

**COMHAIRLE CONTAE ÁTHA CLIATH THEAS**  
**SOUTH DUBLIN COUNTY COUNCIL**



**MEETING OF SOUTH DUBLIN COUNTY COUNCIL**

**Monday 13<sup>th</sup> March 2017**

**HEADED ITEM NO. HI No. (10)**

**Part 8 Report**

**A LANDSCAPE IMPROVEMENT SCHEME ALONG THE N81 FROM THE JUNCTION WITH THE N82 (City West Road) TO THE M50 AND ALONG THE R137 FROM THE JUNCTION WITH THE M50 TO THE JUNCTION WITH THE R817. (EXCLUDING THE TII ZONE OF RESPONSIBILITY AT THE M50).**

**Report on Part 8 consultation process for the above proposal.**

The proposed works primarily comprise the following:

- New speed reducing traffic table and pedestrian crossing at the Old Bawn Road south of the N81.
- Upgrading and realignment of the existing carriageway from the Belgard Road to the Old Bawn Road including a widening of the median.
- Upgrading and realignment of the junction of the N81 with the Old Bawn Road, omitting 2 traffic islands on the north side of the N81 in accordance with the Tallaght Town Centre Framework Plan.
- Upgrading of the existing crossing at Avonmore Road/Glenview Park in accordance with the Avonmore Road/N81 Junction Improvement Toucan crossing upgrade proposals.
- Upgrade to bicycle track and pedestrian footpath and crossing points proposed in the N81 (Fortunestown to N82) Part VIII layout, with slight changes to cycle track and footpath arrangement.
- Provision of a new footpath at N81/Old Blessington Road junction and from the M50 roundabout to Glenview Drive.
- Upgrading and realignment of the cycle track along the N81 from Cookstown Way to Belgard Square South.
- New landscape works along the N81 including upgrading of planting to the verges and median.
- New hard landscape works and planting on the N81 median and verges from Old Blessington Road to Old Bawn Road.
- Landscape works at the junctions with the R136, Firhouse Road West, Belgard Road & Cypress Grove Road.
- Upgrade the paving and planting at Kiltalown Park.
- Create a linear park from the Fortunestown Road to Maplewood.
- Create a linear park to the south of Whitestown stream from the Old Bawn Road to Avonbeg Road.
- New landscape works at Knockmore and Killinarden estates, Maplewood estate, Wellington Lane, and the Glenview and Spawell roundabouts.

- New landscape works between the N81 and the River Dodder from Avonmore Road to the M50 roundabout.
- Upgrade the entrance to Sean Walsh Park at the Old Bawn Road.
- Upgrade the landscape treatment at the frontage and entrance to Tymon Park at the R137.
- Provision of new public lighting, signage, art works, street furniture, associated drainage for the route and
- All ancillary works

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), Forgiving Roadsides (Transport Infrastructure Ireland publication), the Design Manual for Roads and Bridges (DMRB) and the National Cycle Manual. The scheme aims to provide for high quality landscape treatments along the route and to improve pedestrian and cyclist connectivity and safety. The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

## **1. Introduction**

### **1.1 Purpose of the Report**

The purpose of this Chief Executive's Report is to present the outcome of the Part 8 consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

### **1.2 Structure of the Report**

This report provides the following:

- An introduction including details on the purpose of the report and an outline of the public consultation programme that was carried out.
- Description of Proposed Development
- List of Submissions received
- A summary of the issues raised in the submissions made during the consultation period together with the Chief Executive's Responses and Recommendations.
- Assessment as to whether or not the proposed development would be consistent with the proper planning and sustainable development of the area.
- Recommendation as to whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

### **1.3 Outline of Public Consultation Programme**

#### *1.3.1 Non – Statutory Consultation*

An information meeting regarding the proposed Part 8 scheme was held at County Library Tallaght on 17<sup>th</sup> January 2017

This non statutory consultation raised awareness in the local community regarding the Part 8 and provided an opportunity for queries prior to completion of the public consultation period of the Part 8 process.

#### *1.3.2 Statutory Consultation*

The Part 8 proposals were presented at a County Council Meeting held on the 14th November 2016 prior to commencement of the Part 8 process. A meeting with locally elected members prior to commencement of Part 8 with a briefing to Rathfarnham, Terenure, Templeodgue Area Committee Members and Tallaght Committee members took place on the 12<sup>th</sup> October 2016.

The proposed development and accompanying Appropriate Assessment report were placed on public display for the statutory period from Thursday 17<sup>th</sup> of November 2016 to Friday 6<sup>th</sup> of January 2017.

The closing date for receipt of written submissions was up to 4.30pm on Friday the 20<sup>th</sup> of January 2017 and were to be addressed in writing to: Senior Executive Officer, Environment Water and Climate Change Department, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5 or via South Dublin's on-line consultation portal: <http://consult.sdublincoco.ie>

Copies of the plans and particulars of the proposed scheme were available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy from Thursday the 17<sup>th</sup> of November 2016 to Friday the 6<sup>th</sup> of January 2017 at the following locations:

- South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between the hours of 9:00 am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday (Inspection and purchase)
- Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin D14 VY33, between the hours of 9.45 am to 8pm Monday to Thursday, 9.45am to 4.30pm Friday and Saturday, Closed Saturdays and Mondays of Bank Holiday Weekends. (Inspection only)
- Castletymon Library, Tymon Road North, Tallaght, Dublin D24 TH72, between the hours of 9.45 am to 8pm Monday to Thursday, 9.45am to 4.30pm Friday and Saturday, Closed Saturdays and Mondays of Bank Holiday Weekends. (Inspection only)
- County Library Tallaght, Library Square, Tallaght, Dublin D24 A3EX, between the hours of 9.45 am to 8pm Monday to Thursday, 9.45am to 4.30pm Friday and Saturday, Closed Saturdays and Mondays of Bank Holiday Weekends. (Inspection only)
- The plans and particulars were also available to be viewed on the Council's Public Consultation Portal website <http://consult.sdublincoco.ie>

Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated could be made in writing up to 4.30pm on Friday the 20<sup>th</sup> of January 2017

A total of 19 submissions were received by 4.30pm on Friday 20<sup>th</sup> of January 2017.

#### **1.4 Legislative Background**

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the Chief Executive of a local authority shall, after the expiration of the period during which submissions or observations with respect to the proposed development may be made, in accordance with regulations under subsection (2), prepare a written report in relation to the proposed development and submit the report to the members of the authority.

Section 179(b) outlines that a report prepared in accordance with paragraph (a) shall—  
(i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,

(ii) Evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.

(iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),

(iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the Chief Executive thereto, and

(v) Recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Planning and Development Act, members of a local authority shall, as soon as may be, consider the proposed development and the report of the Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the Chief Executive's report.

## **2. Proposed Development**

### **2.1 Description of the Proposed Development**

The proposal consists of a landscape improvement scheme along the N81 from the junction with the N82 (City West Road) to the M50 and along the R137 from the junction with the M50 to the junction with the R817 (excluding the TII zone to the TII zone of responsibility at the M50).

The proposed works primarily comprise the following:

- New speed reducing traffic table and pedestrian crossing at the Old Bawn Road south of the N81.
- Upgrading and realignment of the existing carriageway from the Belgard Road to the Old Bawn Road including a widening of the median.
- Upgrading and realignment of the junction of the N81 with the Old Bawn Road, omitting 2 traffic islands on the north side of the N81 in accordance with the Tallaght Town Centre Framework Plan.
- Upgrading of the existing crossing at Avonmore Road/Glenview Park in accordance with the Avonmore Road/N81 Junction Improvement Toucan crossing upgrade proposals.
- Upgrade to bicycle track and pedestrian footpath and crossing points proposed in the N81 (Fortunestown to N82) Part VIII layout, with slight changes to cycle track and footpath arrangement.
- Provision of a new footpath at N81/Old Blessington Road junction and from the M50 roundabout to Glenview Drive.
- Upgrading and realignment of the cycle track along the N81 from Cookstown Way to Belgard Square South.
- New landscape works along the N81 including upgrading of planting to the verges and median.
- New hard landscape works and planting on the N81 median and verges from Old Blessington Road to Old Bawn Road.
- Landscape works at the junctions with the R136, Firhouse Road West, Belgard Road & Cypress Grove Road.
- Upgrade the paving and planting at Kiltalown Park.
- Create a linear park from the Fortunestown Road to Maplewood.
- Create a linear park to the south of Whitestown stream from the Old Bawn Road to Avonbeg Road.
- New landscape works at Knockmore and Killinarden estates, Maplewood estate, Wellington Lane, and the Glenview and Spawell roundabouts.
- New landscape works between the N81 and the River Dodder from Avonmore Road to the M50 roundabout.
- Upgrade the entrance to Sean Walsh Park at the Old Bawn Road.
- Upgrade the landscape treatment at the frontage and entrance to Tymon Park at the R137.
- Provision of new public lighting, signage, art works, street furniture, associated drainage for the route and

- All ancillary works

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), Forgiving Roadsides (Transport Infrastructure Ireland publication), the Design Manual for Roads and Bridges (DMRB) and the National Cycle Manual. The scheme aims to provide for high quality landscape treatments along the route and to improve pedestrian and cyclist connectivity and safety. The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

## **2.2 Plans and Details**

Plans and details are available at the following link:

<https://consult.sdublincoco.ie/en/consultation/part-8-landscape-improvement-scheme-along-n81-junction-n82-city-west-road-m50-and-along>

## **3. List of Submissions**

19 submissions were received during the specified period of the public consultation in respect of the proposed development from the following:

ENV0001	Derek Sargent
ENV0002	Valerie Neville – (Via Consultation Portal Ref: CVQ-212)
ENV0003	Caragh Byrne
ENV0004	Joseph Scully
ENV0005	Sandra O'Neill
ENV0006	Cllr Charlie O'Connor on behalf of Jean Hallahan
ENV0007	Chris Furlong
ENV0008	Cllr Cora McCann on behalf of residents from Raheen Drive (petition)
ENV0009	Don & Cathy Kinsella
ENV00010	Tara De Buitlear – (Via Consultation Portal Ref CVQ-227-8)
ENV00011	Jamie Moore – (Via Consultation Portal Ref CVQ-222)
ENV00012	Dave Hannan – (Via Consultation Portal Ref CVQ-226)
ENV00013	Gerard Stockil – (Via Consultation Portal Ref CVQ-224)
ENV00014	Peter McLoughlin – (Via Consultation Portal Ref CVQ-223)
ENV00015	Muireann O'Dea (Dublin Cycling Campaign) – (Via Consultation Portal Ref CVQ-221)
ENV00016	Sharon Flanagan – (Via Consultation Portal Ref CVQ-220)
ENV00017	Sean Crowe TC – (Via Consultation Portal Ref CVQ-219)
ENV00018	David Fletcher – (Via Consultation Portal Ref CVQ-218)
ENV00019	Leah Flanagan – (Via Consultation Portal Ref CVQ-216)

## **4. Summary and Categorisation of Issues Raised and Chief Executive's Responses**

### **4.1 Introduction**

This section presents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendations of the Chief Executive.

The responses of the Chief Executive have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

### **4.2 Summary of Issues Raised, Responses and Recommendations**

#### **Submission No.1 –SDCC Water Section**

This submission relate to the following issues:

1. Requests consultation at detailed design stage regarding proposed relocation of existing Water Station.

#### **Chief Executives Response and Recommendation:**

1. Noted will be considered at detailed design stage in consultation with SDCC Water Section

#### **Submission No.2 – Valerie Neville**

This submission relates to the following issues:

1. Objection to the proposed changes adjacent to Raheen Drive on the basis of increased pedestrian traffic & potential for increased antisocial behaviour.
2. Notes existing pedestrian and cycle lane at roadside and queries need for the proposal in the open space adjacent to Raheen Drive.
3. Objects to trees in the open space adjacent to Raheen Drive on basis of obstructing views of the mountains and potential for increased antisocial behaviour

#### **Chief Executives Response and Recommendation:**

1. Submission noted. The Part 8 proposal will be revised to remove proposed footpath and proposed associated lighting from the open space south of Raheen Drive.
2. With regard to Drawing No. 031016\_LP\_05 Rev 5. Part 8 proposal will be revised to remove proposed footpath and proposed associated lighting from the open space south of Raheen Drive.
3. Detail design stage will examine proposed planting and ensure views are not obstructed. Proposals will also ensure sight lines are maintained to minimise potential for anti-social behaviour

#### **Submission no. 3 – Caragh Byrne**

This submission relates to the following issues:

1. Objection to the provision of new footpath adjacent to Raheen Drive – could lead to potential dumping and antisocial behaviour.

#### **Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above

**Submission no 4 – Joseph Scully**

This submission relates to the following issues:

1. Concerned regarding potential for significant implications for traffic management at the Old Bawn Junction with the N81
2. Query regarding traffic management implications elsewhere along the route.

**Chief Executives Response and Recommendation:**

1. The Old Bawn Road – N81 junction has been proposed as having a “New junction layout”, this is the only junction along the route being adjusted. The adjustments to the junction entail: the removal of the slip lanes on the northern side of the junction, the realignment of kerblines through the junction in order to achieve a widened central median and the introduction of crossings on all arms of the junction as illustrated. The current traffic movements are being maintained in the east and west bound directions along the N81 and on and off the Old Bawn Road. These adjustments therefore provide safer and more efficient pedestrian movements while maintaining the current vehicular capacities in line with national and local policies. The proposed removal of the slip lanes at the northern side of the Old Bawn / N81 junction were modelled with no significant adverse implications for traffic movement observed. Given the lengths of the slip lanes there is very little room for cars to stack up or queue therefore they provide very little in terms of alleviation to congestion in this area.

Both South Dublin County Council's traffic section and Transport Infrastructure Ireland were consulted with regard to the proposals. The Council will continue to liaise with South Dublin County Council's traffic section and Transport Infrastructure Ireland during the detailed design stage and further traffic modelling will be carried out to ensure no significant adverse implications for traffic movement.

2. It is unlikely that the proposals elsewhere along the route will impact significantly on traffic movement as the proposals are predominantly on existing margins and medians. However the Council will continue to liaise with South Dublin County Council's traffic section and Transport Infrastructure Ireland as appropriate during the detailed design stage.

**Submission no. 5 – Sandra O'Neill**

This submission relates to the following issues:

1. Objecting to the proposed landscape improvement scheme in particular the N81 which incorporates Raheen Drive – personal safety concerns, public safety concerns, light pollution, increased risk of liability and queries the need for the proposal.

**Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above

**Submission no. 6 – Cllr C O'Connor**

This submission raised the following issues on behalf of a resident:

1. Query if existing trees will be removed due to new path proposal adjacent to Raheen Drive?
2. Query regarding maintenance of the proposals adjacent to Raheen Drive
3. Personal safety concerns for pedestrians along the proposed pathway

**Chief Executives Response and Recommendation:**

1. Existing trees will be examined during the detailed design stage and any required work will be carried out during the construction stage; however there are no plans to remove the trees at Raheen Drive open space at present.
2. See Chief Executives Response to Submission No. 2 above. The maintenance of the proposals will be carried out by South Dublin County Council.

3. See Chief Executives Response to Submission No. 2 above

**Submission no. 7 – Chris Furlong**

This relates to the following issues:

1. Request regarding the provision of a new boundary fence placed in front of the existing boundary wall at the rear of houses 307-324
2. Requesting the removal of trees at the rear of 322-324 as they cause shadowing, moss & problem with satellite dishes

**Chief Executives Response and Recommendation:**

- 1 A new fence at this location is not proposed as part of the works. The boundary walls are private property and outside the scope of the current Part 8.
- 2 The proposals at this location include for the removal of self-seeded trees existing in this area; and replacement with low-maintenance, ornamental shrub planting which will screen the boundary walls.

**Submission no. 8 – Cllr C McCann (on behalf of the residents from Raheen Drive signed petition with 88 signatures)**

This relates to the following issues:

1. Objecting to the proposed changes adjacent to Raheen Drive on the basis of impacting on security and privacy of their homes

**Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above

**Submission no. 9 – Don & Cathy Kinsella**

This relates to the following issues:

1. Current footpath in Raheen Drive is fulfilling its role – proposed new pathway would impact on security and privacy

**Chief Executives Response and Recommendation:**

- 1 Submission noted. See Chief Executives Response to Submission No. 2 above

**Submission no. 10 – Tara De Buitlear (Christopher Moriarty)**

**Tallaght Community Council et al.**

**(Incorporating Chief Executives Response and Recommendation):**

(Due to the extensive nature of this submission and in the interests of ensuring clarity the format of submission summary and Chief Executive's response / recommendation will be changed for this submission. Each point within the submission will be directly responded to below)

This submission relates to the following issues:

1. *Siting of footpaths*: Requests construction of foot-paths within sight of rivers wherever opportunities arise. Request access, free from bushes, to the river margin in the case of the Dodder for the benefit of anglers.

**Chief Executive's response / recommendation:**

The location of footpaths and proposed clearing of vegetation along river-sides has to be carefully considered in conjunction with possible impacts on the protection of habitats, the retention of biodiversity and the protection of nesting birds and other flora and fauna particularly endangered species (including rare plants, badger, otter and bats). The retention



of vegetation along riversides also provides protection from light spill; which in turn protects foraging habitats for nocturnal species. In the particular case of the Dodder River a portion of in the Old Bawn / Firhouse area is a Proposed National Heritage Area; the existing wet woodland being one of the areas requiring protection; so proposals for bank clearance would require careful consideration. The proposal for footpaths and clearance of vegetation along the Dodder is outside the scope of the current Part 8.

2. *Tree species and biodiversity* – Request to plant native species to preserve or re-create native ecosystems; particularly along riversides. Submits that exotic species are more appropriate to park settings.

**Chief Executive's response / recommendation:**

There is a preference for native species in ecologically sensitive areas and other appropriate locations. Urban settings & road and street margins are not always suitable for native tree planting. The species proposed have been assessed and carefully selected. Where proposals are adjacent or close by Dodder Valley consideration will be given to appropriate species.

3. Proposal for fast-growing native trees for the Dodder Valley include in particular alder, willows and birches.

**Chief Executive's response / recommendation:**

Oak trees have been chosen along the N81 for their long-term value and ecological value. The Dodder Valley is not impacted by the planting proposals. Where proposals are adjacent or close by Dodder Valley consideration will be given to appropriate species.

4. Request to use hawthorn as the dominant natural hedge plant in the Dodder valley.

**Chief Executive's response / recommendation:**

Noted. The majority of hedge planting is located away from the Dodder Valley. Where proposals are adjacent or close by Dodder Valley consideration will be given to appropriate species.

5. Suggested sourcing of native tree and shrub species from Glenasmole Valley

**Chief Executive's response / recommendation:**

Noted. The Council will adhere to public procurement requirements and it is likely that market considerations will influence the tender submissions.

6. Request that community views are taken into account during this consultation process.

**Chief Executive's response / recommendation:**

Noted. The Council acknowledge the consideration and effort taken by the members of the public in engaging in the Part 8 process.

7. Request for information on project programme and request for engagement during the construction process.

**Chief Executive's response / recommendation:** This project is envisaged to be a minimum two year project with detailed design commencing in spring 2017. Works will be phased depending on budget. Maintenance will be carried out by the Council. The project will be managed by the Council and queries / comments can be forwarded via the Councils Customer Care systems.

8. Requests time and quality clauses in the contract which will underlie this project with the contractor and query regarding funding.

**Chief Executive's response / recommendation:**

Noted. The Council will adhere to best practice in terms of contract management. Provision has been made within the capital programme 2017-2019 for the project.

**Queries in relation to MAP LP01:**

1. What height are the proposed grass mounds at the N82 junction in front of the Corbally estate?

**Chief Executive's response / recommendation:**

900-1200mm

2. Are there any proposed road set back / widening at the 5 Eco-Green bus Shelters? To avoid creating traffic blockages at these locations? There is space capacity at some to allow this.

**Chief Executive's response / recommendation:**

Noted. To be considered at detail design stage in conjunction with the traffic section of SDCC and Transport Infrastructure Ireland.

3. What is the design specification of the "eco-green" bus shelters? Will they all have lights, real-time info, litter bins installed & serviced?

**Chief Executive's response / recommendation:**

It is proposed that lighting & real time info be included, litter bins and other items to be considered at detail design stage.

4. Where the existing hedgerows are to be trimmed to the South of this stretch – what lies behind the hedgerow? If it is industrial palisade fencing – will that be replaced with a more sympathetic rural boundary e.g. stone wall, new hedgerow screening.

**Chief Executive's response / recommendation:**

It is expected that the existing hedgerows will be sufficient screening.

5. Where a grass verge and kerb are to be installed (very welcomed to improve accessibility & road safety) – will these sections CD01 and CD02 – include creating an appropriate boundary hedgerow / stone wall and replacement trees. There are several very mature trees along this stretch.

**Chief Executive's response / recommendation:**

Existing trees are to be retained where possible, replacement planting will proposed if trees are removed.

6. Query regarding scope for an off road / separate cycle track at De Selby?

**Chief Executive's response / recommendation:**

To be considered at detail design stage in conjunction with Traffic Section.

7. There is no south carriage cycle track? How will this help commuting by bike where there will be 2-way journeys?

**Chief Executive's response / recommendation:**

Due to spatial constraints a 2-way cycle track has been proposed on the northern side of the carriageway. This track will service both inbound and outbound cycle traffic. This proposal will tie into the existing Part 8 for the N81 (Fortunestown to N82) Improvements for Cycling, Walking and Bus Scheme Phase 1.

8. Request for evergreen species around Kiltalawn House – and the section of the Pale Ditch.

**Chief Executive's response / recommendation:**

Noted, Species have been chosen based on strong design principles. Inclusion of evergreen species will be considered further at the detailed design stage.

9. What is intended as the future for the new raised pathway installed with rough stones inset around Kiltalawn House?

**Chief Executive's response / recommendation:**

This recently constructed pathway is outside the scope of the current Part 8 proposals.

10. Expression of support for the delivery of the Fortunestown LAP 2012 objectives to create gateways and parklands in this area.

**Chief Executive's response / recommendation:**

Noted

11. Requests parkland features beyond tree planting at Fortunestown Junction– to align it with the standard / treatments of the soft landscaping at other junctions in this scheme e.g. creating sculpted grass mounds, hedging and bulb planting.

**Chief Executive's response / recommendation:**

The area at Fortunestown junction incorporates landscape features. Grass mounding will be considered at detail design stage in conjunction with need to preserve sightlines etc.

**Queries in relation to MAP LP02:**

1. What is intended for the current palisade fence running around Kiltalawn House? Request for other appropriate and suitable fencing and lighting treatments be considered & implemented here to showcase the building, while retaining security of the building which does not have permanent occupants.

**Chief Executive's response / recommendation:**

Kiltalawn House is outside of the scope of the current Part 8 proposals.

2. Notes the presence of national monument and protected structure adjacent to proposals. All potential contractors should be made fully aware of this.

**Chief Executive's response / recommendation:**

In relation to protected structure; the councils Architectural Conservation Officer was consulted with regard to the proposals. The proposals are within the curtilage of the protected structure (RPS Ref: 342). They follow the line of the existing footpath and are considered a landscape component of the footpath. They are deemed to have minimal potential impact and are thus exempt. With regard to mitigation measures to ensure minimal impact; there has been a sequence of works within the area recently; including repair of the boundary wall to Kiltalawn House and undergrounding of cables. The Council is aware of the recorded monuments in the area. A recent Archaeological Impact Assessment carried out to facilitate underground cabling provided the Council with relevant information in relation to positions of archaeology on site and mitigation measures required. Prior to any construction stage the Council will carry out a further Archaeological Impact Assessment for the area and engage an archaeologist to supervise the works where required, as per mitigation measures. Construction tenders will include risk and constraint assessments.

3. We note there is a large section of the southern hedgerow outside of the defined project area. This would lend itself well to some other features used along this scheme – tree planting, grass verge / kerb or stylised grass mounds.

**Chief Executive's response / recommendation:**

Will be considered further at detailed design stage.

4. How will the proposed improvements and planting interact with the existing play space amenity at Elm Drive?

**Chief Executive's response / recommendation:**

This is deemed outside of the scope of the current Part 8 proposals.

5. What is the design / spec of the "indirect outdoor lighting columns" – from CD03, 04 onwards to CD09? Will it be sympathetic to its proximity to a historic large house (protected structure?)

**Chief Executive's response / recommendation:**

Specification to be finalised at detail design stage.

6. Is the original stone boundary wall at Kiltalawn House to be fully protected & retained?

**Chief Executive's response / recommendation:**

Works are not proposed to Kiltalawn House or boundary wall. Prior to construction stage the Council will carry out an Archaeological Impact Assessment for the area and engage an archaeologist to supervise the works where required, as per mitigation measures. Construction tenders will include risk and constraint assessments.

7. Request for a visual architectural marking of the stream that runs along the N81 from Kiltalawn behind the Jobstown House. Requests a common, stone structure installed in 4 locations to acknowledge Fettercairn and Whitestown Stream; at Kiltalawn House, Cloonmore / Dromcarra, Watergate and Bolbrook Avonmore.

**Chief Executive's response / recommendation:**

Noted, the proposal to highlight the stream location will be considered at the detail design stage at this location; within the parameters of the N81 landscape improvement scheme.

8. Notes that palisade fencing has been exposed due to recent pruning behind Hazelgrove & Killinarden Community School. Requests a sympathetic boundary treatment; at the very least screened with a beech hedge and maintained annually to avoid overgrowth.

**Chief Executive's response / recommendation:**

Noted, hedge screening to be incorporated at this location at detailed design stage.

9. Notes proposal to replace the kissing gates with steel bollards. Requests consideration of alternatives to control illegal access but not prevent cyclists and pedestrian movements.

**Chief Executive's response / recommendation:**

Noted, access will be considered further at the detailed design stage. Consideration will include requirement to control illegal access coupled with requirement to provide access for pedestrian and cyclists and ensure universal access.

10. Requests introduction of some height interest e.g. sculpted grass mounds within the proposed scheme at the large green area / field in front of Cloonmore Ave and Dromcorra to add a more park like feel and to help increase road safety onto / from the N81.

**Chief Executive's response / recommendation:**

Noted, mounding to be considered at detailed design stage

11. Requests Christmas tree close to Kiltalawn village centre and schools at the back of the hard landscaped area.

**Chief Executive's response / recommendation:**

A sculptural piece is proposed for this area, consideration will be given to planting at the detailed design stage.

12. A power source at the plaza might also be useful for festivals and community activities e.g. Jobstown community games etc.

**Chief Executive's response / recommendation:**

Noted – this will be considered at detailed design stage.

13. Requests bulb planting in CD04 or CD05; which would greatly enhance the green areas in Spring time.

**Chief Executive's response / recommendation:**

Noted – this will be considered at detailed design stage

Supports and requests high quality design in the vicinity of the Jobstown Junction. In particular requests that the proposed sculpture is replaced by a upgraded name stone for Jobstown to reflect existing materials and heritage of the area.

**Chief Executive's response / recommendation:**

The current proposals mark the entrance to the N81 landscape corridor project as well as being an important amenity for the local community at this particular location, hence a high level of design and the sculptural piece proposed for here. A significant name plate or stone and the requirement to incorporate the heritage of the area will be included as part of the design brief for this element.

**Queries in relation to MAP LP03:**

1. Welcomes the replacement of the palisade fencing with a wall & railing at the entrance to Killinarden Heights and requests that this area is considered for further boundary treatment.

**Chief Executive's response / recommendation:**

It is intended that the proposed wall and railing be continued along Killinarden estate.

2. Suggest new boundary treatment proposed on the north side in CD06 to maximise the road safety and to ensure balance to stretch of the N81.

**Chief Executive's response / recommendation:**

It is intended to retain the existing open parkland aspect but incorporate a new planting design to softly demarcate the boundary to the north of the N81.

3. Significant tree planting proposed for this area welcomed. Requests mature trees to maximise the survival rate. If the trees were planted in sculpted grass mounds it would help create a linear park and inject interest into the typography of this large flat green area. Requests local schools, colleges and other community stakeholders be involved to have local engagement & ownership.

**Chief Executive's response / recommendation:**

Noted.

4. Recommends the use / integration of sculpted grass mounds and hedges in addition to the ground cover planting to inject some height along Cloonmore Crescent and Cloonmore Avenue – to break up the vast flat green field and control illegal access.

**Chief Executive's response / recommendation:**

Noted; mounding to be considered at detailed design stage, balanced with need to ensure sightlines and passive surveillance.

5. Requests hedge planting, sculpted grass mounds, copses of trees with protective low shrubbery planting at their base to transform open green field into a linear park down to Fortunestown Road.

**Chief Executive's response / recommendation:**

Noted, the proposed design is strong; further additions will be considered at detail design stage if appropriate.

6. Query regarding treatment to boundaries in front of the houses in Cloonmore.

**Chief Executive's response / recommendation:**

This is noted on the drawing as low maintenance, hardy shrub planting, intended to soften existing boundaries.

7. Requests review of area west of junction at the Killinarden Heights road – using quality stone of a good scale – where the current directional sign is– there is an area to the rear which is very overgrown which needs pruning and offers space to optimise a strong and green entrance into this area.

**Chief Executive's response / recommendation:**

Ownership of this area will be clarified, with consideration given to pruning; balanced with need to retain existing screening to private property.

**Queries in relation to MAP LP04:**

1. Requests retention of existing railing at Dromorra. Requests that hedgerows being removed from CD10 and CD 11 be relocated to the existing fencing in Cloonmore / Dromcorra?

**Chief Executive's response / recommendation:**

Regarding the proposed removal of railing at Dromcorra; it is proposed to amend the Part 8 proposal to retain the section of the railing parallel to the road; however the railing will be moved to the back of the proposed planting at the top of the existing bank. In order to ensure residents continue to have access to the open space area; links and access points to the new footpath will be provided to Dromcorra.

The proposed relocation of hedgerows would be expensive and unlikely to be successful.

2. There is limited existing planting along the boundary garden walls of some blocks of houses in Cloonmore and Drumcorra – perhaps this could be enhanced to help soften the hard landscape further here – in conjunction with the homeowners.

**Chief Executive's response / recommendation:**

Request will be considered at the detailed design stage within the parameters of the proposed scheme.

3. Are the grass mounds at Dromcorra being removed?

**Chief Executive's response / recommendation:**

It is proposed that the new path be cut into the existing mound with planting either side of the path.

4. There are very few trees proposed for the Killinarden Estate section. This seems like a missed opportunity to create a balanced tree lined boulevard effect in Jobstown.

**Chief Executive's response / recommendation:**

Additional tree planting will be considered at the detailed design stage.

5. Hedge planting along the existing stone & pillar wall boundary at Knockmore / Killinarden could in this scheme by planting a hedge behind it – to align with the planned hedge at Raheen – harmonising the road on both sides. This would also help soften the hard landscaping and create an effective sound and privacy barrier along this very busy section.

**Chief Executive's response / recommendation:**

Hedge planting will be considered at the detailed design stage.

**Queries in relation to MAP LP05:**

1. Requests bulb planting at the new civic plaza area at the Raheen side of the junction.

**Chief Executive's response / recommendation:**

Noted, proposal will be considered at detail design stage.

2. Welcomes the planting of a hedgerow & trees along the existing railing to increase the parkland feel at Raheen drive (CD08).

**Chief Executive's response / recommendation:**

Noted.

3. Requests evergreen tree species be included.

**Chief Executive's response / recommendation:**

Noted, Tree species are chosen to provide unity through the entire scheme, request to be considered at detailed design stage.

4. The upgraded pedestrian crossing from Raheen to Tallaght Business Park is welcomed and the tree included as it will break up the hard landscaping on the central median – could this be an evergreen species to ensure all year round softening / colour?

**Chief Executive's response / recommendation:**

Tree species here are chosen to provide unity through the entire scheme.

5. Requests an improved Tallaght Business Park boundary along N81 frontage.

**Chief Executive's response / recommendation:**

There is currently significant mature planting along this frontage; it is proposed to retain the existing tree planting. The current part 8 proposals are for landscape improvement/upgrade for a section of the N81, the business park itself is currently not considered within the scope of the project.

6. The current namerock for Killinarden opposite Tallaght Business Park is obscured behind the handrails and badly placed telco utility boxes. Requests it be incorporated into detail of entrance area.

**Chief Executive's response / recommendation:**

Noted, this will be considered at detail design stage.

7. CD09 – The current beech hedgerow needs to be trimmed and filled where gaps exist.

**Chief Executive's response / recommendation:**

A Beech hedge is proposed as part of the upgrade of the median.

8. Raheen & Maplewood home rear garden boundary walls face into the N81. We would request that hedgerow screening is placed along these walls to create a parkland vista and also act as a graffiti deterrent on this main entry route into the county town.

**Chief Executive's response / recommendation:**

Noted, will be considered at detailed design stage.

**Queries in relation to MAP LP06:**

1. The boundary wall & hedgerow treatment at Alderpark Crescent is high quality, effective and creates a pleasing visual impress.

**Chief Executive's response / recommendation:**

Noted

2. The palette store at the side of Woodies is a source of plastic rubbish frequently which either catches in the large boundary railings as litter or ends up on the N81 as litter. This should be addressed with Woodies as part of this scheme.

**Chief Executive's response / recommendation:**

Noted. This issue is outside the scope of the current Part 8 proposals.

3. The business in the old Fruitfield premises should be encouraged / incentivised to prune and maintain their trees & hedgerows as they are currently overgrown – it occupies a large piece of frontage onto the N81 and contributes significantly to the visual aspect close to the central zone of the County Town.

**Chief Executive's response / recommendation:**

This issue is outside the scope of the current Part 8 proposals.

4. We welcome the replanting of the trees outside the Maldron / Woodies & request that the ornate tree guards are retained and ever-green species are included (for the reasons already cited above).

**Chief Executive's response / recommendation:**

Tree guards can be retained, proposed species are selected for design reasons and to ensure unity of the scheme as proposed.

5. Requests proposals for pedestrian crossing opposite Westend Gate or at Tallaght stadium.

**Chief Executive's response / recommendation:**

There is a relatively new landscape treatment at this location using high quality materials. It is not proposed to change the existing landscape at this location.

6. Requests clear, heritage signs at the junction of Cookstown Way & Whitestown Way for the national tourism amenity the Dublin Mountain Way.

**Chief Executive's response / recommendation:**

Signage/pageantry is proposed for the median between Old Bawn Road and Belgard Road. A signage strategy for the scheme will be considered at the detail design stage in liaison with the Traffic section and Transport Infrastructure Ireland and in line with the Councils Signage Strategy and other relevant policies and guidelines.

7. CD011 – we welcome the creative use and mix of soft landscaping in the large central median. One concern is however, that the presence of a hedge was an active deterrent to any "jay walking" or dangerous illegal pedestrian crossing on the N81.

**Chief Executive's response / recommendation:**

Dense evergreen planting is proposed as deterrent to jaywalking.

8. What is the size & spec of the concrete prisms?

**Chief Executive's response / recommendation:**

These are intended to be 800-1200mm high, they will be detailed further at design stage.

9. Requests bulb planting along this area with wide medians & grass verges and seasonal colour.

**Chief Executive's response / recommendation:**

The proposed species are selected for design reasons.

10. CD011 Requests promotional signage for the lamp posts all along The Square, Stadium and Sean Walsh Park to denote it is a place of recreation and the "centre" of the county town

**Chief Executive's response / recommendation:**

Designated Signage/pageantry is proposed for the median between Old Bawn Road and Belgard Road.

11. Big Belly Solar Bins (intelligent & more cost effective) should be installed along this section of the N81 as a pilot scheme for SDCC.

**Chief Executive's response / recommendation:**

Noted. This is outside the scope of the current Part 8 proposals.

12. CD011 The Civic plaza area outside Tallaght Stadium offers a great opportunity to install a digital display / billboard.

**Chief Executive's response / recommendation:**

A signage strategy for the scheme will be considered at the detail design stage in liaison with the Traffic section and Transport Infrastructure Ireland and in line with the Councils Signage Strategy and other relevant policies and guidelines.

**Queries in relation to MAP LP07:**

1. Promotional signage for the lamp posts all along the N81 at The Square, Stadium and Sean Walsh park to denote it is a place of recreation and the "centre" of the county town – with significant passing foot and car traffic.

**Chief Executive's response / recommendation:**

Signage/pageantry is proposed for the median between Old Bawn Road and Belgard Road.

2. The Flag poles on the central median will introduce a visible way to identifying the presence of SDCC's head office & celebrating key events e.g sporting wins, formal visits etc and give a corporate feel to this stretch of the N81. It is welcomed.

**Chief Executive's response / recommendation:**

Noted.

3. The junction upgrade at Village green is welcomed.

**Chief Executive's response / recommendation:**

Noted

4. What railing treatment / design is in mind for the entrance to SW Park? The existing granite wall is a high quality entrance and we would not like to see that compromised or reduced in any way.

**Chief Executive's response / recommendation:**

This area will be detailed at the detail design stage but the existing granite boundary is of high quality and it will be retained or replaced with equivalent quality.

5. What will the public involvement be in and timelines for the art installation?

Suggested Themes:

The Leinster Roads Races (1930s to 40s) who used this road as part of their track would be a theme worth considering.

The monastic 8th century heritage of St Maelruain and the Ceile De which is important to creating the strong sense of history and existence to us.

**Chief Executive's response / recommendation:**



Art installation to be considered further at detail design stage and may be put out to design competition. The above suggestions will be included in the items to be incorporated into the themes / information for the artwork.

6. The water fountain feature in the lower lake of SWP needs to be fixed and maintained as part of this scheme.

**Chief Executive's response / recommendation:**

Noted. This item is outside the scope of the part 8 proposals. This request will be forwarded to the maintenance sections

7. Watergate – Bolbrook Community Greenway starts in CD13/CD14.

**Chief Executive's response / recommendation:**

Noted.

8. Bridge boundary on Whitestown Stream. Request to put back some of the historic character at this site and make it a recognisable bridge structure. The stream is a natural amenity which needs to be valued, recognised and marked appropriately. Suggested bridge boundary to extend to include an entrance into the stream walkway.

**Chief Executive's response / recommendation:**

This area will be further detailed at the detail design stage but it is intended that this area will be designed to enhance the overall park entrance and linear walkway and its significance as a gate way to Tallaght and Old Bawn etc.

9. The poplar trees at Parkview Apartments and Mountain Park need to be crowned to rejuvenate them & manage their heights.

**Chief Executive's response / recommendation:**

The rejuvenation of the popular trees is proposed as part of the scheme

10. Request for overgrown bramble shrub to be pruned in height to enable full passing supervision along this walkway.

**Chief Executive's response / recommendation:**

Request will be incorporated into the proposals

11. Sean Walsh Park – the park does not fully utilise all the triangular parcel of land (N81 / Old Bawn Road - OBR). The OBR boundary is currently sparse & open. It could be enhanced by the planting of a beech hedge and trees parallel to the OBR to the stone gateway into Watergate.

**Chief Executive's response / recommendation:**

This issue is outside the scope of the current Part 8 proposals.

12. Requests that existing railing and trees at Westpark could be enhanced by the planting of a beech hedge behind it.

**Chief Executive's response / recommendation:**

Noted, will be considered as part of detail design

13. Requests that existing trees at Westpark be supplemented with ever-green species.

**Chief Executive's response / recommendation:**

Proposed species within the scheme are selected for design reasons, there is a strong line of trees existing at this location.

14. Requests review of Brown Tourism Signs at this junction

**Chief Executive's response / recommendation:**

A signage strategy for the scheme will be considered at the detail design stage in liaison with the Traffic section and Transport Infrastructure Ireland and in line with the Councils Signage Strategy and other relevant policies and guidelines.

15. Requests review of cycle facilities along North Carriage of N81 after the Plaza Hotel –and the South Carriage from the M50 to Sean Walsh Park

**Chief Executive's response / recommendation:**

Noted. The cycle facilities will be extended to the Old Bawn – N81 junction. Under the NTA's Cycle Network Plan for The Greater Dublin Area the Old Bawn – N81 junction provides a direct linkage point to the Tallaght-Templeogue Cycle Route and the Tallaght-Ballyboden Cycle Route, both of which are Primary Cycle Routes. This location also provides a direct link to the proposed Dodder Greenway and local Greenways (along the Tallaght Stream). The NTA's Network Plan does not extend out and along the N81.

16. The proposed changes at the Old Bawn / village junction include the removal of the hard shoulder and left turning lane into Tallaght village. Query regarding traffic implications.

**Chief Executive's response / recommendation:**

The Old Bawn Road – N81 junction has been proposed as having a "New junction layout", this is the only junction along the route being adjusted. The adjustments to the junction entail: the removal of the slip lanes on the northern side of the junction, the realignment of kerblines through the junction in order to achieve a widened central median and the introduction of crossings on all arms of the junction as illustrated. The current traffic movements are being maintained in the east and west bound directions along the N81 and on and off the Old Bawn Road. These adjustments therefore provide safer and more efficient pedestrian movements while maintaining the current vehicular capacities in line with national and local policies. The proposed removal of the slip lanes at the northern side of the Old Bawn / N81 junction were modelled with no significant adverse implications for traffic movement observed. Given the lengths of the slip lanes there is very little room for cars to stack up or queue therefore they provide very little in terms of alleviation to congestion in this area.

Both South Dublin County Council's traffic section and Transport Infrastructure Ireland were consulted with regard to the proposals. The Council will continue to liaise with South Dublin County Council's traffic section and Transport Infrastructure Ireland during the detailed design stage and further traffic modelling will be carried out to ensure no significant adverse implications for traffic movement.

**Queries in relation to MAP LP08:**

1. Welcomes crown rejuvenation of the poplar trees along south section of N81. Requests review of proposal to remove poplars on northern carriageway.

**Chief Executive's response / recommendation:**

Proposed species are selected for design reasons. Poplars are more appropriate for the riverside setting.

2. Welcomes the bridge being cleaned and painted. Asks for a change in façade from the existing concrete as it is very grey, industrial and needs annual re-painting; requests brick or a 'green' undercarriage

**Chief Executive's response / recommendation:**

It is not proposed to change the existing bridge structure.

3. Would like the popular trees on the St Dominic's school / Mountain Park boundary also included in this tree pruning process.

**Chief Executive's response / recommendation:**

These trees will be assessed and considered for tree work; subject to agreement from St Dominic's school.

4. Would like the undergrowth and scrub to be removed along the boundary of St Dominics school.

**Chief Executive's response / recommendation:**

These area will be assessed and considered for work; subject to agreement from St Dominic's school.

5. The planting on the central median is well established, with some gaps. The plan suggests replacement instead of supplementing what is already there, well established and matured. Is this necessary?

**Chief Executive's response / recommendation:**

Proposed species are selected for design reasons, to create uniformity throughout the scheme and enhance the species selection. The species selection will decrease maintenance requirements over the medium to long term.

6. The current plan shows the planting of deciduous cherry trees – which have a lovely white flower. But how will they be planted behind the existing fence – is there tree / shrub removal planned also? How will they be accessed to allow regular maintenance to future proof good tree management?

**Chief Executive's response / recommendation:**

Selective thinning may be required; to be considered further at detailed design stage.

**Queries in relation to MAP LP09:**

1. We propose that CD14 / 15/16/17/18/19/20 are considered a linear park which link Sean Walsh Park, Tymon Park and Dodder Valley Park.

**Chief Executive's response / recommendation:**

The scheme is an enhancement of the landscape along the N81; a linear park is outside the scope of the proposals.

2. This scheme does not reference the announced removal of 100 mature popular trees at Newtown & Glenview.

**Chief Executive's response / recommendation:**

Noted. The referenced works are separate works and are outside the current Part 8 scheme. It is noted that phased removal is being considered at that location and there has been ongoing discussion with residents.

3. Requests assessment of trees to the west of the garage forecourt? CD17

**Chief Executive's response / recommendation:**

These trees will be assessed and considered for tree work; subject to agreement.

4. The Weir on the Whitestown stream is a natural feature in this linear park CD16. Is there work planned there – clearing / planting?

**Chief Executive's response / recommendation:**

The weir is outside the scope of the current Part 8 scheme.

5. Are the undergrowth under the popular trees in scope for this stretch – it is not outlined on the drawings / plans?

**Chief Executive's response / recommendation:**

These trees will be assessed and considered for tree work.

**Queries in relation to MAP LP010:**

1. There was recently installed pedestrian walkway from Glenview Park to Glenview Drive. Does this plan propose to further change the ground surface from concrete to "precast paving"?

**Chief Executive's response / recommendation:**

This will be reviewed at detailed design stage; due to recent installation it may not be immediately feasible / practicable to change surface.

2. What is being planting in the galvanised planter? Given the high volumes of footfall to/from school and shops at this crossing – the planter would need to include a very robust and resistant tree / shrub. Would a granite rock feature not work better here?

**Chief Executive's response / recommendation:**

Request will be further considered at detailed design stage.

3. We welcome the filling in of the existing gaps created by the works at the pedestrian crossing. They have removed mature hedging which afforded the long-time residents in Glenview Park privacy from the passing car and foot traffic.

**Chief Executive's response / recommendation:**

Noted.

4. Glenview Roundabout. The extra lighting proposed and the relocation of the Ogham stones seems positive – however, we do not want to further reduce the demarcation of Tallaght visually. The county town starts at the Balrothery Weir slip road from the M50 – at Kilsaran concrete works.

**Chief Executive's response / recommendation:**

Sight lines have been accounted for in the roundabout design, the upgrade to the roundabout will add to the quality of the scheme.

5. Requests review of proposed stylised grass mounding to front & side of Glenview Lodge (Tallaght Men's Sheds) to the North West of the roundabout.

**Chief Executive's response / recommendation:**

Noted; this will be removed from the scheme.

6. We assume the existing railing and mature hedge is being retained around Glenview Lodge and this corner of the roundabout.

**Chief Executive's response / recommendation:**

Correct.

7. Objects to the proposed tree removal of poplars adjacent to Glenview Lawns – rear and side. Suggest they should be thinned and crowned to retain a mature soft landscape here as part of this scheme. A phased removal and replacement over 5 years could then be scheduled to avoid a dramatic reduction in the mature appearance here and remove mature trees as the younger trees survived and grew.

**Chief Executive's response / recommendation:**

Existing Poplar trees are not appropriate to the roadside location. Phased removal will be considered.

8. Residents requested more trees to be planting on the corner of Balrothery Roundabout as part of the Tallaght-Templeogue Cycle Track. They were not delivered / planted. This area is in scope of these works and a planting of trees to line this area would be welcomed. It would help provide a soft landscape barrier from the road and some privacy / sound barriers for the householders.

**Chief Executive's response / recommendation:**

Tree planting will be considered at this location at the detailed design stage.

9. This green area at Glenview lawns is on a slope and would lend itself very well to sculpted grass mounds.

**Chief Executive's response / recommendation:**

Request will be considered at this location at the detailed design stage.

10. The existing wall & railing boundary in the last cul de sac in Glenview Lawns, could be enhanced by the planting of hedge screening as part of this scheme – to offset any loss of privacy any tree removal will cause these residents.

**Chief Executive's response / recommendation:**

Noted will be considered and incorporated at detailed design stage.

11. Connectivity between the pedestrian crossing at bus stop & far side of road.

**Chief Executive's response / recommendation:**

Crossing point proposed.

12. The rear garden boundaries of Glenview Lawns are very close to this busy stretch of the N81. The current split level arrangement height and very ad hoc planting is not very attractive. Requests wooden screening boards and more coordinated and appropriate planting. The removal of the raised green central median here will further expose the mixed style rear garden walls facing into the N81. They need a replacement sound barrier and softening visually.

**Chief Executive's response / recommendation:**

A new fence at this location is not proposed as part of the works. The boundary walls are private property and outside the scope of the current Part 8. The proposals at this location include for the removal of self-seeded trees existing in this area; and replacement with low-maintenance, ornamental shrub planting which will screen the boundary walls and enhance the visual aspect of this location.

13. South side of the carriageway – running adjacent to the stream and Dodder. Watergate – Balrothery Community Greenway. This area has been under maintained in the last decade, most particularly in the last 5 years. This area is a connector route from Sean Walsh Park to Balrothery Weir. It also hosts the “meeting of the waters” below Partas of Whitestown stream & the Dodder. This is a natural amenity which should be showcased, not allowed to idle away behind an unmanaged and obtrusive tree / shrub line choking the views of the river.

**Chief Executive's response / recommendation:**

This area is outside the scope of the proposals for improvements to the landscape along the N81; the Dodder Greenway project will consider access proposals for this area; in conjunction with the need to protect and enhance existing biodiversity.

14. We request that the bridge treatment is upgraded with a suitable, stone structure.

**Chief Executive's response / recommendation:**

This area is outside the scope of the Part 8 proposals for improvements to the landscape along the N81. The Dodder Greenway project will consider access proposals for this area; in conjunction with the need to protect and enhance existing biodiversity.

15. We agree the poplar tree & ever-green species copse are out of control due to a lack of tree management here. The trees also obscure the view of the mountain range here.

**Chief Executive's response / recommendation:**

Noted.

16. We do not support the location of the new footpath directly adjacent to the N81. This makes no sense for walkers in this area. Walkers along this route on the South carriage will be recreational walkers.

**Chief Executive's response / recommendation:**

The proposed footpath connects to the crossing point adjacent to Kilsaran.

17. The new pathway should be moved further down towards the natural feature along here – the valley & river– see suggested routes which align with the current desire lines. There is huge scope and adequate room here to move the pathway right back by 20 metres. This pathway should use more sensitive surface material.

**Chief Executive's response / recommendation:**

The pathway can be moved further away from the carriageway, though 20m is considered excessive and may remove it from the scope of this project. The design for this footpath will be further considered at the detailed design stage.

18. The existing terrain between Glenview Roundabout and Kilsaran and Balrothery Weir has been raised manually on the South Carriage way. South side of the carriageway – running adjacent to the stream and Dodder. Watergate – Balrothery Community Greenway. This project offers the council an opportunity to respond positively to the community request to create a linear park here & allow the local residents passive and active recreation along here.

**Chief Executive's response / recommendation:**

Views to the mountains are to be preserved. The area referred is within the pNHA (Proposed Natural Heritage Area) which extends along the Dodder Greenway, therefore it is sensitive in nature and disruption should be minimised. As part of the proposed Dodder Greenway proposals it is intended to construct a bridge at the confluence of the Tallaght Stream and the River Dodder which would afford resident's access to this Greenway. This area will also be subject to the proposed Dodder Greenway scheme.

19. It is worth noting that there is a piece of heritage (an old drain vent – pictured above) below the Glenview Roundabout which was registered on the Street Furniture Survey compiled by SDCC in 2015/6. We assume this will be protected and preserved.

**Chief Executive's response / recommendation:**

Noted.

20. The "Balrothery Hills" area now traversed and split by the N81 provide stunning and uninterrupted views for 0.5 a KM of the surrounding mountain range – Tallaght Hill, Kippure, Mountpelier, Mount Venus and further eastwards.

This unique feature of the N81 into the county town needs to be embraced and showcased – not obscured by in appropriate tree planting and creating more artificial mounds of earth to take away from the majestic view of the hills. Strongly opposition to the creation of any corridor of mounds here which would obscure any of the view of the mountains or further cut off the Dodder river and the Whitestown stream. Concern that any additional height will injure the natural viewing point available here. Assumption that the number of mounds which is a continuous corridor will block all views of the mountains.

**Chief Executive's response / recommendation:**

Views to mountains will be maintained, mounding is cut into existing soil level; detailed design will ensure views are retained.

21. The proposed sculpted mounds would be more suitable and beneficial at the Fortunestown junction.

**Chief Executive's response / recommendation:**

Detailed design will consider incorporation of similar mounds at western end of the plan.

22. Need to protect our mountain view from Tallaght.

**Chief Executive's response / recommendation:**

Noted.

**Queries in relation to MAP LP11:**

1. The tree planting at Kilsaran and on the M50 slip road is out of control and is completely obscuring Balrothery weir. Needs a full tree assessment and pruning.

**Chief Executive's response / recommendation:**

Kilsaran lands are outside the ownership of the council and the scope of the current Part 8 proposals, as is the area of responsibility of Transport Infrastructure Ireland at the M50. It should be noted however that the trees in this area serve to screen the works at Kilsaran from view; which otherwise would be visually dominant and obtrusive in the landscape.

2. Currently Kilsaran is the only sign welcoming anyone into Tallaght – at the corner of the M50 interchange. Requests a strong, architectural "Welcome to Tallaght, the county town of SDCC. Home to the 7th century Ceilidh Dé." proudly at the entrance to Tallaght."

**Chief Executive's response / recommendation:**

A signage strategy for the scheme will be considered at the detail design stage in liaison with the Traffic section and Transport Infrastructure Ireland and in line with the Councils Signage Strategy and other relevant policies and guidelines.

3. Signage – Road directional Needs revision & relocation to the central median.

The current very large directional signage located on the South side of the N81 contains many repeated signs between the M50 & Avonmore Road – e.g. Blessington, Tymon.

These signs obscure the views of the mountains and should be slimmed down in number.

**Chief Executive's response / recommendation:**

Existing traffic related signage on the N81 is in line with requirements of Transport Infrastructure Ireland. A signage strategy for the scheme will be considered at the detail design stage in liaison with the Traffic section, Transport Infrastructure Ireland and in line with the Council's Signage Strategy and other relevant policies and guidelines.

4. The long concrete wall from the Topaz service station to Brookmount is very obtrusive and industrial in design. Requests soft landscaping plans / wooden panels for this location and examine the options to change the concrete inserts along the Balrothery cottages.

**Chief Executive's response / recommendation:**

Topaz service station is outside the council's ownership.

At Balrothery cottages space and existing hard surfaces limits soft landscaping options, options will be considered further at detailed design stage.

**Chief Executives Response and Recommendation:**

1. Incorporated above.

**Submission no. 11 – Jamie Moore – South Dublin County Public Participation Network (portal)**

This submission relates to the following issues:

1. Welcomes improvements to the N81 landscape
2. Welcome the following Landscape proposals - create a linear park from the Fortunestown Road to Maplewood – create a linear park to the south of Whitestown stream from the Old Bawn Road to Avonbeg Road, new landscape works at Knockmore and Killinarden, Maplewood, Wellington lane and Glenview and Spawell Roundabouts, upgrade entrance to Sean Walsh Park at the Old Bawn Road, upgrade the landscape treatment at the frontage and entrance to Tymon Park at the R137, consideration to inclusion of evergreen trees to sustain a bright and welcoming corridor for all as per Tallaght Community Councils submission (see submission 10)
3. Welcome the following Community proposals- the traffic calming measures, the provision of new public lighting and signage, the provision/upgrading/retention of boundary hedges, fencing, walls that are a safety barrier between pedestrians, cyclists and other non-motor users and the busy N81.
4. Safety concerns regarding the lack of provision of a boundary treatment to some of the residential area on map LP03, retaining railing at Dromcarra, on map LP04, Corbally entrance to Kiltalown Park requires alteration to allow for bicycles to pass through – these safety considerations should be paramount to any new landscape improvement to the N81
5. Support the submission from Tallaght Community Council (submission No 10)

**Chief Executives Response and Recommendation:**

1. Submission noted.
2. Submission noted.
3. Submission noted.
4. Regarding the boundary treatment on map LP03; at Cloonmore; the Part 8 proposes a soft landscape treatment; this is appropriate at this location. Regarding the proposed removal of railing at Dromcarra; it is proposed to amend the Part 8 proposal to retain the section of the railing parallel to the road; however the railing will be moved to the back of the proposed planting at the top of the existing bank. In order to ensure residents continue to have access to the open space area; links and access points to the new footpath will be provided to Dromcarra. The entrance into Kiltalown Park will be examined at the detailed design stage.
5. Submission noted. See Chief Executives Response to Submission No. 10 above

**Submission no. 12 – Dave Hannan**

This submission relates to the following issues:

1. Objecting to the proposed changes adjacent to Raheen Drive on the basis of impacting on privacy, safety and health concerns (added light pollution)

**Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above

**Submission no. 13 – Gerard Stockil**

This submission relates to the following issues:

1. Mr Stockil confirmed that Submission No. 13 was superseded by Submission No. 10 above.

**Chief Executives Response and Recommendation:**

1. See Chief Executives Response to Submission No. 10 above.

**Submission no. 14 – Peter McLoughlin**

This submission relates to the following issues:

- 1 Objecting to the proposed changes adjacent to Raheen Drive on the basis of impacting on privacy, safety & antisocial concerns.

**Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above.

**Submission no. 15 – Muireann O'Dea (Dublin Cycling Campaign)**

This submission relates to the following issues:

1. Overall welcome to the landscaping plans and the proposed planting along the N81 corridor
2. Request that any proposed new planting does not interfere with existing or planned cycle routes –
3. A continuous cycle route from City west to Templeogue via Tallaght should be created in advance of any major scheme to improve planting along the same route
4. For cyclist and pedestrians the critical section of this proposal is between the N81/N82 junction and Tallaght Town Centre.
5. Clarity of the design features and safety issues around the use of the route both pedestrians and cyclists need to be explicit and at particular junctions and requests a review of the preliminary & details design with increase continuity and usability of existing & proposed facilities - The safety of the many cyclists who already use this route and those others who might in the future should be a priority as part of this scheme –
6. Requests changes to the traffic light sequences along the route to make it safe and workable for both cyclists and pedestrians.

**Chief Executives Response and Recommendation:**

1. Submission noted
2. Submission noted
3. The current Part 8 scheme is for landscape improvements along a section of the N81. This request is outside the scope of the current Part 8.
4. Noted.
5. Submission noted. Road Safety Audits and design reviews will form part of the review of the preliminary design, the detailed design and construction stages. The Council will continue to liaise with South Dublin County Council's traffic section and Transport Infrastructure Ireland during the detailed design stage.
6. The current Part 8 is predominantly for a landscape improvement scheme; where changes to road layout do occur, the Council will continue to liaise with South Dublin



County Council's traffic section and Transport Infrastructure Ireland during the detailed design stage.

**Submission no. 16 – Sharon Flanagan**

This submission relates to the following issues:

1. Objecting to the proposed changes adjacent to Raheen Drive
2. Further trees planted would block light coming into some of the house and hinder the view of the mountains

**Chief Executives Response and Recommendation:**

1. Submission noted. See Chief Executives Response to Submission No. 2 above.
2. See Chief Executives Response to Submission No. 2 above.

**Submission no. 17 – Sean Crowe TD (on behalf of residents of Raheen Drive)**

This submission relates to the following issues:

1. Objecting to the proposed changes adjacent to Raheen Drive and Queries need for the proposal.

**Chief Executives Response and Recommendation:**

- 1 Submission noted. See Chief Executives Response to Submission No. 2 above.

**Submission no. 18 – David Fletcher**

This submission relates to the following issues:

1. Commends the Council on the work undertaken to improve the landscape along the N81
2. Objecting to the proposed changes adjacent to Raheen Drive –

**Chief Executives Response and Recommendation:**

1. Submission noted
2. See Chief Executives Response to Submission No. 2 above.

**Submission no. 19 – Leah Flanagan**

This submission relates to the following issues:

1. Requests that the Council consider the use of native plants and trees in their new landscaping project to promote local biodiversity.

**Chief Executives Response and Recommendation:**

1. Submission noted. Native and naturalised plants and trees are proposed where appropriate. There is a preference for native species in particular in ecologically sensitive areas; however urban setting and street-sides are not always suitable for native tree planting. The proposed Part 8 landscape scheme has attempted to achieve an appropriate balance

## **5.0 County Development Plan 2016-2022**

The County Development Plan 2016-2022 seeks to strengthen Tallaght's position as an urban centre of regional significance (page 69). The proposals within the Part 8 as described will improve the aesthetics of the largest approach road to the County Town and will therefore support the Council in achieving that aim and are in compliance with the following policy and objectives:

***It is the Policy of the Council to Continue to develop the County's network of town centre, village centres, district centres and local centres, based on the following hierarchy:***

- ***Tallaght as the County Town***
- ***Clondalkin as a vibrant Town Centre***
- ***Traditional Village Centres as vibrant and sustainable centres***
- ***A Network of District Centres to serve district catchment and***
- ***A network of Local Centres and local shops to serve as a local catchment***

(Urban Centres Policy 1) (UC1)

UC 1 Objective 4:

*To promote a high standard of urban design in urban centres that contributes to the creation of safe and attractive streets and spaces and creates desirable places to work, live and visit*

UC 1 Objective 5

*To promote and facilitate environmental and public realm improvements in existing town, village, district and local centres to address environmental quality, urban design, safety, identity and image.*

UC 1 Objective 6

*To improve the accessibility of town centres from the surrounding catchment area through public transport provision, sustainable transport infrastructure and the road network, and incorporate good local linkages between car parks, public transport stops, cycle parking facilities and the various attractions within the centre.*

UC 1 Objective 7

*To improve access to the village, district and local centres of the County with particular emphasis on public transport provision and improvements to walking and cycling infrastructure, including disability proofing.*

In the current County Development Plan 2016-2022 the Council seeks to re-balance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development. The landscape improvement scheme along a section of the N81 is proposed within the county town of Tallaght with an extensive residential hinterland and a wide variety of uses; residential, commercial, industrial, community education etc.. It is an integrated proposal that will retro-fit high quality landscape scheme to improve the aesthetics of the approach road into and through the county town and upgrade walking and cycling facilities in an area with an established need for such facilities. This is in line with the policies and objectives as follows;

Transport and Mobility (TM) Policy 3 Walking and Cycling states that:

***It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic-calmed street environment.***

TM3 Objective 2:

*To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public*

*transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.*

TM3 Objective 3:

*To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.*

TM3 Objective 4:

*To prioritise the upgrade of footpaths, lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers.*

Having regard to the nature and extent of the proposed project, it is considered that the proposed development is in accordance with the proper planning and sustainable development of the area and the County Development Plan 2016-2022.

### **6.0 Recommendation**

The following summarises the changes to the scheme as recommended by the Chief Executive on consideration of the submissions received:

- Regarding the proposed removal of railing at Dromcarra; it is proposed to amend the Part 8 proposal to retain the section of the railing parallel to the road; the railing will be moved to the back of the proposed planting at the top of the existing bank. In order to ensure residents continue to have access to the open space area; links and access points to the new footpath will be provided to Dromcarra.
- The Part 8 proposal will be revised to remove the proposed footpath and proposed associated lighting from the open space south of Raheen Drive.

Following consideration of the submissions the Chief Executive is of the view that the issues raised by way of the submissions can be satisfactorily addressed by the above proposals during the detailed design stage and as outlined in the foregoing report.

**It is recommended that, as the proposal is in conformity with proper planning and sustainable development, that the Council proceed with the Part 8 proposal, for a landscape improvement scheme along the N81 from the junction with the N82 (City West Road) to the M50 and along the R137 from the junction with the M50 to the junction with the R817 (excluding the TII zone of responsibility at the M50).**