

Hebron Road

Urban Design Strategy



Report on Submissions Received

Kilkenny County Council
October 2017

Contents

1.	INTRODUCTION	4
2.	SUBMISSIONS RECEIVED	5
3.	MATTERS ARISING	7
4.	SUMMARY OF RECOMMENDATIONS OF THE CHIEF EXECUTIVE	7

1. Introduction

In early 2017, Kilkenny County Council appointed LOCI Consultants to prepare an Urban Design Strategy for the Hebron Road. The purpose of the Strategy is to provide a coherent approach to the planning, design and implementation of improvements to the character and fabric of the Hebron Road Strategy area. The Strategy has been prepared to meet an objective (Z3) of the current Kilkenny City and Environs Development Plan (2014-2020).

A Draft Strategy, and accompanying documentation, was made available for a 4 week period between Friday the 18th August and Friday 15th September 2017 at the following locations:

- Online at <http://consult.kilkenny.ie/>
- The Planning Department, Kilkenny County Council, John Street, Kilkenny during office opening hours of 9.00am to 1.00pm and 2.00pm to 4.00pm Monday to Friday.
- Carnegie Library, John's Quay, Kilkenny during opening hours of: Tuesdays and Wednesdays 10am to 1pm and 2pm to 8pm, Thursdays and Fridays 10am to 1pm and 2pm to 5pm, and Saturdays 10am to 1:30pm.

Written submissions or observations with respect to the Draft Strategy, AA Natura Impact Screening Report and accompanying documentation were invited. Submissions could be made either online at <http://consult.kilkenny.ie>, or sent by email to ourplan@kilkennycoco.ie or in writing to Mary Mulholland, Director of Services, Planning Department, Kilkenny County Council, John Street, Kilkenny.

This report summarises the submissions received during the 4 week public consultation period.

2. Submissions Received

In total, 2 submissions were received as follows:

Reference	Name
HD1	Kieran Kelly
HD2	Menesiah Limited c/o Gavin Lalor

Ref	Name	Summary
HD 1	Kieran Kelly	Kieran Kelly requires that the cycle proposals in the Strategy extend to the rest of the city network, in particular, the Gas House Lane to John's Quay route.
Response: <p>The route suggested by Mr Kelly is outside the Draft Strategy area, but it is shown and described as a route in the City and Environs Development Plan, 2014-2020 (Figure 10.1 and Section 10.1.2.1). As Figure 10 Movement Concept of the Draft Strategy shows the connection of the cycle route to the MacDonagh Junction hub (which is outside of the Draft Strategy area), it is suggested that the Gas House Lane to John's Quay cycle route can also be indicated.</p>		
Recommendation: <p>Include the adjacent elements of the Gas House Lane to John's Quay cycle route (as included in Figure 10.1 of the City and Environs Development Plan 2014-2020), in Figure 10 of the Strategy.</p>		

Ref	Name	Summary
HD 2	Menesiah Ltd submission (Prepared by Tom Phillips and Associates)	This submission includes observations on the main elements of the Draft Strategy including Vision, principles and concepts, Urban design framework, Guidelines and Implementation.
Response: <p>Concern is expressed around a potential misinterpretation of Section 3 relating to built form. The submission requires less prescriptive wording and minor changes to the graphic at Figure 11. This figure is a concept diagram, which uses very basic indicative graphics. The figure does not indicate any scaled or fixed building line. However, the wording of the legend will be amended to address this concern to include the word 'indicative' and the fixed line on the map will be replaced by a dotted line. No other changes to this section are considered necessary.</p> <p>Concern is expressed with potential misinterpretation of the level of prescription in 2 and 3D images in Section 4. The submission requests inclusion of new wording to stress the illustrative nature of the plans and images and a statement to reference the local, Z3 zoning objective. The Guidelines provide for flexibility and (Section 5.3.4 of the Draft Strategy) state that, generally, a building line</p>		

set-back of 5m from the back of the footpath should be required, with provision for an advance of the building line at corners. A statement in Section 4.1 to clarify the nature and interpretation of the 2D and 3D images will be included.

The City and Environs Development Plan, 2014-2020, stands alone and is superior to this Strategy, therefore, in this context, no explicit reference to current zoning objectives is considered necessary. Petrol filling stations are an allowable use within the zoning objective.

Concern is again expressed around the prescription of building lines in Section 5 Guidelines. The response above around Section 4 is considered adequate to address these concerns. It should be noted that the sections included in Section 5 are described as 'typical', showing the general building line set-back of 5 metres from the back of the footpath. It should also be noted that a provision is included in the Guidelines to advance the building line by up to 2 metres at corners (therefore, the general set back would be between 3 and 5 metres). It should be noted that a setback of greater than 5m is not precluded, or indeed a gap in the building line, provided the overall building line concept and visual coherence can be achieved in any development proposal along the Hebron Road.

Concern is raised over the misinterpretation of the next steps in Section 6 Implementation as prerequisites to development. It should be noted that development is included in this section as one of two key mechanisms for improvement of the Road and included as bullet three of the next steps. The next steps are not a prerequisite to development. It is however proposed that the sentence regarding the Transport Impact Assessment requirement be clarified, so it would not impact on individual sites, just the key road junctions as identified in figure 10.

Recommendation:

Change legend of Figure 11, by replacing 'Proposed building line', with 'Proposed *indicative* building line'.

Amend the third sentence of section 4.1 as follows:

"These *graphics* are preliminary *and indicative* in nature and additional survey, planning and design is required prior to the improvements outlined in ~~the~~ *this framework* being undertaken."

Replace the solid building line in the plan with a broken line (line and dot) to accentuate the indicative nature thereof.

Amend the Second bullet point under next steps (Section 6: Implementation) to read as follows:

"A Transport Impact Assessment to consider in detail the implications of the restructuring of key *road junctions as identified in figure 10* - to be carried out in advance of, and to inform, the next City and Environs Development Plan Review (by 2020);"

3. Matters arising

In the interest of clarity the adoption of this strategy is the fulfilment of a long standing objective of the city & Environs Development Plan. It will form part of the considerations as part of the development management processes. It is not a mandatory document. It provides more detailed guidance to that process.

4. Summary of Recommendations of the Chief Executive

The issues raised in the two submissions have been addressed, and I recommend adoption of the Urban Design Strategy for the Hebron Road, subject to the changes as outlined above.

Colette Byrne,

Chief Executive