

PART 8 DEVELOPMENT

Proposed Environmental and Public Realm Improvement works to 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

PLANNING REPORT
January 2022



Kildare County Council
Comhairle Contae Chill Dara

the paul hogarth company

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INTRODUCTION

This document is the Part 8 Planning Report relating to the Proposed Environmental and Public Realm Improvement works to Market Square and Main Street, Kilcullen including part of Bentley's Lane (L-60741-0) and a section of the pedestrian walkway along the eastern banks of the River Liffey (hereafter referred to as the Part 8 site). It is written in accordance with the provisions of the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended).

Kildare County Council (KCC) commissioned Landscape Architecture and Planning Consultancy; The Paul Hogarth Company to prepare design proposals for this Part 8 site. The Council's objectives for this project, in accordance with existing strategies and established policies and objectives, are to:

- Create a safe space
- Improve pedestrian links to North and South
- Improve accessibility
- Improve views
- Create a flexible Event Space
- Provide informal meeting space
- Ensure a strong identity for the Heart of the Town



Existing Site Image

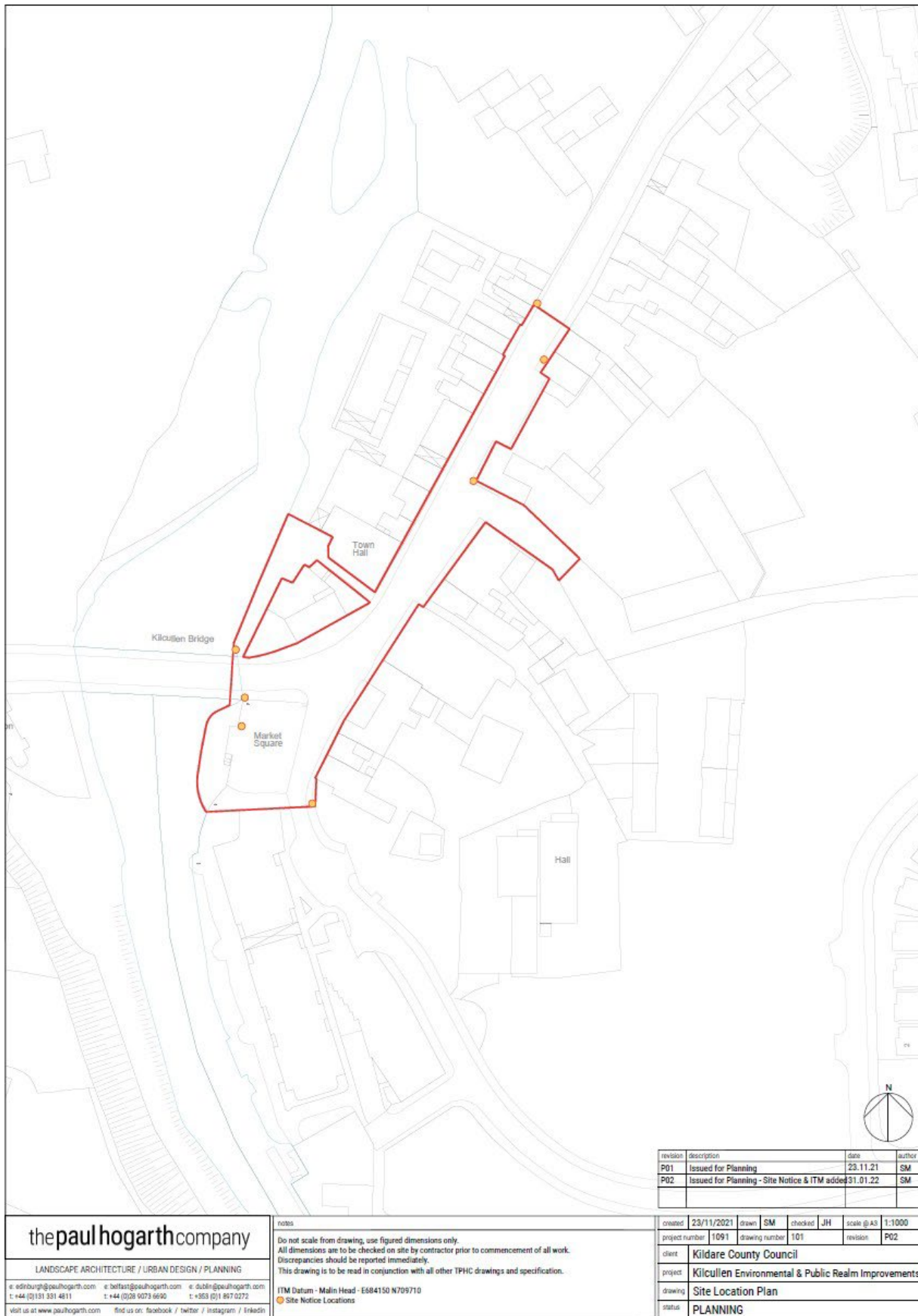
1. SITE LOCATION

The Part 8 site is entirely located within Kilcullen town centre, County Kildare, on the east bank of the River Liffey which runs through the centre of the Town. The town itself is situated off the Dublin to Waterford (M9) motorway, approximately 50km from Dublin City Centre, 12km from Naas and 8km from Newbridge. 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. Extending northwards, Main Street, which is the primary vehicular route through Kilcullen, is bounded on either side by predominantly two-storey commercial properties and Kilcullen Town Hall. 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. At the outset it should be emphasised that 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).

Part 8 Site Location Plan (*not to scale*)



revision	description	date	author
P01	Issued for Planning	23.11.21	SM
P02	Issued for Planning - Site Notice & ITM added	31.01.22	SM

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notes
 Do not scale from drawing, use figured dimensions only.
 All dimensions are to be checked on site by contractor prior to commencement of all work.
 Discrepancies should be reported immediately.
 This drawing is to be read in conjunction with all other TPHC drawings and specification.
 ITM Datum - Malin Head - E584150 N709710
 Site Notice Locations

created:	23/11/2021	drawn:	SM	checked:	JH	scale @ A3:	1:1000
project number:	1091	drawing number:	101	revision:	P02		
client:	Kildare County Council						
project:	Kilcullen Environmental & Public Realm Improvements						
drawing:	Site Location Plan						
status:	PLANNING						

2. ANALYSIS OF PART 8 SITE

The following key analysis findings have been informed by a detailed assessment of the site and a collaborative consultation process, facilitated by The Paul Hogarth Company on behalf of and in partnership with Kildare County Council and Kilcullen Community Action (KCA).

History and Built Heritage

In the early medieval period, a substantial amount of settlement occurred on higher ground overlooking the River Liffey with several ringforts and enclosures recorded in the area. Modern day Kilcullen owes its origin to the construction of Kilcullen Bridge, a six-arch stone bridge crossing the River Liffey, which is situated immediately west of the Part 8 site. Prior to the construction of the bridge the name 'Kilcullen' was applied solely to Old Kilcullen, a monastic settlement 2.9km south-west of the town. Originating in the fifth or sixth century as a monastery associated with Isernius and MacTail, physical remnants of Old Kilcullen still remain today, including curving field boundaries, three high crosses, a round tower and church ruins.

First built in 1319, Kilcullen Bridge was last reconstructed in 1850 and renovated and widened in the early 1970s. The upstream face is modern while the historic style remains visible if viewing from downstream. Early settlers in Kilcullen made a living by serving the needs of travellers using the bridge on their journey's northwards and southwards. Later a market was established at the south-eastern foot of the bridge, hence the name Market Square.

The town comprises one main street, with a few connecting roads. The main street slopes from Old Kilcullen and the Athy Road and motorway access, after joining with the Newbridge Road, down to the Liffey, and back up again, more steeply. Schools and churches are concentrated at the south-western edge of the town centre, with commercial properties spread along Main Street. Market Square, The Town Hall & Heritage Centre and a building used previously as a Bank, lie just to the northeast of the bridge.

Lack of Gathering and Events Space

Kilcullen is fortunate to have an attractive, historic townscape and a relatively successful commercial core. It also has a vibrant local community, which was clearly evident throughout the course of the analysis and stakeholder engagement to inform this application.

For some time however, the community has identified the lack of a square or park in the town that is suitable for the holding of community gatherings or events. This has led to the use of the Part 8 site for the occasional holding of events, involving the temporary banning of car parking. It is recognised, however, that the space offers far more potential to be used all year round as an events space, effectively being brought back into its original use as a public square, instead of a car park. This would not only accommodate large, town wide events, but also smaller activities, as well as providing a place to socialise and relax.

Compromised Setting of Built Heritage

The Part 8 site occupies a prominent position on the banks of the River Liffey and immediately adjacent to the picturesque 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 and does not accurately reflect the strong community spirit and social cohesiveness. At present, the Part 8 site is poorly presented, inaccessible and dominated by parked and moving vehicles. As a result, it does not feel like a place to linger, despite its prime riverside location. There is a necessity, therefore, to enhance this area and establish it as a central, focal point within the town centre that becomes a destination to visit and spend time in, both for visitors and residents alike.

Transport and Movement

Kilcullen is a historic market town with a medieval history; however, over the years, central pedestrian space has been reduced and the town redesigned to prioritise space for the movement of cars over valuing places of social interaction and exchange. Presently, this vehicular dominance, of both parked and moving cars, is having a negative visual impact upon the town and diminishing the quality of Kilcullen's architectural heritage.

Currently, the road network (R448) comprises two-way traffic that transects the Part 8 application area, 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.

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, thus illustrating an established commuter route through the town. The survey results also show that the percentage of Heavy Goods Vehicles (HGVs) along this route was relatively low at 3.34% of total vehicles.

For most of the Part 8 application area, the report shows that vehicles exceeding the speed limit was not a significant safety concern, with most survey counts recorded below the stated speed limit. This is presumably due to the vertical and horizontal road geometry which reduces forward visibility, available carriageway width and the built-up nature of the area. However, on the R448 route, a small number of vehicles were detected travelling in excess of the speed limit upon leaving the town, therefore, highlighting the potential need for traffic calming measures on this northern section of the road. The secondary road branching off from the Market Square towards the residential cul-de-sac was shown to have much lower traffic counts, illustrating a more localised role within the transport network.

In terms of traffic safety concerns, in its present arrangement, the junction of Bentley's Lane with Main Street poses a safety risk to pedestrians due to the lack of raised and formalised pavement combined with the poor visibility at this junction and the presence of large commercial vehicles entering/exiting D. Brennan & Son's builder's yard.

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. In areas with a policy to encourage ease of access to retail facilities, which by their nature have brief duration visits, good planning dictates limiting the maximum duration of stay in parking spaces to 2 hours. Should a similar measure be incorporated into the town of Kilcullen, this would increase the availability of parking by a further 18 no. spaces within the study area.

All the parking provision within the Part 8 area can be used free of charge which would encourage such long-term parking. A further issue lies with vehicles parking illegally, frequently ignoring demarcated double yellow lines or parking in undesignated spaces. Whilst this undoubtedly has a

visual impact upon the town, it also has a potentially serious safety impact as it impedes the safe movement of pedestrians, particularly those with visibility and mobility issues.

The existing extensive road infrastructure and car parking provision, combined with the inadequate pedestrian footpaths, undermines the environmental quality of this once important civic space of Kilcullen. Detracting from the surrounding heritage assets and creating an unwelcoming environment for all users resulting in a negative effect on the walkability and accessibility of Kilcullen Main Street and Market Square area. Based on the Transport Report, the town parking arrangements in this part of Kilcullen would benefit from regulation. This would likely free up parking and be beneficial for retailers and pedestrians.

3. STAKEHOLDER ENGAGEMENT

Stakeholder Engagement for this Part 8 Project has been extensive, not only conducted by the consultancy team, but also by Kilcullen Community Action. This included a major consultation event held on the Part 8 site itself on Saturday 30th September 2016. The event was used to host a range of engagement and consultation exercises, as well as stalls and other activities which demonstrated the potential of the square. A public survey was also conducted, attracting a total of 163 survey responses on the day and a further 54 filled in online. (See attachment in appendix)

Findings

The results of the survey showed that when questioned, the most common answers for which words 'best' describe Market Square also had an overlap with the most frequently used words regarding what people 'disliked' most about Market Square. This included:

- Parking/cars/traffic
- Underutilised/wasted/poor use of space/loss of potential
- Drab/bland/monotone/grey/unattractive/dull/lacking colour/grubby/lacking greenery
- Dated/old/uninviting/unimaginative/rundown/uninspiring
- Dangerous, especially for pedestrians

In terms of what the respondents liked most about the Market Square, the results highlighted:

- River/river views/access to river
- Central location

- Parking
- Good for events (festivals/concerts)
- Has great potential

When asked for potential ideas to better improve the use of Market Square, the responses stated:

- Integrate more with Liffey/develop both sides of river/remove railings/enhance view of river
- Outdoor amphitheatre/stage/bandstand/raised area for music, events, community area/awning/lighting/electricity points
- Community space/amenity area/ focal point for community/ public park/ safe public space
- A regular market

Finally, in relation to parking and traffic concerns at Market Square, when asked for ideas to improve the current situation, the top results were as follows:

- Not a car park/remove cars/ plenty of car parking elsewhere/ limit parking and enforce
- Make proper parking/ improve parking layout/ better parking management/ keep parking
- Pedestrianise
- Little or no parking/ Take out half parking/ no weekend parking/ less cars/ no long-term parking





As part of the initial information gathering and analysis stage a consultation workshop with members of Kilcullen Community Action was held. This workshop provided the opportunity for the local community to meet the Project Team and share their thoughts and ideas for the future development of the Market Square area of Kilcullen. The findings from this consultation workshop are summarised in the list below. These findings, in addition to the Council's objectives, have helped shape the detailed design of the Part 8 scheme.

- Ensure safety is designed into the proposals - Traffic incidents have occurred on the bend - Road Safety Audit to be included
- KCC Road Improvements scheme should be developed alongside the new Square to ensure continuity and quality of design
- Trees to be considered to assist with traffic calming, by indicating the approach toward a pedestrian priority space
- The Square should provide sufficient usable space - evident from visitor numbers during market and music events
- Enable access for all to the Riverside and upper Event space without compromising the usable space for events

- Enhance Access and Views to the River - Integrate the edge of the new Square with the River
- Physical links should be considered to increase pedestrian footfall by implementing the pedestrian bridge to the South
- Create a visual connection with the Amphitheatre on the opposite side of the river
- Quality and design of Materials, Street Furniture and Lighting should establish the new Square as the Centre of the Town
- Interpretation to include reference to the 1319 opening of the Bridge & the longevity of local businesses
- Demonstrate that the 15 car parking spaces can be accommodated within a 2-to-3-minute walk of the new Square



4. PROPOSED SCHEME

Project Description

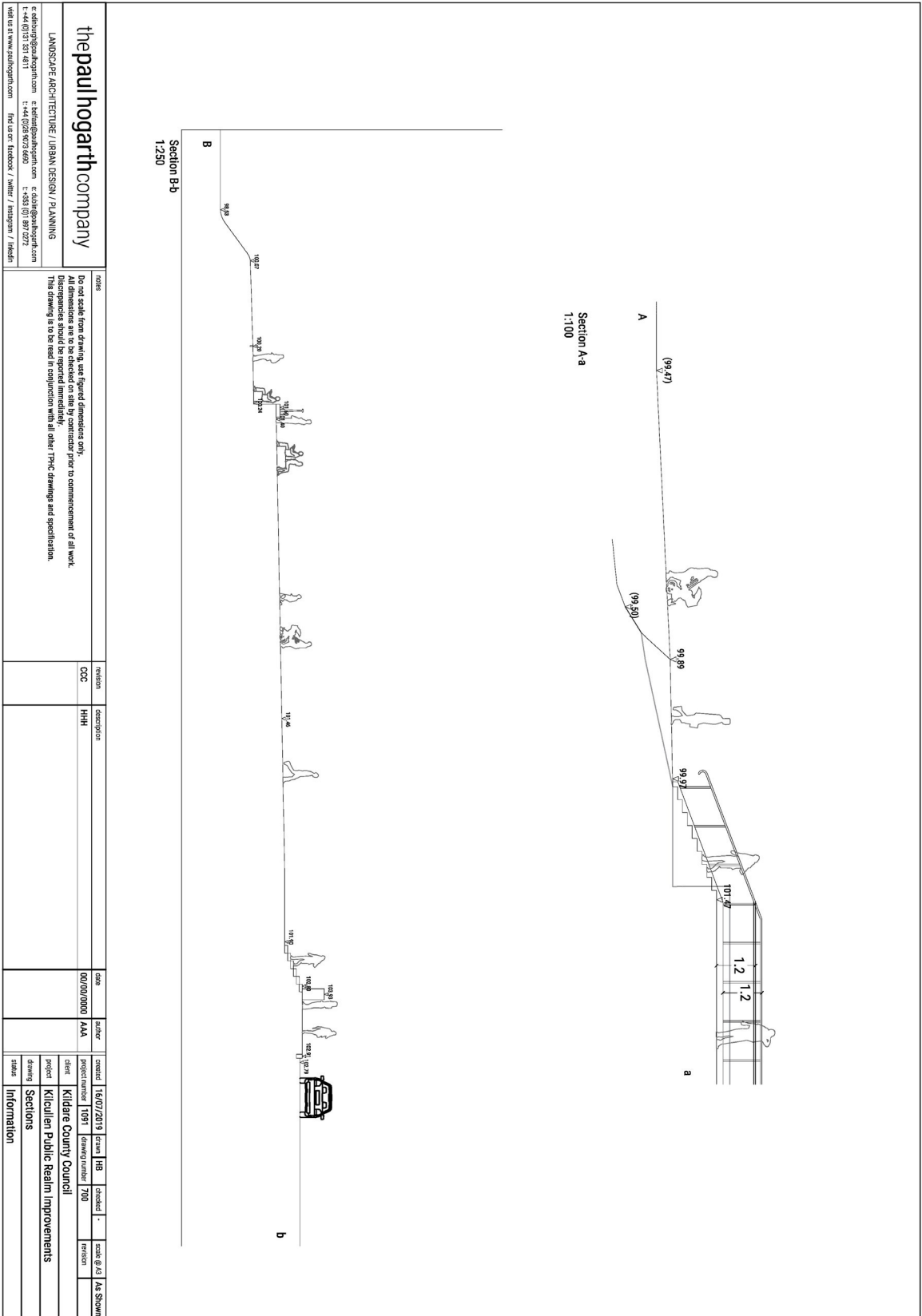
The design for the Part 8 site has been developed following the analysis stage and stakeholder engagement and involves a comprehensive upgrade to the horizontal surfaces of the entire Part 8 site.

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.



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



Part 8 Site Sections (not to scale)

Design Features

The proposed scheme uses high quality public realm materials and artisanship comprising natural stone paving, semi-mature specimen tree planting, bespoke street furniture and contemporary lighting.

The use of high-quality public realm materials and features will:

- Convey a message of quality that reflects the vision held for Kilcullen, its businesses and visitor attractions.
- Utilise materials that last much longer than inexpensive alternatives.
- Provide hard landscaping throughout the space, which is necessary to facilitate high footfalls associated with a range of activities and events to be held on the Market Square.
- Improve quality and safety of the environment after dark particularly along the pedestrian route linking the Market Square with the river walkway using additional LED lighting.
- Provide a visually attractive setting for the adjacent heritage features, including Kilcullen Bridge and Main Street properties.



Exemplar Images of high-quality public realm materials

Creation of a Flexible, Pedestrian-Orientated Space

The proposed design of the Part 8 site redresses the balance from what is currently a vehicular dominated area of Kilcullen town centre to a more people-friendly, attractive location that puts pedestrians first and accommodates a range of community events and activities.

The proposed development involves the removal of car parking from Market Square and the rationalisation of informal on-street parking on Main Street. Footpath widening and footpath surface upgrade is proposed, in addition to the development of generous, natural stone steps that will improve pedestrian connectivity between Main Street and Market Square and between Market Street with the riverside walkway. A feature multi-functional lighting column at the Market Square will include Wifi, CCTV, image projector, Tannoy public address speaker system, power and water supply, all integrated into the feature column. As a result, the Market Square will be able to host a range of activities and events throughout the year to the benefit of the community and local business.

Existing town centre car parking provision has been examined in the accompanying OCSC Parking Report. Whilst there is a demand for parking within the town, the current informal parking arrangement that exists is to the detriment of the pedestrian experience and the connectivity and accessibility of the town. There also appears to be a surplus of available free parking provision within the adjacent surface level car park associated with the apartment block, as well as other areas that could help absorb such demand, this use would allow the Market Square to become a flexible, pedestrian-orientated space providing significant social and economic opportunities.

The creation of a flexible, pedestrian-orientated space will:

- Establish an attractive environment for all users which provides an informal safe place for all ages and mobility to meet, especially important in these times.
- Provide opportunities for Market Square to be animated and used by communities, businesses and the local authority for a range of activities including outdoor dining, events, markets and festivals throughout the annual calendar strengthening tourism.
- Strengthen the town centre relationship with the River Liffey stimulating increased footfall through better permeability, accessibility and appreciation of natural assets/blue infrastructure.

Exemplar Images – potential uses of the Part 8 site



Establishment of a Safer Environment for all Users

The scheme proposes the rationalisation of road infrastructure throughout the Part 8 site, with the aim to rebalance the needs pedestrians over the current vehicular dominance and to enhance the opportunities for social interaction and enjoy a space for community events.

The existing infrastructure currently does not provide the safest and most inclusive environment, particularly for those with disabilities and prams. In response, the proposed scheme includes flush kerbs to define edges of carriageways, in lieu of white lines, and includes tactile paving at crossing points to reinforce safety for pedestrians over vehicles.

To increase accessibility, a dedicated disabled parking bay has been included in the proposed design and is located on the Main Street.

At the Market Square, to ensure pedestrian space is clearly identifiable, the area will be defined by a separate stone paving, contrasting to the rest of the materials used Part 8 site, and will include a 25mm upstand kerb delineation between the Market Square and the roadway. A pedestrian crossing with tactile paving will also be included as part of this. The raised Stone Planter with Column Tree species proposed for the junction of the R448 and the Square will further protect and define the edge of Market Square whilst providing seasonal interest.

The inclusion of the LED lighting columns ranging from riverside ground level fittings (designed to limit light pollution), to 6m and 11m street lighting, will ensure the Part 8 site can be used in the evening as well as the daytime. By increasing the timeframe for potential events, the design improves the overall accessibility of the area and can provide a sense of safety after dark, particularly along the walkway adjacent to the river.

The establishment of a safer environment for all users will:

- Stimulate use of this area for pedestrians, including those with disabilities and those using buggies, as well as cyclists which helps create and maintain modal shift.
- Improve the quality of connections to town centre businesses and attractions, helping drive tourism.
- Encourage activity after dark in a safer and more pleasing environment.

5. ASSESSMENT OF PLANNING POLICY

Regional Planning Guidelines 2010-2022

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.

Project Response

As outlined within Section 4, the Part 8 scheme will deliver a high-quality attractive environment for all users, that will stimulate increased footfall and increase opportunities for greater use of Main Street and Market Square by communities, businesses and the local authority for outdoor seating, dining, activities, events, markets, and festivals. This will assist and support in realising the following objectives from the Economic Retail Strategy as outlined within the RPG’s:

1. Plan for the growth and development of existing centres.
2. Promote and enhance existing centres, by focusing development on such centres and encouraging a wide range of services in good environments which are accessible to all.
3. Support the role of towns centres as places to visit that have strong community and civic functions and role to the surrounding population.

4. Enhance consumer choice by making provision for a range of shopping, leisure, and local services, which allow choice to meet the needs of the entire community, including partially excluded groups and new areas of population growth.
5. Support high-quality, well designed efficient, competitive, and innovative retail in town centres and an overarching objective in local/town plans, mixed with leisure, tourism, culture, business, and other sectors and;
6. Improve accessibility, ensuring that existing and new development is, or will be, accessible and well served by a choice of means of transport and where possible within walking distance.

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.

Project Response

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.

Kildare County Development Plan 2017 – 2023

The Kildare County Development Plan was adopted by the Elected Members of Kildare County Council on 1st February 2017 and came into effect on 1st March 2017. It sets out an overall strategy for the proper planning and sustainable development of the functional area of County Kildare, over the period 2017-2023. The overarching aim of the Plan is;

“To build on the strengths of the county by facilitating sustainable development, through the provision of high-quality employment opportunities and residential developments supported by quality urban and rural environments with physical and social infrastructure to support communities throughout the county.”

Project Response

By providing welcoming, safe, useable, and people-centred civic spaces that encourage human/social interaction, the proposed scheme aligns with and supports the following policies and objectives from the County Development Plan 2017 – 2023:

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.

Green Infrastructure Policy

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 therefore determined that the proposed Part 8 scheme aligns with and supports the relevant Green Infrastructure policies and objectives contained within the Kildare County Development Plan 2017 – 2023.

Built Heritage

The wider context of the 2017-2023 County Plan provides background for the policies in the Local Area Plan. It lists as policy the intention to “promote the maintenance and appropriate re-use of buildings ... which make a positive contribution to the character, appearance or quality of the streetscape” (PS 11) and to “protect and retain important elements of the built heritage including historic gardens, stone walls, landscapes and demesnes, and curtilage features” (PS 16).

The County Plan emphasises the importance of vernacular architecture in its contribution to the heritage of Kildare and its historic townscapes (Policy VA 1-8). It promotes the objective to “*identify and retain good examples of historic street furniture in situ e.g., cast-iron post-boxes, water pumps, signage, street lighting, kerbing and traditional road and street surface coverings*” (VAO 1).

Kilcullen Local Area Plan 2014 - 2020

The relevant Development Plan pertaining to the area is the Kilcullen Local Area Plan 2014 - 2020. The Plan sets out an overall strategy for the proper planning and sustainable development of Kilcullen over the plan period 2014-2020. The Part 8 site is located within Land Use Zone A: Town Centre, where it is the objective of the Council 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*”.

Within Zone A, the Part 8 site, along with the Barrow Quay area, is identified as a “Primary Public Space”.

Project Response

The vision for Kilcullen town centre is to create a vibrant and bustling place with a diverse mix of activities for a full range of demographics. By creating opportunities for cultural, social and community development, the Part 8 scheme will facilitate an increase in activities that maximise the local amenity space.

The LAP states that quality recreation, leisure and amenity facilities have a positive impact on local quality of life and can assist with social integration and cohesiveness. Therefore, the provision of such amenities is a central element in the delivery of sustainable communities.

Through the implementation of the Part 8 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 following policies of the Kilcullen LAP 2014-2020:

Economic Development

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

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.

The LAP goes on to instruct how the Town Centre can be made more vibrant through developing vacant and underutilised sites in the town centre and enhancing the physical environment and streetscape of the existing town core. The proposed Part 8 scheme achieves this by fulfilling the following policies:

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.

Recreation and Amenity

- RA 1: To encourage the provision, improvement,
- and expansion of more varied social, cultural, recreational and sporting facilities to serve the needs of the town.
- RA 2: 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.
- RA 3: To encourage recreational/amenity/ community facilities in Kilcullen to be multi-functional and not used exclusively by any one group

6. SUPPORTING STUDIES/ASSESSMENTS

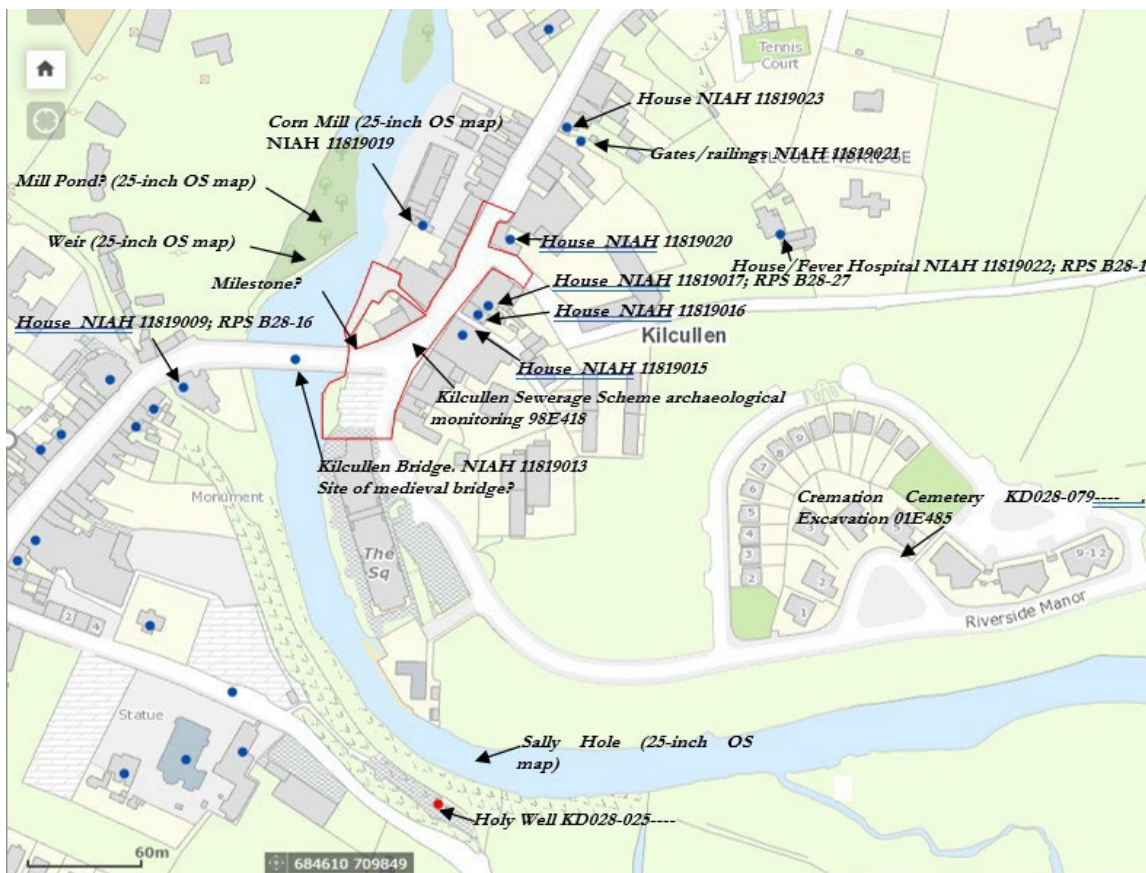
Archaeological Assessment

The following narrative provides a summary of the findings from the accompanying archaeological assessment that was undertaken by Kilkenny Archaeology in support of this Part 8.

The assessment comprised a field survey of the Part 8 site and a desk-based examination of the following documentary sources:

- Topographical Files of the National Museum of Ireland
- Archaeological Survey of Ireland RMP files
- Historic maps of Kilcullen and Kildare
- Aerial photographs from 2000, 2005 and 2018 (Google Earth and Bing)
- Accounts of previous archaeological excavations in Kilcullen in the 'Excavations Bulletin', www.excavations.ie
- Architectural Heritage sites in the National Inventory of Architectural Heritage (NIAH) for Kildare and the Record of Protected Structures for County Kildare in the 2017-2023 Kildare County Development Plan
- Archaeological 'grey literature' reports
- Secondary sources (see bibliography)

Field inspection was 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. Field survey included examination, photography and written descriptions of each archaeological monument/area.



The assessment identified that while none of the original eighteenth century bridge parapets are extant on the east side of the bridge, stretches do survive on the west side. A possible milestone from the Kilcullen to Dublin Turnpike Road is set up against the north-eastern parapet of the bridge. Archaeological monitoring of a service trench that ran up Lower Main Street in 1999 brought to light nothing of archaeological interest (O. Riordain 1998). The street surface itself is tarmac and four houses that are included in the National Inventory of Architectural Heritage (NIAH) are extant within the development area. The development area also includes a laneway that runs west off Lower Main Street by the south side of the Kilcullen Heritage Centre/Town Hall and links into the pedestrian walkway along the eastern banks of the River Liffey.

The 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.

However, the development area may be coterminous with a medieval settlement, which was possibly walled and provided with a castle, that was established following the construction of a bridge at Kilcullenbridge in 1319. 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 public realm project 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.

Proposed Mitigation

It is recommended that 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.

Conservation Report

A Conservation Report was prepared by Alastair Coey Architects, in support of this Part 8 submission. 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.

RPS No.	Name	NIAH No.
-	Berney's Restaurant (Fallon's of Kilcullen)	11819015
-	The Powder Room	11819016
B28-27	O'Connell/The White Horse Inn	11819017
-	Former Kilcullen Corn Mill (no longer extant)	11819019
-	Woodbine Books	11819020
RMS/SMR		
KD028-062	Kilcullen Bridge	11819013

Table of Protected Structures, Conservation Report, *Alastair Coey Architects*

The report notes that no historic surfacing materials appear to survive in the Part 8 site although it is possible that some evidence of previous historic finishes may be uncovered during the implementation stage.

Proposed Mitigation

- The construction contractor will be required to implement appropriate measures to ensure that no damage is caused to historic fabric.

Re-surfacing

- A watching brief by a conservation architect and archaeologist will be provided during excavation stages and any previous surfaces exposed will be evaluated and, if considered to be of significance, recommendations will be made to the Council proposing appropriate action to be taken. This might involve recording before removal, isolating the relevant surface before laying of new finishes or incorporating the surface in the scheme.
- New finished ground surface levels will be designed to avoid covering building thresholds and plinths, some of which are historical, or exposing underbuilding. It is recommended that the proposed paving for vehicular crossings, for example at the entrances beside and opposite the Town Hall, comprise traditional granite setts to reinforce historic character.
- The Part 8 site retains a large amount of good quality cast-iron utility access hole covers, mostly manufactured by Cavanagh's Foundry, Birr. Retaining these within the re-surfacing and incorporating new iron covers where necessary is greatly favourable to introducing steel or plastic coverings.

Backlands

- The backlands area to the rear of the Town Hall and connecting to Kilcullen Bridge contains little of value affected by the proposals. The wall running parallel to the river path towards the bridge appears to be of some historic interest and could be the remainder of back land plot walls. Protection should be provided where the wall meets the proposed asphalt surface and planting should avoid damaging the historic masonry.

Bollards and Lighting

- Proposed lighting features and any proposed bollards across the site should be of a good quality contemporary design with complement the historic character of the setting.

Free-Standing Features

- Carriage wheel fender post – to south corner of Woodbine Books, circular masonry post with domed caps. This may remain in situ during the construction period, but the contractor will be required to implement appropriate measures to ensure that no damage is caused.
- 1798 Rebellion memorial – Free-standing limestone post set on smooth limestone plinth standing proud of the north parapet wall at the east end of Kilcullen Bridge. Front face contains inscriptions and bas-relief sculpture. The feature is easily missed and would benefit from relocation either within the Part 8 site or elsewhere in the town. If relocation is undertaken, the two components should dismantle, and appropriate mortars and conservation techniques employed.
- Kilcullen Bridge – Recorded Monument. Nineteenth-century six-span masonry bridge with twentieth-century concrete widening to south side and replacement parapets. The parapet walls on the roadside are of little historical value and date from the twentieth century widening of the structure. This structure is primarily affected by the enhancement of the pathway below its western arch and by new surfacing around the walls at its east end. The existing pathway shows signs of anti-social behaviour, and this should be borne in mind when introducing the proposed lighting. It would be greatly complementary if in conjunction with the scheme the underside of the bridge arch is cleaned, and existing graffiti removed.

Buildings on north side of Main Street

- Ex-Bank of Ireland – Two-storey six-bay semi-detached rendered houses last in use as a bank with hipped natural slate roof and railed disabled access ramp and steps. No particular protection measures necessary.

- Murphy Design – two-storey three-bay roughcast rendered house with pitched roof, and simple ground floor shop front. No particular protection measures necessary.
- Kilcullen Town Hall – single-storey six-bay ashlar granite town hall with pitched roofs and 1/1 timber sliding sash windows, having rear conservatory wall overlooking back land carpark. Protection to be provided to entrance ways including granite plinths and surrounds, granite thresholds, timber doors and cast-iron gates.
- Headrush Salon/ Brendan O’Connell Insurance Investments – two-storey five-bay shops comprising beautician and insurance office with pitched natural slate roof, quoins and high-quality imitation shop fronts. Protection to be provided to quoins and to shop fronts including stall-risers, consoled pilasters, timber and glazed panel doors and thresholds.
- Millrace Apartments – two-storey thirteen-bay attached rendered apartment range with pitched natural slate roof and central carriage arch. No particular protection measures necessary.

Buildings on south side of Main Street

- Reidy Stafford Solicitors – four/five -storey five-bay multi-use building, lower two storeys rendered and rubble stonework above with natural slate mansard roof. No particular protection measures necessary.
- Fire-stop Enterprises Ltd. – two-storey three-bay end of terrace rendered house with pitched slate roof. Planters to be removed during works and replaced at completion. Protection to be provided to quoins and threshold including step, four-panelled timber door and frame.
- Rosewood House – two-storey three-bay attached rendered house with taller attached two-storey goods entrance both having pitched natural slate roofs. Protection to be provided for mosaicked tiling in front of goods entrance.
- House (formerly Perfect Images Beauty Salon) – two-storey four bay roughcast-rendered attached house with pitched natural slate roof. No particular protection measures necessary.
- McTernan’s – two-storey four-bay rendered attached public house with pitched natural slate roof behind parapet, shopfront fascia and cart entrance. Protection to be provided to entrance ways comprising timber panel doors, frames, brass door furniture, plinths and stone thresholds.

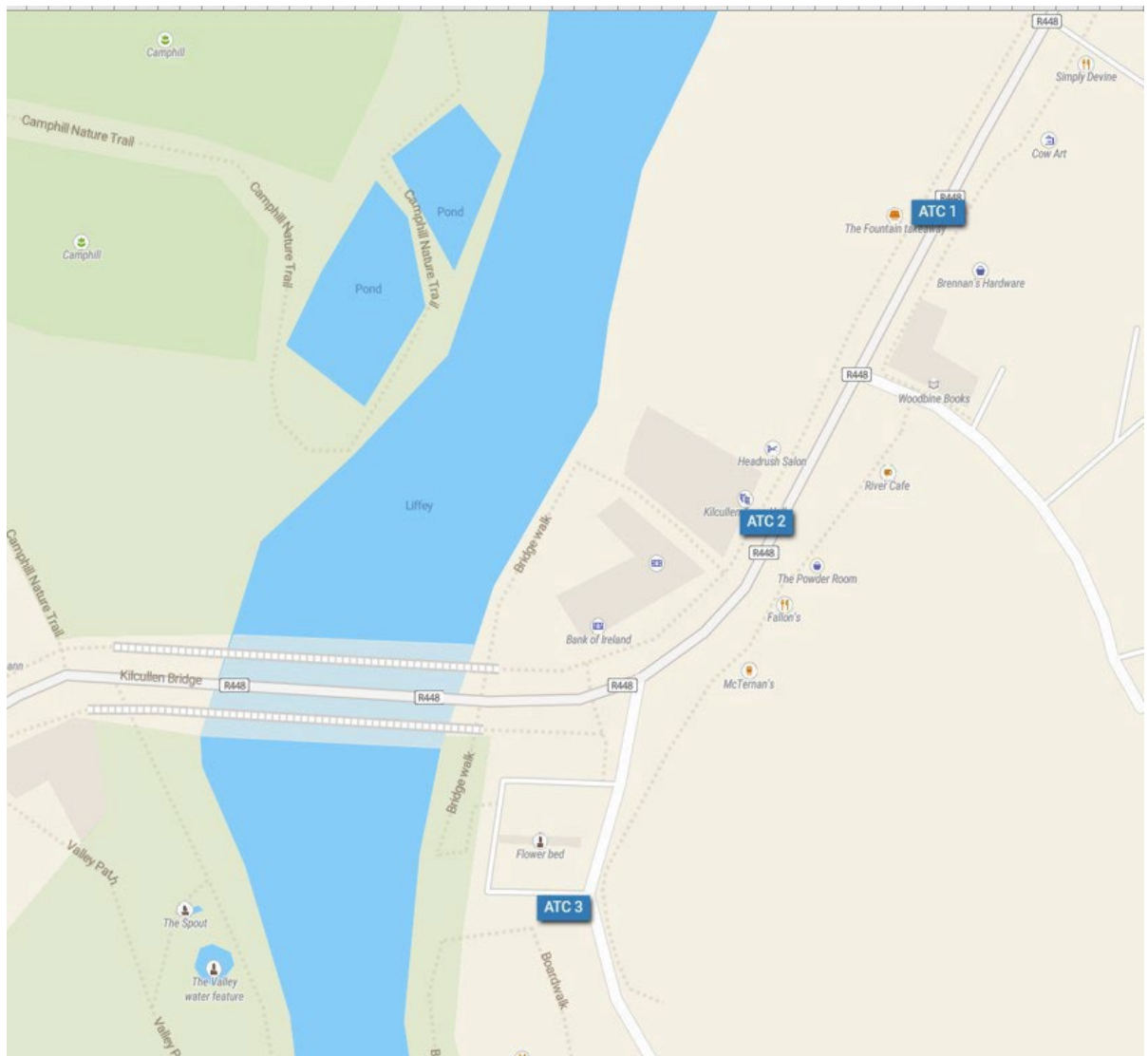
- Fallon's of Kilcullen – two-storey eight-bay end of terrace rendered restaurant with pitched natural slate roof and signage fascia. No particular protection measures necessary.
- The Powder Room – two-storey two-bay end of terrace house in use as salon with pitched natural slate roof, timber 1/1 sliding sash windows and good quality imitation shop front. Protection to be provided to shopfront including stall riser, consoled pilasters, timber six-panel door and threshold.
- O'Connell's/The White Horse Inn – Protected structure. Two-storey two-bay attached public house with pitched natural slate roof, timber 1/1 sliding sash windows and good quality imitation shop front. Protection to be provided to shop front including granite plinth, stall riser, consoled pilasters, six panel timber doors and threshold.
- Boyle Sports/ The River Café/ Employability – two-storey five-bay end of terrace building comprising three shop units with pitched natural slate roof, timber 1/1 sliding sash windows and poorly detailed imitation shopfronts. No particular protection measures necessary.
- Woodbine Books – two-storey four-bay corner site house with hipped natural slate roof, decorative gutter brackets and quoining alternating in a vermiculated and reeded pattern. Protection to be provided to decorative quoins, especially in case of work to adjacent services; also to panelled timber doors, granite threshold step at main entrance and carriage wheel fender at south corner.
- D. Brennan & Sons – two-storey five-bay rendered shops with natural slate pitched roof and plain ground floor shop fronts. No particular protection measures necessary.

Parking Report

A Parking Report was prepared by O'Connor Sutton Cronin & Associates (OCSC) in support of this Part 8 application. The report was written to address the design considerations of the scheme associated with traffic and transportation, addressing the volume of traffic, speed of traffic and parking rates in the study area as well as the impact of the proposed scheme on the local road network.



To establish the existing traffic flows on the local network, data collection surveys were carried out by Idaso Ltd using Automated Traffic Counters (ATC) at the following 3 locations, please see below:



The report found that the R448 road was used as a commuter route through the town, with its most northern aspect counting the greatest number of vehicles in excess of the speed limit. The point was also raised that there is a strong relationship between the frequency of design elements which aim to reduce speed and a reduction in the percent of drivers who exceed the posted speed limit, suggesting a need for some mitigation measures to be implemented within the northern tip of the R448.

It was suggested in the results of the transport report that the availability of free car parking in the Part 8 site was exacerbating issues of traffic congestion. Parking is currently not regulated for maximum stay and informal parking arrangements were also hindering pedestrian movement and decreasing the overall inclusivity of Kilcullen's accessibility and walkability.

Proposed Mitigation

The Parking Report found a moderate number of vehicles exceeding the speed limit upon leaving the town to the North. In response, while the number of vehicles recorded speeding was low, proposed measures have been introduced to the scheme to mitigate against this and improve the walkability and connectivity of the site. This includes the design elements discussed in Section 4, including a pedestrian crossing, upstand kerbs and pavement widening. The proposed public realm upgrade includes positive improvements for pedestrian priority and accessibility for vulnerable road users which addresses points raised within the report.

To address the issue of long-term parking, the report recommends that regulation of parking duration be considered for the study area. The report also states that with parking regulation, there are adequate parking provisions in the designed scheme. It should be noted that Planning permission has recently been granted on 28.10.21 under Planning reference: PL 21/1267 to upgrade and extend the existing car park of Fallon's Bar & Restaurant. This new layout directly adjoins Market Square and includes the provision of 44 parking spaces which will help ease any issues associated with lost car spaces at the newly configured Market Square.

Drainage Design

OCSC carried out a desktop survey to request the existing drainage records from KCC and Irish Water. This information was further verified by comparison to topographical survey data and a site walk. In general, the area of Kilcullen east of Kilcullen Bridge is drained by way of a surface water network which travels along the main. There are isolated pieces of storm water drainage out falling directly to the River Liffey. It is not clear that there is any form of treatment on these short, small catchments.

Proposed Mitigation

It is proposed as part of this scheme to regularise the storm drainage within the area by way of combining the storm water network through the site area out falling to the River Liffey and the addition of a form of treatment in line with the principles of the GDSDS (by way of a Downstream Defender or similar prior to the outfall).

Flood Risk Assessment

OCSC have carried out a desk top flood assessment of the study area. OCSC have consulted www.floodinfo.ie, and www.floodinfo.ie. The existing area and proposed public realm upgrade can be classed as a “*less vulnerable development*” in accordance with Table 3.1 of The Planning System and Flood Risk Management Guidelines for Planning Authorities.

Proposed Mitigation

No specific mitigation measures are proposed.

Utilities

It is a stated aim of the Kildare County Council that the scheme should achieve a minimisation of clutter.

Proposed Mitigation

To comply with this aim it has been proposed to underground the existing utilities to the extent feasible within the project extents. OCSC have:

- Received existing service drawings from each of the utility's owners in the area.
- Informed all utility owners that there is an opportunity to install planned upgrades as part of the public realm scheme.
- Where relevant we will also meet with service owners to discuss the final detail of the network proposals for their services prior to tender.

7. APPROPRIATE ASSESSMENT

Legislation

Appropriate Assessment (AA) is an assessment of the likely significant effects arising from a plan or project, either individually or in combination with other plans or projects, to assess if the plan or project will adversely affect any European site concerned including implications in view of the European site's conservation objectives. These sites consist of SACs and SPAs and provide for the protection and long-term survival of Europe's most valuable and threatened species and habitats. Where a formal consent process applies, the AA process is concluded by the relevant competent authority making a determination in accordance with article 6(3) of the Habitats Directive. The accompanying Screening Report in support of the Appropriate Assessment (AA) of this Part 8 has been prepared by CAAS Ltd in accordance with requirements of Article 6(3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (as amended) (hereafter referred to as the "Habitats Directive").

The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the "favourable conservation status" of habitats and species of European Community Interest. These habitats and species are listed in the Habitats and Birds Directives (Habitats Directive as above and Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable among them. These two designations are collectively known and referred to as European sites. Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect such sites. Article 6(3) establishes the requirement for AA. These requirements are implemented in the Republic of Ireland by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning and Development Act 2000 (as amended).

Article 6(3) of the Habitats Directive States: 'Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public'.

The AA process relates to the protection of species listed in Annex I and Annex II of the Habitats Directive which form the Natura 2000 network (Article 3(1)). Article 3(1) of the Habitats Directive States: *'A coherent European ecological network of special areas of conservation shall be set up under the title Natura 2000. This network, composed of sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, shall enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range'*.

Methodology

The AA is based on best scientific knowledge and has utilised ecological and hydrological expertise. In addition, a detailed online review of published scientific literature and 'grey' literature was conducted. This included a detailed review of the National Parks and Wildlife (NPWS) website including mapping and available reports for relevant sites and in particular sensitive qualifying interests/special conservation interests described and their conservation objectives.

The ecological desktop study completed for the AA of the proposed project comprised the following elements:

- Identification of European sites within 15km of the proposed project boundary with identification of potential pathways links for specific sites (if relevant) greater than 15km from the proposed project boundary.
- Review of the NPWS site synopsis and conservation objectives for European sites with identification of potential pathways from the proposed project area; and
- Examination of available information on protected species.

There are four main stages in the AA process; the requirements for each depending on likely impacts to European Sites (SAC/SPA). The accompanying report represents Stage One: Screening. This stage of the AA process identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant.

Findings

Loss/reduction of habitat area

There are no European sites present within the redline boundary and the closest European site is

7.52 km away. Similarly, there were no Annex I habitats or supporting habitat for Annex II species identified on site. Therefore, there will be no effects posed to European sites in this respect.

Habitat or species fragmentation

The proposed site is a highly urbanised area, being part of Kilcullen town itself. Thusly, the proposed development area and its surrounding area has a very low ecological value. Any alterations will, be in line with the current habitat and surrounding habitats. The area has been considered at a landscape scale with respect to connectivity and ecological corridors between European site; there are no functional pathways that will be interrupted by the proposed development. However, there is a direct surface hydrological connection to Dublin Bay. However, the proposed development works will not interact with the River Liffey itself. Similarly, there were no Annex I habitats or supporting habitat for Annex II species identified on site. Therefore, there will be no effects posed to European sites in this respect.

Disturbance to key species

None of the species and/or habitats identified in Table 3.1 were recorded on site. The nearest European site is 7.52 km away from the proposed site and therefore disturbance effects due to noise or lighting etc. are not present. Given the urban setting of the area – as well as the temporary small-scale nature of the development – there are no significant effects related to ex-situ foraging identified. Therefore, there are no effects related to disturbance effects to European sites.

Reduction in species density

There are no ecological corridors between the site and any European site. Similarly, there are no habitats identified on site of any ecological significance. As there is no supporting habitat and/or connectivity between the proposed development and any European site, there will be no reduction in species density of any of the QI or SCI species.

Changes of indicators of conservation value

The site is 7.52 km from the closest European site, the proposed development is Given the nature of the proposed work, the scale and the localised and temporary nature of the potential effects with negligible effects identified. As mentioned before, there is a direct hydrological link between the proposed development site and European sites. The River Liffey flows through the town of Kilcullen, which is connected to a number of European sites through Dublin Bay approximately

80.5km from the proposed site. However, given this significant distance along with the nature, scale and temporary nature of the proposed works, it was determined that there are no likely significant effects to sites in Dublin Bay. The works relate to the to improve the streetscape of Kilcullen Market Square and there are there are no ecological pathways for effects beyond construction related dust and noise effects; however, the construction phase is temporary and small in scale between European sites and the proposed development. Therefore, there are no sources for effects with pathways that will affect any conservation indicators related to European sites.

Climate change

The proposed works will not result in any greenhouse gas emissions to air during the operational phase. The construction phase works will have increased temporary emissions which will be localised however, given the distance to the nearest European site these are determined to be negligible. Such effects upon greenhouse gas emissions will not affect changes projected to arise from climate change to the degree that it would affect the QIs or SCIs of the European sites considered.

Conclusion

This stage one screening for AA of the proposed improvement works at Kilcullen Market Square, Main Street and part of Bentley's Lane and pedestrian walkway along the eastern banks of the River Liffey demonstrates that the proposed development is not likely to have significant effects on any European site. The AA screening process has considered potential effects which may arise during the construction and operational phases as a result of the implementation of the project.

Through an assessment of the pathways for effects and an evaluation of the project characteristics, taking account of the processes involved and the distance of separation from European sites, it has been evaluated that there are no likely significant adverse effects on the qualifying interests, special conservation interest or the conservation objectives of any designated European site.

The proposed development is 7.52 km away from the closest SAC and 10.63 km away from the closest SPA. Given the nature of the proposed work, the scale and the localised and temporary nature of the potential effects, the proposed project will not lead to any significant effects in-combination with effects arising from any other plans or projects.

It is concluded that the proposed development is not foreseen to give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects. This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated. Consequently, a Stage Two AA (NIS) is not required.

8. CONSTRUCTION MANAGEMENT PLAN

Pre-Commencement Condition Survey

A Visual Condition Survey (VCS) will be carried out of all surrounding streets and recorded with the local authority prior to any site works commencing. The appointed Main Contractor will have to liaise with KCC Roads & Traffic Department to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place, as required, to facilitate construction traffic whilst simultaneously protecting the built environment.

The proposed scheme will consist of both demolition and construction works, namely:

- Demolition of an existing car park, southeast of Kilcullen Bridge and construction of a multipurpose pedestrian event plaza
- The upgrade of the pedestrian pathway adjacent running adjacent to the river and under the bridge towards the rear of the Town Hall
- Extensive re-paving throughout
- Demolition of the existing and reconfiguration of the on-road parking spaces
- Upgrade of Surface Water Drainage Network
- Undergrounding of existing overhead cables and installation of new utility ducting
- Provision of new pedestrian crossing points
- Tree planting and landscaping

The demolition will consist of existing footpath paving layout of the area within the red line boundary. The proposed works will also include provision of site boundary protection to all frontages and all ancillary site works. It is a goal of this report to ensure existing business practices are inconvenienced as little as possible during the contract period. The Contractor shall liaise with businesses within the Part 8 site and provide regular updates on programme and phasing.



Part 8 Site environs

Key Activities & Timelines:

- Planning submitted
- Planning decided (3-4 months from planning submission)
- Tender (1 month following planning decision)
- Tender award (2 month following tender)
- Construction (1 month following tender award)
- End of construction (5 months following commencement of construction)
- The overall design, planning and construction programme will take approximately 12 months commencing in 2022 and ending in mid-2023.

Site Monitoring, Security, and Management:

Noise monitoring

Noise monitoring will be carried out in accordance with any Kildare County Council (KCC) planning consent and also in accordance with *Safety, Health and Welfare at Work (Construction) Regulations 2013* *Safety, Health and Welfare at Work Act 2005*, BS 6187:2011 - *Code of Practice for Full &*

Partial Demolition, BS 5228:2009 Code of Practice for Noise & Vibration Control on Construction & Open Sites, Environmental Protection Agency Act 1992.

Vibration monitoring

Vibration monitoring will be carried out in accordance with BS 5228-1, 2009, *Code of Practice for Noise & Vibration Control on Construction & Open Sites.*

Air quality monitoring

Appropriate Air Quality and Dust monitoring will be carried out on a regular basis in accordance with KCC planning conditions and records will be kept of all such monitoring for review by the Planning Authority.

Site Management and Management

The site will be proactively managed on a day-to-day basis by site management. Security and control will be provided at the main site access to record all personnel entering and leaving the site and to record and control all materials entering and leaving the site.

Appropriate staffed security will be maintained at the site access gates in order to secure the site, to control vehicular access and to monitor and record all deliveries and removals operations. Properly sized and designed wheel wash will also be provided and maintained on site.

Methodology for Demolition

Health & Safety issues will be the primary concern for the appointed contractor. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a detailed *Construction Stage Health and Safety Plan* in advance of works commencing on site. It is intended to operate a Health, Safety & Environmental Management System in line with OHSAS 18001/ISO 45001 & ISO 14001. Their Management Systems translate the company policy into processes to ensure safety, health and environmental responsibilities and performance can be monitored, reported and improved. A suitably qualified and competent *Project Supervisor Design Process (PSDP) and Project Supervisor Construction Stage (PSCS)* will be appointed in line with those requirements laid down in the Safety, Health and Welfare at Work Construction Regulations 2013.

Sequencing of Demolition Works

The following demolition sequencing is envisaged:

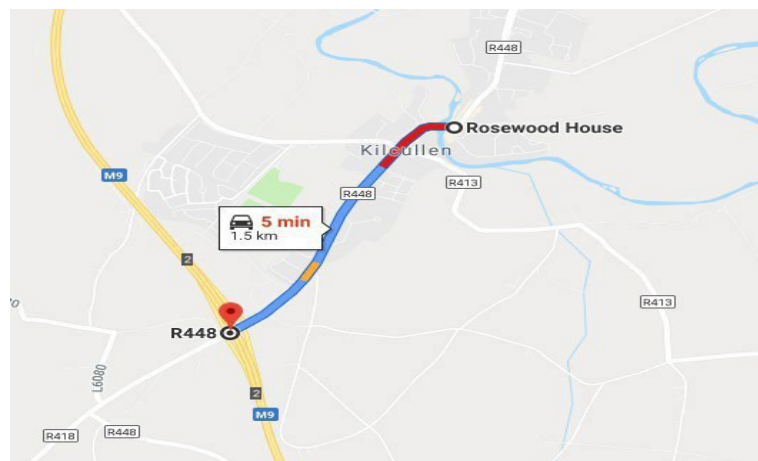
- Set up site Access and Compound;
- Completion of Pre-Demolition Surveys prior to works commencing;
- Stripping of hazardous materials;
- Landscaping and trees removed;
- Existing materials to be removed;
- Separation of demolition debris into different waste streams;
- Removal of all waste from site.

Arisings

A standalone *Construction & Demolition Waste Management Plan* will be prepared by the contractor in accordance with KCC requirements to provide sustainable measures for the removal and reuse of wastes arising from the proposed works.

Proposed Construction Haul Routes

It is important that the most appropriate construction routes be identified in order to bring materials to and from the site in the most efficient and environmentally sensitive manner. It is noted that specific haul routes will be agreed between the Main Contractor and KCC as part of the main contractor's construction management plan. The site is in Kilcullen town centre in Co. Kildare which is approximately 1.5 kilometres from the M9 motorway.



Proximity to M9 Motorway (Google image)

Construction Stage Community Liaison

The appointed Main Contractor will be required to follow best practice '*Considerate Constructor*' guidelines. The Considerate Constructor experience in Ireland and the U.K. has been that early positive and proactive engagement with businesses and residents impacted by building works is the best approach.

Community Liaison Manager

A Community Liaison Officer (CLO) will be appointed by the Main Contractor to lead and manage all community related issues. The CLO will initially host and attend regular community meetings. Following the initial meetings, the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution of a Monthly Community Newsletter.

This will feature an update to the construction programme along with details of any upcoming Exceptional Activities which may impact on traffic, short term accessibility for businesses or residents or have the potential to be disruptive. It is intended that by implementing a strong community liaison relationship that the environmental impacts of the proposed development on the community can be minimised and the social impacts, by way of local employment or business opportunities may be maximised.

9. SUBMISSION

Plans and particulars of the proposed scheme will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy from 9th February until 9th March 2022 during public opening hours, at the offices of Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F. Please note that an appointment is necessary to access the building. Bookings can be made online at <http://kildare.ie/county council/OnlineBookingSystem/>

Plans and particulars of the proposed development will also be available to view during the period noted above on Kildare County Council's website at www.kildare.ie/county council or <https://consult.kildarecoco.ie/en/browse>

Submissions or observations with respect to the proposed development and dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made, in writing to Mairead Hunt, Senior Executive Officer, Strategic Projects & Public Realm, Kildare County Council, Devoy Park, Naas, Co. Kildare before 4.30 pm on 23rd March.

Submissions and observations should be clearly headed: 'Part 8 Proposed Environmental and Public Realm Improvement works to 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'.

All comments, including names and addresses of those making comments, submitted to the Council regarding this scheme will form part of the statutorily required report to be presented to the Kildare/Newbridge Municipal District. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain.

10. CONCLUSION

This report supports a Part 8 process for Proposed Environmental and Public Realm Improvement works to 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. The Part 8 scheme is considered to be in accordance with the proper planning and development of the area and it has been demonstrated that it aligns with and supports national, regional and local planning policies and objectives. Potential impacts, including environmental, traffic and archaeological have been fully assessed, and it is determined that the proposed works have no significant impact on the receiving environment.