

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday -- 14th March 2022

Part 8 Report

AIRTON ROAD EXTENSION – COOKSTOWN INDUSTRIAL ESTATE ROAD TO BELGARD ROAD.

Report on Part 8 consultation process for the above proposal.

- The construction of approximately 335 m. of a two-way single 6-metre-wide road connecting Cookstown Industrial Estate Road to Belgard Road. Cross sections consisting of 2.0 metre raised adjacent off-road cycle lanes and 2.5-metre-wide footpaths.
- The construction of three signal-controlled junctions, Junction of Cookstown Ind. Estate Road with Airtown Road Extension, Junction of Airtown Road Extension with the entrance into Belgard Retail Park and the Junction of Airtown Road Extension and Belgard Road.
- The construction of associated drainage and culverts.
- The provision of associated road markings, traffic signage and public lighting.
- The construction of boundary walls, fencing and access treatment.
- Associated earthworks and appropriate landscape works.

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), the Design Manual for Roads and Bridges (DMRB) and the National Cycle Manual.

The Council seeks to support and facilitate the regeneration of underutilised industrial lands that are proximate to town centres and transport nodes to provide for a more intensive mix of enterprise and/or residential led development. The South Dublin County Council Development Plan 2016-2022 changed the zoning of the Cookstown area to REGEN (To facilitate enterprise and/or residential led regeneration).

The Six-Year Roads Programme incorporates the Airtown Road Extension – Cookstown Industrial Estate Road to Belgard Road. The construction of the proposed scheme is considered essential to facilitate the future development of the Cookstown area.

The scheme aims to provide for

- (a) To improve accessibility to the Cookstown area.
- (b) To provide direct alternative access route to and from Cookstown industrial estate to Tallaght.
- (c) To facilitate and support the future residential and commercial development in the Cookstown/Tallaght area by allow greater access for vehicles, pedestrians and cyclists to Tallaght mitigating congestion that would otherwise arise on the existing road network.

The proposed Scheme has undergone **Appropriate Assessment Screening** under the Habitats Directive (92/43/EEC) and a determination has been made that a Stage 2 Appropriate Assessment will not be required.

The proposed Scheme has undergone **Environmental Impact Assessment Screening** under the EIA Directive 2014/52/EU and a determination has been made that an Environmental Impact Assessment will not be required.

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 Statutory Consultation

The Part 8 proposals were presented at a meeting with locally elected members prior to commencement of Part 8 with a presentation to the Tallaght Area Committee members on the Monday 28th June 2021 on Microsoft Teams.

The proposed development and accompanying **Appropriate Assessment** and **Environmental Impact Assessment Screening** were placed on public display for the statutory period from Thursday 13th January 2022 to Friday 10th February 2022.

Due to Covid-19 restrictions, 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 for a period of four weeks from the Thursday 13th January 2022 to Thursday 10th February 2022 only; by appointment at the offices of South Dublin County Council, County Hall, Tallaght, Dublin 24, between the hours 10.00am – 12.00noon & 2.00pm to 4.00pm Monday to Friday, and available online on the Consultation Portal <http://consult.sdblincoco.ie>

Appointments could have been made by contacting the Planning Department by email at planningdept@sdblincoco.ie or by phoning (01) 4149000.

Submissions

Submissions and 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 have been made in writing up to 5.00pm on Thursday 24th February 2022 and may have been submitted either:

- Online: at <https://consult.sdublincoco.ie>
- By Post: In writing to the Senior Engineer, Roads Construction & Design, LUPT, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5

Public Notice Published / Site Notice Erected on Thursday 13th January 2022

3 No Submissions were received by the closing date for public consultation.

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 proposed Airton Road Extension – Cookstown Industrial Estate Road to Belgard Road. The proposed road scheme is approximately 335 metres in length. The road will be a single two-lane carriageway with 50km/h design speed. The overall road reservation will be 15 metres wide.

The proposed works primarily comprises the following:

- The construction of approximately 335 m. of a two-way single 6-metre-wide road connecting Cookstown Industrial Estate Road to Belgard Road. Cross sections consisting of 2.0 metre raised adjacent off-road cycle lanes and 2.5-metre-wide footpaths.
- The construction of three signal-controlled junctions, Junction of Cookstown Ind. Estate Road with Airton Road Extension, Junction of Airton Road Extension with the entrance into Belgard Retail Park and the Junction of Airton Road Extension and Belgard Road.
- The construction of associated drainage and culverts.
- The provision of associated road markings, traffic signage and public lighting.
- The installation of ducting for statutory service relocations and the diversion of existing statutory services that are affected by the works.
- The construction of boundary walls, fencing and access treatment.
- Associated earthworks and appropriate landscape works.

South Dublin County Council will look to include additional planting on the lands either side of the road close to the Cookstown and Airton Road Junction

2.2 Plans and Details

Plans and details are available at the following link:

<https://consult.sdublincoco.ie/en/consultation/airton-road-extension-part-8-application>

3. List of Submissions

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

SD-C214-1	Dermot Finch
SD-C214-2	Elizabeth Hickey
SD-C214-3	John Shanahan

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 – Dermot Finch

This submission relates to the following issues

The number of carparking bays should be increased on the river side of Lucan Main Street opposite the shops by not bringing the pedestrian area out to the road between the proposed carparking bays (2,2 and 1).

Also land at the back of Collins Butchers should be bought to provide carparking in Lucan.

Chief Executives Response and Recommendation:

1. Submission was most likely for the Part 8 for Proposed Works in Lucan Village Green and Main Street.

Submission No.2 – Elizabeth Hickey

This submission relates to the following issues

1. A one-way system would facilitate the development of a public realm that affords more space for planting and grass as well as improving cycling and walking infrastructure.
2. A bi-directional cycle-path with grass verge segregation from both pedestrians and the carriageway would provide an improved experience for all users of this road including motorists.
3. Reducing turning radii to adjoining roads, with ramped (table) crossing creating priority for people walking and on bicycles.
4. Improving active travel infrastructure at either end of the scheme is necessary to ensure connectivity.

Chief Executives Response and Recommendation:

1. This road will form the main access for the future development of the area so a one way system cannot apply to this road.
2. Off-road raised adjacent cycle tracks and footpaths have been provided for cyclists and pedestrians on both sides of the road with safe crossing facilities at the junctions.
3. Reduced turning radii to adjoining roads, with ramped (table) crossing creating priority for people walking and on bicycles will be included in the detailed design at the junction with adjoining roads.
4. Active travel infrastructure has already been constructed on the west end of the proposed Airton Road Extension. The Belgard Square North Link was constructed in 2021 and contains off road cycle lanes and footpaths. There are plans proposed to improve Belgard Road which will include connectivity for the east end of the proposed Airton Road Extension.
5. Route 12B of the Cycle South Dublin programme proposes improved active travel infrastructure along the existing Belgard Road. This scheme will be progressed in due course.

Submission No. 3 John Shanahan

This submission relates to the following issues -

I would be grateful if the following requests be considered:

1. cycle tracks should be raised and continue across side road junctions, not go down and turn into lanes. Provide continuous footpaths at side road entrances.
2. The cycle track and footpath adjacent to the Belgard retail park are too narrow. A turning lane should be removed to ensure sufficient space is provided for active travel.
3. Please provide a grass/green verge with trees between the cycle track and road where possible.

4. The junction at Belgard Rd should be upgraded to enable people cycling and walking to safely and comfortably make all movements with due priority.
5. Why is this scheme being funded with active travel investment money when it is not primarily an active travel scheme? If it were, it would resemble something similar to the Grange Rd/Barton Rd. Greenway scheme.

Chief Executives Response and Recommendation:

1. Raised continuous cycle tracks and footpaths will be included in the detailed design at the junction with adjoining side roads.
2. Airton Road Extension alignment must tie in with the existing Airton Road Alignment. The width of the cycle track and footpath adjacent to the Belgard retail park cannot be increased in width as the road alignment will not work. Extensive traffic modelling has been carried out in the area, which indicates that the turning lanes are required due to predicted traffic volumes requiring that movement.
3. South Dublin County Council (SDCC) endeavours to provide a grass verge with trees between cycle tracks and the road where possible. On this scheme, there is only room at one location that will enable the inclusion of additional planting on the lands either side of the road. That area is close to the Cookstown Ind. Estate and Airton Road Extension Junction, where it is proposed to provide landscaping behind the Cycle-lanes/footpaths (It will not be possible able to include a grass verge with trees between the cycle track and road due to the location close to the junction). Throughout the remaining length there is no space as the Road, Cycle-lanes and footpaths take up the full width of the available lands.
4. There are plans to upgrade the Belgard Road to enable people cycling and walking to make all movements safely and comfortably with due priority.
5. The proposed Airton Road Extension is only being partly funded with active travel investment money. This contribution is for the proposed junction of Airton Road Extension with Cookstown Industrial Estate Road/Fourth Avenue. The junction is to be designed as a protected junction in accordance with NTA Guidelines.

XX.0 DEVELOPMENT PLAN POLICIES

South Dublin County Council Development Plan 2016-2022

It is the policy of the Council to support sustainable enterprise and employment growth in South Dublin County and in the Greater Dublin Area, whilst maintaining environmental quality.

ET1 Objective 2: To promote enterprise and employment development at locations that are proximate to or integrated with transportation and other urban land uses, to promote compact urban development and sustainable transport.

It is the policy of the Council to facilitate and support the regeneration of underutilised industrial areas that are proximate to urban centres and transport nodes and to promote and support more intensive compatible employment and/or residential led development in regeneration zones.

ET2 Objective 1: To promote and support the consolidation or relocation of existing employment uses in Regeneration 'REGEN' zones and the upgrade of these areas to create opportunities for regeneration.

ET2 Objective 3:

To support proposals for incubator, starter and/or live work units on lands designated with Zoning Objective 'REGEN' (to facilitate enterprise and/or residential led regeneration).

It is the policy of the Council to continue to develop the County's network of town centres, 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 a district catchment; and

A network of Local Centres and local shops to serve a local catchment.

UC1 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.

UC1 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.

UC1 Objective 8:

To prepare Local Area Plans and/or Framework Plans to inform growth and urban consolidation in urban centres that are likely to experience significant expansion.

It is the policy of the Council to reinforce the role of Tallaght as the County Town and Clondalkin as a major Town Centre at the top of the County's urban hierarchy.

UC2 Objective 4:

To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other appropriate centre uses and encourage the full use of buildings and in particular the use of upper floors and backlands with due cognisance to the retail sequential approach, quality of urban design, integration and linkages.

It is the policy of the Council to encourage the provision of an appropriate mix, range and type of uses in District Centres, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for a district level catchment, subject to the protection of the residential amenities of the surrounding area.

UC4 Objective 4:

To improve walking and cycling infrastructure within the local catchment of the County's district centres.

It is the policy of the Council to promote the sustainable development of the County through the creation of an integrated transport network that services the needs of communities and businesses.

TM1 Objective 2:

To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services.

TM1 Objective 4:

To prioritise new road construction that provides access to new communities and development areas and supports the economic development of the County.

TM1 Objective 5:

To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.

TM1 Objective 6:

To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.

It is the policy of the Council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the

public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.

TM2 Objective 4:
To create an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes.

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 1:
To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.

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.

It is the policy of Council to ensure that streets and roads within the County are designed to balance the needs of place and movement, to provide a safe traffic-calmed street environment, particularly in sensitive areas and where vulnerable users are present.

TM6 Objective 1:
To appropriately apply speed limits taking into account the characteristics of the surrounding area, the design of the street environment and the presence of vulnerable users.

TM6 Objective 2:
To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment.

TM6 Objective 3:
To advance national and local initiatives in relation to road design and safety

It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.

TM7 Objective 1:
To carefully consider the number of parking spaces provided to service the needs of new development.

TM7 Objective 3:
To ensure that car parking does not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape.

South Dublin Co Co Development Plan 2016-2022 Land Use Zoning Objectives

Zone	Abbreviation	Objective
Regeneration	REGEN	To facilitate enterprise and/or residential led regeneration.

Zoning Objective 'REGEN': 'To facilitate enterprise and/or residential-led regeneration'

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle	Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.m, Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation.
Open for Consideration	Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Car Park, Crematorium, Cultural Use, Doctor/Dentist, Embassy, Funeral Home, Garden Centre, Guest House, Hospital, Industry-General, Nursing Home, Off-Licence, Place of Worship, Primary Health Care Centre, Public House, Recycling Facility, Retail Warehouse, Retirement Home, Service Garage, Shop-Neighbourhood, Social Club, Veterinary Surgery, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Nightclub, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Wind Farm.

Tallaght Local Area Plan 2006-2011 (Extended to 2017)

1.7	Cookstown South
4.7.3	<p>Future Land Use</p> <ul style="list-style-type: none"> • The area is ideally positioned on the northern side of the Core Area to provide a quieter residential enclave that is supplemented by commercial development. • Commercial uses could comprise offices, as well as shops and services that serve the local population. • More intensive commercial and residential development may be appropriate fronting Belgard Road and sites adjacent to the junction of Cookstown Road and Fourth Avenue. • The expansion of existing commercial and other non-residential uses may be acceptable provided there will not be a negative impact on the amenities of existing and future residents. <p>4.7.5 Future Access and Movement</p> <ul style="list-style-type: none"> • The development of lands within the precinct is dependent on the establishment of a more permeable street network. New street links should be provided from Belgard Road and Belgard Square North in accordance with the objectives of the County Development Plan 2004-2010. • A new road network that incorporates existing streets will permeate the area to provide north-south and east-west circulation and to allow for mid-block penetration and local access. • Key pedestrian links should provide direct access to the Core Area and the Hospital.

1.8	Core Area
4.9.3	Future Land Use

- The land use mix in the Core Area should reflect that of recent developments and focus on sustaining an intensive and integrated working and residential population.
- Extensive car-borne activities such as retail warehousing, showrooms, and garden centres are discouraged.
- Night-time entertainment and leisure uses should be clustered in the areas to the north and north-west of the Square, adjacent to high frequency public transport and taxi services.

4.9.5 Future Access and Movement

- The existing street pattern should be maintained. Through site links should be provided on large blocks to allow for mid-block penetration and access via shared routes or pedestrian/cyclist routes.
- Private vehicle circulation should remain largely unchanged around the Tallaght Box, however a greater emphasis should be placed on the movement of buses, taxis and cyclists by providing QBC type priority.
- Key pedestrian routes should focus on east-west and north-south movement into the principal area of activity around the Square Shopping Centre and LUAS Station. Pedestrian routes through the Square should be improved.
- A one-way bus/public transport 'loop' should be considered north of the Square.
- A bus interchange should be provided in an area that is directly visible to and within a short walking distance from the Tallaght LUAS Station.
- The areas adjacent to Belgard Road could provide a possible route for the Orbital Metro.

6.0 Recommendation

Following consideration of the above submissions, I recommend that the proposal be approved in line with the recommendations set out in this Report.