

Agenda Item 10

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

9 OCTOBER 2017

PROPOSED BRACKEN LINK ROAD SCHEME.

Report submitted in accordance with Part 8 Article 81 of the Planning and Development Regulations, 2001 (as amended), the Planning and Development Acts, 2000 (as amended) and Section 138 of the Local Government Act, 2001 (as amended).

1. PC/IC/02/17

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended) the Council gave notice of the proposed Bracken Link Road scheme in the Irish Independent on 18th July 2017. Plans and particulars of the proposed Scheme were available for inspection from the 18th July 2017 up to and including the 16st August 2017 at the Council's Planning and Organisational Innovation Department, County Hall, Marine Road, Dún Laoghaire, at the Council Offices in Dundrum Office Park, Main Street, Dundrum. Plans can also be viewed online via the following direct link: <http://www.dlrcoco.ie/en/council-democracy/capital-programme/bracken-link-road-scheme> or via the Council's website <https://dlrcoco.citizenspace.com>

In addition, a public information session was held on a drop-in basis on the 10th August 2017 from 4.30 – 8pm in the Council Offices in Dundrum Office Park, Main Street, Dundrum. Information leaflets were distributed by the Council to the residents in the area inviting them to attend this session. During this consultation session, the proposed scheme drawings were displayed and members of the public were invited to comment or raise queries directly to representatives from the Council.

Submissions and Observations with regard to the proposed development could be made up to 5pm on the 30th August 2017.

2. SITE LOCATION AND DESCRIPTION

The site is located in the Sandyford Business District adjacent to Drummartin Link Road and the Sandyford Rotary. Bracken Road is currently a cul de sac. The proposed link road will create a direct link between Bracken Road and the south bound carriageway of the Drummartin Link Road and will provide access to both the north and south carriageways of the M50 and to areas south of the M50. The proposed road is bounded by the Audi South Dublin Service building and the Beacon Hub to the north. At present Audi are constructing a Motor Showroom just south of the proposed link road. The proposed road crosses the reservation for the Dublin Eastern By-Pass.

3. ZONING AND OTHER OBJECTIVES:

The Bracken Link Road is included as a Six Year Road Objective in the County Development Plan (CDP) 2016 – 2022 and is shown on Map No.6 of the CDP. The scheme originated as one of the road objectives in the Sandyford Urban Framework Plan, which was adopted as Variation No. 2 of the County Development Plan 2010-2016, and was reviewed and updated as part of the making of the County Development Plan 2016-2022 and is now included as Appendix 15 of County Development Plan 2016-2022. The area to the north of the proposed road is zoned for Medical/Hospital uses with the area to the south zoned Light Industrial/Warehousing.

4. DESCRIPTION OF THE PROPOSED WORKS

The proposed development comprises the following works: -

1. Provision of a direct road link between Bracken Road and the south bound carriageway of the Drummartin Link Road
2. The proposed junction of Bracken Link Road and Drummartin Link Road will be:
 - a. Signalised

- b. Cater for left in / left out traffic movements; and
 - c. Have one access and two egress lanes
3. The landtake for the proposed road is sufficient to allow for the future provision of footpaths and a two-way cycle track. The provision of the footpath and cycle track is contingent on similar facilities being provided on the Drummartin Link Road. A scheme to provide a footpath and cycle track on Drummartin Link Road is in the development stage at present.
 4. A 2m wide grass verge is being provided on the south side of the proposed road
 5. Upgraded public lighting

The works are shown on the Part 8 Drawings (Drawing No's RPO16-25-00, -01, -02, -05, -06, and MDW0774QG000GD01) and these can also be viewed online via the direct link as above.

5. ENVIRONMENTAL ASSESSMENT

The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Environment, Heritage and Local Government, November 2009), and the Planning and Development (Amendment) (No. 3) Regulations, 2011. These require that screening is carried out for all projects to examine if any impacts are likely on Natura 2000 sites, that is, Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's).

The proposed development was reviewed with respect to the requirement for an Appropriate Assessment. The 'Appropriate Assessment Screening' report is included as Appendix 1 in VOLUME 1 of the Part 8 documents, and can be viewed online via the direct link as above.

Although an EIS is not required for this road improvement scheme, it was considered that a comprehensive Part 8 Environmental Report should be prepared, together with the Part 8 Drawings. The Environmental report is included as 'VOLUME 1' of the Part 8 documents, and includes a section on 'Architectural, Archaeological and Cultural Heritage'

6. IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA:

The proposed development is in accordance with the provisions of the 2016-2022 County Development Plan and with the proper planning and sustainable development of the area.

The delivery of this scheme will allow for further development in the Sandyford Business District. The proposed link road will provide an additional access to the Sandyford Business District and will as a consequence reduce the pressure on the existing accesses, particularly the Drummartin Link Road/Blackthorn Junction.

It facilitates a pedestrian and cycle connection to the proposed 'Sandyford Cycle Route' which starts at the junction of Clonskeagh Road and Beech Hill Road and continues along Clonskeagh Road, Roebuck Road, Goatstown Road, Drummartin Road, Drummartin Link Road and through the Sandyford Rotary Interchange to link up with the cycle routes at the junction of Hillcrest Road and Kilgobbin Road. The Sandyford Cycle Route is currently in the development stage.

7. REPORTS FROM COUNCIL DEPARTMENTS AND SECTIONS

Libraries: Raised no objection to the scheme.

Housing Department: By correspondence dated the 20th October 2016 stated that they have no objections to the scheme.

Traffic Section: The Traffic Section has no objection to the scheme provided that they would have input to the design at detailed design stage.

Municipal Services Department - Drainage Section: Due to its impact on the Carysfort-Maretimeo Stream Drainage Divisions asked for a Hydraulic Analysis and a Flood Risk assessment Report. These were done and a solution to the 0.1% AEP flooding event was identified which was acceptable.

Planning & Organisational Innovation: By email dated 24th October 2016 had no objection to the scheme.

Parks Department: The Parks Department have no objection to the scheme provided that they would have input to the design of the landscaped areas at detailed design stage.

Architect's Department: Raised no objection to the scheme

Response to Reports from Departments and Sections:

All recommendations from the internal Departments will be taken into consideration during the detailed design stage. Meetings will be held with all the relevant Departments and Sections, during the detailed design and construction stages.

8. STATUTORY BODIES / ORGANISATIONS

A copy of the Part 8 Environmental Report and Drawings were sent out on the 12th June 2017 to the following:

Department of Arts, Heritage and the Gaeltacht
Transport Infrastructure Ireland
National Transport Authority

Replies were received from the following statutory bodies and organisations:

8.1 The **Department of Culture, Heritage and the Gaeltacht** made a submission which is dealt with below.

Transport Infrastructure Ireland replied stating they had no specific observations to make.

The **National Transport Authority** made a submission which is dealt with below.

9 SUBMISSIONS / OBSERVATIONS

9.1 Submissions

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001, (as amended), the Council gave notice of the proposed development in the Irish Independent on 18th July 2017, indicating that submissions and observations with regards to the proposed development could be made up to and including the 30th August 2017.

Site notices (in the prescribed format) were also erected and maintained at 2 locations adjacent to the proposed development for the prescribed period. There were two methods of making a submission, either in writing (by post or hand delivered) or by using the Council's online internet service 'Citizen Space'. There were 14 no. submissions/observations received within the stipulated time period (all received via 'Citizen Space') and a list of persons/bodies that made submissions is included in Appendix A.

The summary of issues that were raised in these submissions and the Chief Executive's responses are set out below.

	Issues	Responses
1	<p>The two-way cycleway is marked as “future provision”. It is council policy to have regard to policies and objectives contained in the Design Manual for Urban Roads and Streets</p> <p>This proposal does not have regard to the hierarchy of modes set out in DMURS, namely pedestrians first, then cyclists, then public transport then private vehicles. The road should not proceed without ensuring at it complies with DMURS, at the very least, and ideally with the Dutch CROW Design Manual for Bicycle Traffic.</p>	<p>The two-way cycleway is shown as future provision because at present there is no provision for pedestrians or cyclists on Drummartin Link Road to connect with. DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road as part of the Sandyford Cycle Route. Should Bracken Link Road be built before the Sandyford Cycle Route then the footpath and cycleway will be provided as part of the Sandyford Cycle Scheme.</p> <p>The scheme, including the footpaths and cycle ways, will be designed to the appropriate standard.</p>
2	<p>There is no cycling provision in this scheme. The footpath and cycle facilities should be provided from the outset.</p> <p>The drainage arrangement should highlight the benefits of green infrastructure for flood water attenuation.</p> <p>Biodiversity should be promoted through the inclusion of street trees, planting, and bioswales.</p> <p>Pollution will be created both by the construction of the road and by the traffic that use it when it opens.</p>	<p>The two-way cycleway is shown as future provision because at present there is no provision for pedestrians or cyclists on Drummartin Link Road to connect with. DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road as part of the Sandyford Cycle Route. Should Bracken Link Road be built before the Sandyford Cycle Route then the footpath and cycleway will be provided as part of the Sandyford Cycle Scheme.</p> <p>Green Attenuation methods will be utilised; however the tightness of the site means that a structure will be required to contain the excess volume generated by the scheme.</p> <p>The landscaping plan will be agreed with DLRCC Parks Department. There are areas that lend themselves to tree planting. These green areas will also be used, in the first instance, to attenuate the runoff from the road.</p> <p>This road is required to cater for the proposed development in the Sandyford Business District. Provision of the new exit will redistribute existing traffic rather than create any new traffic. New traffic will be generated by new development.</p>

<p>3</p>	<p>The proposal does not respect the priority of sustainable modes of transport over motorised ones as outlined in DMURS. The road should not proceed until the cycling and walking infrastructure are redesigned to adhere to standards.</p> <p>Why are the footpaths and cycle ways designated as future provision? Why not put them in now?</p>	<p>The scheme, including the footpaths and cycle ways, will be designed to the appropriate standard.</p> <p>The two-way cycleway is shown as future provision because at present there is no provision for pedestrians or cyclists on Drummartin Link Road to connect with. DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road as part of the Sandyford Cycle Route. Should Bracken Link Road be built before the Sandyford Cycle Route then the footpath and cycleway will be provided as part of the Sandyford Cycle Scheme.</p>
<p>4</p>	<p>The Bracken Road / Blackthorn Road junction is congested at peak hours. Residents from the Beacon South Quarter are not able to exit onto Blackthorn Road which is 4 lanes wide in this location.</p> <p>What impact will the proposed scheme have on the Bracken Road /Blackthorn Road junction?</p>	<p>The Blackthorn Road / Bracken Road junction is outside the scope of this scheme.</p> <p>Provision of the new exit will redistribute existing traffic rather than create any new traffic. There will be an increase in traffic accessing Bracken Road as this will provide an alternative exit for traffic heading to the M50 and locations further south. The Bracken Link Road is not an attractive access for traffic other than for businesses located on Bracken Road itself so there should be no significant increase in traffic exiting from Bracken Road onto Blackthorn Road.</p>
<p>5</p>	<p>The Bracken Road / Blackthorn Road should be signalised</p> <p>Will the existing parking meters on Bracken Road be removed to allow free movement of traffic?</p> <p>The Road needs to be widened to accommodate the increased volume of traffic.</p> <p>Which property will be demolished on Bracken Road?</p> <p>What is the proposed speed limit on Bracken Road when the works are completed?</p> <p>Lorries have difficulty accessing premises on Bracken Road.</p>	<p>The Blackthorn Road / Bracken Road junction is outside the scope of this scheme.</p> <p>DLRCC is not planning to remove the parking meters.</p> <p>The expected level of traffic will not require the road to be widened.</p> <p>No building needs to be demolished for the Bracken Link Road to be constructed. The building (known as Auction Xchange) would have had to be demolished but this has already happened to allow for the construction of the new Audi Motor Showroom.</p> <p>The proposed speed limit on Bracken Road is 50km/hr.</p> <p>The proposed scheme should not make access to property more difficult.</p>

	<p>Low loaders delivering cars to the Audi Center will cause traffic congestion.</p> <p>Vehicles will have difficulty turning right out of Beacon Court causing a severe backlog in the Beacon complex</p> <p>Can DLRCC meet with the concerned Businesses on Bracken Road?</p>	<p>Audi's planning application indicated that low loaders will be able to access their property and unload off Bracken Road.</p> <p>A large proportion of traffic exiting Beacon Court will continue to turn left. The expected level of traffic will contain gaps that will enable right turning traffic to exit.</p> <p>DLRCC Projects Office will meet the concerned Businesses.</p>
6	<p>Strongly supports the proposed road.</p> <p>Why is being built without footpaths and cycle lanes?</p>	<p>Noted.</p> <p>The two-way cycleway is shown as future provision because at present there is no provision for pedestrians or cyclists on Drummartin Link Road to connect with. DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road as part of the Sandyford Cycle Route. Should Bracken Link Road be built before the Sandyford Cycle Route then the footpath and cycleway will be provided as part of the Sandyford Cycle Scheme.</p>
7	<p>The new road will be of benefit</p> <p>The footpaths and cycle lanes should be provided from the outset.</p> <p>The footpaths and cycle lanes should be expanded to cross the M50.</p>	<p>Noted</p> <p>The footpaths and cycle lanes are shown as future provision because at this point in time there is no provision for pedestrians or cyclists on Drummartin Link Road for the proposed footpath and cycleway to connect with.</p> <p>DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road. The proposed 'Sandyford Cycle Route' will start at the junction of Clonskeagh Road and Beech Hill Road and continue along Clonskeagh Road, Roebuck Road, Goatstown Road, Drummartin Road, Drummartin Link Road and through the Sandyford Rotary Interchange to link up with the cycle routes at the junction of Hillcrest Road and Kilgobbin Road.</p>
8	<p>New roads built in the council area should be suitable for all users.</p> <p>Why are cycle facilities not part of the initial build?</p>	<p>The footpaths and cycle lanes are shown as future provision because at this point in time there is no provision for pedestrians or cyclists on Drummartin Link Road for the proposed footpath and cycleway to connect with.</p> <p>DLRCC is currently investigating preliminary designs to provide these facilities on Drummartin Link Road. The proposed</p>

		<p>'Sandyford Cycle Route' will start at the junction of Clonskeagh Road and Beech Hill Road and continue along Clonskeagh Road, Roebuck Road, Goatstown Road, Drummartin Road, Drummartin Link Road and through the Sandyford Rotary Interchange to link up with the cycle routes at the junction of Hillcrest Road and Kilgobbin Road.</p>
<p>9</p>	<p>The footpath and cycle track should be built at the same time as the road.</p> <p>Why can't the cycle track be built as far as Blackthorn Road?</p> <p>What vegetation and wild life is affected?</p> <p>Will trees be a part of the scheme?</p> <p>Covering up an open river. Does this scheme comply with Flood Planning Guidelines</p> <p>Flooding to amenity lands, why is there no mitigation and do the landowners know?</p> <p>Will an attenuation pond be provided?</p>	<p>The footpaths and cycle lanes are shown as future provision because at this point in time there is no provision for pedestrians or cyclists on Drummartin Link Road for the proposed footpath and cycleway to connect with.</p> <p>This is outside the scope of this scheme.</p> <p>The majority of the land that will be used for the proposed road is currently either roadway, forecourt to a buildings or a construction site. The only location where vegetation exists in in the verge and side slope of the Drummartin Link Road.</p> <p>DLRCC Parks Department will have an input into the landscape design for this scheme. Trees will be provided as part of the scheme.</p> <p>Only a short section of the stream is uncovered in this location. Constructing this scheme involves culverting this short section. A Hydraulic Analysis Report and a Flood Risk Assessment Report were commissioned. The proposed scheme complies with the findings of these reports.</p> <p>Constructing the proposed road does not cause flooding in the 1 in 100 year event. The analysis showed that flooding would occur in the Sandyford Business District in the 1 in 1000 year event. It is not deemed necessary to provide a 'structure' for this eventuality. The mitigation measure chosen is to divert the flood water to open space (amenity land etc.). The land is predominantly in the ownership of DLRCC / TII. There is one other landowner that was contacted but hasn't responded as yet.</p> <p>An attenuation facility will be provided to attenuate the 'excess' runoff that results from constructing the scheme. This will be an underground chamber or a pond.</p>

10	Construction of road, footpath and segregated cycling lanes should all take place at the same time	The footpaths and cycle lanes are shown as future provision because at this point in time there is no provision for pedestrians or cyclists on Drummartin Link Road for the proposed footpath and cycleway to connect with.
11	Concerned about the possibility of pollution from road spillages etc entering the Carysfort Maretimo Stream and reaching the South Dublin Bay SAC, the South Dublin Bay and the Tolka Estuary SPA.	A petrol inceptor will be installed just before the outfall from the road drainage reaches the Carysfort Stream
12	Supports the proposed scheme The final design should ensure, as far as possible, that the Drummartin Link Road / Bracken Link Road is constructed in a manner that will ensure that minimum interventions are required to provide for the future cycle infrastructure.	Noted Noted
13	Supports the proposal. Recommends that landscape measures that will enhance the visual amenity of the area and provides 2 Options for consideration.	Noted Both landscape Options are welcomed and will be used as a basis for the landscape design at detailed design stage; subject to DLRCC Parks Department approval.
14	Traffic modelling only deals with vehicular traffic Pollution. Traffic flows on the proposed road will cause a source of greenhouse gas emissions. Speed limit / traffic calming The two-way cycleway should be on the other side of the road. The tie-in after the scheme, utilising a shared space, is poor. There is a need for improvements on Bracken Road to cater for the increase in traffic.	While the traffic modelling dealt only with vehicular traffic the proposed scheme will have footpath and cycle facilities that match those on the proposed Sandyford Cycle Route which will run along the south bound carriageway of the Drummartin Link Road. The proposed road will provide an alternative access/egress for Sandyford Business District. This should help reduce congestion. The proposed speed limit is 50km/hr. The proposed road is relatively short with a bend at one end and a signalised junction at the other. Traffic calming measures were not deemed necessary. The cycleway was positioned on the south side of the proposed road so that cyclists coming from south of the M50 could enter Sandyford Business District at this location without having to stop at traffic lights. The tie-in will be designed to the appropriate standard. Traffic on Bracken Road will increase. The area north of the tie-in is outside the scope of this scheme.

	Change the scheme to provide only walking and cycling.	This road scheme is an objective of the County Development Plan & the Sandyford Urban Framework Plan. Further development within Sandyford Business District is contingent on its construction
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In summary of the above responses, it is recommended that the following amendments be made to the scheme:

1. The Appropriate Assessment will be amended to include mitigation measures to mitigate possible pollution incidents.

10. RECOMMENDATION

The proposed BrackenLink Road Scheme is considered to be in accordance with the provisions of the 2016-2022 Dún Laoghaire-Rathdown County Development Plan, and accords with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above approval, members are hereby notified in accordance with Section 138 of the Local Government Act, 2001, as amended, of the intention to proceed with the proposed development, subject to the amendments outlined above, and to any such minor or immaterial alterations to the plans and particulars of the development.

Owner : Frank Austin, Director of Infrastructure and Climate Change.

Appendix A List of persons who made submissions (next page)

Appendix A

Submissions received during the Public Consultation Stage

NAME
Ciaran Ferrie
Dara Carroll
David Ó Laigheanáin
Christopher Homer
Edward Kennedy Co. Ltd
Mark Boyle
Paul O'Connor
Clare Sullivan
Linda O'Brien
Sean ?
Department of Culture Heritage and the Gaeltacht
National Transport Authority
Tesla Motors Limited
Keith Byrne