCC-C67-10	Martin Sheridan	X
KCC-C67-11	Noel Clare	X
KCC-C67-12	Riverside Manor Residents Association	X
KCC-C67-13	Katrina O'Connell	X
KCC-C67-14	Kilcullen Tidy Towns	X
KCC-C67-15	Howard Berney	X
KCC-C67-16	Tony O Sullivan	X
KCC-C67-17	Eoin Houlihan	X
KCC-C67-18	Ann Cashman	X
KCC-C67-19	Dawn Behan	X
KCC-C67-20	Ray Kelly	X
KCC-C67-21	Clir Tracey O' Dwyer	
KCC-C67-22	Fiona Sloan	X
KCC-C67-23	Sorcha McCoy	X
KCC-C67-24	Stephen Clare	X
KCC-C67-25	Murphy Design & Build Solutions Ltd	X
KCC-C67-26	Laura Bowen	X
KCC-C67-27	River Café Kilcullen	X
KCC-C67-28	Alan O'Connell	X
KCC-C67-29	Clir Noel Heavey	X
SN_30	Carmel O'Grady, Kildare County Council Executive Parks Superintendent,	X
SN_31	Ruth Kidney, Kildare County Council Architectural Conservation Office	X
SN_32	Kildare County Council Environment Department	X
SN_33	Celina Barrett Chief Officer Kildare Fire Service	X
SN_34	George Willoughby, Kildare County Council Transportation and Public Safety Department	X