Malachy Walsh and Partners

Engineering and Environmental Consultants

Ferrybank Car Park Site Options Report

South East Greenway (SEG)

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1 Introduction

1.1 General

Malachy Walsh & Partners (MWP) have been commissioned by Wexford County Council to complete an assessment of potential car park locations to provide adequate and suitable car parking for the public to access the proposed South East Greenway (SEG) on the outskirts of Waterford city in the vicinity of the Ferrybank residential area. The car park will also provide amenities such as toilets and is intended to act as a trailhead for the southern end of the Greenway development.

This document outlines the selection of potential sites and subsequent assessment for suitability of those sites. The multi-criteria assessment provides a weighted matrix of factors to define the most advantageous site location based on the following,

- Size
- Access to Greenway / Proximity to proposed Greenway
- Cost / Suitability of location.
- Zoning

Only sites which are available have been included in the assessment. It should be noted that a separate parallel process was also progressed by Wexford County Council to engage with residents in the Ferrybank area on the proposed carpark options and the inputs from this process were a critical component of the overall assessment. The conclusion summaries the outturn of that assessment and ranks the car parks with regard to suitability. The intent was to identify the site location to progress to Part 8 planning and then to detailed design once appropriate third party agreements were made and in place.

The purpose of this report is to:

- Assess the selected sites for suitability as car park trailhead for SEG;
- Present recommendations in respect to the preferred location subject to the outcome of the multi-criteria analysis.

1.2 Background

The Ferrybank area is of significant importance for the SEG to realise its full potential and deliver its intended benefit. The connection of the Greenway to Waterford City is important in order to attract users to the Greenway from the population of Waterford. Good permeability and access to the Ferrybank area housing developments is considered to be key in order to provide a safe and attractive cycling and walking route to and from Waterford City Centre for the residents.

Potential future plans for the North Quays in Waterford will see demand for sustainable commuting to the city and active leisure options in line with Smarter Travel: A Sustainable Transport Future' published by the Department of Transport in 2009.

Provision of a trailhead car park in the Ferrybank area is crucial to ensure the viability and success of the proposed South East Greenway.

A previous iteration of this report was prepared in November 2019. This concentrated on the sites indicated on Figure 1.1. This indicated a preference for Site F with a secondary ranking for Sites C1 and C2. In the interim, further due diligence was been carried out – this has modified the desirability and availability of sites in the area. This then identified further or modified potential sites to be considered and has led to the ranking exercise carried out in Section 2 of this report. This input was completed in late 2020.

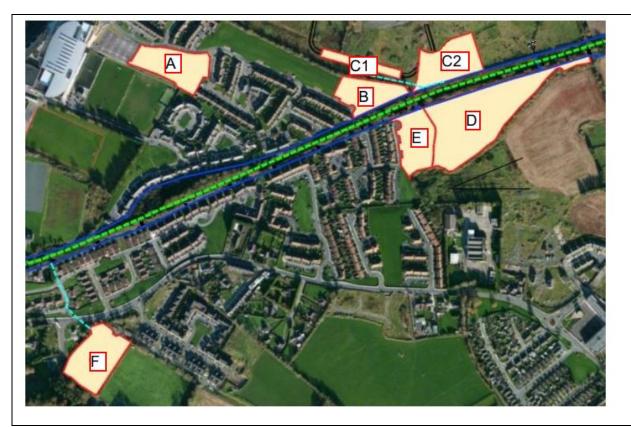


Figure 1.1: Potential Site Locations 2019

2 Potential sites under consideration

2.1 Overall site selection

Below is a list of the pre-selected sites which were under consideration in late 2020. The selection of sites has been based on site availability, proximity and location of site, size, and sites which have been requested by the Client following some local engagement.

The sites under review are [refer to figure 2.1 for site location]:

- Site 1 Bellfield West
 - Hard standing to southeast of Ferrybank shopping centre within Bellfield Residential
 Area
- Site 2 Bellfield East
 - o Open green space adjoining Greenway within Bellfield Residential Area
- Site 3 Fíadh Mor East
 - Open green space adjoining Greenway within Fíadh Mor, Abbeylands Residential Area
- Site 4– Clover Meadows South
 - Open green space adjoining Greenway within development lands south of Clover Meadows Residential Area
- Site 5 Ross Abbey, Rathculiheen, Ferrybank
 - Open green space within strategic reserve south of the Greenway near the Abbeygate Residential Area



Figure 2.1: Potential Site Locations

2.2 Size

The proposed car park is intended to provide a major trailhead for the Greenway. Major trailheads must have ample car parking and, as well as bike parking. If resources permit and high usage is expected facilities may also include toilets and changing rooms. Trailheads should primarily provide off road parking and a defined access to and from the Greenway. A trailhead should have a minimum of 60no. car spaces.

2.3 Proximity and access to Greenway

Best practice requires trailheads to be adjacent to the Greenway and have direct access. Offline trailheads are acceptable but careful consideration to quality and safety of route to the Greenway is an important factor in determining if the facility will be attractive to Greenway users.

2.4 Cost / Suitability of location

The suitability of the location is a significant consideration. The quality and capacity of the road network, surrounding land use; community considerations such as nuisance parking, anti-social behaviour; site topography are all key considerations

Cost benefit must also be accounted for to ensure that the amenity benefit to the Greenway offers value.

2.5 Zoning

The suitability of the location must also be informed by the current Ferrybank Belview LAP, 2017. The zonings as they presently exist for each site are indicated on Figure 2.2.

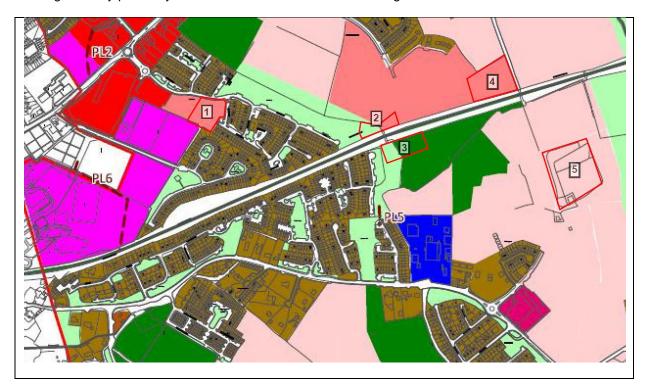




Figure 2.2: Land Zoning - Belview LAP 2017

3 Site Overview

All seven sites were visited by Malachy Walsh and Partners and reviewed with regard to constraints and suitability for car parking. This overview assessment is summarised hereunder:



3.1 Site No. 1 - Bellfield West

Traffic access to this site is good, off the R711. The site itself is substantial and more than adequate in size. It is flat and suitable for development.

The main issue is access to the Greenway. In the first instance, access to the Greenway would require forming an access across the green space at the north western end of Site No. 2. This essentially implies that the amenity access of houses fronting onto this green space would be severed somewhat and would be diminished. It was established at an early stage from feedback provided by Wexford County Council from the engagement with residents on this option that significant objections would occur if this option progressed to Part 8 planning. The engagement process also highlighted existing anti-social behaviour concerns that a proposed carpark may further exacerbate this issue. Furthermore, a long Greenway access would then be required either within Site No. 2 itself i.e. the green space, or directly across and parallel to the boundary. Objections would be facilitated by the fact that this site is currently zoned R3 Residential. The immediate access to the Greenway will require a long ramp due to the topographical change in level – this adds cost and brings safety issues that need to be mitigated.

3.2 Site No. 2 - Bellfield East

Site No. 2 is immediately adjacent to the Greenway and straddles the Bellfield open space and the adjoining Clover Meadows development lands. The passive open space is currently serving the adjacent residential area. Traffic access would be via proposed link road in the long term with temporary access provided via extension to the existing Clover Meadows road network which is quite acceptable. The current zoning of this site is combination of passive open space and R3 residential. The immediate access to the Greenway will require a long ramp due to the topographical change in level – this adds cost and brings safety issues that need to be mitigated. Community engagement by Wexford County Council established that significant objections would occur if this option progressed to Part 8 planning. The engagement process also highlighted existing anti-social behaviour and concern that a proposed car park may exacerbate this.

3.3 Site No. 3 - Fíadh Mor East

Site No. I is a passive open space / active open space. The passive open space is currently serving the adjacent residential area. The current road access is through the housing estate and is not suitable. Future access would be provided via the proposed link road but temporary access would not be possible without a new overbridge bridge on the Greenway or new junction and associated roads from the south. Equally, given that it is a well maintained green space, it would not be suitable or even



available for car parking. This site has no advantages other than its proximity to the Greenway. The immediate access to the Greenway will require a long ramp due to the topographical change in level – this adds cost and brings safety issues that need to be mitigated. Furthermore, the engagement process highlighted that there would be significant objections if this option was progressed to Part 8 planning.

3.4 Site No. 4 - Clover Meadows South

Site No. 4 is south of the existing Clover Meadows residential area and within current residential development lands. The site is zoned as R3 – residential. Traffic access would be via the proposed link road in the long term with temporary access provided via extension to the existing Clover Meadows road network which is quite acceptable. The immediate access to the Greenway will require a long ramp due to the topographical change in level – this adds cost and brings safety issues that need to be mitigated. The site is remote from existing residential areas and reduces potential antisocial behaviour in these existing residential areas. Conversely, the remote nature of the car park in the interim until the new residential development is complete will require additional security measures at the site to mitigate against potential anti-social behaviour.

3.5 Site No. 5 – Ross Abbey, Ferrybank

Site No. 5 is adjacent the Abbeygate development to the south of the Greenway within the greens space area. The area is zoned as strategic reserve. Road access would be from the existing roundabout serving the Abbeygate estate. Future access would benefit from the proposed link road from the north.

The site is a significant distance offline from the Greenway and would require dedicated segregated access route to the Greenway. The immediate access to the Greenway will require a long ramp due to the topographical change in level – this adds cost and brings safety issues that need to be mitigated. Furthermore, the remote nature of the carpark will bring additional security measures to mitigate against potential anti-social behaviour.

4 Ranking:

The ranking for the Greenway car parks has been assessed as follows:

Table 4.1 - Site Ranking

Table 4.1 – Site Rar	iking					
Ranking Criteria [100 Marks]	Marking Description	Site No. 1	Site No. 2	Site No. 3	Site No. 4	Site No. 5
Size [30 marks]	Carpark should be able to accommodate approximately 150 cars and allow for 3 full size buses. Adjacent land suitable for future expansion to be assessed.	30	25	30	30	30
Access to Greenway / Proximity to proposed Greenway [30 marks]	Carpark should be adjacent to Greenway or have easy access to it. Carpark should also be easily accessible from public road network. Suitability of access relative to adjacent land use to be assessed.	10	25	10	25	15
Cost / Suitability of location [20 marks]	Site topography, cost availability, layout and extent of access road to be assessed with regard to development cost.	10	15	15	10	15
Zoning [20 marks]	Zoning to be suitable for development	15	15	10	20	10
			T			
		1	2	3	6	7
Total Marks		65	80	65	85	70
Ove	erview Comments	Remote from Greenway. Long pathway required to access Greenway through passive open space.	Within community. Good access. Mix of public and private lands aids costs. Concerns re: nuisance parking and anti-social behaviour have been conveyed.	Access is the primary issue. Current road access difficult.	Good road links. Direct access to Greenway. Size is not restricted. Cost is site may be more than other options	Offline access and new roads / paths required. Also in strategic reserve is issue.

9

5 Interim Assessment

The interim assessment of this phase by MWP was that Wexford County Council should pursue Site No. 4 and specifically identify if suitable access is available through the Clover Meadows estate from there onto the Greenway. Acquisition of the site and cost of same will be primary consideration. To address any anti-social behaviour concerns, mitigation measures such as public lighting and CCTV are advised.

If this option was not deemed suitable, then Site No. 2 should be examined in more detail.

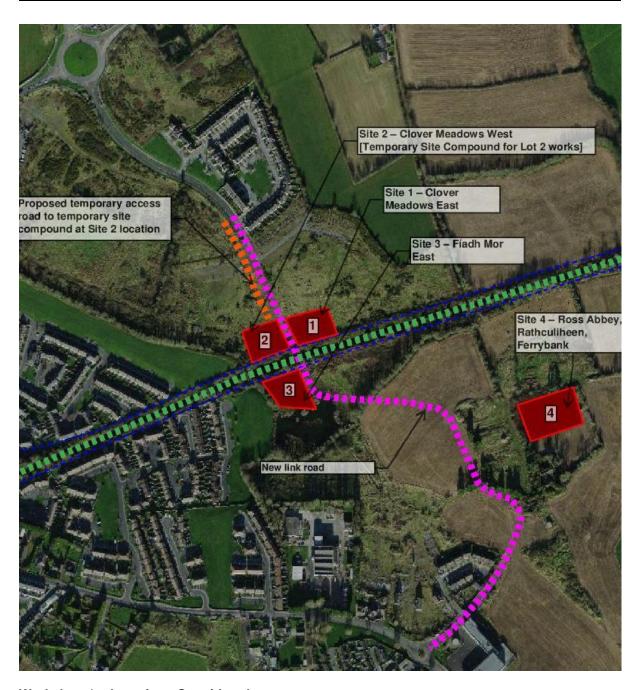
6 Detailed Public Consultation

A more detailed public consultation was embarked on to gauge the public response to the emerging preferred carpark location for Ferrybank. This was progressed by the specialist consultative company – Connectthedots. The outturn of their research and engagement is captured in their final report and the key points are integrated into this report.

As part of the community engagement process, a series of facilitated workshops were held to present the site options. Prior to Workshop 1, there were several unsuccessful attempts to contact the landowner of Site 1. This and also its distance from the Greenway led to this option being dropped from the process.

Workshop 1 December 2020

The following site location options were presented. Note that the site numbering changed to reflect the available locations.



Workshop 1 - Locations Considered

An initial site scoring was completed to reflect the available choices – see below:

Marking Description	Site No. 1 Clover Meadows east of new link road	Site No. 2 Clover Meadows west of new link road	Site No. 3 Rathculliheen west, adjacent to Fíodh Mór	Site no. 4 Rathculliheen east Adjacent to Abbeygate/Ross Abbey
Proximity to Greenway Carpark should be adjacent to Greenway or have easy access to it.	4	4	4	2
Good Road Access/Road Safety Carpark should be easily accessible from public road network. Suitability of access relative to adjacent land use to be assessed.	5	5	4	4
Community Support Car park location should have support from the local community	To be filled after public meeting	To be filled after public meeting	To be filled after public meeting	To be filled after public meeting
Construction Cost Cost of construction including access to Greenway from car park	5	5	5	4
Planning / Zoning Is the site zoning compatible with the construction of the car park	5	5	5	5
Landowner consent Is there landowner consent in place to proceed with a Planning application	4	5	4	3

Initial Scoring

The responses from the public at Workshop 1 are summarised as follows:

Option 4: Selection of comments:

- "Commercial potential is greatest in Site 4 overall very viable option"
- "Don't want mature estates to be affected, not built to take additional traffic and antisocial behaviour Ross Abbey site, option 4"
- "Two issues are car parks & access points, don't have much information but based on map it looks like residents not affected with option 4"
- "Option 4 is more preferable, doesn't seem to impact residents and has the potential to expand and grow"

Selection of comments that reflect the main comments:

- "Don't like options 1, 2, 3 so close to current residential areas"
- "Proposing a carpark in the centre of a residential area and thinking of extra people coming in



and cars driving faster is negative - people will park on our streets"

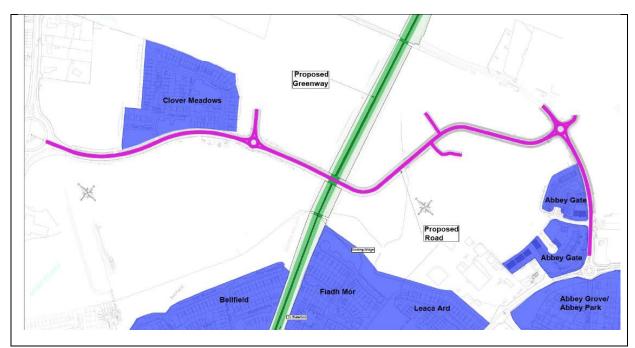
- "Where are the access points exactly?"
- "Toilet facilities why some didn't get any?"
- "Opposed to Bellfield option"
- "Increased traffic from shopping centre"
- "Rubbish bins are not in play park will they be in this area?"

Survey comments:

- · "Very excited great amenity for the area."
- "Really looking forward to seeing it. It's a great idea and will be lovely to have on our doorstep."
- "I think this is an absolutely brilliant idea"
- "Yes great for the area and the income it will bring"

• Workshop 2 January 2021

The map of proposed Link Road as below was tabled:

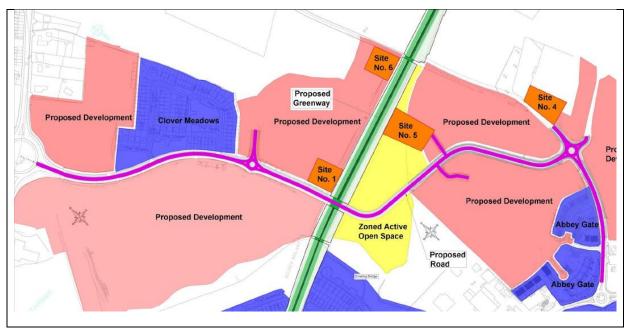


Link Road Map



The car park site options that were presented are shown below.

Sites 2 and 3 were dropped as they were considered to be too close to existing residential development. Sites 5 and 6 were added as alternative to Sites1 and 4



Workshop 2 Locations

Workshop 3

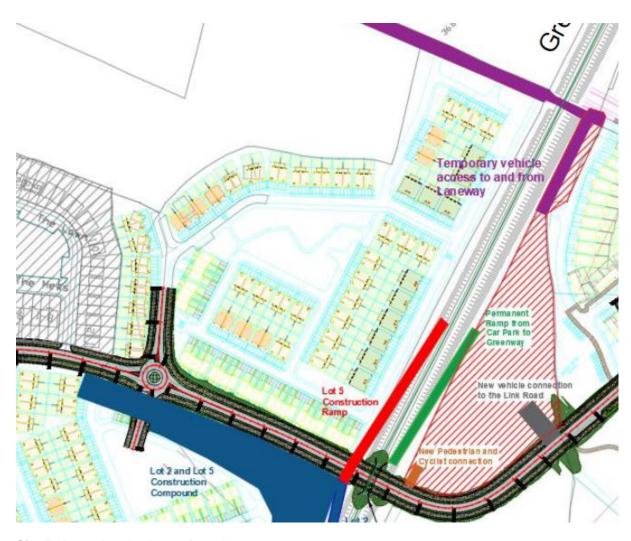
Comments from previous Workshop 2:

Option 5:

- Soft landscaping solution to be provided
- Land acquisition to be progressed for the site and the access
- Toilet and Changing facilities to be provided
- Coordinated solution with the link road

Site 5 is the preferred Greenway Car Park Site in terms of:

- Proximity to the Greenway
- Connection to the Link Road
- Availability of the Site
- Community Support (& distance from existing residents)
- Within the development plan area
- Potential for future expansion
- Proximity to potential economic development in Abbeygate



Site 5 shown hatched - preferred area

7 Conclusion

Site 5, the preferred option from the public consultation process, is the option to be progressed as the Greenway carpark.