

Agenda Item 26

ANNUAL MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

13 JUNE 2016

PROPOSED BLACKGLEN ROAD/HAROLD'S GRANGE ROAD IMPROVEMENT 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.

1. PC/IC/01/15

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended) the Council gave notice of the proposed Blackglen Road/Harold's Grange Road Improvement Scheme in the Irish Times on 10th December 2015. Plans and particulars of the proposed Scheme were available for inspection from the 10th December 2015 up to and including the 29th January 2016 at the Council's Planning and Organisational Innovation Department, County Hall, Marine Road, Dún Laoghaire and at the Council Offices in Dundrum Office Park, The plans and particulars were also available to be viewed on the Council's website. Submissions and Observations with regard to the proposed development could be made up to 5pm on the 12th February 2016.

2. Nature and Extent of the Proposed Development

The development is comprised of improvements to 7 roads (or section of roads) in the Sandyford and Rathfarnham area as described below:

a) Blackglen Road

Blackglen Road from its junction at Lamb's Cross (Enniskerry Road/Hillcrest Road/Sandyford Road) to its junction with Ticknock Road/Harold's Grange Road near the M50 overbridge. The overall length is approximately 1400m.

b) Harold's Grange Road

Harold's Grange Road from its junction with College Road/Grange Road/Kellystown Road to the junction at Blackglen Road/Ticknock Road. The overall length is approximately 950m.

c) Grange Road

A short section of Grange Road is required to construct a right turn lane at the junction with Harold's Grange Road/Kellystown Road/College Road. The overall length is approximately 60m.

d) Enniskerry Road approach to Lamb's Cross

Enniskerry Road from the realigned section at Slate Cabin Lane to Lamb's Cross junction. The overall length is approximately 140m.

e) Sandyford Road

Sandyford Road from the realigned section, which was constructed as part of the M50 motorway, to Lamb's Cross junction. The overall length is approximately 350 m.

f) Hillcrest Road

Hillcrest Road from the existing road bridge to Lamb's Cross junction. The overall length is approximately 90 m.

g) Junction of Slate Cabin Lane and Woodside Road

This junction is to be improved to provide better sight distance for traffic coming out of Slate Cabin Lane. This improvement is required for the proposed option for a Traffic Management Plan.

3. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the area:

As stated in the 2016-2022 County Development Plan (CDP) Chapter 2 section 2.2.10.1 Policy ST25: Roads: It is Council policy, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network - including improved pedestrian and cycle facilities. There are Six-Year Road Objectives and Long Term Road Objectives set out in Chapter 2 of the CDP Written Statement and shown on the maps.

Note that the Part 8 Environmental Report - (November 2015) (P8ER) was prepared in accordance with the 2010-2016 CDP.

This Part 8 Report is written in accordance with the 2016-2022 CDP, which came into force in March 2016.

The proposed road improvement scheme includes roads which are designated with the following objectives:

Blackglen Road

Six-year road objective. There is also an objective to preserve views towards the north of Blackglen Road adjacent to the M50 overbridge. Another objective is to preserve views to the north of Blackglen Road between the former "Total Fitness" and the M50. There is also an objective to maintain a public right of way into Fitzsimons Wood off Blackglen Road. The County Cycle Network includes the provision of cycle facilities on the road.

Harold's Grange Road

Six-year road objective. The County Cycle Network includes the provision of cycle facilities on the road.

Grange Road

A 60m section of Grange Road is to be realigned, as part of the junction improvement for Harold's Grange Road to provide a right turn lane at the traffic signalled junction with Harold's Grange Road/College Road/Kellystown Road.

Sandyford Road to Lamb's Cross

Six-year road objective. There is an objective to include a bus priority measure and the County Cycle Network includes the provision of cycle facilities. Another objective is to preserve and protect trees to the west of Sandyford Road adjacent to Fitzsimons Wood.

Hillcrest Road at Lamb's Cross

Six-year road objective. The scheme includes the improvement of a 90m section of the road, at the approach to the traffic signalled junction at Lamb's Cross.

Enniskerry Road at Lamb's Cross

Six-year road objective and objective for a bus priority measure objective.

Junction of Slate Cabin Lane/Woodside Road

This is included as a small scale junction improvement covered in the 2016-2022 CDP under Chapter 2 Section 2.2.10.1 Policy ST25: ROADS. The P8ER includes a proposal to improve sight lines at this junction. It was considered that this improvement would be necessary if Slate Cabin Lane (SCL) were to be used as a temporary one-way detour route as part of a contractor's temporary traffic management plan during the construction of Blackglen Road (Lamb's Cross to Lamb Doyle's), as significant extra traffic would use Slate Cabin Lane.

4. Detailed description of the works and objectives of the Scheme

Construction of approximately 3 km of single carriageway road including, inter alia, cycle tracks/lanes, footpaths, boundary walls, retaining walls, entrances, re-graded driveways, railings, fences, bus stops, road marking, public lighting, road drainage outfalls, attenuation areas, new services, alterations to existing services, signage, extensive landscaping including the planting of new trees and hedges, and public realm improvements.

Pedestrian/cyclist signalled (toucan) crossings will be installed on Harold's Grange Road at Pine Valley, Kingston Estate and on Blackglen Road near Ticknock Road/Ticknock Park. The existing traffic signals at Harold's Grange Road/Kellystown Road/College Road/Grange Road will be reconfigured with the addition of a right turn lane on Grange Road. These improvements will help to reduce the current traffic congestion.

The improved roads will also help to facilitate development of residentially zoned lands, which are shown on the 2016-2022 CDP, by the provision of footpaths, cycle tracks/lanes, improved sight distances and improved public lighting.

The reconstruction of a 350m length of Sandyford Road will complete the realignment of the road to Lamb's Cross and provide cycle tracks/lanes and a wider footpath on the eastern side and a new footpath on the western side of the road together with improved public lighting. This realignment will facilitate a bus priority measure which can be installed at a later date. The reconstruction of a 150m length of Enniskerry Road at Lamb's Cross will provide cycle paths and wider footpaths and complete the bus priority measure to Lamb's Cross junction.

Predicted Impact of the scheme for population

The proposed road improvement scheme will have a beneficial impact for the community in the Rathfarnham/Sandyford area, as access on foot and bicycle will become safer and more accessible. No severance of communities will be created by the scheme. The provision of three new pedestrian/cyclist signalled (toucan) crossing facilities will improve accessibility. An improved pedestrian entrance to the access to Fitzsimons Wood off Blackglen Road will also be provided.

5. Environmental Assessment

A screening process was carried out by RPS Consultants for the proposed Road Improvement Scheme. Screening is the process of ascertaining whether a road project requires an Environmental Impact Assessment (EIA) and is determined by reference to mandatory and discretionary provisions as set out in the Roads Act 1993, as amended by the Roads Regulations 1994; the EIA (Amendment) Regulations 1999 which implements EU Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC), codified by Directive 2011/92/EU, the Planning and Development Act 2000 (as amended); the Planning and Development (Strategic Infrastructure) Act 2006; and the Roads Act 2007. Section 50 (1) (a) of the Roads Act 1993, as amended, states:

50 (1) (a) A road authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:

- (i) *the construction of a motorway;*
- (ii) *the construction of a busway;*
- (iii) *the construction of a service area, or*
- (iv) *any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.*

Part V, Article 8 of the Roads Regulations, 1994 (SI. 119 of 1994), prescribes the types of proposed road development for the purposes of Section 50(1) (a) (iv) of the Act and are as follows:

8. The prescribed types of proposed road development for the purposes of subsection (1) (a) (iv) of Section 50 of the Act (Roads Act 1993) shall be-

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in an urban area;

(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.

The Blackglen Road/Harold's Grange Road Improvement Scheme is not a four lane road and is therefore not a prescribed road as listed in the Road Act 1993, or Roads Regulations, 1994 (S.I. NO. 119 of 1994), nor does (b) above apply.

An Environmental Impact Statement (EIS) for the proposed road improvement scheme is therefore not required under the above act or regulations.

Appropriate Assessment

This is required under the EU Habitats Directive (92/43/EEC) for any plan or project likely to have a significant effect on internationally important nature conservation sites, i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), collectively known as Natura 2000 network sites. An AA Screening was carried out for the scheme as detailed in the Part 8 Environmental Report and it was determined that the proposed road improvement scheme would not have a significant effect on European Sites and consequently that a Stage II Appropriate Assessment was not warranted.

6. Part 8 Environmental Report – November 2015

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. In addition, drawings showing indicative landscaping proposals were prepared for the scheme. A detailed tree survey was carried out and included in the Arborist Report and a comprehensive Archaeological Report was prepared and both reports were included with the indicative landscaping proposals in Volume II of the Part 8 Environmental Report.

7. Reports from Council Departments and Sections

Drainage Section, Municipal Services Department: In correspondence dated the 26th November 2015 confirmed that it has no objection to the scheme.

Housing and Community Department: By memo dated the 28th September 2015 stated that they have no objections to the scheme.

Planning Department: By memo dated the 26th November 2015 stated that they have no objection to the scheme.

They recommended that an inter-department group be set up with a representative from Planning, Parks, Architects and Transport at the scheme detailed design and construction stages.

Libraries: By correspondence dated the 30th November 2015 confirmed that they have no objection to the scheme.

Parks and Wildlife Services: By memo dated the 23rd November 2015 confirmed that they have no objections to the scheme.

They included a number of recommendations. Some of their recommendations related to the construction stage. They also included a recommendation, as per the Planning Department's report, in relation to an inter-departmental group.

Waste Management Section: By memo dated the 3rd December 2015 confirmed that they have no objection to the scheme.

Architecture and Culture Department: By memo dated the 26th November 2015, confirmed they have no objection to the scheme. Recommendation included, as per Planning Dept's. report, in relation to an inter-departmental group.

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, including Drainage, Public Lighting and Traffic, during the detailed design and construction stages.

8. Submissions

There were 101 submissions. Each submission was given a number from nos. 1 to 102 omitting no 50. See section 10 below.

9. Statutory Bodies/Organisations

A copy of the Part 8 Environmental Report and Drawings were sent out on the 10th December 2015 to the following:

An Taisce
Heritage Council
National Transport Authority
Transport Infrastructure Ireland
Department of Transport, Tourism and Sport
Department of Environment, Community and Local Government. (*Planning Section*)
Department of Arts, Heritage and the Gaeltacht
Dublin Bus
Inland Fisheries Ireland
Irish Water
Bord Gáis Energy (Gas Networks Ireland)
Dublin Cycle Campaign (see sub-section 10.4.13 for their submission)

Replies were received from the following:

9.1 National Transport Authority

Submission (no. 31): *The NTA welcomed the Scheme*, with minor details to be discussed at detailed design Stage.

Response: The Council will discuss the details with the NTA as requested.

9.2 Department of Arts, Heritage and the Gaeltacht

There were two submissions from this Government Department:

A. Submission (no. 16) from the Development Applications Unit, Built Heritage & Architectural Policy Section – (Archaeology)

This section stated that they have no objections to the scheme provided the mitigation measures, detailed in chapter 13 5 of the P8ER, are implemented.

Response: The mitigation measures outlined in Section 13.5 of the P8ER will be implemented.

B. Submission (no. 24) from the Development Applications Unit, Built Heritage & Architectural Policy Section (Nature Conservation)

1. This section recommended that two wildlife crossing points be located on Blackglen Road above and below Lamb Doyle's Pub. They recommended that traffic calming by the construction of ramps at crossing points, or preferably the construction of "green bridges" (to allow deer to cross over Blackglen Road) be included to provide access between Fitzsimons Wood and the mountains. They also recommended that a "green corridor" be created with side fencing to encourage the wildlife towards the crossing points.
2. They recommended that a badger underpass be constructed.
3. They supported two recommendations in the P8ER:
 - (a) Carry out a new survey to re-locate the badger sett, and to take appropriate action if the badger sett is active and if it will be disturbed or damaged by the scheme;
 - (b) Carry out a new survey to identify the location of the Royal Fern, and take appropriate action as recommended.

Responses:

1. Green bridges built in Europe over roads are normally constructed in reinforced concrete and have side walls with the deck covered in grass or other suitable green ground covering. An earth mound up to a height of 6m approx. would have to be constructed on either side to connect the green deck to the existing ground. The cost of an individual bridge would be in the order of €750,000 and 2 green bridges would cost a total of €1,500,000 approx. These sums do not include the considerable extra cost of acquiring land to construct the earth approach ramps with side retaining walls and to acquire land (if available) for the proposed green corridors.

The land on the south side of Blackglen Road (mountain side) is not owned by the Council. This would have to be purchased to provide the "green corridors" and the supports for the "green bridges". At present there are two areas south of the eastern part of Blackglen Road which are dominated by furze and scrub. These two land holdings currently permit access for deer to cross the existing road between Fitzsimons Wood and the mountains. These land holdings are zoned residential in the 2016-2022 CDP and may be developed in the future. The construction of any housing developments in these areas may become a deterrent for deer trying to cross Blackglen Road.

Chapter 7 Section 7.3.2.5 of the Part 8 Environmental Report states that "deer activity is spread out over at least a one kilometre portion of the route. It is evident that deer populations are crossing the road here between the lands to the south (Dublin Mountains) and the grassland, the gorse areas, and Fitzsimons Wood to the north." This section of the scheme refers to Blackglen Road.

The existing Blackglen Road is made up of a carriageway width of approximately six metres with bushes/ditches/trees and boundary walls, of varying height all directly alongside the carriageway. A motorist has virtually no prior warning or sight of a deer jumping over the ditches/walls and crossing the road. The proposed road improvement scheme provides a footpath and cycle track either side of the new road. This may give a motorist a better opportunity to see a deer crossing the road. Accordingly it is not considered that the provision of "green bridges" and "green corridors" is practical or feasible.

Taking the above issues into account an assessment will be made at detailed design stage to ascertain whether appropriate traffic calming measures can be included at two suitable at-grade crossing locations along the scheme. Suitable warning signs for "Deer Crossing" will be included in the scheme (as currently exist).

2 The provision of a badger underpass will be considered in consultation with the Part 8 Environmental Consultants at detailed design stage. However any future development of land holdings on the south side of Blackglen Road (eastern section) would remove the un-maintained furze dominated open areas.

There is a watercourse with a culvert under the western part of Blackglen Road where the presence of badgers was recorded.

- 3 (a) The survey to locate the badger sett previously mentioned in 2007 in the P8ER will be carried out at detailed design stage.
- (b) The survey to try to locate the Royal Fern will be carried out at detailed design stage and as soon as possible during the recommended months.

Recommendation: No change to Part 8 Scheme

9.3 An Taisce

The submission (no.12) from the South Dublin Assoc. of An Taisce raised two issues.

- 1 They considered that priority for construction should be given to Hillcrest Road.
- 2 In the interests of limiting the land take required for the proposed scheme, a footpath on one side of the road would be sufficient.

Response:

1 Hillcrest Road is listed as a six-year road objective within the 2016-2022 CDP. Planning for this road will advance in line with the Council's Capital Funding programme. The proposed scheme includes the improvement of a 90 metre (approx.) section of Hillcrest Road. It should be noted that Hillcrest Road has a footpath on one side of the road whereas Blackglen Road has no footpaths and has a number of tight bends.

2 It is considered that, in the interests of safety for pedestrians, a footpath is required on both sides of the roads taking into consideration the volume of traffic using the roads, which is in the order of 14,000 AADT (Annual Average Daily Traffic). This volume is expected to increase with the new developments taking place, and with predicted annual traffic growth in the greater Dublin Area.

Recommendation: No change to Part 8 Scheme

9.4 Irish Water

Irish Water did not send in a submission.

In chapter 10.5 of the P8ER it states that 'the Council would promote the installation of a new watermain and new foul sewer on Blackglen Road together with a new foul sewer on a section of Harold's Grange Road'.

Following discussions and meetings with Irish Water, Dun Laoghaire-Rathdown County Council is pleased to report that Irish Water have now made a commitment that they will provide funding for these services.

Note: Irish Water (New Connections Section) is responsible for applications for any new connection from properties with septic tanks or from any new properties to the new foul sewer. The Scheme will include the installation of a foul sewer connection pipe from the new foul sewer to a location just inside the property boundary, to avoid any future excavation in the new road.

The scheme will include a connection to the new watermain for existing properties on Blackglen Rd

10 Submissions/Observations

10.1 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 Times on the 10th December, 2015, indicating that submissions and observations with regards to the proposed development could be made up to and including the 12th February 2016 before 5pm.

Site notices (in the prescribed format) were also erected and maintained at 4 locations along the proposed development (road improvement scheme) for the prescribed period.

101 no. submissions/observations were received within the stipulated time period and the names and submission number allocated are listed in Appendix A.

There were two methods of making a submission. Firstly in writing (by post or hand delivered). Secondly by using the Council's online internet service 'Citizen Space'.

Nos. 1-49 were submitted by post/hand delivered

Nos. 51-102 were submitted by the Council's internet service 'Citizen Space'.

No. 50 was not used.

Some of the 101 submissions received were duplicate submissions.

10.2 Presentation of Submissions

Issues have been summarised with respect to the proper planning and sustainable development of the area in which the proposed development is situated. The issues raised in any such submission or observation are identified and summarised and sometimes combined and a response or combined response is presented as set out in 10.4 below. A large number of the individual submissions were sent in by 2 or more owner/occupiers. Where the issue(s) raised relate to a particular property the use of the singular word "resident" or similar has been adopted.

10.3 Summary of the issues

For ease of reference the issues raised in the submissions received have been grouped under 14 no. sub-sections (10.4.1 to 10.4.15) The issues have been generally listed from west to east along the road improvement scheme (Marlay Park to Lamb's Cross) followed by the parts of Sandyford Road, Hillcrest Road and Enniskerry Road, as shown below.

Slate Cabin Lane submissions are listed in sub-section 12.

A large number of submissions included a list of requested Accommodation works at the owner's property. The common issues have been grouped under sub-section 10.4.1.

These issues are therefore not repeated in the summary of the issues in individual submissions.

Accordingly the list of issues, presented in sub-sections 10.4.2-10.4.14, for an individual submission may be considerably shorter than that which was submitted, as they have been grouped elsewhere.

List of Common Issues

| | |
|----|---|
| 1 | Access to new services - new watermain and new foul sewer , maintain services during construction Boundary treatments/Entrances/Access - Accommodation Works Temporary and permanent acquisition CPO Temporary Traffic Management Plan - road closure Working Hours Structural/Condition surveys Public Lighting Compensation issues Liaison Engineer Noise Air Quality |
| 2 | Traffic Lights at junction of Harold's Grange Road/Grange Road/Kellystown Road/College Road |
| 3 | Access to houses at, or adjacent to the junction at Grange Road/Harold's Grange Road/Kellystown Road/College Road |
| 4 | Harold's Grange Road |
| 5 | Harold's Grange Road Shops and Car Park and adjoining Properties |
| 6 | Pine Valley Park Access Road |
| 7 | Blackglen Road |
| 8 | Lamb's Cross junction |
| 9 | Sandyford Road - Lamb's Brook Estate |
| 10 | Enniskerry Road |
| 11 | Hillcrest Road - Access to Hillcrest Downs |
| 12 | Slate Cabin Lane |
| 13 | Cycling - Cycle tracks/lanes |
| 14 | Wildlife and Fitzsimons Wood - Landscaping and other issues |

Notes: 'DDS' refers to Detailed Design Stage
 'CPO' refers to Compulsory Purchase Order
 'DLR' refers to Dún Laoghaire-Rathdown County Council
 'P8ER' refers to the Part 8 Environmental Report, November 2015
 'SCL' refers to Slate Cabin Lane
 'TTMP' refers to a Temporary Traffic Management Plan

'ABP' refers to An Bord Pleanála

Where it is recommended that an amendment be made to the scheme this will be stated in the responses and at the end of the report.

10.4 Submissions with summary of issues raised and responses:

| | | Responses |
|------------------|---|---|
| 1. Issues | | |
| (a) | <p>Connection to Foul Sewer and other services</p> <ol style="list-style-type: none"> Logical to install new sewer and new watermain when road is being reconstructed. A number of houses have septic tanks. Confirmation that existing services will be maintained during construction works Confirmation that there will be new services (ESB, Cable TV, broadband, Eir, etc.) | <ol style="list-style-type: none"> Irish Water have committed to fund a new foul sewer (see sub-section. 9.4) Irish Water have committed to fund a new watermain on Blackglen Road (see sub-section. 9.4) Existing services will be maintained during construction. Ducting for new services will be installed in conjunction with Service Providers. It is up to the Service Providers as to whether they will provide new services. |
| (b) | <p>Boundary Treatment and Entrances - Accommodation Works</p> <p>Residents want various heights of walls (both plastered and masonry type), constructed as their new boundary to the road. Details for entrances (gates, recessed walls etc.)</p> | <p>The P8ER states that it is DLR's policy for road improvement schemes to provide replacement boundary treatments on a like for like basis, except in specific locations. The type and height of the new boundaries and entrance details will be discussed with each landowner at DDS and will form part of the construction contract and be part of CPO settlement terms for accommodation works. It should be noted that the P8ER chapter 7 Ecology recommends that low walls and hedges be used wherever feasible to facilitate the wildlife in the area.</p> |
| (c) | <p>Temporary and Permanent Acquisition Areas, CPO</p> <p>Clarification required. Require acquisition line to be marked out. CPO</p> | <p>The permanent and temporary acquisition areas will be clarified in detail at DDS and before a CPO is published. These can be marked out when requested by a landowner.</p> |
| (d) | <p>Access</p> <p>Assurances that continuous access to properties will be provided during the works.</p> | <p>Assess will be maintained during construction.</p> |

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| (e) | Temporary Traffic Management Plans and Road Closures Assurances needed that there will be no full road closures | Due to the steeply sloping ground levels of the properties above and below the section of the existing Blackglan Road between Lamb Doyle's Pub and the M50 overbridge, where substantial retaining walls have to be constructed, there will be a requirement to have a full road closure, with a temporary diversion, as described in the P8ER. However access will be maintained to all properties. |
| (f) | Working Hours Commitment required for exact working hours. Residential Area, very important issue. | As stated in the Part 8 Environmental Report normal working hours are: 8am - 7pm Monday - Friday 8am - 2pm Saturday No work on Sundays (unless for essential works & by prior permission of DLR) These working hours will be detailed in the Contract Documents. |
| (g) | Structural/Condition Surveys Commitment required that properties which may be affected are surveyed prior to construction and after completion of the construction works, and reports provided to property owners. | A list of properties to have structural/condition surveys carried out will be compiled at DDS, and the owners will be informed. A copy of the structural/condition reports, before and after construction, will be given to the property owner. |
| (h) | Public Lighting Residents want new public lighting system | A new public lighting system will be installed which will provide the recommended light levels (lux). It will have reduced light overspill (light pollution). |
| (i) | Compensation Issues | Subject to the Part 8 Scheme proceeding, compensation will be negotiated with each affected property owner, subsequent to a CPO having been confirmed by ABP, and the scheme progressing to construction. |
| (j) | Liaison Engineer during Construction | A site engineer will be appointed as liaison engineer for property owners. |
| (k) | Noise Concerns about increase in noise levels | Road generated noise depends largely on the volume and speed of traffic, engine and road surface characteristics. The lane width chosen for this scheme does not provide any additional capacity for traffic flows, except at the junctions. In addition a low noise road surface will be provided. |
| (l) | Air Quality Concerns about increase in air pollution | The P8ER assessed air quality impacts during construction and after opening of the new road. During construction dust mitigation measures will be put in place. Air Quality impacts are influenced by the number of road users and the flow of traffic. The capacity of the roads is not being increased, except at junctions. These junction improvements will help to provide a better flow of traffic. New EU Directives have outlined improved emission criteria for car manufacturers which they are required to achieve. Chapter 9 (Air Quality) of the P8ER concludes that air pollutants generated by vehicles will be well below the statutory limits. |

Recommendation: No change to scheme
2. Traffic Lights at junction of Harold's Grange Road/Grange Road/Kellystown Road/College Road

| | | Responses |
|-------------|---|---|
| (a) S.41 | Traffic volumes have increased at this junction since the traffic lights were modified. | Traffic volumes dropped in the recession starting in 2008/2009 all over Dublin. They have been increasing on an annual basis for the last couple of years. |
| (b) S.74 | Resident believes that Traffic Surveys were carried out before the traffic lights were modified. Surveys need to be redone and especially a new survey at weekends. | The Traffic surveys were carried out in March 2015, six months after the modified junction was constructed (The modified traffic signals were turned on in September 2014). The main objective of the 2014 modification was to make the junction safer for pedestrians and cyclists. The proposed scheme includes a new right turn lane on Grange Road. This will allow a more efficient phasing for the traffic signals and will help to reduce the queues. The traffic lights have sensors which vary the length of green time to a particular traffic flow depending on the traffic demand and these improvements taken with the new right turn lane will help at peak hours and especially throughout the day at weekends. |
| (c) S.74 | The recent modification to kerbing has made it very difficult for tour buses and rigid trucks to turn left. Needs to be re-examined. | The radius of the kerbs on the left hand corners will be re-assessed as part of the DDS. |
| (d) S.76 | Traffic chaos at this junction especially at weekends. Very long queues/delays at rush hours and especially at weekends and other times. These have got considerably worse since junction and traffic lights were modified. | The P8ER acknowledges that there are queues at this very busy junction. The response for 2 (b) above refers to the proposed action to be taken as part of the road improvement scheme. |

Recommendation: No change to scheme

3. Access for houses at the junction of Harold's Grange Road/College Road/Kellystown Road/Grange Road

| | | Responses |
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| (a) S.41 | Resident says that since junction was modified he has had difficulties accessing his house. He has written to DLR requesting a yellow box but this was turned down. With the proposed scheme he will have to cross two lanes which will be much more difficult. Why can the widening for Grange Road not take place on Marlay Park side? | The proposed scheme provides a right turn lane on Grange Road. At the entrance to the resident's house there will be a ghost island (diagonal white lines on the road surface) which leads into the right turn lane. DLR considers that this will assist the resident in accessing his property. The situation will be monitored on the ground after the proposed new arrangement has been constructed. The historic stone boundary walls are part of the protected structure of Marlay Park. DLR Parks and Wildlife Section were consulted and they could not support this wall being taken down. There would be a large number of mature trees which would have to be cut down as the root structure would be damaged in the construction of a foundation for a replacement boundary wall, which would have to be set back a minimum of four metres inside the park. |
| (b) | Resident has similar issues to 3(a), but is very close to the existing stop line. He regards the current | The entrance to this property is less than five metres from the current stop line. As part of the scheme a new boundary wall and entrance will be |

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| S.42 | access arrangement to his house a traffic hazard with a risk of a rear end collision. He wants the proposed traffic lights and stop line modified to provide a safer entrance as he will have to cross 2 lanes of traffic. | constructed. A "keep clear" box will be provided due to the proximity of the entrance to the stop line. These measures should assist the resident when entering or leaving his property. It is recommended that an amendment be made to the scheme to provide a "Keep Clear" box in front of the new entrance to no 1 Harold's Grange Road. |
| (c) S.18 | Resident at corner of Harold's Grange Road/Kellystown Road uses his adjacent business yard to park his personal cars and business vans. He says the Part 8 design will make his yard unusable. He claims the proposal will lead to extinguishment of his business. He believes the scheme will create severe difficulties in accessing his properties. | The scheme provides for a footpath and cycle track along the frontage of these properties. It is recommended that an amendment be made to the scheme to reduce the land take by approximately 1m at the eastern corner of the building in the bed manufacturing business yard, on Harold's Grange Road to avoid the building. The yard is to be reduced by approximately 30%. Access arrangement will be reviewed in light of the following recommended amendment, at DDS. The viability of the business will be addressed in the CPO process and compensation process. This amendment will avoid knocking down the corner of the eastern building. |

It is recommended that the following amendments be made to the scheme to:

- (i) Provide a "Keep Clear" box in front of the new entrance to no 1 Harold's Grange Road;
- (ii) Reduce the land take line by approximately 1m at the eastern corner of the building in the bed manufacturing business yard, on Harold's Grange Road to avoid the building.

4. Harold's Grange Road

Issues

- (a)
- S.38 1. A resident and two owners of the adjacent field want a pedestrian gate located at the existing entrance.
 - S.39, 2. Want new vehicular entrance to house and field as shown on drawings and ownership of new access
 - S.40 road, to include new service ducts. Want precise levels and details agreed.
 - S.91 3. Do not want inflow of water from public road.
 - S.92 4. Want 1.8m wall along house and frontage of field/access road.
 - 5. Want some Council land transferred to compensate for land taken.
- (b)
- 1. A resident has objected to the extent of land take

Responses

- 1. Agreed.
 - 2. Agreed.
 - 3. There will be new road drainage installed as part of the scheme.
 - 4. A new wall will be constructed along the full frontage. The exact details of the wall will be discussed with the owners at DDS. (See sub-section 10.4.1).
 - 5. The issue of a possible transfer of land will be discussed at DDS. However any transfer of Council land has to be approved by the Elected Members.
1. The land take is required to construct the scheme as described in the

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| S.19 | <p>alongside his properties.</p> <p>2. Says design is indicative. Scheme is premature.</p> <p>3. Land take from his yard will leave the yard impractical to use. Council should postpone Part 8 until more detail is prepared.</p> | <p>P8ER. The scheme is therefore not indicative.</p> <p>2. The scheme is not premature.</p> <p>3. The proposed land take along the owner's yard has been reduced from the 2007 Part 8 Scheme on account of the removal of the central median hatched area. The proposed Part 8 Scheme (2015) has therefore a lesser effect on this property.</p> <p>Loss of land and the effects on the property are a matter for compensation after a CPO has been approved and the scheme proceeds to construction.</p> |
| (c) S.14 | <p>1. A resident said the Part 8 drawings are to an indicative design.</p> <p>2. The Part 8 is premature.</p> <p>3. The design will cause serious consequences for access to his property.</p> | <p>1. See 4(b) above.</p> <p>2. The Part 8 scheme is not premature (see 4(b) above).</p> <p>3. The new access will be much safer with improved sight distances provided. Details of the access arrangements will be discussed with the property owner at DDS.</p> |
| (d) S.46 S.98 | <p>1. A resident concerned about raising the levels of the road outside the property, the introduction of pedestrians and cyclists and the loss of privacy.</p> <p>2. Widened road could cause more noise.</p> <p>3. Wants bus service maintained</p> | <p>1. A footpath and cycle track will be constructed along the road in front of the property. The access arrangement to the property is to be addressed at DDS This will provide improved sightlines at this property.</p> <p>2. The new road edge will be approximately 3m further away from the house. In conjunction with the new road surface both will help to reduce noise levels.</p> <p>3. This is an issue for Dublin Bus.</p> |
| (e) S.26 | <p>1. Notes that boundary of his property is now not affected in 2015 Part 8 scheme.</p> <p>2. Surface water floods into his garden, gullies and a shore are blocked.</p> <p>3. Will new surface be low noise?</p> <p>4. How will planting affect his fence?</p> | <p>1. Comment noted.</p> <p>2. The new road drainage will be designed to prevent surface water from the road flowing into his garden.</p> <p>3. The new road surface will help to reduce noise levels.</p> <p>4. Planting details at the property fencing will be discussed at DDS</p> |
| (f) S.30 | <p>1. Kingston Residents Association made detailed submission to DLR for the draft 2016-2022 CDP.</p> <p>2. Want Harold's Grange Road section of scheme given top priority due to unfinished nature of M50 works.</p> <p>3. Want the agreed wall to be 1.75m high stone both sides, and extend 35-40m, no hedging behind wall.</p> <p>4. Want reference to "Proposed site for Council housing" removed from drawings.</p> <p>5. Footpath gets muddy around entrance to estate and boulders are an eyesore.</p> | <p>1. Comment noted.</p> <p>2. Comment noted. The P8ER states that it is likely that the scheme will be constructed in one or more phases. No decision has been made on the order of construction of the sections of the scheme. However it is likely that, due to funding constraints and in regards to priority on safety grounds, works will begin on Blackglan Road.</p> <p>3. It is recommended that an amendment be made to the scheme to provide a 1.75m high masonry wall, 35m/40m long, across the entrance to Kingston Estate, leaving an appropriate gap for pedestrians and cyclists.</p> <p>4. This reference will be removed from the drawings at DDS.</p> <p>5. The issue of muddy footpaths and the boulders will be discussed with the Residents Association at DDS.</p> |
| (g) S.13 | <p>Consider road profile is too low at Ch. 252 by approx. 286mm</p> | <p>The proposed road levels are not low. A meeting was held with the Consultants to resolve this issue.</p> |

It is recommended that an amendment be made to the scheme to:

Provide a 1.75m high masonry wall, 35m/40m long, across the entrance to Kingston Estate, leaving an appropriate gap for pedestrians and cyclists.

5. Harold's Grange Road Shops and Car Park and adjoining Properties

| Issues | Responses |
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| <p>(a)</p> <p>S.55</p> <p>S.80</p> | <ol style="list-style-type: none"> 1. Submission from the Hardware Shop states that there would be H & S issues placing a footpath and cycle lane at car park entrance. Car park very busy – trucks, vans and cars. Proposed scheme will pose greater risk of accident. 2 & 4. There will be no space for proposed bench/trees and these would obstruct view. 3. Car park width reduced to 4.24m, will be less than ½ of existing. 5/7. The shop is the sole means of income for owner and family. In business for 30years 6. Customers would have to park a considerable distance away. Business requires cars and vans to be able to pull up alongside. There will be a considerable loss of business. 8. & 9. Does not own car park, and there will be a loss of advertisement space 10. Access for houses behind will be more difficult as right of way through the reduced car park will get blocked. 11 Business car accessories hardware – will lose business from cars/vans/trucks 12. & 13. Car parking space required for his five staff. If similar sized shops applied for planning permission they would have to provide adequate parking. (H & S issues). 14. Done research. No record of accidents outside the existing shops or road. 15. Council must have a serious re-evaluation of the car park plans. The issues in 5(b) (below) were also copied in a separate submission from the Hardware Shop. <ol style="list-style-type: none"> 1. Comments noted. See recommendation in item 15 below. 2. Car park is privately owned. Seating/planting will be for the owners'/occupiers' decision. As the car parking area is not regulated at present it presents an increased risk as vehicles are allowed to pull in and reverse out wherever, thus greatly increasing the risk of accidents. A proper control of the parking arrangement is needed to reduce the risk to pedestrians, cyclists and motorists outside the shops. Currently pedestrians walking past the parking area and shop need to negotiate the cars and are at risk of collision as no formal entry/exit point exists thus increasing the potential conflicts. 3. See recommendation in item 15 below. 4. See 2 above. 5 - 11. These issues will be addressed as part of the CPO process. The issue raised about the viability of the business is a matter for the CPO and compensation process. 12. In similar retail car parks the owner/occupier and staff park elsewhere in order to leave the car parking spaces available for their customers. 13. The DLR County Development Plan 2016-2022 in Table 8.2.4 designates maximum car parking standards for new developments. For retail shops of this type it is 1 space per 20 sq.m. of gross floor area. For the two shops the combined gross floor area is 100sqm approx. This would give a maximum of 5 spaces in total for the shops. The reduced area of car park will provide space for a least 7 cars. 14. Comment noted 15. The widening of this road is a six-year road objective in the 2016-2022 CDP. The objective to provide a facility for cyclists is included in the 2016-2022 CDP and the County Cycle Network. A design review of the scheme was carried out along the car park area |

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| | | <p>following receipt of the submissions, to assess whether vans and delivery trucks would be able to access remaining car park area. Following this review:</p> <p>It is recommended that an amendment be made to the scheme to reduce the width of the land take from the car park area by approximately 2m, in front of and beside the shops on Harold's Grange Road and to provide two new access locations for the remaining car park area.</p> <p>This amendment to the land take line will provide an area of approximately 63% of the existing car park size as opposed to approximately 49% in the Part 8 Scheme - November 2015. Temporary working space will be required to construction the footpath and piers at the truncated side walls.</p> |
| <p>(b) S.56 S.79 S.80</p> | <p>1. The adjacent shop submitted a similar submission to 5(a) above (with different photos). There were further issues and comments: 2. Objects to the scheme in the strongest possible way 3. The proposed plans will not provide sufficient (proper) space for car parking for the shops, putting viability of the businesses under disastrous consequences 4. The width of road at the M50 bridge is much less than that proposed along the shops 5. Wants the cycle track re-routed through Pine Valley at a new pedestrian/cyclist signal crossing, this would avoid need to widen road 6. Wants continuous access to car park with no road closure.</p> | <ol style="list-style-type: none"> 1. Joint issues noted in 5(a) (1-15) above. 2. The strong objection to scheme land. 3. The recommendation in 5(a).15 will help to mitigate some of the objections. 4. The M50 bridge is a fixed width and it is not feasible to widen it. The typical road width is 14.25 metres. 5. Provision of a pedestrian/cyclist (toucan) crossing at Pine Valley Park (see recommendation in sub-section 10.4.6). 6. Access to the shops will be maintained during construction. It is not expected that there would be a full road closure on Harold's Grange Road. |
| <p>(c) S.83 S.87</p> | <ol style="list-style-type: none"> 1. Welcome scheme in principle, but have serious issues 2. There are two rights of way across car park to facilitate direct access to the properties 3. Car park ownership (see 5(d) below) 4. The proposed reduction of the car park (balance remaining will be 60% of existing) will cause blockage of access. 5. Want the Council to CPO the balance of the eastern access ROW through car park to provide a permanent entrance to properties, with the transfer of a small area of land to owners This is needed due to congestion of the reduced car park area. | <ol style="list-style-type: none"> 1. Support in principle welcomed. 2. DLR is aware of the two rights of way. 3. See 5(d) below. 4. See 5(a) 15 above. 5. No additional land is required from the remaining part of the car park area to construct the scheme (apart from temporary working space). |

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| (d) S.82 | 1. Another submission relates to the history of ownership of the shops, car park and properties and wants these to be referenced correctly in the CPO process. 2. Compensation to be paid to legal owners - legal matters. | 1 & 2. The details of this submission are noted and will be taken into account at CPO stage. |
| (e) S.86 | Addendum to previous submission - no 82 (ref to no 83) 1 & 2. See sub-section 5(d) 3. Agrees to new entrance to 2nd right of way 4-10 See response across (above item 3). | The details of this submission are noted and will be taken into account at CPO stage. 3 Comments noted 4 -10. See above. |
| (f) S. 101 | Another submission relating to one of the properties: 1. Scheme will increase noise and pollution at the property. 2. Access to this property is via the western right of way beside the shops. This access is often currently blocked and the owner says it will get blocked more frequently with the reduced car park. Wants yellow box, the car parking area lined with a disabled car parking space and a private space lined with a barrier provided. 3. There is anti-social behaviour around the shops and this will get closer to the property 4. Wants the boundary wall at the back of car park rebuilt in stone and increased in height 5. There is major disruption during Marlay Concerts. | 1. The construction of the scheme does not provide any additional road capacity (see 10.4.1. It is not expected that noise levels will increase to any significant extent at this property which is located behind the existing shops. 2. Comment noted. See 5(a).15. 3. Comments noted, but outside the scope of this scheme. 4. The car park area beside the existing boundary wall is not being affected by the scheme and no land acquisition is required beside the wall. The provision of a new wall is not included in the scheme. 5. Comments noted, but outside the scope of this scheme. |
| (g) S.74 | Resident states that if shops had to close due to effects of the reduced car park, this will result in 1.5 km to the next shop. | Noted. See response 5.a.15 above. |

It is recommended that an amendment be made to the scheme to:

- (i) *Reduce the width of the land take from the car park area by approximately 2m, in front of and beside the shops on Harold's Grange Road and provide two new access locations for the remaining car park area.*

6 Pine Valley Park Access Road

In this report "slip road" will be called "access road".

Some of the issues raised in 6(a) were raised in some of the other submissions. Other issues raised are listed in 6 (b-g) (below).

Issues

- (a) 1. Harold's Grange Road only needs a footpath on the south side. Previous deaths occurred on the south side due

Responses

1. Harold's Grange Road has an AADT of approx. 14,000 (daily traffic). The road needs footpaths on both sides to allow pedestrians (including

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| S.5 | <p>to overhanging branches, no footpath and poor lighting</p> <ol style="list-style-type: none"> 2. Speed of cycle traffic downhill – risk of fatalities at Grange Hill 3. Cycle lanes as shown serve no practical purpose 4. Believes cyclists won't use access road 5. One-way proposal will cause great inconvenience and congestion - concerned that refuse lorry won't be able to use one-way; major difficulties for residents as traffic exits Grange Hill; entry blind spot opposite 273/274; lowering access road camber; possible ramp needed at exit point; increase in capital cost; reduction of access road from 5.7m to 5m; access for fire engine; in winter refuse lorry stays on HGR - bins require gaps. Do not want one-way. 6. Line of site at Grange Hill entrance is very poor 7. Cycle lanes if needed should be on main road 8. Traffic lights at Marlay not a success 9. Harold's Grange Road is ok - why spend money? 10. Blackglen Rd should be done. 11. Hillcrest Rd very dangerous, should be a priority 12. Concerns about extra trees affecting public lighting. 13. Wants the existing planters to remain on Pine Valley road, no vehicle connection. | <p>children) to safely walk and cross roads at pedestrian signal facilities. Footpaths and new public lighting will improve safety.</p> <ol style="list-style-type: none"> 2. Council policy to encourage cycling. This includes parents and children. Accordingly, where ever feasible a continuous cycle facility will be provided. This route is part of the County Cycle Network. Exit opposite Grange Hill will be relocated 3 & 4. The access road provides a solution to continue a cycle facility along Pine Valley Park, on account of the road level differences in this area 5. The redesign of the access road will facilitate refuse trucks and emergency vehicles 6. Sight lines are to be provided at Grange Hill for motorists and cyclists 7. Cycle lane would exacerbate road level differences 8. The lights will be altered as part of the scheme to improve traffic flows and reduce queuing 9. Comment noted. 10. Comment is welcome 11. Hillcrest Road a 6-year road scheme in 2016-2022 CDP. 12. Depending on sight lines and public lighting requirements, it is intended to plant trees to soften the large expanse of tarmacadam along the 2 roads. 13. The planters will not be affected by the scheme. <p>An assessment has been made on the issues raised in this and the submissions (b-h) (including PV Residents Association), and following a design review, it is recommended that the two-way operation of the service road is to be maintained, with two-way access at the western end at Pine Valley Park and a left-only exit at the eastern end.</p> <p>Narrow shared streets, shared by cyclists and motorist, are in accordance with Design Manual for Urban Roads and Streets and National Cycle Manual guidelines. Provision of cycle facilities will encourage use of cycling. It will not be possible to accommodate the eastbound cycle lane on the main road in place of the proposed median, as the median is needed to allow for a level difference between the service road and the main carriageway.</p> <p>Multiple access/egress points present an increased risk of traffic collisions between turning vehicles entering and exiting the access road and through traffic along Harold's Grange Road. The proposed access/egress points will be designed to maximise sight lines with vehicles aligned 'square' to the main road and any planting would be provided so as not to impede sight lines. The design would ensure a safe layout for the</p> |
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| | | <p>residents along the access road as well as road users along Harold's Grange Road.</p> <p>The proposed road improvements adjacent to Grange Hill will be accommodated within the land available.</p> <p>This access road is designed in accordance with DMURS and takes into consideration the very light traffic from the 12 houses</p> <p>The amended layout also includes:</p> <p>The access road will accommodate cyclist flowing with the residential traffic;</p> <p>A "left-turn only" at exit from Pine Valley opposite entrance to Grange Hill;</p> <p>A cross fall of approximately 4-5% will be provided on the access road. This should reduce the incidents of vehicles skidding on a frozen surface;</p> <p>The in/out will allow fire engines/refuse trucks to use the access road;</p> <p>The area shown green referred to as "the median" will not be grassed. Low planting, individual trees or hard surfacing will be used.</p> <p>It is recommended that an amendment be made to the scheme to maintain 2-way traffic on the Pine Valley Park access road and provide a new footpath in front of the houses.</p> |
| <p>(b)</p> <p>S.8</p> | <p>1. Agrees with comments in (a) above.</p> <p>2. Hillcrest Road most dangerous</p> <p>3. Disagree with any one-way - wants existing exits kept</p> <p>4. Crash barrier - no median</p> <p>5. No connection to Pine Valley Park</p> | <p>1. Noted</p> <p>2. It is a 6 year Roads Objective in the CDP.</p> <p>3. See recommendation in (a) above</p> <p>Multiple access/egress points present an increased risk of traffic collisions between turning vehicles entering or exiting the access road and through traffic along Harold's Grange Road.</p> <p>4. Crash barriers will be considered at DDS. However consideration will also be given as to the suitability of such a measure.</p> <p>5. The scheme does not affected the planters</p> |
| <p>(c)</p> <p>S.21</p> | <p>Submission from Pine Valley Residents Association. (Note some issues covered in 6(a))</p> <p>1. Pedestrian signals should be moved from Kingston to the entrance to Pine Valley.</p> <p>2. States Grange Hill has contravened planning permission. Believes this could be influencing the design.</p> <p>3. Any proposal re. bollards/planters to be discussed amongst the Residents.</p> <p>4. Want more consultation.</p> | <p>1. It is recommended that an amendment be made to the scheme to provide a pedestrian/cyclist signalled (toucan) crossing on Harold's Grange Road at Pine Valley Park.</p> <p>2. The four apartments which have recently been constructed opposite Pine Valley Park do not interfere with the cross section for the 2015 Part 8 alignment which includes a footpath and cycle track along the apartments</p> <p>3. See (b) 5 above</p> <p>4. The Projects office has met some of the residents on the Access Road to discuss the recommended amendment. They welcomed the 2-way traffic.</p> |

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| (d) S.23 | <p>1. Want traffic counts and flow information.</p> <p>2. Resident lives on corner house, concerns about sight distance at entrance, reversing, potential hazard with cyclists/ pedestrians. May need wider gate if scheme proceeds.</p> | <p>1. The traffic counts and flow data (March 2015) were included in the P8ER.</p> <p>2. The recommended amendment should not require any modification to the entrance gateway. This will be confirmed at DDS in consultation with the resident.</p> |
| (e) S.44 | <p>1. 2 houses and entrances at no. 275</p> <p>2. Concerns that access road will not be wide enough for parked car and refuse truck.</p> <p>3. Will footpath be rebuilt?</p> <p>4. Timeline</p> | <p>1. The 2 entrances will be included in the DDS drawings.</p> <p>2. The amended layout will accommodate parked cars and the refuse truck.</p> <p>3. See recommended amendment in 6(a).</p> <p>4. The earliest start date for construction of the scheme is 2018. Due to funding issues the scheme is likely to be built in a number of separate phases.</p> |
| (f) S.63 | <p>1. No crash barrier. The grass margin be replaced by a small retaining wall and railing.</p> <p>2. Wants adequate public lighting for access road.</p> | <p>1. Crash barriers will be considered as part of the DDS. However consideration will be given to the suitability of such a measure at this location.</p> <p>2. Adequate public lighting for the access road is included in the scheme.</p> |
| (g) S.78 | <p>Welcomes proposals in principal</p> <p>1. Very concerned about proposed exit opposite Grange Hill (at house 283), located on a sharp radius and steep incline with sub-standard vision to the east. Traffic travelling very fast from M50 bridge. Considers proposed exit is unsafe.</p> <p>2. Believes 2-way can be maintained on access road.</p> <p>3. Suggests access/exit at existing entrance to Pine Valley, that pull in parking areas be created in grassed areas either side of existing house entrances, but not affecting the trees (to allow cars to park with only half the width on the road), and that this would leave space for 2-way traffic as at present, noting that the traffic from 12 houses is very light.</p> <p>4. 2nd suggestion as 3 above with "exit only" at house no 283.</p> | <p>The recommended amendment to the scheme (see 6(a) above) has taken into consideration the suggestions submitted in this submission.</p> |
| (h) S.57 | <p>1. Totally in favour</p> <p>2. Recommend traffic calming measures because of apartments and pedestrians - Pine Valley</p> | <p>1. In favour - welcomed</p> <p>2. Noted - review at DDS</p> |
| (i) S.76 | <p>Generally supports upgrade of roads. Current hazard for pedestrians, cyclists and motor traffic</p> <p>1. Pedestrian lights should be put at top of Pine Valley - no need for lights at Kingston</p> | <p>General support for scheme welcomed</p> <p>1. See recommended amendment 6 (c)(1) above</p> <p>2. Traffic lights will be altered as part of scheme</p> <p>3. Traffic calming measures will be assessed at DDS</p> |

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| | <p>2. Current traffic chaos at Harold's Grange Road/ Kellystown/College Road must be solved - weekends especially bad</p> <p>3. Speeding is a live issue - steps need to be taken to stop this - electronic speed signs urgently needed</p> | |
| (j) S.57 | <p>1. Totally in favour</p> <p>2. Recommend traffic calming measures because of apartments and pedestrians - Pine Valley</p> | <p>1. In favour - welcomed</p> <p>2. Noted - review at DDS</p> |

It is recommended that the following amendments be made to the scheme to:

- (i) *Maintain 2-way traffic on the Pine Valley Park Access Road;*
- (ii) *Provide a new footpath in front of the houses;*
- (iii) *Provide a pedestrian/cyclist signalled (toucan) crossing on Harold's Grange Road at Pine Valley Park.*

7. Blackglen Road

Issues:

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| (a) S.10 | <p>1. Property has mature tree screen and laid out gardens</p> <p>2. Claims drawings are indicative.</p> <p>3. Project will result in access being recessed further into property - removal of trees - relocation of sheds - replacement of existing pedestrian access</p> <p>4. Scheme is premature</p> | <p>Responses</p> <p>1. Trees to be removed have been surveyed and reported on in the P8ER.</p> <p>2. Part 8 Drawings are not indicative. They are to Part 8 standard. Landscaping Proposal drawings are indicative.</p> <p>3. Details of the retaining wall are to be addressed as part of the DDS. Access arrangements are to be addressed as part of the DDS. Both of these were designed in detail for the 2007 Part 8 design and discussed with the resident.</p> <p>4. Scheme is not premature. It has been included in the DLR CDP for many years.</p> |
| (b) S.17 | <p>1. Boundary Treatment to be discussed/agreed</p> <p>2. Connection to foul sewer (F.S.)</p> <p>2. List of accommodation and other works see sub-section 10.4.1</p> | <p>1. Will be confirmed as part of the DDS</p> <p>2. See Irish Water sub-section 9.4</p> <p>3. See responses to sub-section 10.4.1</p> |
| (c) S.100 | <p>1. Boundary treatment - discuss/agree</p> <p>2. Standard issues see sub-section 10.4.1.</p> | <p>1. To be discussed at DDS</p> <p>2. See sub-section 10.4.1.</p> |
| (d) S.33 S.89 S.93 | <p>1. Connection to foul sewer (F.S.)</p> <p>2. Wants a 1.85m boundary over garden</p> <p>3. List of accommodation and other works see 10.4.1</p> | <p>1. See Irish Water - sub-section 9.4</p> <p>2. To be discussed as part of the DDS</p> <p>3. See responses to sub-section 10.4.1</p> |
| (e) S.35 | <p>1. Septic tank - wants new foul sewer and connection</p> <p>2. List of accommodation and other works see sub-section 10.4.1</p> | <p>1. See Irish Water sub-section 9.4</p> <p>2. See responses to sub-section 10.4.1</p> |

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| (f) S.84 | <p>Proposed scheme is welcome - must be done to highest standards</p> <ol style="list-style-type: none"> 1. Section with highest rate of traffic incidents should be implemented first - consistent with risk analysis - new foul sewer must be installed to remove septic tanks - remove identified risk of pollution 2. Removing septic tanks is consistent with National and EU policy 3. SUDS analysis, cognisance of greater flood risks frequency - otherwise could have devastating effect on lower properties | <p>Support welcomed.</p> <ol style="list-style-type: none"> 1. Sections will be costed and safety issues will be a major factor in deciding the priority for the phasing of construction (see sub-section 9.4) 2. See sub-section 9.4 3. The overall road improvement scheme has been designed to SUDS standards with attenuation areas/tanks provided |
| (g) S.74 | <ol style="list-style-type: none"> 1. Most dangerous section between Ticknock Road to Lamb Doyle's - this should be done first, then Lamb Doyle's to Lamb's Cross. 2. Wants new watermain and foul sewer and other services 3. Surface water/ drainage pipes to be able to cater for water from steep hills above 4. If roadway on M50 overbridge is narrowed this will affect cars in snow, icy conditions going west to east uphill 5. Believes traffic surveys were done before sequences were changed - surveys need to be redone -also weekends long queues 6. Current junction Ticknock Road/ Blackglen Road does not have adequate sight lines - re-examine 7. Recent changes at Lamb's Cross and Harold's Grange Road/College Road have made left turn movements difficult/impossible for rigid trucks, tour buses etc. re-examine 8. Proposals will greatly reduce parking at shops and cause congestion and potentially be dangerous if shops put out of business - extra 1.5 km to next shop 9. New trees at Ch. 1250 "Bravone" will impede sight lines - trees should be inside gardens - shrubs should be low maintenance-low growth rate 10. Any new boundary/retaining walls should have inside height of 1.3m minimum for safety 11. Access/services maintained at all times | <ol style="list-style-type: none"> 1. Comment noted. The phasing of the construction works has not yet been decided. 2. See Irish Water sub-section 9.4 3. The scheme provides for a new road carriageway with a surface water drainage system with road gullies discharging via a petrol interceptor to existing water courses 4. Issue noted. This will be assessed as part of the DDS 5. See sub-section 10.4.2. (b) 6. Will be assessed as part of DDS 7. See sub section 10.4.2. (c) 8. See sub-section 10.4.5.(a) <ol style="list-style-type: none"> 9. Sight lines will be assessed as part of the DDS. Part 8 tree proposals are indicative. 10. Comment noted. These will be discussed with each property owner at DDS 11. Agreed (see sub-section 10.4.1). |
| (h) S.59 | <ol style="list-style-type: none"> 1. Current light pollution - (photograph included in the submission) | <ol style="list-style-type: none"> 1. Comment noted. 2. New public lighting system will have less light pollution (overspill) |

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| (i) S.6 | <p>2. Want current levels of light pollution reduced in new public lighting system.</p> <ol style="list-style-type: none"> 1. Recessed entrance 2. Existing planting area 5m - screening and privacy headlights 3. Location of replacement planting 4. Existing retaining wall - does it have to be rebuilt? 5. Want a high retaining wall 6. Existing surface water/drainage problems 7. Want foul sewer (septic tank) | <ol style="list-style-type: none"> 1. This will be provided 2. This will be investigated at DDS 3. To be discussed with owners at DDS 4. To be investigated at DDS 5. As per 2 6. Surface water on carriageway will be resolved by scheme 7. See Irish Water sub-section 9.4 |
| (j) S.54 | <p>In favour of Blackglen Road proposal. Road upgrade makes sense</p> <ol style="list-style-type: none"> 1. States various roads connections were promised but not opened. Kilcross to Bracken Hill, walls constructed from R133 through Kingston and Pine Valley Roads needed for access to mountains Minor traffic accidents Lamb Doyle's car park - rescue site for cars (damaged tyres) Tipping of rubbish in hedges/drains - rats | <p>Support for scheme welcomed.</p> <ol style="list-style-type: none"> 1. Comment noted. Roads were closed due to motorists taking short-cuts through Kingston and Pine Valley. The new footpaths will connect these housing estates to Harold's Grange Road and Blackglen Road. 2. New road will be safer for pedestrians, cyclists, buses and other road users. 3. Motorists should not have to use the car park when scheme is completed. 4. When the road scheme has been completed most of the open ditches will be piped and covered over. Where rubbish is tipped in the car park the owners should contact DLR Litter Section or for pest control the Environmental Health Service, HSE. |
| (k) S.67 | <ol style="list-style-type: none"> 1. Even though clients land holding will be reduced, client is generally supportive of proposed scheme provided proper access is created for the house. 2. Wants detailed design to provide for setback access and trees not to block sight lines | <ol style="list-style-type: none"> 1. General support welcomed. Proper access will be provided 2. Agreed |
| (l) S.25 S.36 S.97 | <ol style="list-style-type: none"> 1. Current proposed access not acceptable - want driveway perpendicular - road safety - exit on crest of curve 2. Bus stop directly in front of clients' door - not acceptable - privacy 3. Huge loss of mature trees - 15-20 - increase noise levels 4. Stopcock - Lamb Doyle's - new connection 5. Main sewer to be upgraded 6. Services upgrade 7. Traffic island middle of road - access difficulty 8. Land pegged out | <ol style="list-style-type: none"> 1. See 11 below. 2. Will be assessed at DDS 3. CPO/compensation issue. Resident will be encouraged to plant new trees where possible 4, 5 & 6 see responses in sub-section 10.4.1 7. Resident will be able to cross over the dashed hatching to access/exit the property. 8. This has been done 9 & 10. See response to sub-section 10.4.1 11. Meeting was held. <p>It is recommended that an amendment be made to the scheme to locate the new entrance for the property 'Caragh' at the western end of</p> |

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| (m) S.73 | <p>9. Want 2m stone wall</p> <p>10. Standard issues see sub-section 10.4.1</p> <p>11. Want an urgent meeting with DLR</p> <p>1. Insufficient information on proposal for significant driveway realignment - wants more information- existing driveway is landscaped through rock outcrops</p> <p>2. States road to be lowered by 1.0m at entrance</p> <p>3. Please confirm that revised driveway adheres to building regulations and guidelines for pedestrian and vehicles</p> <p>4. Wants accurate details of boundary treatment - drawings show conflicting information - wants wall and gate</p> <p>5. Significant trees to be removed has impact been properly assessed?</p> <p>6. Confirm bat and bird survey has been completed for her trees</p> <p>7. Details for badgers rehousing</p> <p>8. Significant number of deer, confirm works will not impact on the deer, how will it be managed?</p> <p>9. Have foxes, newts and frogs in vicinity been addressed?</p> <p>10. Precondition surveys will have to be carried out</p> <p>11. Compensation details</p> <p>12. Confirm that there will be a public or land liaison officer</p> | <p><i>the road frontage.</i></p> <p>1. See sub-section 10.4.1. This will be discussed at DDS.</p> <p>2. The new footpath will be approximately 1m below existing ground levels.</p> <p>3. The realigned driveway will be similar to the gradient of the existing driveway, but will have to tie in to the existing driveway further in. The sight lines will be improved at the entrance and this will make the entrance safer.</p> <p>4. These will be provided at DDS and discussed with the landowner</p> <p>5. The trees have been surveyed, assessed and the trees which have to be removed shown on the drawings in the P8ER</p> <p>6. Bat and bird surveys have been carried out as detailed in the P8ER</p> <p>7. If a "live sett" is found within the take line an Environmental assessment will be made as to whether an artificial sett is required. Such an artificial sett would be constructed at a suitable location prior to construction of the scheme</p> <p>8. Deer will be able to jump over the type of temporary fencing which will be used</p> <p>9. There is no special requirement to cater for fox population. The presence of newts and frogs has been addressed in the P8ER.</p> <p>10. Condition surveys - see sub-section 10.4.1. The Council is aware of rock in the area.</p> <p>11. Compensation issues see sub-section 10.4.1.</p> <p>12. Liaison Engineer see sub-section 10.4.1</p> |
| (n) S.20 | <p>1. Existing "temporary" wall - will it be replaced?</p> <p>2. Connection to foul sewer?</p> <p>3. Will trees/shrubs be removed?</p> <p>4. Silver discs on trees?</p> <p>5. Private water pipes to be connected to new watermain</p> <p>6. Mention of property to be used for storage of equipment</p> <p>7. Not compensated when "temporary wall" was built</p> | <p>1. Temporary wall will be removed as part of land acquisition. New boundary to be discussed with owner</p> <p>2. Irish Water (see sub-section 9.4)</p> <p>3. Some trees/shrubs will be removed, as shown in the P8ER. This is a compensation issue at CPO stage</p> <p>4. These show trees that were surveyed</p> <p>5. See sub-section 9.4 Irish Water</p> <p>6. Only the CPO area and any temporary working space required for construction of the new wall will be used. The "temporary" land take will be returned upon completion.</p> <p>7. A masonry wall was constructed, with the agreement of the land owner, to replace an open ditch. This was carried out, on the owner's lands, in the interests of road safety. No permanent land take was acquired by the Council</p> |

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| (o) S.15 | <p>1. Wants 2.4m high wall 2. Electric gates recessed 3. Upgrade to services 4. Wants to discuss acquiring strip of Council land 5. Condition surveys</p> | <p>1. & 2. New boundary wall and entrance details - see sub-section 10.4.1 3. See sub-section 10.4.1 4. Will be discussed with Council Departments. Any proposed land disposal has to be approved by the Elected Members. 5. See sub-section 10.4.1</p> |
| (p) S.7 | <p>1. Surface water issues - surface water drainage leaves their site Ch. 1850 2. Concerns over swale - needs retaining wall 3. Private foul sewer pipe in their property 4. Fly tipping an issue into swale - want surface water pipe to replace swale 5. Vital for replacement of foul sewer 6. New water main critical - existing 1" up to Lamb Doyle's 7. Service ducts 8. Wildlife corridor - connectivity Ticknock/ Fitzsimons Wood</p> | <p>1. This issue will be examined as part of the DDS 2. This will be provided as part of the DDS 3. See sub-section 9.4 Irish Water 4. This will be examined as part of the DDS 5. As per 3 above 6. Comment noted. See sub-section 9.4 Irish Water. 7. See sub-section 10.4.1 8. It is proposed in the P8ER, that wherever it is possible and feasible to replace existing low walls with new low walls to facilitate wildlife access (see sub-section 9.2.b.1). The existing wildlife corridor, in particular for badgers and deer is noted in Chapter 7 of the Environmental Report and recommendations are made whereby habitat connectivity may be maintained.</p> |
| (q) S.48 | <p>1. Review of subject site history residential zoning - clause 4.3.2 2. Wants right turn lane built by Council - extra lands can be provided by client 3. Concerned about swale wants to discuss attenuation 4. Trees - sight distance</p> | <p>1. Noted 2. Noted 3. Swale and attenuation areas will be discussed as part of the DDS 4. Tree locations will take account of sight lines and sight distance</p> |
| (r) S.27 | <p>1. Existing problem with road drainage - not working properly 2. Loss of car parking 3. Loss of pulling-in space in front of boundary 4. Existing high quality stone wall 5. Access gates to be suitably recessed 6. Standard services/surveys (see sub-section 10.4.1) 7. Want bus service maintained 8. Do not want bus stop opposite property 9. Fitzsimons Wood - previous/regular gorse bush fires - concerned new entrance will make this more prone to vandalism</p> | <p>1. Will be examined as part of the DDS. 2. Car parking is not permitted on the cycle track/lanes or on a footpath. 3. Comment noted. 4. Noted. See sub-section 10.4.1. 5. Agreed. 6. See sub-section 10.4.1. 7. Issue for Dublin Bus. Bus service may not be able to be maintained during construction period. 8. Will be reviewed as part of the DDS. 9. Entrance is an objective in the 2016-2022 CDP. DLR Parks and Wildlife Services believe that increased pedestrian usage of the pathway may reduce the risk of fires.</p> |
| (s) S.47 S.96 | <p>1. Confirmation boundaries to be maintained 2. Standard issues see sub-section 10.4.1</p> | <p>1. No permanent land take is shown on the drawings. This will be confirmed at DDS. Temporary land take may be required for entrance adjustments.</p> |

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| (t) | <p>1. Scheme is much welcomed - lives on Blackglen Road</p> <p>2. Concern about bus stops between Lamb Doyle's pub and Lamb's Cross - believes location is sub optimal</p> <p>a) Residents will have new footpaths to walk to bus stops at Lamb's Cross</p> <p>b) Bus stop location serves 5 houses inefficient for Dublin Bus</p> <p>c) Locating bus stop directly outside 145 and 146 is potentially dangerous - restrict sightlines</p> <p>d) Otherwise locate bus stops further down Blackglen Road for future developments</p> | <p>2. See sub-section 10.4.1.</p> <p>1. Support for Scheme welcomed</p> <p>2(a-d) Bus stop locations will be reviewed as part of the DDS</p> |
| (u) | <p>1. Drainage problem blocking up</p> <p>2. Noise - What is new road surface?</p> <p>3. Existing boundary to be retained - clarify</p> <p>4. Standard conditions (see sub-section 10.4.1).</p> | <p>1. Surface water drainage issues will be examined as part of the DDS</p> <p>2. New road surface will be an asphalt surface with noise reducing properties</p> <p>3. Works to take place outside property boundary subject to clarification at DDS</p> <p>4. See sub-section 10.4.1</p> |
| (v) | <p>1. Residents moved back boundary in 2011 to create space for parking.</p> <p>2. Provisions for deer from property side to Fitzsimons Wood</p> <p>3. Developer who has no access has to apply via Planning Permission - No access via Part 8</p> <p>4. Comment on private circular delivered to residents</p> | <p>1. The owner may have to provide further land to allow this. Cars not allowed to park on footpath or cycle track.</p> <p>2. It is proposed where possible that replacement walls will be kept low at points where deer cross on either side of realigned road</p> <p>3. No access will be provided as part of Part 8. Any new access has to have Planning permission.</p> <p>4. The Council advertised the scheme in the National Press and online and signs were put up along the scheme.</p> |
| (w) | <p>1. Objecting totally to scheme</p> <p>2. Traffic calming measures proposed are totally inadequate</p> <p>3. Plans don't show details of new walls - wants 3m wall privacy/noise</p> <p>4. No analysis on existing open drain, extra surface water - risk of flooding</p> <p>5. Proposed CPO boundary west of property (roadside) - no room for M/T or meters</p> <p>6. Adequate street lighting not shown on plans</p> <p>7. No assessment of alternative proposals in Part 8 using Council lands north of Blackglen Road</p> <p>8. Why not bring road up from Kilcross through vacant</p> | <p>1. Total objection to the scheme is noted</p> <p>2. Traffic lanes are being kept narrow (3.25m) to reduce traffic speeding</p> <p>3. Wall details - see sub-section 10.4.1. The new road surface will absorb some tyre noise. The width of the new road does not provide any increase in capacity. The new road kerb line will be close to the edge of the existing road. Accordingly there will not be any significant increase in road noise at this property from the existing levels of traffic.</p> <p>4. Road drainage will be provided with gullies and surface water underground pipes.</p> <p>5. The Council offered to mark out the land take line but the property owner has not given permission to date.</p> <p>It is recommended that an amendment be made to the scheme to adjust the width of the footpath alongside the gable wall to no. 9,</p> |

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| | <p>gym</p> <p>9. Slate Cabin Lane detour/Blackglen one-way unacceptable - disruption to residents</p> <p>10. Danger to road users on Slate Cabin Lane</p> <p>11. No need for road "improvement"</p> <p>12. Very few buses on road</p> <p>13. Very few facilities in area</p> <p>14. Install ramps and cameras</p> <p>15. Cost Millions and a waste of tax payers' money</p> <p>16. Wildlife would be disrupted</p> <p>17. New walls etc. cost millions</p> <p>18. Claim that Resident and neighbours will take this to the High Court - waste of tax payers' money</p> <p>19. Lack of consultation - appalling</p> <p>20. Proposal will facilitate developers in an already built up area</p> | <p><i>Blackglen Road, to provide a 1.2m gap between the gable wall and the back of the boundary wall</i></p> <p>6. Much improved public lighting will be provided and will be shown on DDS drawings.</p> <p>7. These lands are not suitable for road construction as they are adjacent to Fitzsimons Wood which is a pNHA site.</p> <p>8. This is not included in the 2016-2022 CDP.</p> <p>9 & 10. SCL - see sub-section 12.</p> <p>11. The provision of footpaths and cycle tracks are required in the interests of safety and to encourage motorists and residents to use more sustainable means of transport to access local schools, shops, businesses, community centre & other amenities.</p> <p>12. The number of buses may increase in the future.</p> <p>13. See response to 11 above.</p> <p>14. DLR Traffic Section do not consider ramps are appropriate for this road.</p> <p>15. The road is included in the 2016-2022 CDP and has been in previous CDPs. Providing safe facilities for vulnerable road users along new road is Council Policy.</p> <p>16. Wildlife will be facilitated, wherever possible, by new low walls and by planting hedges to replace those existing, along the new boundaries to Blackglen Road.</p> <p>17. Comment noted.</p> <p>18. Comment noted.</p> <p>19. Public Consultation took place as per Council Part 8 procedures. (See Sections 1 and 10.1). Over 100 people attended the 2 Public Consultation sessions in Dundrum in January 2016. In 2007 a similar Part 8 for this road improvement scheme was confirmed after Public Consultation. Notification of this approved 2007 Part 8 Scheme has been in the public record since the beginning of 2008.</p> <p>20. As per 11 above. Residential zoned lands are shown in 2016-2022 CDP.</p> |
| (x) S.49 | <p>1. Request Council dispose of an area of land at rear to make up for land lost as part of CPO.</p> <p>2. Scheme reduces their privacy.</p> <p>3. Timeframe.</p> <p>4. Where is bus stop?</p> <p>5. Want change to entrance.</p> <p>6. New stone wall 1.85m high/hedge to rear.</p> <p>7 -13 Standard issues (see sub-section 10.4.1)</p> | <p>1. To be discussed with Council Departments and subject to the approval of the Elected Members.</p> <p>2. See sub-section 10.4.1.</p> <p>3. Earliest commencement date is 2018.</p> <p>4. As shown on drawings.</p> <p>5. See sub-section 10.4.1. To be finalised at DDS.</p> <p>6. As 5 above.</p> <p>7 - 13. See sub-section 10.4.1.</p> |

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| (y) S.9 & S.43 | <p>1. CPO will threaten viability of yard and structures.</p> <p>2. Wants right turn lane.</p> <p>3. Commercial premises let out - clarity on when construction will start</p> <p>4. Accommodation works will have to be agreed with owner - believes it premature to grant permission until issues have been addressed.</p> <p>5. Wants Council to dispose of an equal area of land at rear of the property.</p> <p>6. Standard services (see sub-section 10.4.1)</p> | <p>1. This is an issue for the CPO compensation process.</p> <p>2. A right turn lane is not justified on traffic grounds or in the extra land take required from other properties.</p> <p>3. Earliest commencement date is 2018</p> <p>4. Accommodation works see sub-section 10.4.1.</p> <p>5. This was discussed with Council's Development Department for the approved 2007 Part 8 Scheme. It will be considered as part of the DDS. Any proposed land disposal has to be agreed by the Elected Members.</p> <p>6. See responses in sub-section 10.4.1</p> |
| (z) S.32 S.88 | <p>1a. Boarding kennels and a cattery - need full access for customers - essential - fully secure during works</p> <p>1b. Loss of large no. of trees - reinstatement of suitable semi-mature planting</p> <p>1c. Accommodation works.</p> <p>2. Standard request see 10.4.1</p> | <p>1a Secure temporary fencing will be installed during construction. Access will be maintained</p> <p>1b Replacement semi-mature trees can be planted by the resident on their retained lands as part of CPO compensation agreement.</p> <p>1c See sub-section 10.4.1</p> <p>2 See sub-section 10.4.1</p> |
| (aa) S.71 | <p>1. Welcomes scheme.</p> <p>2. Will there be access for animals to Fitzsimons Wood? Deer etc.</p> <p>3. Badger setts, locate- underpass.</p> <p>4. Make sure water table is not disturbed - wetlands.</p> <p>5. Safe access to Fitzsimons Wood (Gorse Hill).</p> <p>6. Requests that Countess Markievicz Cottage be restored with a plaque (1906-1912).</p> | <p>1. Support for Scheme welcomed</p> <p>2. The boundaries to the Council lands adjoining Fitzsimons Wood will be kept low. An accessible new entrance will be provided to the path to Fitzsimons Wood.</p> <p>3. A new survey will be carried out at DDS to locate any "live setts" (see sub-section 9.2.B).</p> <p>4. Water table levels should not be affected by the scheme as road levels are similar. This will be monitored.</p> <p>5. See 2 above</p> <p>6. This request has been forwarded to the Council's Heritage Section.</p> |

It is recommended that the following amendments be made to the scheme to:

- (i) *Locate the new entrance for the property 'Caragh', Blackglen Road, at the western end of the road frontage;*
- (ii) *Adjust the width of the footpath alongside the gable wall to no. 9, Blackglen Road to provide a 1.2m gap between the gable wall and the back of the boundary wall.*

8. Lamb's Cross Junction

Issues

- (a) S.4 Submission from Community Centre - provision for up to 20 extra car parking spaces required.

Reponses

- 1. The site on the corner of Hillcrest Road/Lamb's Cross is a proposed DLR housing site.
The field/site on the corner of Blackglen Road/Sandyford Road is privately

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| | | <p>owned. The remaining land at the Mail House (MH) is not suitable for parking, as a safe exit/entrance cannot be provided due to the proximity to the traffic lights at the junction. The balance of the MH site will be landscaped to create a "Village Area"</p> |
| (b) S.99 | <p>Submission from Business 1. Wants efficient management of the construction contract. Extra signage needed 2. Heavy drilling/machinery to be kept in safe & secure areas - no disruption to shops 3. Construction of tank - timeframe, noise, disturbance, reinstatement services - construction times, soil test for rock? 4. Specific drawing for parking areas, maintenance of car parking areas, uninterrupted access 5. Road closures - none 6. Exact working hours</p> | <ol style="list-style-type: none"> 1. It is in the interests of the contractor to carry out the contract as quickly as possible. Signs will be put up for "Business as Usual" 2. Contractor's vehicles/plant will be instructed not to park in front of the shops 3. This will depend on the Contract specification and the Contractor's Programme. The contract documents will include restrictions for noise levels generated from construction activities (including rock removal), procedures for dust control and traffic management arrangements. See also sub-section 10.4.1. The Contractor will be obliged to liaise with all the shop owners and provide regular updates. 4. To be discussed with businesses, but car parking area is privately owned 5. Temporary traffic measures and diversions will be required. 6. These will be included in the Contract documents (See sub-section 10.4.1) |
| (c) S.29 S.69 | <p>Submission from Shop 1. During Development of Community Centre his business suffered due to traffic congestion/car parking - very concerned about contactors parking in front of shops 2. Scheme must be properly managed - signs put up "Business as usual" 3. Shop car parking must be unaffected 4. Requires details on the timeframe for the attenuation tank construction 5. Wants bollards removed 6. Wants Detailed drawings for parking areas</p> | <ol style="list-style-type: none"> 1. Contractor/sub-contractor will be instructed not to park in front of shops 2. See 8. (b).1. above 3. It is not expected that the car parking area will be affected. 4. See 8 (b) 3 above 5. Bollards will not be altered as they are required to protect pedestrians and control traffic access to the car park at the junction. 6. Existing car parking arrangement will not be altered by the scheme. See 8 (b) 4 above. |

Recommendation: No change to scheme

9. Sandryford Road and Lamb's Brook

Issues

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| (a) S.45 | <p>Submission from Lamb's Brook Residents Association 1. Minimise land take 2. Restore boundary wall and hedging</p> |
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Reponses

1. Agreed
2. Agreed (granite faced both sides and hedge). Details to be confirmed with the Residents Assoc. as part of the DDS
3. Retained wherever possible and, where not, new planting will be established

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| | <p>3. Maintain boundary to corner site (proposed Council's Housing Site.)</p> <p>4. Minimise disruption - no parking for construction vehicles</p> <p>5. Minimise noise</p> <p>6. Improve access onto Sandyford Road</p> <p>7. Measures to reduce speed</p> <p>8. Proposal for 3 lanes turning onto Hillcrest Road?</p> | <p>4. The Contractor will be instructed not to use Lamb's Brook as a car park for his vehicles and will endeavour to minimise disruption to Lamb's Brook (as in other areas).</p> <p>5. The Contract documents will include restrictions for noise levels generated from construction activities, procedures for dust control and traffic management arrangements. See also sub-section 10.4.1.</p> <p>6. The construction of a cycle track and a new footpath will provide improved sightlines for motorists coming out of Lamb's Brook onto Sandyford Road</p> <p>7. The new road lane widths will be narrower than the existing lanes. This will act as a traffic calming measure.</p> <p>8. See sub-section 10.4.1.1. (d) 5.</p> |
| (b) S.28 | <p>1. Boundary wall to be at least 5' high - granite faced both sides</p> <p>2. Landscaping high standard</p> <p>3. Pine trees boundary between Lamb's Brook and Council field to be maintained or replacement trees planted</p> | <p>1. As per response to 9.a.2 above</p> <p>2. Agreed.</p> <p>3. Agreed.</p> |
| (c) S.11 | <p>1. Privacy will be lost - trees/shrubs</p> <p>2. Wants 2m granite wall as previously proposed</p> | <p>1. Replacement trees/shrubs will be planted to replace existing affected by the scheme</p> <p>2. As per response to 9.a.2 above.</p> |
| (d) S.70 | <p>1. Welcome proposed widening of Sandyford Road</p> <p>2. Wants granite wall reinstated and replacement hedging, wall to be of sufficient height to shield noise from closer traffic.</p> <p>3. Wants road widening to have speed calming</p> | <p>1. Support for Sandyford Road welcome</p> <p>2. See 9.a.2 above. New kerb line and traffic lane will be further away from houses.</p> <p>3. See 9.a.7 above.</p> |

Recommendation: No change to Scheme

10. Enniskerry Road

Issues

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| (a) S.22 | <p>1. Resident wants road widths and lanes reduced so no impact on property which has exquisite landscaped gardens to the rear.</p> <p>2. Drawings are indicative.</p> <p>3. Serious encroachment - permanent and temporary acquisition</p> <p>4. Pond important breeding ground</p> <p>5. Gardens 25 years - open to public occasionally.</p> <p>6. Health issues - air pollution</p> |
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Reponses

1. The road and lane widths have been kept to the minimum possible to provide facilities for pedestrians, cyclists, public transport priority measures and to provide the capacity required for the predicted volumes of traffic.
2. The drawings were prepared to Part 8 standard. Landscaping proposals are indicative.
3. Temporary acquisition will be kept to a minimum
4. A high solid timber fence will be erected along the back of the working space area.
5. Comment noted.

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| | <p>7. Wants 3.5m high masonry wall - no hedging</p> <p>8. Temporary space to be limited, work from road side</p> <p>9. River work should be carried out from Atkins Village side of river</p> | <p>6. The P8ER states that air pollution levels will be under EU and WHO limits. Measures will be taken to avoid pollution of the river during construction works.</p> <p>7. The height/type of the new boundary wall will be discussed with the resident at DDS, and will form part of the compensation settlement at CPO stage (see sub-section 10.4.1)</p> <p>8. Working space on both sides will be required for construction of a high masonry wall</p> <p>9. This request will be examined as part of the DDS. If feasible, it will allow a reduction in the temporary working space for the river excavations works.</p> |
| (b) S.75 | <p>1 & 2. As a parent the new location of a bus stop at the Mail House is too close to the corner on the Enniskerry Road. The existing bus stop at the cross roads already causes difficulties. Traffic is brought to a standstill while passengers pay their fares</p> <p>3. Bus stop should be further away from corner, up Enniskerry Road, equidistant between the 2 schools</p> | <p>1. It is considered that the bus stop is located properly and will be close to the pedestrian crossings which will be of benefit to pedestrians and school children</p> <p>2. The pull-in at the bus stop allows traffic to pass the bus, preventing queues.</p> <p>3. There are no signalised pedestrian crossings further up Enniskerry Road.</p> |
| (c) S.65 | <p>1. Submission from the School - Proposed scheme is welcome</p> <p>2. Concerned about increased traffic on (SCL) during works</p> <p>3. Concerned about school children having to cross Enniskerry Road and SCL</p> <p>4. Can junction of SCL at Enniskerry road be widened?</p> <p>5. Need more parking in area - use fields either side of Sandyford Road or what's left after works at Mail House, extra spaces benefit School, Community Centre & shops</p> | <p>1. Support for scheme is welcomed.</p> <p>2. SCL has existing ramps installed and these currently help to control traffic speeds.</p> <p>3. See sub-section 12 (SCL).</p> <p>4. An improved footpath is included in the proposed scheme (see sub-section 12).</p> <p>5. This is outside the scope of this scheme. (See sub-section 8.a.1 above).</p> |

Recommendation: No change to scheme

11. Hillcrest Roads – Access to Hillcrest Downs

| | Responses |
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| (a) S.2 | <p>1. Resident wants to know how he can make a right turn when exiting or entering house</p> <p>2. Any plans for foul sewer on Hillcrest Road</p> |
| | <p>1. & 3. The existing property entrance arrangement to 'Crossways' will be maintained. To turn right in/out of the property, a vehicle will have to cross two lanes (a straight through/left turn lane and a right turn lane).</p> |

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| | <p>3. Wants a barrier or wall to be erected along retaining wall to screen house</p> <p>4. Extensive Granite - how will contractor deal with this? Have site tests been carried out for the tanks?</p> | <p>It is recommended that the following amendments be made to the scheme to provide a "Keep clear" box on Hillcrest Road in front of the property 'Crossways' and to construct an appropriate boundary treatment to create a screen between 'Crossways' and the Mail House property (future 'Village Area')</p> <p>2. No plans - resident to contact Irish Water</p> <p>4. Bore holes have been taken to access depth of rock and type of rock. A condition survey will be carried out on his house and nearby houses before and after the works.</p> |
| (b) S.34 S.95 | <p>1. Construction of attenuation tanks will make property uninhabitable during construction</p> <p>2. Very concerned - wants Council to compulsory purchase whole property - has 'dread' of construction and post construction effects on the property.</p> <p>3. Resident will object to the scheme in the strongest possible manner unless full CPO of all the property - claims there is legal precedent (see submission)</p> | <p>1. Method of removing rock will be designed to minimise disruption to adjacent properties. No blasting will be allowed. Time constraints will apply to these works.</p> <p>2. The Council do not consider it necessary to include acquisition of this property in the scheme.</p> <p>3. Legal and CPO issues noted</p> |
| (c) 51 | <p>Says Hillcrest Road should be widened as part of the project</p> | <p>Hillcrest Rd is a separate project in the 2016-2022 CDP 6 year road objectives</p> |
| (d) S.66 | <p>1. Welcomes scheme in principle</p> <p>2. Concerned about increased speeds on Hillcrest Rd</p> <p>3. Increased speeds after M50 works around Kilgobbin junction, cars have got use to travelling at higher speeds on sections of new roads</p> <p>4. Wants speed reduction measures on Hillcrest, wants ramps</p> <p>5 & 6. Reduce width of Hillcrest Road to bridge, - "chicken" effect - who gives way?</p> | <p>1. Support for scheme is welcomed</p> <p>2. These issues have been discussed previously with DLR Traffic Section. Hillcrest Rd is outside the scope of this scheme</p> <p>3. & 4. As 2 above.</p> <p>5. It is recommended that an amendment be made to the scheme to reduce the width of the east bound lane on Hillcrest Road to provide only one lane for traffic from Lamb's Cross to the existing bridge.</p> <p>6. This will be resolved when Hillcrest Rd is widened.</p> |
| (e) S.72 | <p>Welcomes overall plan - specific concerns about western end of Hillcrest Road</p> <p>1. Bridge is at narrowest point on Hillcrest Road (HR) history of car scrapes, wants yield sign</p> | <p>Support for scheme welcomed.</p> <p>1. The Council's Traffic Section does not consider that this proposal is practicable.</p> <p>2. It is recommended that an amendment be made to the scheme to provide a yellow box on Hillcrest Road at the entrance to Hillcrest Downs.</p> <p>3. See 2 above.</p> |

| | |
|---|---|
| <p>erected for priority for traffic coming from Lamb's Cross.</p> <p>2. Junction at Hillcrest Downs very challenging - poor line of sight - dangerous - considers position of access to the proposed Council Housing will give rise to additional road safety difficulties - access is shown on Part 8 drawings</p> <p>3. Provision of yellow box would greatly facilitate access</p> <p>4. Part 8 shows fencing at Lamb's Cross - wants granite walls</p> <p>5. Notes black lines for future widening - addressing 1 and 2 above may save a life</p> | <p>4. Permanent boundary treatments should be provided by the owners of these 2 land holdings as part of any future development. The scheme will provide a fence/railing which will be an improvement to the existing boundaries.</p> <p>5. Noted (see 2. above).</p> |
| <p>(f)</p> <p>S.85</p> <p>1. Proposed scheme will have traffic implications on HR.</p> <p>2. Enforcement of speed limit is necessary for safety of motorists, pedestrians and residents accessing their houses</p> <p>3. Wants flashing signals indicating speed of cars</p> <p>4. Motorists must expect a penalty if they ignore speed limits</p> | <p>1. & 2. Comments noted.</p> <p>3. This request has been referred to DLR Traffic Section.</p> <p>4. Any speeding issues raised are referred by DLR Traffic Section to an Garda Siochana.</p> |

It is recommended that the following amendments be made to the scheme to:

- (i) Provide a "Keep clear" box on Hillcrest Road in front of the property 'Crossways';
- (ii) Construct an appropriate boundary treatment to create a screen between 'Crossways' and the Mail House property (future 'Village Area');
- (iii) Reduce the width of the east bound lane on Hillcrest Road to provide only one lane for traffic from Lamb's Cross to the existing bridge;
- (iv) Provide a yellow box on Hillcrest Road at the entrance to Hillcrest Downs.

12. Slate Cabin Lane

This sub-section relates to the nine submissions received from residents living on Slate Cabin Lane (SCL) concerning the proposed option for a temporary traffic management plan using SCL as a one-way detour route east to west (Enniskerry Road to Woodside Road), during the construction of the section of Blackglen Road from Lamb's Cross to Lamb Doyle's Pub. All nine residents objected strongly to the proposal for the reasons listed separately in their submission, but there are many common issues raised. These issues are grouped in (a) below with the submission from the chairman of the SCL Residents (SCLR).

| Issues | Responses |
|--|--|
| <p>(a)</p> <p>S.68</p> <p>Submission from Slate Cabin Lane Residents Association with common issues added. Expressed general support for the Blackglen Road Improvement Scheme.</p> <ol style="list-style-type: none"> 1. Residents surprised at SCL one-way proposal. Strong objections from Residents. 2. SCLR founded back in 2002 because SCL was used as shortcut trying to avoid queues on Blackglen Road. Traffic calming was put in place in September 2002. 3. SCL has not been materially altered since 2002 and is therefore not suitable for large volumes of traffic. 4. Inadequate lighting. 5. Residents with disabilities. Elderly residents and children walk along lane to shops. 6. Pot holes, poor surface, lane is not safe at present, blind corners on lane. 7. Covered in rain water (drainage route). 8. Cars park illegally at school and gate despite requests to the Gardai. 9. One-way will increase speeds - could lead to fatalities. 10. Currently only used by light trucks. Access for small bin lorries and oil deliveries. 11. Top of lane extremely steep, how will cars queue at junction of Woodside Road? 12. One big truck could get stuck and block whole lane. 13. Lane very narrow. If lane is full of traffic, then emergency vehicles couldn't get past as there are no existing means of pulling in. How will this be resolved? 15. Lane totally unsuitable. H & S Issues. Alternative route should be chosen by Council. | <p>The issues raised in the nine submissions and the strong objections to a one-way detour along Slate Cabin Lane, have been assessed in detail.</p> <p>Chapter 5 sub-section 6.1 in the P8ER lists some of the various elements which will have to be included in a contractor's Temporary Traffic Management Plan (TTMP) to be implemented during construction of the Scheme. In particular the contractor will have to provide variable message signs (VMS) at a number of locations in advance of the works.</p> <p>It is likely that these would be located in advance of the junction of Leopardstown Road/Hilcrest Road/Kilgobbin Road, the junction of Grange Road/Brehon Field Road and at the junction of College Road/Grange Road. These signs will inform motorists of "Major Works Ahead" "Expect Delays", or similar. It is likely that a large numbers of motorists will choose alternative routes, including the parallel M50 service roads, to avoid the expected delays at the works.</p> <p>Following a review of options for the construction of the section of Blackglen Road from Lamb's Cross to Lambs Doyle's Pub, the possibility of maintaining two-way traffic along certain sections of Blackglen Road for periods of time, has been re-examined.</p> <p>There are lengths of road where it should be possible to keep two-way traffic flowing for periods of time whilst off-road construction proceeds. It is therefore possible to construct the scheme with the use of a one-way shuttle system (to cater for the two lanes of traffic). This control system may be with manual and/or temporary traffic signals. One-way shuttle control is likely to cause traffic congestion, and construction of the road may take longer.</p> <p>The preparation of the TTMP is the responsibility of the contractor and it has to be submitted to the Council's Traffic Section for review before construction of the works.</p> <p>St Mary's School requested that improved footpaths be provided on both sides at the entrance to SCL to provide a safer area for school children.</p> |
| <p>(b)</p> <p>S.52</p> | <p>Comment Noted</p> |
| <p>(c)</p> <p>S53</p> | <p>Comment Noted</p> |

| | Comments Noted |
|--|---|
| <p>(d) S.60</p> <ol style="list-style-type: none"> 1. Live on SCL with 3 sons, who walk along lane. Need 24 hour access for ER vehicles. 2. One way detour for 6-9 months will have serious repercussions. | <p>Comments Noted</p> |
| <p>(e) S.61</p> | <p>Comment Noted</p> |
| <p>(f) S.62</p> <ol style="list-style-type: none"> 1. Proposal unacceptable as SCL will not take additional traffic. 2. Family walk along lane with dogs, parents are elderly - hard of hearing. H&S concerns | <p>Comments Noted</p> |
| <p>(g) S.64</p> <ol style="list-style-type: none"> 1. Inconvenience and extremely concerned at safety issues. 2. Resident doesn't drive up SCL because it's impossible to see - no sight lines. | <p>Comments Noted</p> |
| <p>(h) S.81</p> <ol style="list-style-type: none"> 1. A diversion of 2km would cause a lot of inconvenience for pedestrians and seriously affect access for emergency vehicles. Duration of detour needs to be limited. 2. How will ban on HCV's/HGV's be enforced? HGV flout 3T limit - Hillcrest Rd everyday 3. How will contractor enforce ban, especially on sub-contractors? 4. Biggest deterrents to speeding are blind corners and stone walls - during detour how will speeds be restricted? Installation of temporary bollards on right hand side would create space for pedestrians. Temporary footpath painted whole way 1.5m from right hand-side and in the direction of traffic. Pedestrian safety must be addressed. 5. Will junction at SCL and Woodside Road be downgraded after works to dissuade commuters after works - this is not shown in the plan (see chapter 6.5.1 in P8ER) 6. Where SCL is proposed to be widened will stone walls and trees be replaced? | <p>Comments Noted</p> <p>See Recommendation below for Slate Cabin Lane issues.</p> |

Slate Cabin Lane

It is recommended that the following amendments be made to the scheme:

- (i) Exclude the use of Slate Cabin Lane as a one-way detour route as part of any Temporary Traffic Management Plan for the Scheme;
- (ii) Delete the road improvement at the junction of Slate Cabin Lane/Woodside Road as shown on the Part 8 drawings and in the P8ER.
- (iii) Delete the provision of temporary traffic lights at the junctions of Slate Cabin Lane with Woodside Road and Enniskerry Road;
- (iv) Reduce the land take for the improvement works at the junction of Slate Cabin Lane/Enniskerry Road to an area required to facilitate the provision of a 15m length of new footpath, on both sides of Slate Cabin Lane at the school side entrance, noting that the lane carriageway will not be made wider than existing, and it will be constructed with similar materials to the existing, and bollards will be installed on the footpaths.

13. Cycling – Cycle tracks /lanes

| | Issues: | Reponses |
|---------------------------|--|---|
| <p>(a) S. 102</p> | <p>Submission from Dublin Cycling Campaign 1. Broadly welcome this proposal 2. Designates route as leisure route 3. Safer cycle facilities open up potential to children and families 4. Design needs to be of high quality 5. No safety audit shown in Part 8 report. 6. Not clear cyclist on-road or off road 7. Recommend segregated/protected cycle lanes throughout full length of road 8. Design should be consistent as possible. 9. Not in favour of shared space 10. Consider relocating bus stops, island or kneeling type bus facility as per NC manual 11. Consistency of approach on entrances and side roads, cyclists to have priority 12. Want traffic calming measures. 13. Left turn slips at traffic lights for cyclists</p> | <p>1. The very detailed submission from the Dublin Cycle Campaign is welcomed, and the appropriate details will be included in the contract documents at DDS. 2. It is part of the Council Cycle Network. 3. Agreed. 4. Comment noted 5. A Stage 1 RSA was carried out for the Part 8. A Stage 2 RSA will be carried out at DDS. 6. This will be clarified at DDS. 7. Comment noted. 8. Comment noted. 9. 'Shared area' to be delineated with separate 1.5m cycle and pedestrian lanes. 10. Comment noted. 11. Comment noted. 12. Comment noted. 13. Comment noted.</p> |

14. Specific Points:

- (a) Alterations required ch800 to ch1400 where design shows shared space. Want c/w width reduced to 6m from ch1500 travelling west, not clear what overall width is
14.5m to 11.5m
Propose c/w width 6m, cycle track 1.5 x 2 = 3m, footpath 1.25 x 2 = 2.5m = 11.5m
If available space is greater ch.800 to ch.1400 alter to suit available space
If constraint is M50 bridge then propose cantilevered footpath should be considered
(b) Existing traffic lights are not triggered by cyclists, recommend cycling sensors at all traffic light junctions
(c) Kellystown junction want cycle track through junction
(d) Cycle track abandoned at ch350 - need cycle logos or advisory cycle lane in Pine Valley Park access road
(e) Grass verges at Ch. 1200, Ch. 1400, Ch. 1900, Ch. 2050, Ch. 2200 and Sandyford Road ch.300 better placed between cycle track and footpath
(f) Excessive median hatched area and length of rt. turn lanes ch500, Ch. 1450 Ch. 1600
(g) Not clear why Toucan crossing at Ch. 1050 ideally be mandatory. Ch. 030 - to avoid doubling up of traffic on Sandyford Road and Enniskerry Road - indicated as advisory - schools and shops
(i) Risk of illegal parking in cycle lanes Enniskerry Road on-road cycle lane likely to be parked on - need raised kerb 125m kerb 0.6m concrete median, drop 50-75mm to cycle track up 50mm to footpath
j) No standard detail for Sandyford Road cross - section - need level difference between footpath

14. Specific Points

- (a) This will be examined as part of the DDS. The existing width of the carriageway over the M50 bridge is 7.5m. Reducing this to 6m would cause difficulties for motorists in icy conditions.
(b) To be discussed with Traffic Section at DDS
(c) To be discussed with Traffic Section at DDS
(d) Logos will be provided.
(e) Comment noted. Will be examined as part of the DDS.
(f) Comment noted.
(g) Allows pedestrians, cyclists and hill walkers access to Ticknock Road and the mountains.
(h) Cycle lane arrangement, raised or on-road, and subsequent line marking will be assessed at DDS.
(i) Raised kerbs will be provided where possible. Illegal parking is an issue for an Garda Siochana
(j) Comment noted.
(k) The pedestrian crossing and road markings will be moved closer to the junction to follow desire line as part of the DDS.
(l) This will be provided as part of the DDS
(m) 6 no. photos noted. Recommendations noted. To be examined as part of the DDS.

| | | |
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| | <p>and cycle track</p> <p>k) Hillcrest Road/Sandyford Road junction move pedestrian crossing closer to junction</p> <p>l) Lamb's Brook junction Ch. 200 cycle priority to be maintained across junction</p> <p>m) 6 Photos of scheme included with recommended alterations:</p> <p>i) cycle track behind bus stop</p> <p>ii) ramps at side roads</p> <p>iii) end of cycle track</p> <p>iv) bus stop at Lamb's Cross inappropriate move south</p> <p>v) Ch. 2000 - move bus stops apart - want cycle tracks behind bus stop</p> <p>vi) Ch. 1625 offset bus stops (Lamb Doyle's)</p> | |
|--|--|--|

Recommendation: No change to scheme
14. Wildlife and Fitzsimons Wood – Landscaping Proposals and other issues

| | Issues | Responses |
|---------|---|--|
| (a) | <p>A number of submissions had concerns about wildlife crossing Blackglen Rd to the mountains/Fitzsimons Wood</p> <p>These issues have been listed in the individual submissions. See also sub-section 9.2 (A & B).</p> | <p>Responses have been included refer to 9.2 (A & B) and other individual responses</p> |
| (b) | <p>A number of submissions included concerns about the Indicative Landscaping Proposals and the effect trees would have on sight distance at entrances and the potential shadow effect on public lighting by over-hanging branches.</p> <p>Other submissions referred to objections to grass margins on narrow medians/verges</p> | <p>The site clearance works required for the scheme will involve the removal of trees, shrubs and hedges, as detailed in the P8ER Volume II Arborist Report.</p> <p>Trees which have to be removed and trees adjacent were classified and tagged on site. Following the preparation of the Arborist Report proposals were prepared by a Landscape Architect (Indicative Landscape Proposals) for replacement trees, shrubs/ hedges which would be planted wherever possible. Locations for new planting will be examined carefully as part of the DDS to ensure the necessary sight distance and stopping sight distance are provided.</p> |
| (c) S.3 | <p>Lane close to SCL connection with Countess Markievicz - Can a memorial be put up?</p> | <p>This request has been forwarded to the Council's Heritage Section.</p> |

Recommendation: No change to scheme

Recommendation

The proposed Road Improvement Scheme is considered to be in accordance with the provisions of the 2016-2022 Dún Laoghaire-Rathdown County Development Plan, and with the proper planning and sustainable development of the area. It is recommended that a decision be made by the Elected Members of the Council to **proceed** with the proposed development in accordance with the drawings, which were on display and to any such minor and immaterial alterations to the plans and particulars of the development, subject to the following amendments:

1. Provide a 'keep clear' box outside the entrance to No 1 Harold's Grange Road;
2. Reduce the land take by approximately 1m at the eastern corner of the building in the bed manufacturing business yard, on Harold's Grange Road to avoid the building.
3. Provide a 1.75m high masonry wall, 35m/40m long, across the entrance to Kingston Estate leaving an appropriate gap for pedestrians and cyclist;
4. Reduce the width of the land take from the car park area by approximately 2m, in front of and beside the shops on Harold's Grange Road and provide two new access locations for the remaining car park area.
5. Maintain 2-way traffic on the Pine Valley Park access road and provide a new footpath in front of the houses;
6. Provide a pedestrian/cyclist signalled (toucan) crossing on Harold's Grange Road at the entrance to Pine Valley Park;
7. Locate the new entrance to the property 'Caragh', Blackglen Road, to the western end of the road frontage;
8. Adjust the width of the footpath alongside the gable wall to no. 9, Blackglen Road to provide a 1.2m gap between the gable wall and the back of new boundary wall;
9. Provide a 'Keep clear' box on Hillcrest Road in front of the property 'Crossways';
10. Construct an appropriate boundary treatment to create a screen between 'Crossways' and the Mail House property (future 'Village Area');
11. Reduce the width of the east bound lane on Hillcrest Road to provide only one lane of traffic from Lamb's Cross to the existing bridge;
12. Provide a yellow box at the junction of Hillcrest Road/Hillcrest Downs;
13. Exclude the use of Slate Cabin Lane as a one-way detour route as part of any Temporary Traffic Management Plan for the Scheme;
14. Delete the road improvement at the junction of Slate Cabin Lane/Woodside Road as shown on the Part 8 drawings and in the P8ER;
15. Delete the provision of temporary traffic lights at the junctions of Slate Cabin Lane with Woodside Road and Enniskerry Road;

16. Reduce the land take for the improvement works at the junction of Slate Cabin Lane/Enniskerry Road to an area required to facilitate the provision of a 15m length of new footpath, on both sides of Slate Cabin Lane at the school side entrance, noting that the lane carriageway will not be made wider than existing and it will be constructed with similar materials to the existing, and bollards will be installed on the footpaths.

Subject to the above approval, members are hereby notified in accordance with Section 138 of the Local Government Act, 2001, of the intention to proceed with the proposed development. Accordingly, it is recommended that the following resolution be passed by the Council:

"The foregoing report is **APPROVED** and it is **AGREED** to proceed with the proposed development in accordance with the drawings which were on display and any such minor and immaterial alterations to the plans and particulars of the development, subject to the following amendments:

1. Provide a 'keep clear' box outside the entrance to No 1 Harold's Grange Road;
2. Reduce the land take by approximately 1m at the eastern corner of the building in the bed manufacturing business yard, on Harold's Grange Road to avoid the building.
3. Provide a 1.75m high masonry wall, 35m/40m long, across the entrance to Kingston Estate leaving an appropriate gap for pedestrians and cyclist;
4. Reduce the width of the land take from the car park area by approximately 2m, in front of and beside the shops on Harold's Grange Road and provide two new access locations for the remaining car park area.
5. Maintain 2-way traffic on the Pine Valley Park access road and provide a new footpath in front of the houses;
6. Provide a pedestrian/cyclist signalled (toucan) crossing on Harold's Grange Road at the entrance to Pine Valley Park;
7. Locate the new entrance to the property 'Caragh', Blackglenn Road, to the western end of the road frontage;
8. Adjust the width of the footpath alongside the gable wall to no. 9, Blackglenn Road to provide a 1.2m gap between the gable wall and the back of the boundary wall;
9. Provide a 'Keep clear' box on Hillcrest Road in front of the property 'Crossways';
10. Construct an appropriate boundary treatment to create a screen between 'Crossways' and the Mail House property (future 'Village Area');
11. Reduce the width of the east bound lane on Hillcrest Road to provide only one lane of traffic from Lamb's Cross to the existing bridge;
12. Provide a yellow box at the junction of Hillcrest Road/Hillcrest Downs;
13. Exclude the use of Slate Cabin Lane as a one-way detour route as part of any Temporary Traffic Management Plan for the Scheme;
14. Delete the road improvement at the junction of Slate Cabin Lane/Woodside Road as shown on the Part 8 drawings and in the P8ER;

15. Delete the provision of temporary traffic lights at the junctions of Slate Cabin Lane with Woodside Road and Enniskerry Road;
16. Reduce the land take for the improvement works at the junction of Slate Cabin Lane/Enniskerry Road to an area required to facilitate the provision of a 15m length of new footpath, on both sides of Slate Cabin Lane at the school side entrance, noting that the lane carriageway will not be made wider than existing and it will be constructed with similar materials to the existing, and bollards will be installed on the footpaths.

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

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

APPENDIX A

Submissions received for the Public Consultation for the Proposed Part 8 Scheme Blackglen Road/Harold's Grange Road Improvement Scheme (with nos. and names)

| No. | Name |
|------------|--|
| 1 | Martin Roe |
| 2 | Charles McLoughlin |
| 3 | Dr. C. Fitzsimon |
| 4 | Sandyford Community Centre |
| 5 | Peter Walsh |
| 6 | Michael & Maria Lavelle |
| 7 | Kevin & Ann Cullen |
| 8 | Dr Kevin & Mrs Jacquelyn McGuinness |
| 9 | Patrick O'Reilly |
| 10 | Kate Doyle |
| 11 | Des Hughes |
| 12 | David Rowe, Planning sub -committee South Dublin Assoc. An Taisce |
| 13 | Vimovo O'Connor Sutton Cronin Engineers |
| 14 | Donal O'Keefe |
| 15 | Pamela Brennan |
| 16 | Dept. of Arts, Heritage, and Gaeltacht |
| 17 | Mary Roe |
| 18 | Tom Taylor Edwina Taylor |
| 19 | Brian Taylor |
| 20 | Lorna Whelan |
| 21 | Pine Valley Residents Assoc. |
| 22 | Mr & Mrs Maguire |
| 23 | John & Jo O'Brien |
| 24 | Dept. of Arts, Heritage, and Gaeltacht |
| 25 | Sinead Byrne & Alan Smyth |
| 26 | Peadar Curran |
| 27 | Catherine and Andy Reid |
| 28 | Killian & Emer Linton |
| 29 | Colm Leavy |
| 30 | Kingston Residents Association |
| 31 | NTA |

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| 32 | Marie & Margaret O'Reilly |
| 33 | Edward Doyle |
| 34 | Gabrielle McLoughlin |
| 35 | Stephen Collins |
| 36 | Sinead Byrne & Alan Smyth |
| 37 | Martin & Ronan O'Callaghan |
| 38 | Margaret Galligan |
| 39 | Joseph Galligan |
| 40 | Kieran Galligan |
| 41 | Kieran & Kira Adams |
| 42 | Andrew Moran |
| 43 | Patricia O'Reilly |
| 44 | Suzanne & John Hayes |
| 45 | Conor Hannaway, A/Chairman, Lambs Brook, Residents Assoc. |
| 46 | Jill French |
| 47 | Patrick Kenny |
| 48 | Tudor Homes/ Aldworth Properties, Submission by ILTP Consulting |
| 49 | John Luke & Lili Higgins |
| 50 | Not Used |
| 51 | Louise Cleary |
| 52 | Ciaran Grennan |
| 53 | John & Helena Ryan |
| 54 | David Morton |
| 55 | Seamus Devine, Catherine Devine Angela Devine |
| 56 | Geraldine Connolly |
| 57 | Patrick Flynn |
| 58 | Evelyn Doherty |
| 59 | David Leyden on behalf Dr Diarmuid Molony & Helen McNamara |
| 60 | John Hassett |
| 61 | Conor Vard |
| 62 | Wendy Vard |
| 63 | Paul Dowling |
| 64 | Sarah Lenehan |
| 65 | Fergus Lyons |
| 66 | Noel Keating |
| 67 | IMGW Planning Ltd Client: Mardown Ltd |
| 68 | Michael Van Turnhout, Chairman SCLR and Residents of Slate Cabin Lane |
| 69 | Colm Leavy |
| 70 | Denis and Marion McCarthy |
| 71 | Dudley Dolan |
| 72 | Alan Rice |
| 73 | Mary MacBriain |
| 74 | Brendan McCoy and Isobel McCoy |
| 75 | Noreen Meleady |
| 76 | John Nathan |
| 77 | Patricia Byrne and John Duggan |
| 78 | Vincent Wall |
| 79 | Geraldine Connolly |
| 80 | Seamus and Catherine Devine |
| 81 | Keith Grennan |

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| 82 | Kathleen Taylor |
| 83 | Ivan, Deleicia, Serena, John and Venetia Taylor |
| 84 | Colm McCoy |
| 85 | Mary O'Sullivan |
| 86 | Kathleen Taylor via Venetia Taylor |
| 87 | Ivan ,Deleicia, Serena, John and Venetia Taylor |
| 88 | Marie & Margaret O'Reilly |
| 89 | Stephen Collins |
| 90 | Margaret Galligan |
| 91 | Kieran Galligan |
| 92 | Joseph Galligan |
| 93 | Edward Doyle |
| 94 | Martin & Ronan O'Callaghan |
| 95 | Gabrielle McLoughlin |
| 96 | Patrick Kenny |
| 97 | Sinead Byrne & Alan Smyth |
| 98 | Jill French |
| 99 | Monica O'Connell (business) |
| 100 | Monica O'Connell (house) |
| 101 | Deleicia Taylor |
| 102 | Dublin Cycling Campaign Keith Byrne |

