

Agenda Item 8

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

11 SEPTEMBER 2017

PROPOSED ENNISKERRY ROAD / GLENAMUCK ROAD JUNCTION UPGRADE

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/01/17

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended) the Council gave notice of the proposed Enniskerry Road / Glenamuck Road Junction Upgrade scheme in the Irish Independent on 9th June 2017. Plans and particulars of the proposed Scheme were available for inspection from the 9th June 2017 up to and including the 21st July 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 could also be viewed online at *dlr Consultation Hub* at www.dlrcoco.ie. In addition, a public information session was held on a drop-in basis on the 29th June 2017 from 4.30 – 8pm in the Council Operations Centre on Ballyogan Road. 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 4th August 2017.

2. SITE LOCATION AND DESCRIPTION

The site is located at the junction of the Enniskerry Road (R117) and Glenamuck Road, and is often referred to as the Golden Ball Junction. The extent of the site on Glenamuck Road is from the junction with Enniskerry Road to a point beyond the severe bend at the eastern side of the Cromlech Close development (approximately 250 metres). There is a narrow footpath on one side of Glenamuck Road that is generally in poor condition, and the visibility for pedestrians and motorists at the bend is extremely poor. On the Enniskerry Road the site extends approximately 100metres on either side of the junction with Glenamuck Road. The junction is signal controlled incorporating two pedestrian crossings, one on the Glenamuck Road side and one on the southern side of the Enniskerry Road. A development at Cromlech Close to provide 15 No. new housing units has recently been completed, and planning permission has recently been granted for a mixed-use residential and commercial development on lands at and adjoining the Golden Ball Public House that includes 39 no. residential units and 7 no. ground floor level retail units. The speed limit on Enniskerry Road and Glenamuck Road is 50kph.

3. ZONING AND OTHER OBJECTIVES:

The County Development Plan 2016 – 2022 includes the Glenamuck Road South (this scheme) along with the Glenamuck District Distributor Road Scheme (GDDRS) and Enniskerry Road as Six-Year Road Objectives (shown on Map No.9 of the County Development Plan). The overall GDDRS includes for two major roads, the District Distributor Road (GDDR) and the Link Distributor Road (GLDR). The above roads are also included in the Kiltiernan Glenamuck Local Area Plan 2013 (LAP) as road infrastructure provisions (see Section 5.3 of the LAP). The LAP provides for the GDDRS as part of the Primary Road Network, and also includes for improvements to the existing road network that form the secondary tier of roads in the area.

The LAP notes that 'the existing Glenamuck Road, irrespective of the new roads network, requires upgrading in terms of footpath improvements and/or installation, re-surfacing and, most importantly, improvements to address the 'pinchpoint' which restricts traffic movements at a location at the western end of Glenamuck Road, adjacent to Cromlech Close'. This scheme is proposed so as to provide this upgrade.

4. DESCRIPTION OF THE PROPOSED WORKS

As part of the proposed scheme the carriageway cross section will be widened through the provision of additional road width for vehicles and bicycles. Improvements to footpaths and street lighting will also be provided. The Glenamuck Road will be widened by up to 9m on the southern side of the road, and new boundary treatment will be provided along the south side of the road (opposite Cromlech Close). A traditional metal Parkland fencing boundary will be provided from the Enniskerry Road junction for a distance of approximately 45 metres and will form the boundary to the Country Market as shown in the Kiltarnan Neighbourhood Framework Plan. This type of fencing will reinforce the rural character of the area. Beyond this point a granite boundary wall will be provided for approximately 100 metres to a point opposite the end of the new stone wall to Cromlech Close. From the end of this new proposed wall to the 'Rockville House' boundary the existing grassed side slope will be maintained.

On the northern side of Glenamuck Road, to the east of the recently constructed boundary wall to Cromlech Close, the road corridor will be widened for a distance of 85 metres by up to 6 metres to incorporate new cycle lanes and footpaths and to improve the road alignment. This widening will also remove the existing 'pinch point'. It is proposed to erect a timber post and rail fence at the back of the footpath along this section. The land behind this fencing will be sloped back to maintain a stable side slope.

In summary, the proposed development generally comprises: -

- Glenamuck Road approach to junction: provision of left and right turning lanes
- Enniskerry Road - southern approach to junction – provision of new right turning lane
- Improved pedestrian crossings incorporated within signalised junction including new crossings on the northern and western sides of Enniskerry Road.
- Cycle lanes / cycle tracks on Glenamuck Road
- General upgrading of the junction to provide improved pedestrian and cycle facilities
- Removal of the pinch-point on Glenamuck Road adjacent to Cromlech Close
- Upgraded public lighting

The works are shown on the Part 8 Drawings (Drawing No's RPO16-28-00, -01, -02, -03, -04, and -05) and these can also be viewed online via the above link.

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).

Scott Cawley Ltd (Ecological Consultant) has reviewed the proposed development with respect to the requirement for an Appropriate Assessment and submitted their report. The 'Appropriate Assessment Screening' report is included as Appendix C in VOLUME 1 of the Part 8 documents, and can be viewed online via the above link.

The report concluded as follows: "*Following the preparation of this report it was objectively concluded there was no likelihood of any significant effects on any European sites arising from*

the proposed development, either alone or in combination with other plans or projects. Therefore, it is our view that an Appropriate Assessment is not required in this instance."

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 junction upgrade (including the removal of the pinch-point) will improve pedestrian and cycle facilities as well as greatly improving traffic flows through this junction. The delivery of some interim development in the area in advance of the construction of the GDDRS is desirable in order to begin to meet the central objectives of the LAP and the objectives of the wider County Development Plan. It is considered that the proposed junction layout can adequately cater for additional development traffic of up to 1050 residential units, and will assist in achieving these objectives.

Having regard to the foregoing, the proposed development is in accordance with the provisions of the 2016-2022 County Development Plan and the Kiltiernan Glenamuck Local Area Plan 2013, and with the proper planning and sustainable development of the area.

7. REPORTS FROM COUNCIL DEPARTMENTS AND SECTIONS

Libraries: By correspondence dated the 9th May 2017 stated that they have no objection to the scheme.

Housing Department: By correspondence dated the 24th April 2017 stated that they have no objections to the scheme.

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

Municipal Services Department - Drainage Section: By correspondence dated the 10th May 2017 have no objections to the scheme, and noted that details of the Suds Attenuation measures would be required. Details were incorporated in to the final report. Surface water drainage details should be fully agreed at detailed design stage.

Planning & Organisational Innovation: By memo dated 29th May 2017 welcomed the scheme with comments that were subsequently incorporated in to the final report.

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: By memo dated 12th May 2017 the Architects Department welcomed the scheme with comments that were subsequently incorporated in to the final report. Details of street furniture and lighting are to be agreed at the detailed design stage.

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
Dublin Bus
Irish Water

Replies were received from the following statutory bodies and organisations:

8.1 Dublin Bus

Submission: See Section 9.1 (Issue No.8) 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 9th June 2017, indicating that submissions and observations with regards to the proposed development could be made up to and including the 4th August 2017.

Site notices (in the prescribed format) were also erected and maintained at 4 locations along 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 pertinent issues raised in these submissions and the Chief Executive's responses are set out below.

	Issues	Responses
1	The changes being made to Glenamuck Road will affect the beauty of the road, and will destroy the trees, greenery and the wildlife.	The scheme has been proposed so as to implement the policies as set out in the County Development Plan and the Kiltiernan Glenamuck Local Area Plan. These road improvements are necessary in the context of the ongoing development of the LAP lands that will see the existing road corridors progressing to a more urban setting as this development progresses. The scheme includes for a stone wall and a row of semi-mature street trees on the southern side of Glenamuck Road that will help to create an attractive space with a 'village feel' as envisioned in the Kiltiernan Neighbourhood Framework Plan.
2	The scheme is welcomed and should be implemented without delay	Noted.
3	The upgrades on the Glenamuck Road are very good, but are disappointed that no provision for cycling has been made on the Enniskerry Road part of the junction. This road is very popular with cyclists at the weekends with large numbers of cyclists using this route to Enniskerry. The proposals don't appear to make any provisions whatsoever for cyclists on the Enniskerry Road and the suggestions to add left and right turning lanes make this route less safe for cyclists. The junction in the direction from Stepside towards Enniskerry is going to be more dangerous as cyclists will need to switch lanes at the junction to head towards Enniskerry. At the very least a gap should be provided at the stop lines for cyclists on both entries to the junction on the Enniskerry Road, and ideally a means for providing a cycle lane should be included in the plan.	The popularity of this route is acknowledged. There is insufficient room on Enniskerry Road at present to provide dedicated cycle lanes. However it should be noted that when the GDDRS is constructed the Enniskerry Road will be by-passed, removing a large volume of traffic from the village, and this will allow the establishment of a more pedestrian and cycle friendly traffic calmed road as proposed in the Kiltiernan Neighbourhood Framework Plan. In the meantime, cyclists on Enniskerry Road travelling straight through the junction in either direction will remain in the 'straight ahead and left turn' lane and will not require to switch lanes. It is proposed to amend the scheme to provide a 'stay left-to-go-right' facility for right turning cyclists, as per details in the National Cycle Manual – this is considered to be more appropriate in heavier traffic, and advanced stacking locations are not recommended if feeder cycle lanes cannot be provided.
4	(a) Can the correct local granite stone be specified for the new walling? The stone in Cromlech Close is incorrect for the area and the quality of the construction is below a standard appropriate for the area. The standard and look should be as provided at the entrance to the nearby Bishop's Gate. (b) Much of the special character of Glenamuck Road is attributed to the original granite kerb stones, and many sections of these have been removed and replaced with concrete further down the road. Can the opportunity be taken during this project to reinstate/relocate those that will be removed during these works?	(a) There will be consultation with the Council Architect's and Planning Sections at the detailed design stage to ensure that the most appropriate type of granite will be specified for the wall construction. (b) Original granite kerb stones will be salvaged and re-used where practicable.
5	The scheme is necessary as the road causes difficulties and is not safe. I hope the plan will be completed as scheduled.	Noted.
6	The project is supported as the road and	Noted.

	<p>bad bend causes serious hazard to all users of Glenamuck Road. When passing this section of road all users have to slow down and sometimes stop as even passing other cars can be difficult – not to mention trucks and buses. The project should be finished as soon as possible so that all citizens will be able to enjoy safe journeys</p>	
<p>7</p>	<p>The scheme is welcomed, with the following observations:</p> <p>(a). The option of a second entrance in to Cromlech Close (to be located at the end of the hammer head) should be considered to create a one way system in the estate. The original plan for the Council’s Part 8 development included a second entrance. The existing road in the estate is dangerous for residents to use due to the following issues:</p> <ul style="list-style-type: none"> - The road is very narrow which leads to cars driving in the middle of the road especially at the two bends that are also blind spots. - The path along No’s 1-4 is dangerous in regards to the children. The path is sloping and facilitates children on skateboards etc shooting out on to the road at the end with no sightlines for cars to see the children and vice-versa. <p>Adding a second entrance and making a one-way system would reduce these dangers.</p> <p>(b) Metal Fencing – the existing fencing on top of the wall causes noise pollution. Care should be taken to ensure new fencing does not cause further noise.</p> <p>(c) The introduction of a yellow box at the current entrance is welcomed.</p> <p>(d) The relocation of the old postbox and turnstile is welcomed, and it would be great to see these restored.</p> <p>(e) Could the replacement of the current signage with something similar to the new estates in the area be considered?</p> <p>(f) Residents of Cromlech Close are disappointed that the work was not conducted at the same time as the housing scheme. The Residents should be kept up to date on start dates, end dates, working hours etc, and access must be maintained at all times to Cromlech Close. Construction workers and Council workers must not be allowed to park in Cromlech Close at any time, due to the limited parking spaces provided by the Council within the Cromlech Close scheme.</p>	<p>(a) The level of Glenamuck Road falls gradually to the east, and is approximately 1.3m lower than the level of the adjacent road in Cromlech Close at the end of the hammerhead. It would therefore not be possible to create a secondary entrance in to Cromlech Close at this location. The Traffic Section considers that the creation of a second entrance with a one-way traffic system would considerably alter the dynamics of the traffic flow within Cromlech Close, with an increase in traffic speeds, and this would not be recommended.</p> <p>The other internal road safety issues are not within the scope of this scheme and have been referred to the Council Housing Department.</p> <p>(b) The proposed Traditional Parkland Metal Fencing on the southern side of Glenamuck Road has widely spaced bars and will not cause noise pollution during windy weather conditions.</p> <p>(c) Noted.</p> <p>(d) Noted.</p> <p>(e) The existing signage is the standard type of signage used throughout the county and is in accordance with the Traffic Signs Manual. No other signage is included within the current scheme.</p> <p>(f) During the construction phase residents will be kept informed regarding the details of the work programme and working hours etc. Restrictions on workers’ parking within Cromlech Close will be included in the contract specifications.</p>

8	<p>The scheme is welcomed. We have concerns about the lane widths. Section A-A at 3.25m width is fine but Section B-B at 3.0m is not. A lane width of 3m is the absolute minimum acceptable to operate buses on, but this can only be where the road is straight. In this instance the 3.0m width appears to refer to a short section between the junction and the bend in the road but the transition point is not clear. It is vital that more space is provided to allow for buses taking a turn into and out of Glenamuck Road, and also as they approach the bend in the road. We ask that this section is adjusted to a 3.25m lane width in both directions.</p>	<p>This concern in relation to buses is noted. It is proposed to amend the scheme to provide lane widths of 3.25metres from the junction with Enniskerry Road to a point beyond the bend in the road at Ch190, and then transition back to a lane width of 3.0metres..</p>
9	<p>The development is a welcome improvement. The Enniskerry Road is one of the most popular amenity cycling routes in Dublin. I believe it is appropriate to include cycle lanes on this road approaching the traffic lights from both north and south directions. It would be worth including cycling priority road markings at the lights on the north/south Enniskerry Road as is indicated on the Glenamuck Road upgraded layout. This would be much appreciated and add to other excellent developments along the Dundrum to Kiltarnan Road.</p>	<p>The popularity of this route is acknowledged. There is insufficient room on Enniskerry Road at present to provide dedicated cycle lanes. However it should be noted that when the GDDRS is constructed the Enniskerry Road will be by-passed, removing a large volume of traffic from the village, and this will allow the establishment of a more pedestrian and cycle friendly traffic calmed road as proposed in the Kiltarnan Neighbourhood Framework Plan. It is proposed to amend the scheme to provide a 'stay left-to-go-right' facility for right turning cyclists, as per details in the National Cycle Manual – these are considered to be more appropriate in heavier traffic, and advanced stacking locations are not recommended if feeder cycle lanes cannot be provided.</p>
10	<p>The scheme is welcomed and fully supported.</p>	<p>Noted</p>
11	<p>The scheme is welcomed as it will allow for residential development of a level needed to deliver the envisaged residential community for the area with supporting social, commercial and physical infrastructure. The following is noted:</p> <p>(a) A green strip bounded by a traditional metal parkland fencing extends for 45m from the junction – this is above the requirement of the scheme in providing the traffic lanes for the upgraded junction along with the pedestrian and cyclist facilities and doesn't appear to add to the overall landscape of the scheme. In addition the green strip infringes on Parcel 20a impacting the development potential of this parcel.</p> <p>(b)The Environmental Report references a 30m left turn lane on to Enniskerry Road in Chapter 4: Traffic Impacts and the Appropriate Assessment references a 60m left turn – a 60metre left turn lane would</p>	<p>Noted</p> <p>(a) The green strip and proposed parkland railings are located along the frontage of an area designated as a County Market area in the Kiltarnan Neighbourhood Framework Plan. The Local Area Plan notes that in the longer term medium-density residential development would be appropriate in this area and the country market could be relocated within the Neighbourhood Centre. There is therefore potential for this green area to be included within the overall frontage to such a residential development in Parcel 20a in the future, subject to planning permission.</p> <p>(b) The Appropriate Assessment referenced a preliminary design for the junction. It is now considered that a 30m left turning lane from Glenamuck Road on to Enniskerry Road, combined with the provision of right turning</p>

	further improve junction capacity until such time as the Glenamuck District Distributor Road Scheme is constructed.	lanes from Enniskerry Road on to Glenamuck Road will provide sufficient junction capacity until such time as the Glenamuck District Distributor Road Scheme is constructed.
12	<p>(a) Japanese Knotweed – Substantial growth has been noted and acknowledged at the entrance to Greenmount and possibly beyond, and this is of concern due to its remarkable invasiveness and its ease of spread. As this scheme requires the eradication and removal of the knotweed due to its impinging location I expect this work to be carried out according to national guidelines and with specialist consultation and inspection.</p> <p>(b) Traffic Calming – There is excessive vehicular traffic speed on this section of Glenamuck Road South on a daily basis. I welcome the scheme, however the pinch point inadvertently acted as the only traffic calming scheme at this area of the road. I would expect that alternative mitigation measures would be incorporated into the scope of these works in order to compensate for this inadequate but only traffic calming measure that exists currently.</p>	<p>(a) The necessary works to eradicate the Japanese Knotweed and other invasive species will be carried out in accordance with national guidelines and established procedures, as noted in the Environmental Report.</p> <p>(b) The Design Manual for Urban Roads and Streets notes that narrow carriageways are one of the most effective design measures to calm traffic. Accordingly this scheme includes for a carriageway width in the range of 3.0 – 3.25m. The construction of the future Glenamuck District Distributor Road Scheme will create a junction on Glenamuck Road that will reduce the length of the 'straight' section on Glenamuck Road that encourages speeding, and this will also provide a calming effect relative to what currently exists. It is not proposed to include for any additional traffic calming measures at this time within the proposed scheme.</p>
13	<p>Dublin Cycling Campaign welcomes any proposed improvements in cycling facilities that will encourage future growth of cycling, but note the following:</p> <p>(a) We generally welcome the design on Glenamuck Road, but we recommend the inclusion of large bike logos in the left turn lane exiting on to Enniskerry Road.</p> <p>(b) We are disappointed that the same level of detail in relation to cycling improvements has not been implemented on the presently well used Enniskerry Road. This road section requires consideration of cycling infrastructure, at the very least through the provision of cycle lanes on the approach to the Glenamuck Road junction, and we ask that these are designed into the final proposed scheme.</p>	<p>(a) It is proposed to amend the scheme to include a large bike logo in the left turn lane on Glenamuck Road</p> <p>(b) There is insufficient room on Enniskerry Road at present to provide dedicated cycle lanes. However it should be noted that when the GDDRS is constructed the Enniskerry Road will be by-passed, removing a large volume of traffic from the village, and this will allow the establishment of a more pedestrian and cycle friendly traffic calmed road as proposed in the Kiltarnan Neighbourhood Framework Plan. It is proposed to amend the scheme to provide a 'stay left-to-go-right' facility for right turning cyclists, as per details in the National Cycle Manual – these are considered to be more appropriate in heavier traffic, and advanced stacking locations are not recommended if feeder cycle lanes cannot be provided.</p>
14	<p>The Kiltarnan Glenamuck Residents Association welcome the scheme and note the following:</p> <p>(1) It is key that this design is taken into account in the grander scheme of things in terms of the whole aspect of Glenamuck</p>	<p>(1) The County Development Plan includes Glenamuck South as a six-year road objective, and the LAP notes that the existing Glenamuck</p>

<p>Road - we are concerned that our community may be split because of this - and this junction design needs to be in keeping with that bigger picture of how Kiltiernan and Glenamuck continue to be linked as ONE community for the future - as this area grows.</p> <p>(2). The visual aspect of this. We feel that the visual aspect should be more clearly demonstrated to residents. We feel that as per your prescriptive nature of the Kiltiernan LAP, that Granite must be used much more in this design in keeping with the area.</p> <p>(3). Metal railings. We feel that metal railings are an industrial addition which is not in keeping with the rural aspect of this area which must be maintained. Further the use of metal railings on the Cromlech Close area has been a disaster, which despite repeated complaints has not been resolved. And this should not happen here. This must be dealt with. We believe that this needs to be re-designed.</p> <p>(4). Access points for residents of Cromlech Close - this must be looked at - and perhaps a second exit point and traffic system, as we are concerned about this as residents.</p> <p>(5). Golden Ball gates/maintenance. The whole area should be looked at as a focal point of a growing Kiltiernan Glenamuck area - lack of maintenance in this area looking very bad because of non-clarity of ownership etc.</p> <p>(6). Retention of Postbox and Turnstile -etc. we welcome the retention of these historically.</p> <p>(7). Signage should be consistent, improved and with the use of granite.</p> <p>(8). Construction Phase. This should be clearly communicated (before the works happen) to everyone who uses Glenamuck Road and who lives in the area. This should be communicated through Panorama, community radio, and through</p>	<p>Road, irrespective of the new roads network, requires upgrading in terms of footpath improvements and, most importantly, improvements to address the pinchpoint which restricts traffic movements at the western end of Glenamuck Road. This scheme addresses these local issues.</p> <p>(2) The scheme drawings indicate the provision of a granite random rubble wall on the south side of Glenamuck Road, with a green strip and semi-mature street trees to create a village setting.</p> <p>(3) We note the comments in relation to the metal railings at Cromlech Close that are outside the scope of this scheme - this issue has been referred to the Council Housing Department. The proposed railings on the southern side of Glenamuck Road are traditional metal 'Parkland' fencing boundary railings to be painted in a muted colour, and these were specifically chosen so as to reinforce the rural character of area. This type of fencing has widely spaced bars and will not cause noise pollution during windy weather conditions.</p> <p>(4) The level of Glenamuck Road falls gradually to the east, and is approximately 1.3m lower than the level of the adjacent road in Cromlech Close at the end of the hammerhead. It would therefore not be possible to create a secondary entrance in to Cromlech Close at this location. The Traffic Section considers that the creation of a second entrance with a one-way traffic system would considerably alter the dynamics of the traffic flow within Cromlech Close, with an increase in traffic speeds, and this would not be recommended.</p> <p>(5) The ownership of the Protected Structure RPS1793 (Gates to former Kiltiernan Abbey) is uncertain at this time and needs to be established in order to determine the responsibility for maintenance.</p> <p>(6) Noted.</p> <p>(7) Traffic signage will be installed as necessary in conformance with the requirements of the Department of Transport 'Traffic Signs Manual'. No other signage is included within the current scheme.</p> <p>(8) Every effort will be made to advise road users and local residents about upcoming roadworks, and this will include social media, AA Roadwatch, leaflet drops etc., as per normal notification procedures.</p>
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<p>communication with local residents association BEFORE it happens. We know there will be disruption and dust, and timings of work are important as well as adherence to completion times and penalties.</p> <p>(9). Cromlech Close residents are within a serious disruption zone for this development. It is important that residents needs are taken into account in terms of access.</p> <p>(10). Parking for workers - must be strictly adhered to. Workers should NOT park in Cromlech Close.</p> <p>(11). The green side of this must be enhanced - mature tree /bush planting must be agreed by the Council and adhered to in terms of the visual aspect/rural nature of this area.</p>	<p>(9) The necessity to maintain access for local residents will be included in the construction works specification.</p> <p>(10) The banning of parking by workmen in Cromlech Close will be included in the contract specifications.</p> <p>(11) Semi-mature trees have been included within a green strip along Glenamuck Road. Further consultations in relation to planting will be held with the Council's Parks Department during the detailed design stage.</p>
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In summary of the above responses, it is recommended that the following amendments be made to the scheme:

1. The carriageway width on Glenamuck Road will be increased to 6.5metres (i.e. 2 No. x 3.25m lanes) from the junction with Enniskerry Road to a point beyond the bend in the road at Ch190 and then transition back to 6.0metres.
2. Provision of 'stay left-to-go-right' facility for right turning cyclists on Enniskerry Road, and a large bicycle logo in the left turning lane on Glenamuck Road.

10. RECOMMENDATION

The proposed Enniskerry Road / Glenamuck Road Junction Upgrade 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
Kathleen Geraghty
Lettie McCarthy
Paul O'Connor
Nigel Start
Liliana Gizicka
Krzysztof Swiecicki
Debbie Anderson
Ray Donnellan
Donall Flanagan
Frederick Jackson
Trevor Sadler – McGill Planning (on behalf of Receiver)
Kathryn Healy
Dublin Cycling Campaign
Aileen Eglinton on behalf of the 'Kilternan Glenamuck Residents Association'