

**Re: Mount Congreve Carpark, Kilmeaden Co. Waterford**  
**Ref: 15/112**

29<sup>rd</sup> April 2021

**Planning submission for Mount Congreve Carpark, Kilmeaden, Co Waterford.**

Waterford City and County Councils aim is to make Mount Congreve one the most visited attraction in the South East of Ireland, and to make it commercially successful.

In order to achieve this and to facilitate the large numbers of visitors expected it is proposed to develop a carpark with capacity for 200 cars, and a coach park.

There are two entrances to Mt Congreve from the Killotteran road, however only the eastern entrance is used for public access to the garden. Currently, there is car parking near the old farmyard buildings and adjacent to poorly drained low-lying ground.

**New carpark and Coach facility**

The design of the new carparking and coach facility, three options were reviewed as follows;

**Option 1**

Locating the carpark and the coach park in the old farmyard buildings.

The traffic would enter the eastern gate and drive up to the old farmyard buildings and the occupants would then walk up to the main house

.

**Findings**

This location is adjacent to a poorly drained low-lying ground and is also prone to flooding as such it would not be suitable to vehicular traffic.

It was also found that this location was too distant from the main house which will become the focal point with the new visitor center and ancillary services.

**Option 2**

The vehicular entrance via the eastern gate as per option 1

Car parking (including disability) to be located for cars only to the west of the main driveway on higher sloping ground to bring visitors much closer to the house and up to a more appropriate contour level with sight lines to the house.

The coaches would be brought up to the house and allowed to set down its passengers. The coaches would then turn at the top of the site outside the main house and then return to the parking area outside the farm buildings for long term parking.

### **Findings**

It was found that the bus/ coaches setting down and turning outside the main house would be an unacceptable intrusion into the view and nature of the main house. There may also be a café with outdoor seating as part of the main house development which would prohibit buses / coaches driving past.

### **Option 3**

The vehicular entrance via the eastern gate as per option 1

Car parking (including disability) to be provided for both cars and coach set down to the west of the main driveway on higher sloping ground to bring visitors much closer to the house and up to a more appropriate contour level with sight lines to the house.

The carpark is set out as follows;

- The main carpark is set out the lower side of the hill with an overflow carpark (utilised at bank holidays/ weekends) is located towards the top of the hill at the two western most aisles.
- The coaches drive into the carpark to set down its passengers only. The set down area will be in the main carpark adjacent to the disabled parking bays. Once all the passengers have alighted the bus. The Coaches then return to the parking area outside the farm buildings for long term parking.
- There are 6 No disabled spaces which are placed at the most most advantages location at the top of the main carpark.
- The top left-hand side of the overflow carpark has been lowered in order to create a bank which will also screen out the main carpark from the house. A 1.0m high berm has also been created adjacent to the main driveway in order to provide a screen from the driveway.
- The links between the parking terrace are at 1:12 at the steepest.
- We have used a mini roundabout/ junction at the entrance and exit spurs of the carpark.

### **Findings**

It was found that option no 3 is the preferred option with the set down area for coaches in the main carpark with the long-term parking in the farmyard area.

### **Water Management**

Water management and drainage of the carpark will be by means of permeable layering where possible. A Sustainable Drainage System with free draining grass surface on a grass securing honeycombed system with an underlying geotextile filtering layers with free draining clause 808 in between.

In the steeper sections of link aisles, together with turns in the carpark and heavily used parking bays a more durable material will be utilised. It is proposed that the water run off of these sections will run into the adjacent permeable layered system.

The choice of materials and layout will be made in close consultation with Waterford City and County Council.