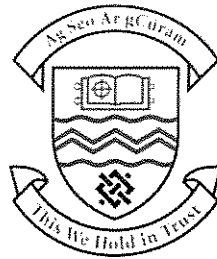


# Chief Executive's Report to Council Members

COMHAIRLE CONTAE ÁTHA CLIATH THEAS SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

PART 8 REPORT

GRANGE CASTLE WEST ACCESS ROAD

## **1.0 Introduction**

The purpose of this Chief Executive's Report is to present the outcome of the consultation programme carried out on the proposed construction of the Grange Castle West Access Road, to respond to the submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

## **2.0 Outline of the Public Consultation Programme**

On the 5<sup>th</sup> October 2018, South Dublin County Council (SDCC) gave notice that it had prepared a Part 8 Development to construct the Grange Castle West Access Road in the townlands of Brownstown, Clutterland, Loughtown Upper and Milltown. The proposed development would consist of the following:

- 1.03km of Dual Carriageway with any average corridor width of 34m.
- 1.15km of Single Carriageway with an average corridor width of 25m.
- 1 No. double lane and 3 No. single lane fully segregated roundabouts.
- Raised 2m wide cycle path and separate 2m wide pedestrian walkway.
- An attenuation lake to accommodate surface water drainage requirements from the proposed road and surrounding hardstand areas, this will double up as an amenity area.
- Controlled and uncontrolled pedestrian and cyclist road crossings.
- Landscaped entrance and security structures to aesthetically harmonize with existing Grange Castle and Grange Castle South Business Park entrances.
- Bus stops and sustainable transport facilities.
- Underground utilities and services including: Storm Water Drainage, Foul Drainage,

Watermain, Gas, Power, Telecoms, Public Lighting & CCTV.

- All associated ancillary works and integrated landscape plans.

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). The proposal has also undergone screening and the Planning Authority has determined that there is no real likelihood of significant effects on the environment arising from the proposed development and therefore an Environmental Impact Assessment is not required.

The Public consultation period took place from the 5<sup>th</sup> October 2018 to 4<sup>th</sup> December 2018 inclusive (a period of 8 weeks) during which time information on the Proposed Part 8 Development and environmental reports were disseminated to the public and submissions were invited as follows;

- Notification of the preparation and display of the Proposed Part 8 Development including Planning reports and Environmental Reports for the purpose of public consultation were placed in the Irish Independent on the 5<sup>th</sup> October 2018 and also in the local papers: the Liffey Champion, The Lucan Gazette and the Leinster Leader, together with information on the public consultation programme and an invitation for submissions.
- Letters that provided notification of the Proposed Part 8 Development consultation programme and an invitation for submissions were posted together with a report on the Proposed Part 8 Developments, to, inter alia, the Minister for Housing, Planning and Local Government and relevant prescribed authorities.
- Public information displays together with copies of the Proposed Part 8 were placed in the following locations:

South Dublin County Council, County Hall, Tallaght, Dublin 24  
South Dublin County Council, Civic Centre, Clondalkin, Dublin 22  
County Library, Tallaght, Dublin 24  
Clondalkin Library, Monastery Road, Clondalkin, Dublin D22  
Library, Lucan Shopping Centre, Newcastle Road, Lucan

The display material included hard copies of the Proposed Part 8 Development reports, environmental reports, a copy of the newspaper notice and a map.

### 3.0 Outcome of the Public Consultation Programme

The number of submissions that were received during the public consultation period came to nine. All submissions were read, analysed and summarised. A list of all the persons/bodies that made submissions within the public consultation period is provided in Table 1 below.

Table 1: List of Persons/Bodies that made Submissions

Submission No	Person	Company (if applicable)
1	Ms Gabrielle Magee	SDCC Drainage Operations
2	Mr Dylan Potter	Geological Survey of Ireland
3	Ms Natasha Crudden	Transport Infrastructure Ireland
4	Mr Martin McNulty	
5	Dr Paul Corcoran	Dublin Cycling Campaign

6	Mr Graham Lennox	Office of the Minister for Agriculture, Food and Marine
7	Ms Olive Mulhall	Department of Defence
8	Mr Michael Murphy	National Parks and Wildlife Service of the Department of Culture, Heritage and the Gaeltacht
9	Mr Michael Murphy	National Monuments Service of the Department of Culture, Heritage and the Gaeltacht

All nine of the valid submissions received by the Council during the public consultation were read, summarised and analysed.

#### **4.0 Summary and Categorisation of Issues Raised and Chief Executive’s Responses**

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.

##### **4.1 Submission No 1 – South Dublin County Council Drainage Operations**

It is essential that the infiltration of surface water into the foul network is prevented in this development. Ensuring that the contractor surrounds all foul manholes are adequately sealed with 150mm of concrete surround provided for Precast manholes as required under the Greater Dublin Regional - Code of Practice for Drainage Works. Pre-cast concrete manhole units shall comply with B.S. 5911 and with the requirements of the Local Sanitary Authority, which in general requires the manhole to be surrounded with concrete class B, to a minimum thickness of 150mm.

##### **Chief Executive’s Response**

All foul drainage manholes will be adequately sealed with 150mm of concrete surround and in accordance with the Greater Dublin Regional Code of Practice for Drainage Works. South Dublin County Council Drainage Operations will be consulted during the design and construction of the foul drainage network

##### **Chief Executive’s Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

##### **4.2 Submission No 2 – Geological Survey Ireland**

Geological Survey Ireland requests that they be consulted should there be any deviation from the current design.

Geological Survey Ireland requests a copy of reports detailing any site investigations carried out in relation to the proposed Access Road. Should any significant bedrock cuttings be created, they ask that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints. In areas where natural exposures are

few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface and could be included as additional sites of the geoheritage dataset, if appropriate. Alternatively, they ask that a digital photographic record of significant new excavations could be provided.

#### **Chief Executive's Response**

Geological Survey Ireland shall be consulted should there be any deviation from the current proposal.

Site investigation works will be carried out in advance of any main construction works. Reports on the findings will be made available to Geological Survey Ireland for their information. Should bedrock cuttings be necessary they will remain visible where practically possible. Geological Survey Ireland shall be consulted regarding such cuttings as necessary.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

### **4.3 Submission No 2 – Transport Infrastructure Ireland**

TII have no specific observations to make regarding the proposed scheme

#### **Chief Executive's Response**

This observation has been noted.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

### **4.4 Submission No 4 – Mr Martin McNulty**

It is requested that South Dublin County Council consider extending access to the proposed roads and services to lands located to the south of Grange Castle West Access Road. These lands are currently zoned and not in the ownership of South Dublin County Council.

Two maps have been provided with this observation

#### **Chief Executive's Response**

The current Access Road proposals allow for potential development of a significant section, but not all, of the zoned lands. As with the build out of the existing Grange Castle Business Park it is envisaged that other Part 8 proposals will be advanced in stages subject to progress on the proposed Grange Castle West Business Park.

Under the current proposed design, it is not envisaged that additional roads or access be provided to the identified lands. It should be noted that the lands currently have access to the existing public road network.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

#### 4.5 Submission No 5 – Dublin Cycling Campaign

Dublin Cycling Campaign welcomes the upgrade of the Grange Castle West Access Road for future links to businesses in the location. The area is an important link for a number of workers travelling by bicycle via Grand Canal Greenway.

Dublin Cycling Campaign have raised some design concerns in respect of the proposed Access Road and outline the following:

1. The proposed plans have segregated cycle paths along the main road close to vehicular traffic. Dublin Cycling Campaign would prefer that the cycle path would be placed beside the pedestrian path and that the tree line be placed between the road and Vulnerable road users (VRU's).
2. The bus stop designed in the plan is of poor quality as the bus stop is designed for passengers to alight onto a shared pedestrian and cycling space. We would advise separation of this location of all users to avoid future conflicts. We would recommend that the cycle lane and pedestrian lane are segregated and floating bus stop designed where the cycle lane moves around the bus stop and is segregated from bus passengers and pedestrians moving in this area. The design recommended in the National cycle manual is referenced in section 5.1.5.2 of the cycle manual.
3. At all the main roundabouts the cycle lane disappears and changes into a shared space with the pedestrian path. Dublin Cycling Campaign would maintain the segregation at the roundabout's.
4. The design of the cycle lane at the main junction to the R120 shows an unsegregated cycle lane and a marked/painted cycle lane at this junction. Dublin Cycling Campaign would prefer a segregated cycle lane continued until the advanced signal junction. There will be large HGV's in this area and in order to protect VRU's segregation should be a priority against vehicular traffic in this location.
5. 3.75m wide traffic lanes included in typical cross-section 1. That doesn't match either the guidance in DMURS or in the Irish Traffic Management Guidelines, which would require 3.25-3.5m as a max. Wider lanes encourage speeding, which increases the likelihood of a collisions between pedestrians and cyclists at the crossing points.

#### Chief Executive's Response

1. A grade separation of 125mm is to be provided between the road surface and the cycle path surface which will provide adequate protection to cyclists. It is envisaged that the location of the cycle path adjacent to the carriageway will encourage a modal shift towards increased cycle use for the proposed Park.
2. Consideration will be given to segregating the cycle lane and pedestrian path and

floating the bus stop so that the cycle lane moves around the bus stop.

3. A fully segregated roundabout as outlined in the National Cycle Manual has been proposed for each of roundabout. As outlined in this design the cycle lane and footpath merge into a shared surface on all approaches. This design shall be maintained along the proposed Access Road.
4. On road cycle lanes have been proposed, in addition it is proposed to provide a shared surface on the approach and exit to the Park which will link into the R120 shared surfaces. The Council believes that sufficient cycling options and cycle protection have been provided. The designs proposed have been provided in accordance with the National Cycle Manual.
5. Lanes provided within Grange Castle Business Park are 4.5m in width. The Council have considered the guidance of DMURS and have chosen to reduce the lane widths for the development of the Grange Castle West lands to 3.75m, therefore providing a reduction of 0.75m per lane. This design width shall be maintained along the proposed Access Road. It is envisaged that the implementation of roundabouts along the Access Road will minimise speeding through the Park. Should speeding become an issue the Council will consider the introduction of traffic calming measures.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

#### **4.6 Submission No 6 - Office of the Minister for Agriculture, Food and Marine**

There are no specific observations to make regarding the proposed scheme

#### **Chief Executive's Response**

This observation has been noted.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

#### **4.7 Submission No 7 – Department of Defence**

There are no specific observations to make regarding the proposed scheme

#### **Chief Executive's Response**

This observation has been noted.

#### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

#### **4.8 Submission No 8 - National Parks and Wildlife Service of the Department of Culture, Heritage and the Gaeltacht**

The Department welcomes the approach of producing a Biodiversity Management Plan for the proposed development of the lands at Grange Castle West, including for the Access Road and attenuation pond.

This Department welcomes the provisions for bats in the part 8 documentation, in relation to planting and lighting, to ensure no loss of commuting routes and foraging over hedgerows. Native species to be planted should be of native stock, and if possible, of local provenance.

Where walls and fencing are proposed consideration needs to be given to the movement of terrestrial mammals, particularly mammals, and it is recommended suitable underpasses for these mammals should be installed on the Access Road at the points where it is to intersect the north south hedgerows NS1 and NS2, which the Biodiversity Management Plan proposes are to be preserved and enhanced as wildlife corridors.

##### **Chief Executive's Response**

This observation has been noted. Native species to be planted will be of native stock, and if possible, of local provenance.

Suitable underpasses shall be designed into the road alignment to provide movement of terrestrial mammals.

##### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

#### **4.9 Submission No 9 - National Monuments Service of the Department of Culture, Heritage and the Gaeltacht**

It is noted that the development will be construction on or close to an enclosure of archaeological interest, Sites and Monuments Record No. DU017-095----. Further-more, the large-scale nature of the proposed route and its location in an area of high archaeological potential indicate that there could be significant impacts on previously unrecognised subsurface monuments. It is recommended that an Archaeological Impact Assessment be prepared to assess the potential impact, if any, on archaeological remains in the area where development is proposed to take place.

##### **Chief Executive's Response**

South Dublin County Council have instigated a geophysical ground survey of the lands under its ownership within this zoned area. Areas of archaeological interest have been highlighted and recorded. The route of the Access Road has been chosen so as to avoid any potential impact on archaeological sites within the Grange Castle West lands. It is the Councils intention to expand their investigations and determine further the significance of the archaeological finds.

The Council commit to completing a risk assessment as outlined in the Departments observation.

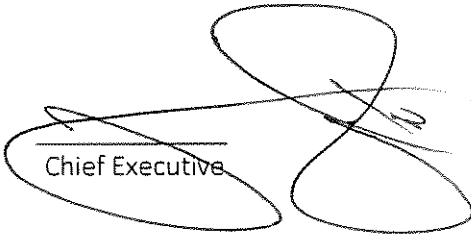
##### **Chief Executive's Recommendation**

It is recommended that no amendments are made to the Part 8 Development as proposed.

## 5.0 Conclusion and Recommendation

This report is submitted in compliance with the recommendations of the Planning & Development Act, 2000 and Part 8 of the Planning and Development Regulations 2001 (as amended). The various works proposed under the Grange Castle West Access Road are in accordance with the 2016 - 2022 County Development Plan and with proper Planning and Development of the area.

Taking account of the proper planning and sustainable development of the County, it is recommended that the proposed development proceed with the scheme as advertised.

  
Chief Executive

  
Date

Appendix 1: Newspaper Notice

Appendix 2: Copy of Grange Castle West Access Road Overall Drawing