



## **BOGMEADOW CAR PARK AND BUS TERMINUS**

### **PROJECT BRIEF**

**WICKLOW COUNTY COUNCIL**

**Municipal District of Bray**

**October 2020**

## Introduction:

- Pursuant to the provisions of **Part 8 of the Planning and Development Regulations, 2001** Wicklow County Council has given notice of its intention to carry out works at **Bogmeadow Car Park, Monastery Road, Enniskerry, Co. Wicklow**. The proposed works involves:
  - **Provide a bus turn around and bus terminus with bus shelter at the Bogmeadow car park.**
  - **Provide associated footpaths, kerbing, surfacing and landscaping**
  - **Mark out 52 parking spaces (including 2 disabled access spaces)**
  - **Create a new bus entrance from Monastery Road, necessitating the removal of one mature tree and cutting back of vegetation to meet sightline requirements**
  - **Install public lighting in the car park**
  - **Create a raised speed table with a courtesy pedestrian crossing on Monastery Road**
  
- Where any person, having consulted these documents, considers that the proposed development would be likely to have significant effects on the environment, he or she may, at any time before **12:00pm Thursday 19<sup>th</sup> November 2020**, apply in accordance with the provisions of Article 120 of the Planning and Development Regulations 2001-2018, to An Bord Pleanála for a screening determination as to whether the development would be likely to have such effects.
  
- Submissions and observations on the proposed development as outlined in plans and particulars contained herein, dealing with the proper planning and sustainable development of the area, may be made in writing on or before 12:00pm **Friday 4<sup>th</sup> December 2020** as follows:
  - (a) in writing to David Forde, District Administrator, Bray Municipal District, Civic Offices, Bray, County Wicklow.
  - (b) by email to [BrayMD@wicklowcoco.ie](mailto:BrayMD@wicklowcoco.ie)Submissions should be headed "**Bogmeadow Car Park & Bus Terminus**".
  
- The Chief Executive Officer of Wicklow County Council or Bray District Manager shall, after receipt of written submissions or observations, prepare a written report in relation to the proposed car park and bus terminus works and submit the report to the elected members. The report shall list the persons or bodies who made submissions or observations, summarise the issues raised with respect to the proper planning and sustainable development of the area and recommend whether or not the proposed development should be proceeded with as proposed or with modification.
  
- Following the consideration of the executive report by the members, the proposed Bogmeadow Car Park and Bus Terminus may be carried out as recommended in the report, unless the members by resolution made not later than 6 weeks after receipt of the report, decide to vary or modify the development, otherwise than as recommended in the manager's report, or decide not to proceed with the development. Wicklow County Council shall send notice to persons or bodies who made submissions or observations in respect of the proposed playground as soon as may be after a decision is made as to how it shall proceed with the development.

## Appropriate Assessment Screening

In accordance with Article 81 of the Planning and Development Regulations 2001-2018, Wicklow County Council had concluded from a preliminary examination pursuant to the provisions of article 120(1)(b)(i) of the Planning and Development Regulations 2001-2018 that there is no real likelihood of significant effects on the environment arising from the proposed development and that an Environmental Impact Assessment is not required.

In accordance with the provisions of article 250 of the Planning and Development Regulations 2001 to 2019, Wicklow County Council has carried out a screening of the proposed development to assess, in view of best scientific knowledge, if the development, individually or in combination with other plans or projects, would be likely to have a significant effect on a European site. Accordingly, Wicklow County Council has determined that the proposed development would not be likely to have a significant effect on a European site.

The Habitats Directive Project Screening Assessment (attached) identified that the development may have an impact on a Special Area of Conservation (SAC) site whose qualifying interests included woodland habitats. Knocksink Wood is a designated SAC and part of the SAC includes mixed woodland adjacent to the car park. However, habitats for which Knocksink Wood received the SAC designation are located more than 200m from the site. Furthermore the car park is located downstream of the site so that there is no risk of polluted discharges to the SAC. Additionally, the potentially negative impacts on habitats of human activity will be substantially mitigated by the particular design measures proposed as part of the development. These include landscaping, lighting design and operation and the installation of a petrol interceptor on the drainage system.

## Planning Context

Chapter 6 of The **Wicklow County Development Plan 2016-2022** deals with **The Enniskerry Town Plan**. The plan identifies a problem with car parking in the town centre due to lack of regulation and long term users occupying on-street locations. The facilitation of proper traffic management to create a more pedestrian friendly environment, with adequate off-street parking facilities should further improve the attractiveness of the town for both visitors and the local community.

Among the factors impacting on the character and the amenities of Enniskerry is the location of a bus terminus in the heart of the historic village centre. This also contributes to the long stay parking by commuters that use the bus service. The opportunity exists to unlock the public realm potential of the town centre by providing enhanced parking facilities and an alternative bus terminus at the periphery of the town centre. The Bogmeadow Car Park, located at a walking distance of just 160m from the Town Clock, is ideally suited for this purpose.

## Development Context

The Bogmeadow Car Park has been developed piecemeal over the past 20 years by a combination of works by the community and Wicklow County Council. The car park is bounded on the east by the Monastery Road, to the north by dense woodland designated as a Special Area of Conservation, to the west by the Bogmeadow stream and to the south by the Access Road to the Bogmeadow Sports and Community Centre. The site slopes downwards from north to south with an average gradient of about 5%, steepening to 7% at the entrance.

The boundary constraints and the topography of the area does not allow for any expansion of the car parking area. Currently the surfacing consists as follows

595 sq.m bitumen macadam surfacing from entrance and along the eastern boundary of the site  
930 sq.m unbound graded stone surfacing over the remainder of the car park.

In 2015 an Accessibility study was carried out in Enniskerry. Among its proposals was to develop the Bogmeadow Car Park and relocate the bus terminus here in order to facilitate the improvement of pedestrian accessibility and safety in the town centre. The council funded drainage works in the car park in 2016. In 2018 funding was allocated for new lighting for which the civil works has been completed but the electrical installation has yet to be carried out. In 2020, the Municipal District of Bray allocated funding for kerbing the perimeter and to clean up and landscape the surrounding margins.

In June 2020 NTA funding was allocated to Interim Mobility measures to facilitate physical distancing. Under this scheme, an area of roadway south of the town clock was pedestrianised. This requires the diversion of the 44 bus service via the Church Road and Forge Road. This is not a satisfactory arrangement for the long term. Additionally, parking congestion in the town centre remains. However, the pedestrianised area has widespread support in the community and a successful application was made by a community group for Accelerated Town & Village Renewal funding for the installation of features that take advantage of the new space. The measures planned included benches, accessible pedestrian crossings, new disabled parking and planters etc. Also included under this scheme is approval for a footpath at the entrance to the Bogmeadow Car Park.

Further funding was allocated by the NTA to local authorities to implement active travel schemes to be completed in 2020 as part of an economic stimulus post Covid 19 shut down. Part of this funding was approved for the Bogmeadow Car Park and Bus Terminus. The objective of the scheme is to relocate the bus terminus to the Bogmeadow so as to provide a long term sustainable option to the town centre location when there is no longer a turning area around the town clock. Improved parking facilities would also attract long stay commuter parking away from the town centre also. The proposal would address safety concerns arising from parking congestion and conflicting bus, car and pedestrian movements in the town centre.

The proposal does not necessitate the removal of bus stops in the town centre. As a result of the interim mobility measures that has pedestrianised the road on south side of the Town Clock, the bus stop for the 185 bus route has been temporarily relocated to outside of the parochial hall. Works will be carried out to facilitate a permanent bus stop at this location that will serve all bus routes passing through the town centre.

In accordance with a the obligations of a road authority under the Roads acts, much of the car park improvement works at the Bogmeadow may proceed without the requirement of a statutory public consultation. However, having regard to the various funding streams since 2016, which may be regarded as a phase of the overall current scheme, the total expenditure is likely to exceed €126,000. Where a local authority that is a planning authority proposes to carry out any development, the estimated cost of which exceed €126,000, not being development consisting of the laying underground of sewers, mains, pipes or other apparatus, it shall be subject to public consultation in accordance with Section 179 of the Planning and Development Act 2000 and regulations under this section.

## Options Assessed

### Do Nothing:

The 'Do Nothing' Scenario would arise if no Active Travel funding was allocated to the Bogmeadow scheme. This would result in leaving the bus terminus in the town centre at its current location and the 44 bus route would continue to use the Church Hill and Forge Road as a turn around. This would greatly curtail the development of a public realm project in the town centre. Lighting and kerbing of the Bogmeadow car park, which have already been planned, could still proceed. However, improved pedestrian access, traffic calming, surfacing, parking bay marking and landscaping would not be achieved. Potentially there will be capacity for up to 60 cars to park without parking delineation but would unlikely be availed of as it would remain an unlit unattractive space and because there would be no incentive for long stay parking to be relocated there.

### Bus Turn Around in Car Park with no new access

This would benefit Enniskerry by removing the bus terminus from the town centre and removing the bus turn around on Church Hill and Forge Road. The proposal would entail using the centre of the car park as a turn-around for buses and the existing access to the Bogmeadow Centre would be used for both entrance and exit for buses. Traffic safety is a particular concern with this arrangement. It would not be possible to define traffic routes through the car park and considerable conflicts would likely arise between cars, buses and pedestrians. Also, the potential to maximise the parking capacity of the car park is lost as only parking around the perimeter will be possible. It is estimated that this option will provide for parking of about 40 cars. In order to cater for buses no height restriction to the car park will be possible so there would be no control of unauthorised high vehicles using the car park with this option.

### Bus Turn Around on Fair Green

This would benefit Enniskerry by removing the bus terminus from the town centre and removing the bus turn around on Church Hill and Forge Road. The scheme would entail removing most of the green space at the Fair Green to create the bus turn around. The benefit of this option is that it would allow for the maximum number of parking spaces to be provided in the car park. Buses proceeding northwards on Monastery Road would make a right to cross the road against opposing downhill traffic on the Monastery Road.

Traffic safety is significant concern with this option due to the conflict between a slow moving bus crossing the path of potentially speeding traffic where visibility is deficient. Cutting back of vegetation in the adjoining special area of conservation would be required including removal of some plants to address the deficient visibility. Unlike, the options where the terminus would be located in the current car park, this option would generate additional pedestrian crossing movements on the Monastery Road. The Fair Green is also an attractive green space that has the potential to be developed further as a landscaped public area. The Enniskerry Tidy Towns have expressed an interest in undertaking a community project here.

### Bus Turn Around in Car Park with a new bus exit

This option is shown on attached drawing 'SITE PLAN BUS EXIT OPTION'. It involves providing a new exit for buses, north of the existing Bogmeadow Centre entrance. Buses enter the car park from the existing Bogmeadow Centre access and pull into the terminus on the left of the entrance into the car park. When they are ready to depart, buses complete a U-turn and depart by the new exit.

The scheme includes the provision of improved pedestrian access, new car park surfacing and parking bay markings, lighting, and landscaping. Traffic calming by a speed table and signage and a section of footpath and a courtesy crossing on Monastery Road are also included. These measures will provide for improved

pedestrian safety around the car park. Due to the direction of the bus turn around, little land area is lost in the provision of the bus terminus. This option maximises the amount of parking spaces that can be retained for parking. 56 parking spaces are achieved with this option.

The new entrance would necessitate the removal of two mature trees and other younger trees and vegetation adjacent to the roadside boundary to ensure visibility requirements are met. Cutting back of vegetation in the adjoining special area of conservation will also be required but removal of plants will not be necessary here. Replacement landscaping will be limited to low level planting only over a distance of about 20m within the car park. The uphill start when departing the terminus is less favoured by bus operators. Concern was expressed of potential conflict between buses exiting onto Monastery Road and traffic speeding downhill on the road, where adequate visibility is dependent on regular cutting back of vegetation.

### **Bus Turn Around in Car Park with new bus entrance**

This would benefit Enniskerry by removing the bus terminus from the town centre and removing the bus turn around on Church Hill and Forge Road. This option is shown on attached drawing 'SITE PLAN BUS ENTRANCE OPTION'. It involves providing a new entrance for buses only, north of the existing Bogmeadow Centre entrance. Upon completing a U-turn at the entrance, buses pull into the terminus and leave by the existing Bogmeadow access when they are ready to depart.

As the exiting access is being used for buses to exit, there are no new visibility issue to address. Bus take-off from the terminus will be downhill, which is favoured by bus operators. The full scheme will entail the provision of improved pedestrian access, new car park surfacing and parking bay markings, lighting, and landscaping. Traffic calming by a speed table and signage and a section of footpath and a courtesy crossing on Monastery Road are also included. These measures will provide for improved pedestrian safety around the car park.

The new entrance will necessitate the removal of a mature tree adjacent to the roadside boundary. Due to the proximity of new paving work, there is a risk of root damage to a second mature tree, which may also have to be removed in time as a consequence. Some roadside vegetation will have to be removed to ensure that adequate visibility of pedestrians crossing the road is available. Due to the direction of the bus turn around, a substantial area of land between the road and terminus is excluded from use for parking. Nevertheless, 52 parking spaces can be achieved with this option.

This option was ranked best in terms of traffic and pedestrian safety and convenience for the bus operators and has been chosen as the preferred option.

## Surface Car Park Proposal

### *Lighting*

Public lighting will be provided by one symmetrical LED optic on 8m pole positioned centrally and one forward throw LED optic on an 8m pole to left of car park entrance. Illumination of 10 lux average is to be provided. Lanterns are to be high efficiency, long life and with black out top. Ducting has already been installed.

### *Civil Works*

Kerbing, drainage, surfacing, paths  
1460 sq.m bitumen macadam surfacing  
205 sq.m footpath paving, including path on Monastery Road  
32 sq.m landscaped island in the centre of the car park  
280m kerbing

### *Facilities*

Bus shelter,  
Height control barriers,  
Recycling bins  
Landscaping to include semi mature trees, restoration of grass areas, including wild meadow planting on southern and eastern perimeter.

### *Parking*

52 parking spaces  
Includes 2 disabled access parking

## Document Register

Bogmeadow Car Park & Bus Terminus  
Planning and Development Regulations 2001 (as amended) – Part 8

<b>Document</b>	<b>Issue Date</b>	<b>Scale</b>	<b>Size</b>
Scheme Brief	20/10/20	na	A4
Copy of advert.	20/10/20	na	
Copy of site notice	20/10/20	na	A4 (original A3)
Site Location	05/10/20	1:2,500	A3
Display	05/10/20	1:250	A3
Existing Site	13/08/20	1:500	A4
Site Plan Bus Entry Option	14/10/20	1:500	A4
Site Plan Bus Exit Option	09/11/16	1:500	A4

**Note: The Bus Entry Option is the preferred layout proposed.**

# APPENDIX A

## Extract from Enniskerry Town Plan

### ***Transportation & Movement***

***Walking and cycling:*** While the majority of the main routes in the town have footpaths, these are in need of enhancement to width and overall quality. The vast majority of the town's roads are dedicated to the needs of motorists, where substantial width is dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening.

***Car parking:*** This is a problem in the town centre due to lack of regulation and long term users occupying on-street locations.

The facilitation of proper traffic management to create a more pedestrian friendly environment, with adequate off-street parking facilities should further improve the attractiveness of the town for both visitors and the local community.

Development strategy is as follows:

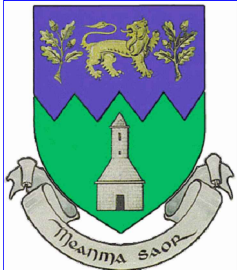
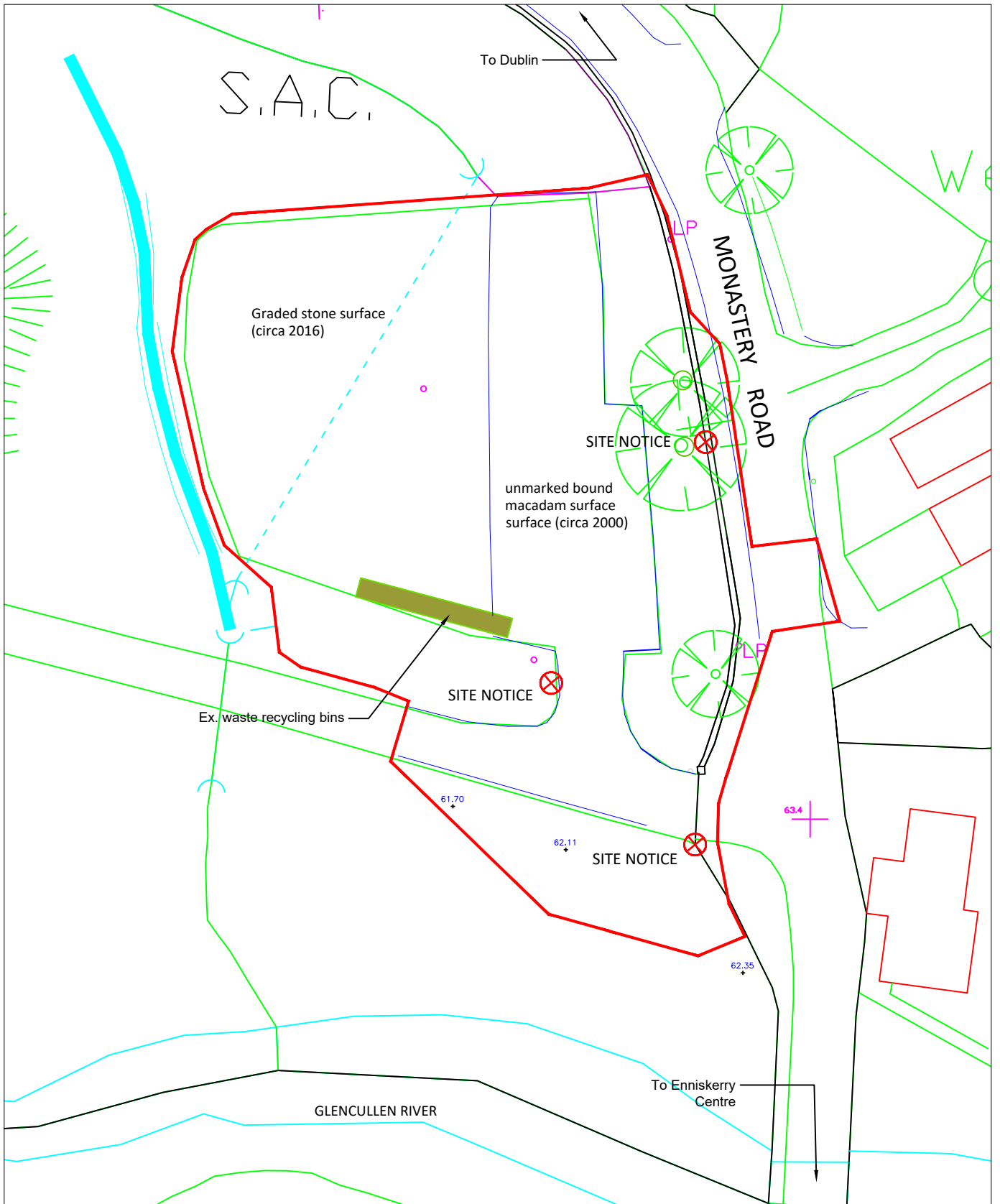
- Reinforcing and improving the visual appearance of the central area of the settlement with particular attention on the town centre area which is an architectural conservation area, and encouraging development that will enhance the town's vitality and vibrancy.



# APPENDIX B

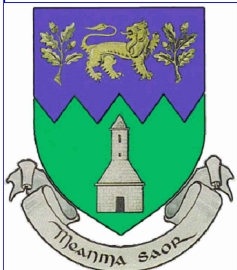
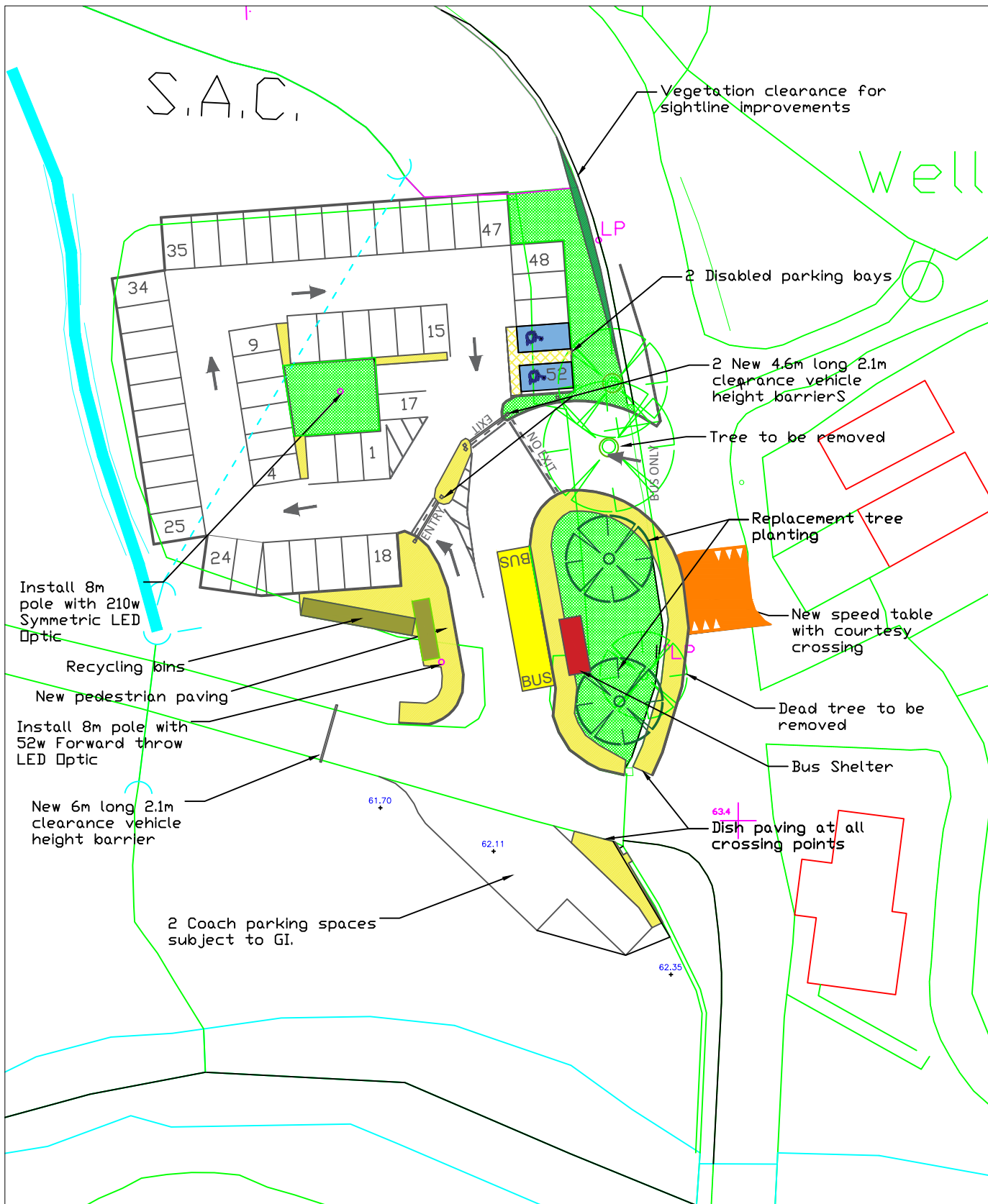
## Drawings

RevNo	Revision note	Date	Signature	Checked



Designed by L.BOURKE	Checked by XXX	Approved by - date L.BOURKE	Filename XXX	Date 13/08/20	Scale 1:500
<b>Wicklow County Council</b> <b>Bray M.D.</b>		<b>BOGMEADOW CAR PARK &amp; BUS TERMINUS</b>			
		<b>EXISTING SITE &amp; SITE NOTICE LOCATIONS</b>	Edition 1	Sheet 1	

RevNo	Revision note	Date	Signature	Checked



Designed by  
L.BOURKE

Checked by  
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Approved by - date  
L.BOURKE

Filename  
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Date  
14/10/20

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**Wicklow County Council**  
Bray M.D.

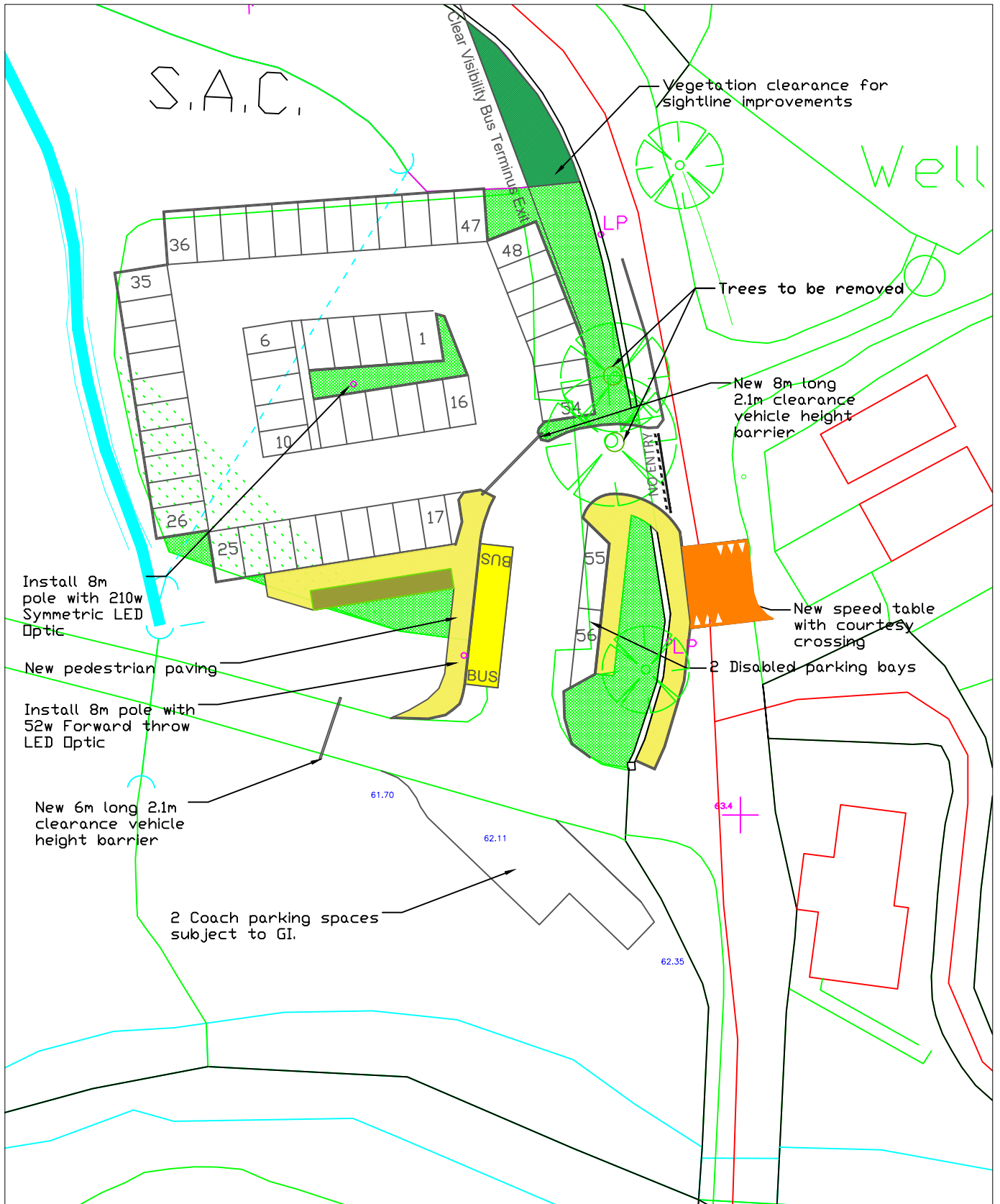
**BOGMEADOW CAR PARK & BUS TERMINUS**

**SITE PLAN BUS ENTRY OPTION**

Edition  
1

Sheet  
1

RevNo	Revision note	Date	Signature	Checked
1	General updates, bus exit, path and table ramp added	13/08/20	L.B.	



Designed by L.BOURKE	Checked by XXX	Approved by - date L.BOURKE	Filename XXX	Date 09/11/16	Scale 1:500
<b>Wicklow County Council</b> <b>Bray M.D.</b>		<b>BOGMEADOW CAR PARK &amp; BUS TERMINUS</b>			
		<b>SITE PLAN BUS EXIT OPTION</b>		Edition 2	Sheet 1