SOUTH DUBLIN COUNTY COUNCIL

**REPORT OF LAND USE, PLANNING AND TRANSPORTATION
STRATEGIC POLICY COMMITTEE**

**HELD VIRTUALLY VIA TEAMS ON THURSDAY 25TH February, 2022 at 5.30p.m.**

### **PRESENT**

|  |  |  |
| --- | --- | --- |
| **Members** | **Council Officials** |  |
| Cllr Derren Ó Brádaigh | Mick Mulhern | Director of Services |
| Cllr Yvonne Collins | Mary Maguire | Senior Executive Officer |
| Cllr Eoin Ó Broin | John Hegarty | Senior Engineer |
| Cllr Paul Nicholas Gogarty | Eoin Burke | Senior Planner |
|  | Michael McAdam | A/Senior Executive Planner |
|   | Sheila Kelly | Administrative Officer |
|  | Siobhan Duff | Senior Executive Planner |
|  |  Ally Menary |  Road Safety Officer |
| **Non Elected Members** |  |  |
| Eoin Ahern | PPN |  |

###  Apologies were received from Cllr Liam Sinclair (Chair) who was unable to attend.

### It was proposed by Cllr Paul Gogarty and seconded by Councillor Yvonne Collins and **AGREED** that Cllr. Eoin Ó Broin would chair the meeting.

###  **H-1 (1) Item 74296 Minutes of 25th November, 2021 LUPT SPC**

### [**Minutes of November SPC 2021 meeting.docx**](Minutes%20of%20%20November%20SPC%202021%20meeting.docx)

Minutes of Land Use Planning & Transportation SPC , held on 23rd November, 2021 were proposed by

Cllr Derren Ó Brádaigh , seconded by Cllr Paul Gogarty and **AGREED**

**H-1(2) Item 74297 N81 Integrated Transport and Planning Strategy**

[**N81 Integrated Transport and Planning Strategy report.docx**](N81%20Integrated%20Transport%20and%20Planning%20Strategy%20report.docx)

[**N81 Integrated Transport and Planning Strategy Maps.pdf**](N81%20Integrated%20Transport%20and%20Planning%20Strategy%20Maps.pdf)

The report as circulated was presented by Michael McAdam, A/Senior Engineer.

It was noted that a meeting will need to be held with Transport Infrastructure Ireland (TII) to gain agreement to implement the measures as outlined in the Strategy for the N81.

The Council commissioned Atkins Consulting Engineers to carry out a Planning and Transport Strategy for the N81 and to make recommendations for the section of road from Junction 11 on the M50 to the Junction with the Citywest Road.

The N81 divides Tallaght TC from the suburbs to the south and there are significant traffic levels along the route including high levels of HGV traffic.

The general speed is 80kph along most of this stretch of roadway, reducing to 60kph in some parts.

A key aspect of the proposed strategy is the balancing of the local active and sustainable travel. The Strategy also assessed and considered the future role of the N81 beyond its current function. The strategy will include a longer list of works that would be beneficial, but the final strategy will include a set of priority projects.

Once agreed by SDCC, NTA and TII, it is hoped that Stage 2 Concept Design and Planning will commence. During this stage each of the proposed measures that are identified in the strategy will be developed in further detail to Stage 3 Implementation.

IT is recommended that all elements of the strategy would proceed to planning and design, an implementation plan has been proposed which divides the measures into short, medium and long term measures. Several factors are included:-

* Feasibility
* Deliverability
* Delivery and maintenance
* Cost

A map of the locations where measures are envisaged was presented. There are 17 locations along the N81 route.

A final report will be brought back to the SPC and the Council identifying the priorities.

Following the presentation Mr. McAdam and Mr. Mulhern, DOS responded to queries from Cllrs Ó Broin, Collins, Ó Brádaigh, and Eoin Ahern. Cllr Ó Broin requested access to the Atkins document and it was agreed that this could be forwarded to the committee members.

The report was **NOTED**

**H-1 (3) Item 74347 – Road Safety Strategy 2022 – 2026: Progress Report**

 [SDCC RSP progress report for SPC Feb 22.docx](SDCC%20RSP%20progress%20report%20for%20SPC%20Feb%2022.docx)

[Government \_Road\_Safety\_Strategy\_2021\_2030\_13th\_DEC21\_FINAL.pdf](Government%20_Road_Safety_Strategy_2021_2030_13th_DEC21_FINAL.pdf)

<Government_Road_Safety_Strategy_Action_Plan_2021_2024_13th_DEC21_FINAL.pdf>

The report as circulated was presented by Ally Menary, Road Safety Officer

Mr. Menary gave the background to the Government Road Safety Strategy. The new Strategy is titled “Our Journey Towards Zero Vision” and it aims to have zero road deaths and injuries on our roads by 2050.

The Strategy is using the Safe System approach which is based on four principles.

* People make mistakes
* Human body is limited ability to tolerate collisions
* Shared responsibility among those who design, build, manage and use the roads and vehicles to reduce collision impacts and those who provide post-crash response to mitigate injury
* All parts of the traffic system need to be strengthened

There are seven safe system priority intervention areas in the strategy which include

* Safe speeds
* Safe roads and roadsides
* Safe vehicles
* Safe road use
* Post-crash response
* Safe and healthy modes of travel
* Safe work-related road use

There are 50 high impact and 136 supporting actions within the above priorities in the strategy, and these will be put in place for Phase 1 of the Strategy.

**SDCC – Progress to date**

Council staff attended an information session held by the Road Safety Authority (RSA) on the 1st February and the RSA are currently working on a template which will be used by all LA’s to develop their own strategies to run alongside the Government Road Safety Strategy (GRSS). IT is anticipated that this will be delivered by March 2022.

The Council’s Strategy is a non-statutory one, it should be noted that there was an extensive public consultation process run by the RSA.

SDCC will have an annual road safety action plan, and this will aid delivery of our objectives in the strategy.

The plan should be brought to the June Council meeting for noting and strategy in place by summer 2022.

Mr Menary responded to query raised by Cllr Collins regarding the task force and agreed to update her in this regard.

The report was **NOTED**

**H-1 (4) Item 74293 - City Edge: Progress Update**

[**City Edge Progress Report.pptx**](City%20Edge%20Progress%20Report.pptx)

The report as circulated was presented by Siobhan Duff, Senior Executive Planner

Ms. Duff outlined the strategy objectives which break down the vision into eight scenarios

1. Housing Analysis which will review permissions with the city edge area, this will be done by reviewing international case studies, tenure type, dwelling mix, typologies, densities and quantum – how much housing is required.
2. Natural infrastructure

20% of greening will be provided by Natural infrastructure and

30% by development

There are challenges in that there is a certain amount of land take and the balancing of amenity with ecology

1. Districts and Character areas

There will be 5 districts

1. Kylemore
2. Greenhills
3. Redcow
4. Cherry Orchard
5. Naas Road
6. A package of Infrastructure Requirements is being progressed

Ms. Duff outlined the infrastructure requirements including schools, transport links, flood alleviation, flagship parks and utilities

Mick Mulhern informed the meeting that post finalising the framework it will take 12 – 18 months to get a Local Area Plan ready.

IT is proposed to have the report brought to the April Council meeting in SDCC and May meeting in Dublin City Council for approval.

Ms. Duff and Mr. Mulhern address queries raised by Cllrs. Ó Broin and Collins.

The report was **NOTED**

**H-1 (5) Item 74298 – SHD’s to LRD’s**

[**Overview of LRD - SPC.pptx**](Overview%20of%20LRD%20-%20SPC.pptx)

The report as circulated was presented by Eoin Burke, Senior Planner

Mr. Burke informed the meeting that the Strategic Housing Developments (SHD’s) are being replaced by Large Scale Residential Developments (LRD’s).

Mr. Burke gave the background to the new Schemes (LRDs) and that is part of the Programme for Government. They will restore two stage planning in which the Local Authorities will be the decision maker, and the right to appeal will rest with An Bord Planala. The current SHD scheme process was in three stages, pre planning with PA, Pre Planning with ABP and application to ABP.

LSD’s are being made effective from 17th December 2021 under the P&D(Amendment) (LSD) Act 2021 and Regulations (SI 716 of 2021) and Regulations re fees

Two main changes under the new LRD arrangements are

* Up to 30% of gross floor space of the development to be for other uses, instead of 15% cap with SHD’s
* Mixed developments combining housing and student accommodation to be c lassified as an LRD where the thresholds is met for either element
* The LRD is not applicable for SDZ (i.e. Adamstown and Clonburris)

Three Step Process

1. Pre Planning
2. LRD Meeting/Opinion
3. Planning Application and Appeal to ABP

The pre planning stage is mandatory

**LRD Appeals**

* PA decisions can be appealed to ABP
* Time limit of 16 weeks for ABP decision
* Limited scope for “further information” requests
* Financial penalty for late decisions

Any party to a judicial review challenge in the High Court may apply to appeal the High Court judgement and have the appeal referred directly to the Supreme Court, bypassing the Court of Appeal.

Mr. Burke also informed the members of statutory changes to Planning Compliance timelines, also effective from 17th December 2021.

Mr. Burke and Mr. Mulhern responded to queries raised by Cllr Collins.

The report **NOTED**

The meeting concluded at 7.10p.m.