

Chief Executive's Report

Submissions to:

Proposed Variation 5 to the Kilkenny City and Environs

Development Plan 2014-2020



March 2018



Kilkenny County Council
March 2018

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1. Introduction

This report forms part of the statutory procedure for the making of Variation 5 to the Kilkenny city and Environs Development Plan (KCDP).

This report addresses the submissions received during the 4 week public consultation period, from the 2nd February to the 2nd of March 2018, in relation to the Proposed Variation.

The purpose of this report is to:

- summarise the written submissions/observations received in relation to the proposed variation during the public consultation period.
- set out the Chief Executive's response to the issues raised in the submissions/observations and;
- make recommendations to the Elected Members on the issues arising from the consultation process.

This report is being furnished to the Elected Members of Kilkenny County Council in accordance with Section 13(4) of the Planning and Development Act 2000, as amended, for their consideration.

1.1 Proposed Variation

The purpose of Variation No. 5 to the **Kilkenny City and Environs Development Plan** is to provide the necessary overarching policy framework to allow for temporary parking in the Masterplan area notwithstanding the text of the Masterplan in section 4.1.6.

1.2 Details of Public Display

The documents put on public display for the Proposed Variation were:

- Public Notice
- Proposed Variation
- Appropriate Assessment Screening report
- Strategic Environmental Assessment Screening report

These documents were placed on the Consult.kilkenny.ie consultation website and on the Council's own website. Hard copies of the documents were on public display in the following locations:

- Planning Office, Kilkenny County Council, County Hall, John Street, Kilkenny.
- Carnegie Library, Johns Quay, Kilkenny

Submissions could be made from the 2nd of February to the 2nd of March 2018 by:

- Email to ourplan@kilkennycoco.ie
- Online at consult.kilkenny.ie
- Written submissions to Senior Planner, Planning, Kilkenny County Council, County Hall, John Street, Kilkenny.

2. Submissions Received

In total, twelve submissions were received to the proposed variation. Below is a list of the submissions received¹.

Reference	Name
S1	Department of Housing, Planning and Local Government
S2	Southern Regional Assembly
V1	Department of Agriculture, Food and Marine
V2	Transport Infrastructure Ireland
V3	An Taisce
V4	Wexford County Council
V5	Kilkenny Archaeological Society
V6	Environmental Protection Agency
V7	Elizabeth Keyes
V8	Heidi Good
V9	Colin Ahern (Ormonde Street Carpark)
V10	John Hurley (Kilkenny Chamber of Commerce)

2.1 Summary of Issues Raised, Chief Executive's Response and Recommendations

Ref	Name	Summary
S1	Department of Housing, Planning and Local Government	The Department have no comments to make.
Response Noted.		
Recommendation: No change to the proposed Variation.		

Ref	Name	Summary
S2	Southern Regional Assembly	a) The proposed variation and associated documents have been reviewed in conjunction with the South-East Regional Planning Guidelines 2010 – 2022 and relevant regional and national policy. b) It is considered that the proposed variation would be consistent, as far as practicable, with the urban regeneration and housing objectives set out in the RPGs.
Response Compliance with the Regional Planning Guidelines noted.		
Recommendation: No change to the proposed Variation.		

¹ The full text of the submissions received is available to view at the following link: <https://consult.kilkenny.ie/en/node/2170/submissions>

Ref	Name	Summary
V2	Transport Infrastructure Ireland (Michael McCormack, Senior Land Use Planner)	TII have no specific observations to make.
Response Noted.		
Recommendation: No change to the proposed Variation.		

Ref	Name	Summary
V3	An Taisce (Mary Brennan)	<ol style="list-style-type: none"> 1. The Parking Options Report should have considered new sites where 'park and walk' could be provided about 1.5 km from the Abbey Quarter. It should also have considered potential sites further out near the ring road where 'park and ride' could be provided for long-stay commuters with an electric shuttle bus service to transfer passengers to the centre. 2. Provision of car parking spaces on the Abbey Quarter would draw carbon-fuelled vehicles (petrol & diesel) into the core of the city, and is not a low carbon strategy. 3. The concept of close proximity between parking site and destination, specified as less than 150 m in the <i>Parking Options Report</i> is contributory to an obesogenic environment. An Taisce believe that Kilkenny County Council has a responsibility to provide better urban design with measures built in to help reverse our obesogenic environment. A park and walk policy, recognising 15 minutes as a reasonable walking time would help. 4. Provision of parking on this site fails to contribute to sustainable transport. It will increase noise levels and emissions of green house gases (GHG) and other polluting gases. Of greater importance is the unhealthy culture that is perpetuated by allowing more cars into the city centre as it would delay provision of safe walkways and cycle ways to the city. These are very important to encourage the citizens to engage in active transport/ smart travel. 5. Only vehicles needed for construction of the site should be allowed. There is some merit to allowing temporary coach parking as recommended in the <i>Parking Options Report</i>, and the site should include facilities to accommodate electric shuttle buses. Abbey Quarter should be planted with a clover/grass mix and allowed to support pollinators and act as a green lung to counteract the traffic flow on the CAS. 6. An Taisce recommend that Kilkenny County Council should developed a policy to provide a framework for ; <ul style="list-style-type: none"> • Safe and interesting walkways, linked to green corridors where possible and shielded cycleways so that the city centre can be accessed in a pleasing and healthy way, thereby supporting active and smarter travel. • Traffic Reduction Measures such as 'Park and Walk' and 'Park and Ride'. Provision of a few new car parks at intermediate and peripheral distances with pick up points for transfer to the centre in electric buses. The importance of directing school-commuting traffic into this mode

		<p>should be recognized. Additional access to the city centre should be facilitated only for low energy public transport (City centre supermarkets and hotels already have private car parks).</p> <ul style="list-style-type: none"> • A parking fee structure that encourages long term parking at low cost peripheral car parks, and facilitates only short term parking in the centre.
<p>Response:</p> <p>1. The Parking Options report does not form part of this proposed variation. The variation comes from the identification of meanwhile uses for the Abbey Quarter Area while development proposals are being formulated.</p> <p>2.-6. The variation proposed is to allow short term parking in the Abbey Quarter Area as development proposals emerge. This came through as a an option in the Urban Design Criteria and Development Code approved by the Council at it's January meeting.</p> <p>The Mobility Management Plan for the City, which is under review at present, will address proposals in relation to sustainable transport measures for the city as a whole, including the Abbey Quarter site. The Mobility management Plan will consider all transport modes for the city in order to achieve a reduction in carbon based transport while at the same time increasing accessibility to the City.</p> <p>The provision of parking on the Abbey Quarter will provide a meanwhile use until such time as development proposals for the area emerge. All detailed proposals for temporary parking will be included in a Part 8 application which will come back to the Council for decision.</p>		
<p>Recommendation:</p> <p>No change recommended.</p>		

Ref	Name	Summary
V4	Wexford County Council	No comment.
<p>Response</p> <p>Noted.</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

Ref	Name	Summary
V5	Kilkenny Archaeological Society	<ol style="list-style-type: none"> 1. The provision of increased car parking spaces will lead to more traffic in the centre of the city as the existing car parking facilities are adequate for present levels of traffic. 2. No consideration is given to sustainable transport, or traffic reduction measures such as park and ride. 3. The term within 'walking distance of the Abbey Creative quarter' is not defined. 4. The term 'temporary parking' is not defined; such a facility is difficult to reverse. 5. The provision of 25% more car parking spaces within the city core is unacceptable.

<p>Response</p> <p>1- 2) The temporary parking to be facilitated under this Variation is intended to provide for parking as a meanwhile use while development proposals emerge over the area. The Mobility Management Plan for the City, which is under review at present, will address all proposals in relation to sustainable transport measures for the whole city, including the Abbey Quarter site.</p> <p>3) This comment refers to the Report on Parking Options Assessment for Abbey Creative Quarter Kilkenny (December 2017) and not to text of the Variation. Three categories of walking distance are identified within the Parking Options Report; within 3 minutes (300m), 6 minutes (600m) and 9 minutes (900m).</p> <p>4). The full extent of, including any time limit for temporary parking will be included in a detailed proposal which will be considered under the Part 8 process and will require approval of the members at a future date..</p> <p>5) The Variation does not in itself provide for 25% more car parking spaces; this is a reference to the Parking Options Assessment, which sets out options for the provision of parking facilities to serve the future implementation of the Abbey Quarter Masterplan and the city centre area generally, including the Medieval Mile.</p>
<p>Recommendation:</p> <p>1-5) No change recommended.</p>

Ref	Name	Summary
V6	EPA (Cian O'Mahony, Scientific Officer)	This submission acknowledges that the comments made in their previous submission have been taken into consideration in the SEA Screening Report and requests that the Agency's previous submission in relation to Proposed Variation No. 5, made to the Notice of Proposed Variation for SEA ² should be taken into account at this time also as appropriate.
<p>Response</p> <p>This detail was included in the Screening report which accompanied the Variation on public display. No infrastructure is covered by the variation. The site is zoned "General Business" in the Kilkenny City and Environs Development Plan 2014-2020, which already allows for parking and as such the zoning will not change by virtue of this variation. The site is in a City Centre location and all potential significant environmental impacts, including surface water runoff will again be considered at project design stage.</p> <p>The contents of the submission are noted.</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

Ref	Name	Summary
V7	Elizabeth Keyes St. Canice's Cathedral	1. The availability of parking, particularly for coaches, is a key requirement of the development and promotion of St Canice's Cathedral and Round Tower. The imbalance of coach parking - which is currently concentrated at the Castle end of the city with no

² Notice given to the environmental authorities in accordance with Section 13(K)(3) of the Planning & Development (Strategic Environmental Assessment) Regulations 2004

		<p>provision at all at the Cathedral end- is having a negative effect on visitor dwell time and visitor flow. In summary there is an absolute need for coach parking in the general area of Abbey Quarter/Irishtown to accommodate not only St Canice's Cathedral and Round Tower but many of the cultural and heritage attractions along Ireland's Medieval Mile.</p> <p>2. The vista of the Cathedral and Round Tower from the Abbey Quarter should not be further compromised and a sensitive approach should be taken to the planning and massing of any proposed buildings.</p>
<p>Response:</p> <p>1) Noted, this Variation is to allow for temporary parking which will include for coach parking in the area.</p> <p>2) Noted, the recently completed Urban Design Criteria and Development Code contains detailed guidance on planning and massing in the Masterplan area.</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

Ref	Name	Summary
V8	Heidi Good WH Good Ltd	<p>1. On behalf of the Company and staff, they very much welcome the possibility of additional car parking spaces being opened in the city centre, as</p> <ul style="list-style-type: none"> • Footfall in the city centre has declined over the past number of years • Additional parking on the level would be a significant addition • As destination shops close the lack of a critical mass becomes all the more significant <p>Shopping is very much part of the tourism offering, so accessible parking needs to be increased</p>
<p>Response</p> <p>Support noted</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

Ref	Name	Summary
V9	Colin Ahern (Ormonde Street Carpark)	<p>1. The existing level of car parking provision in Kilkenny city is almost 4000 spaces within a six-minute walk from the Abbey Quarter, and a further 400 approximately within 10 minutes. The 4,000 car parking spaces currently available are operating at well below capacity.</p> <p>2. The proposed increase in car parking spaces at the centre of the city will inevitably lead to the negative consequences that accrue, including the air and noise pollution of a historically unique and important site and significant traffic congestion. Such pollution and congestion would diminish</p>

		<p>the Abbey Quarter and Kilkenny city.</p> <p>3. If additional parking is required, and that is questionable, it should be located outside of the city centre and a park-and-ride facility provided.</p>
<p>Response:</p> <p>1.-2. The purpose of the variation is to allow for temporary meanwhile parking use on the Abbey Quarter area while development proposals emerge for the area. As development proposals emerge the temporary/ meanwhile uses will reduce and will not impact on the long term development of the Abbey Quarter. There are no proposed number of spaces proposed under this variation. That will be the subject of detailed design which will come back to members for approval through a part 8 process.</p> <p>3. The Mobility Management Plan for the City, which is under review at present, will address proposals in relation to sustainable transport measures for the city as a whole, including the Abbey Quarter site. The Mobility management Plan will consider all transport modes for the city in order to achieve a reduction in carbon based transport while at the same time increasing accessibility to the City..</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

Ref	Name	Summary
V10	John Hurley (Kilkenny Chamber of Commerce)	<p>1. It is estimated that an overall additional parking requirement of over 1,300 extra spaces is needed in Kilkenny City. It is recognised that the development of the Abbey Quarter is a long term project which will span many years and in which the final parking demand is not required immediately. A phased provision of car parking will be required and the demand for car parking is likely to change significantly over the likely timeframe for the implementation of the Abbey Quarter Masterplan. It is important that these and related matters are fully explored to ensure that informed decisions are made and Kilkenny Chamber supports the proposed Variation 5 to the Kilkenny City & Environs Development Plan accordingly.</p>
<p>Response:</p> <p>Support Noted. The Mobility Management Plan for the City will consider all transport modes for the city in order to achieve a reduction in carbon based transport while at the same time increasing accessibility to the City</p>		
<p>Recommendation:</p> <p>No change to the proposed Variation.</p>		

3. Summary of Recommendations of the Chief Executive

The proposed variation is a measure to facilitate an application/applications under Part 8 for temporary or meanwhile parking within the Abbey Quarter and does not form part of the long term vision for the site. The use of the area for temporary uses was identified in the Urban Design Criteria and Development Code recently approved by the Council at its January meeting.

The Council will soon commence a review of the Mobility Management Plan for the City, which will consider the longer term options for sustainable mobility throughout the city, thus addressing many of the other concerns raised in the submissions which are outside the scope of this proposed variation.

I recommend adoption of the Variation.

Colette Byrne,

Chief Executive