

Land Use Planning and Transportation Directorate

	Part VIII Report – April 2022
Project Title:	Lucan Village Green and Lucan Main Street
Description of Project for Part 8 Consultation Notice and Site Notice:	<p style="text-align: center;"><u>Proposed New Works</u> Planning and Development Act, 2000 (as Amended) Planning and Development Regulations 2001 (as Amended)</p> <p>In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended), South Dublin County Council hereby give notice of a proposal to carry out construction works at the Lucan Village Green and Lucan Main Street.</p> <p>The Proposed Scheme consists of the following works:</p> <p>Lucan Main Street:</p> <ul style="list-style-type: none"> • The removal of the existing street finishes and the resurfacing to a 'shared surface' standard. • The removal of overhead services and their rerouting through underground ducting. • The removal of 40 car parking spaces on Main Street, the provision of 16 new spaces on main street and the provision of an additional 10 spaces within 100 metres of Main Street. • The provision of new bus stops, seating, bins and cycle parking facilities. • The installation of ducting for statutory service relocations that are affected by the works. <p>Lucan Village Green:</p> <ul style="list-style-type: none"> • The excavation and provision of an amphitheatre style space and a secondary space along the Griffeen river. • The replacement of the existing metal guard rail along the river in the Village Green. • The rerouting of footpaths through the Village Green. • The construction of a metal frame bandstand structure capable of taking a temporary roof covering. • Associated earthworks and appropriate landscape works. <p>The proposal has undergone Appropriate Assessment (AA) Screening under the Habitats Directive (92/43/EEC) and Ecological Assessment under the EIA Directive (2014/52/EU).</p> <p>The authority has concluded that there is no likelihood of significant effects on the environment arising from the proposed development and a</p>

	<p>determination has been made that an AA and EIA are not required. Any person may, within 4 weeks from the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. The documents are also available to view on the Council's Public Consultation Portal website http://consult.sdublincoco.ie</p> <p>Persons wishing to inspect drawings and particulars of the proposed development can do so as follows: Due to Covid-19 restrictions, plans and particulars of the proposed scheme will be 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 20th January</p> <p>2022 to Thursday 3rd March 2022 only; by appointment at the offices of South Dublin County Council, County Hall, Tallaght, Dublin 24. between the hours 10.00am – 12.00 noon & 2.00pm to 4.00pm Monday to Friday, and available online on the Consultation Portal http://consult.sdublincoco.ie</p> <p>Appointments can be made by contacting the Planning Department by email at planningdept@sdublincoco.ie or by phoning (01) 4149000.</p> <p>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, may be made in writing up to 5.00pm on the Thursday 3rd March 2022 and may be submitted by post to Senior Engineer, Roads Construction & Design, LUPT, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5.</p> <p>NOTE: Please make your submission by one medium only. All submissions should include your name and a contact address. It should be noted that the Freedom of Information Act, 1997 (as amended) applies to all records held by South Dublin County Council. South Dublin County Council's Personal Data Privacy Statements can be viewed at www.sdcc.ie and all personal data will be retained in line with statutory requirements.</p> <p>Mick Mulhern, Director, Land Use, Planning and Transportation, South Dublin County Council. Date of Public Notice: Thursday 20th January 2022.</p>
Context and design rationale:	<p><u>Lucan Main Street</u></p> <p>The main street along the western side of the Village Green is approximately 115metres long. Today there are 40 legal car parking spaces along this street. At present this street is predominantly weighted towards car use. The street serves primarily as a public carpark.</p> <p>The arrangement of the street and the location and angle of the parking bays are a deterrent to pedestrian movement across the street towards the</p>

Griffeen river side and as a result, the Village Green Park generally goes unnoticed.

There are 7 mature and 3 semi mature trees and some small flowerpots along the length of the main street, but there is limited other planting or biodiversity benefits.

Footpaths on both sides of the main street are very narrow and there are a number of obstructions along both sides, there are also no controlled pedestrian crossings. All of which make the footpaths difficult for people, in particular vulnerable people, to comfortably walk along and the street feels largely an unpleasant space to spend time.

The design intent is to make this section of Main Street a better place for all its users. This means providing a more generous and well-designed space for pedestrians, including wider footpaths, decluttered streets, more and better-quality street furniture, improved public lighting and enhanced planting. By proposing a shared surface to eliminate kerbs and abrupt changes to levels and surfaces we can make the street more universally accessible, for wheelchair users, for the seeing-impaired and for those of reduced mobility. By providing the same surface for all users, drivers, pedestrians, cyclists and so on, there is a shared sense of responsibility towards safely inhabiting a shared space, where no user group has the upper hand, and all have equal status. The intention is to create a more pleasant and attractive environment for people and that this will encourage more pedestrian interaction with the wider urban environment and will make the street feel safer, particularly for the elderly, small children.

This approach does require a reduction in the number of car parking spaces on street from 40 spaces to 16 spaces on street which would include 3 disabled car parking spaces and 2 age friendly spaces. The Part 8 application also proposes 14 new spaces all to be located within 135 metres of the existing main street, some as close as 5 metres. This would equate to the reprovision of 30 space and the overall net reduction of 10 spaces. The location of these spaces is shown in the 'Additional Car Parking Spaces Drawing C-1102'.

Works are also proposed along the eastern edge of Village Green including the introduction of 2 new car parking spaces immediately in front of Carroll's pub where the existing bus stop is and the relocation of this existing bus stop to an extended area of public realm in front of Muintir Na Tire. The proposal in this area would also retain 4 taxi spaces along with the enhancement of the materials in this location.

Lucan Village Green:

Lucan's historic Village Green has become isolated from its surroundings and sits in the middle of some heavily trafficked thoroughfares with little sense of connection to its surroundings. The Green operates more as a roundabout than a Village Green.

On the Griffeen River side the Village Green is cut off visually from the Main Street, even when standing alongside the flood wall between the trees, the Green is obscured by a mix of planting and trees, mostly unplanned which further removes it from any connection to the environment of Main Street.

On the Dispensary Lane side and towards Lucan Road on the southern end the park level is lower than the surrounding streets, and a boundary wall and planted borders serve to further isolate it physically and visually from these surroundings.

The footpath on the Dispensary Lane side is narrow and feels unsafe in heavy traffic. On the southern end the footpath is slightly wider, and the park is visible, but no direct access is possible.

There is only one controlled pedestrian crossing to take people safely into the Village Green island, which is located where Dispensary Lane meets Lucan Road on the south east corner of the green. These poor connections also serve to make the Green feel more remote and inaccessible.

Within the park itself, the pergola with its Wisteria overgrowth creates a further barrier both visual and physical.

The Green's strengths are those qualities that have become obscured in recent times: its continuous frontage to the river Griffeen and Main Street; its sense of openness towards Vesey bridge and its sunken nature all help to create a sense of intimacy with its back turned to the traffic.

The design proposals seek to bring life back into the Village Green and for this space to retake its position as a Village Green with a central role in the life of Lucan and for its communities.

This Part 8 proposes to make the Green more visually and physically accessible. To restore the Green's more direct relationship to Main Street. This separation started with the need for parking followed more recently by the requirement for flood defences. To overcome these barriers to connection the design proposes first to encourage people to cross Main Street to be closer to the Green and the river and then to provide opportunities for those on the park side to engage with the river. The activities of one group can be observed by the other, and the Green's rediscovered presence and proximity will encourage those using the Centra to bring their sandwich to the river's edge or those on Main Street to lean on the flood wall while watching the ducks in the park.

The proposals include the provision of outdoor seating on Main Street and within the Village Green.

In the interests of increasing the visual connections between both elements it is proposed to remove several trees within the Green which currently screen the park from Main Street. These trees are a mature weeping willow and a semi-mature Chestnut at the southern end, and along the riverbank,

	<p>a young Sycamore and a number of relatively young birches. A mature Birch is being retained and the Coniferous 'Christmas tree' is being moved to a new location a few metres away. In lieu of these it is proposed to plant a Sweetgum, a Hawthorn and a number of Wild Plum trees. These are trees that change appearance and colours throughout the year, adding a strong seasonal flavour to the Green.</p> <p>As the proposed scheme intends to reduce the impermeable area by introducing landscape and grassed areas and permeable surfaces, the post-development runoff volumes are envisaged to be lower than the current ones by maximising sustainable drainage methods. The increased landscaping and grassed areas will be managed by to help promote biodiversity in line with the All-Ireland Pollinator plan.</p> <p>The Green will become a necessary route for pedestrians from Sarsfield Park or the upper end of Main Street because of the displacing of the footpath on the western side of Dispensary Lane. The widening of the footpath on the southern end just beside Griffeen bridge will provide a welcoming platform for entry to the park as well as a gateway arrival point to Lucan village for cyclists and for public transport. This widened footpath will form a mini-plaza and a new entrance to the park. To make this new entrance it will be necessary to move the existing rubble stone wall with its pillow-stone capping. The wall will be reconstructed to form a new boundary on the river side of this new landing area and the remaining stone will be used within the park to form the benches to the amphitheatre area.</p>
Project Description	<p>The proposed scheme will involve the upgrading the public realm in the centre of Lucan Village, creating more universally accessible spaces, public realm enhancements to the Main Street and opening the Village Green to encourage greater use of the park.</p> <p>Please refer to the attached Part 8 drawings for details.</p>
Previous consultations	<p>Consultants for the scheme were appointed in January 2021. An update to the Lucan/Palmerstown/North Clondalkin Area Councillors were provided on 23/04/2021.</p> <p>Virtual Presentations were held for Local Businesses, Community Groups and Residents on:</p> <ul style="list-style-type: none"> • 05/05/2021 (early engagement with Businesses) • 19/05/2021 (early engagement with Community stakeholders) • 13/10/2021 (progress update on preferred design) • 14/10/2021 (progress update on preferred design) • 21/10/2021 (progress update on preferred design) • 17/11/2021 (progress update with Political Representatives also in attendance) <p>Face to face meetings were held with Local Businesses on:</p> <ul style="list-style-type: none"> • 28/10/2021 • 03/11/2021

	<ul style="list-style-type: none"> • 20/12/2021 <p>Presentations and briefings were given to the Lucan/Palmerstown/North Clondalkin Area Councillors on:</p> <ul style="list-style-type: none"> • 23/04/2021 • 29/06/2021 • 14/07/2021 • 30/09/2021 • 13/10/2021 <p>In advance of the Part 8 application process, and as part of the informal engagement with local people, a leaflet drop was carried on Monday 18th October to approximately 60 Local Businesses in the area around the Village Green providing information on the emerging preferred design. This leaflet is included in Appendix 2 Lucan projects Leaflet to Businesses</p> <p>During the statutory Part 8 public consultation process:</p> <ul style="list-style-type: none"> • A leaflet drop to 700 homes and businesses was carried out late January 2022. This leaflet is included in Appendix 1 Leaflet • The SDCC project team also held two open public meetings at Lucan Library in Lucan Shopping Centre on Tuesday 22nd of February and Wednesday 23rd of February
Site / Services Constraints :	All major existing services runs have been identified for the design. Local alterations may be required when on site investigations establish the precise location of utilities.
Schedule of Part 8 Submissions Received	<p>There was a total of 7,317 submissions, as follows.</p> <ul style="list-style-type: none"> • SDCC Consultation portal: 461 submissions • Paper submissions: 4,753 submissions • Petition 1: 2,000 names • Petition 2: 107 names <p>All the names listed on the petitions and 4,748 of the paper submissions were opposed to the scheme, almost exclusively because of the proposed reduction in car parking spaces. The view included in 5 of the paper submission was unclear.</p> <p>461 Submissions were received through the SDCC Consultation Portal during the specified period of the public consultation in respect of the proposed works. 71 of these submissions are fully in favour of the proposed scheme, a further 16 are in favour of the scheme with amendments to the proposed reduction in parking. A full list of those submissions can be found in Observations Report Appendix 3.</p> <p>It should be noted that 30 submissions were also submitted in error to the Lucan Demesne and Promenade Consultation, however they were intended for the Lucan Village Green and Main Street consultation. Those submissions have been included in the Portal Submissions Appendix.</p>

	<p>Two separate petitions were received, petition one had 2,000 names listed and petition two had 107 names listed. Copies of those petitions are included in the appendices to this report (Appendix 4 and Appendix 5).</p> <p>A schedule of the names of those people who made written submissions is appended to this report in the Appendix 4. Copies of the paper submissions can be inspected at the SDCC Planning Counter, on request.</p> <p>A full suite of submissions to the SDCC portal is included in the Portal Submissions Appendix or can be accessed on the SDCC portal at https://consult.sdublincoco.ie/en/node/7465/submissions</p> <p>These submissions can be broadly categorised as follows.</p> <ul style="list-style-type: none"> • In favour of the scheme without amendment (71) • In favour of the scheme with increased parking provision (16) • Objections to the removal of Parking, access to the Village and loading (6,878) • Economic impacts and loss of Businesses • Access to Healthcare (2,908 comprised of 265 portal, 536 paper and 2,107 petition submissions) • Traffic • Objections on Planning grounds • Design and Quality of Materials • Village Green • Cycle Lanes on Main Street • Cycle Parking • Anti-Social Behaviour • Flood Risk <p>It should be noted that some submissions made observations about one than more category.</p>
<p>Recommendations Summary of Issues Raised, Responses and</p>	<p>1. Removal of Parking, access to the Village and Loading</p> <p>Objections to the removal of some (or any) of the car parking spaces on Main Street was raised 2,107 signatures of the petitions 4,409 of the written submissions and 362 of the Portal and written submissions. The objections were based on opinions that this would directly lead to job losses as well as limiting the accessibility to medical services and a belief that the reduction in parking would lead to increased traffic were the reasons provided.</p> <p>In addition, a few submissions were also asking for the provision of additional parking.</p> <p>Some submissions raised concerns about the ability of businesses to load and unload goods.</p> <p>There were also concerns raised about the accuracy of the data from the parking surveys which were provided as part of the consultation.</p>

Additionally, a detailed submission on parking was made as part of Submission SD-C217-442. Its concluding remarks noted;

- There is presently no spare parking capacity on Main Street. The December 2011 parking survey, the more recent than the two surveys undertaken on behalf of SDCC indicates the significant weekday parking demand throughout the day.
- Reducing the available space from 46 No. to 16 No., with only 3 No. dedicated parking spaces before 11am, will decimate businesses in the area. The parking survey shows almost one-thousand vehicles entering this area to park on Friday 19th December 2021 between 9am and 7pm.
- Reduced provision of parking spaces is justified by projected modal shift by visitors to public transport, yet no justification whatsoever is given for this assertion and no technical backup –it should be noted that pharmacy and GP services form a major component of the businesses on Main Street, with visitors to these facilities unlikely in many cases to be able to travel unassisted on public transport.
- The lack of any analysis of the traffic impact on the Village of parking displacement is a serious omission, despite significant traffic data being gathered.
- The DHB inference that the pedestrian facilities on Main Street are substandard is without foundation -vehicle movement is restricted to 1-way and there are footpaths on both sides of the road.
- The DHB inference that there is an over-parking issue is unfounded -there is no over-parking issue –the average stay is 30 minutes as measured in the December 2021 parking survey.
- There are serious question marks over the viability of the 10 No. additional spaces proposed by SDCC as replacement parking spaces for those removed from Main Street.
- There are significant discrepancies between the results of the May 2021 and November 2021 parking surveys, both commissioned by SDCC and detailed in different documents on their behalf in no document within the Part 8 submissions is any attempt made to either explain or reconcile these fundamentally different and often contradictory findings.
- The November 2021 traffic survey lacks complete credibility—it states that a minimum of 8 No. spaces are available at all times, two and a half times the spare capacity observed in May 2021 just after the lifting of Covid 19 restrictions. It further states that nearly one-quarter of all vehicles parked on Main Street were there for longer than 5 hours, when the December 2021 indicated an average stay on Main Street of 30 minutes –There is no businessperson in Lucan Village who believes this is the case; and
- The SDCC Traffic Study quotes three different figures for the quantum of viable spaces within the Village area, with a fourth figure used within the CSEA Report for the equivalent areas. Lack of coherence regarding the baseline makes the assessment of proposed alterations to parking provision difficult.

Chief Executive's Response:

The proposal contains 16 on street parking spaces on Main Street. This as many spaces as can fit in the space available on Main Street, while delivering adequate, flexible space and an improved Public Realm with improved facilities for pedestrians and the mobility impaired on Main Street. Of the 16 proposed spaces on the Main Street, three would be dedicated for Disabled Use and two would be provided as Age Friendly spaces. These two age friendly spaces would be provided on a trial basis and if proven to be successful can be retained, and if not, then these two spaces can be reverted to standard parking spaces.

14 new parking spaces are now proposed within a one to two minute walk of the area, (all located within 135metres of the main street with some as close of 5metres) as per the wider parking map attached to this report. The locations of the proposed new car parking spaces have been examined and the design team is satisfied that they can be delivered. Drawing C-1102 (Rev P07) shows the location of these spaces.

The figure of 46 no. total spaces quoted in the submission (SD-C217-442) is incorrect and so too is the quoted figure of 42 no, legal spaces. This level of parking does not consider the requirement for a minimum of 6m length for parking spaces. Also, the Council cannot accept Illegal parking as a legitimate car parking space and these spaces should not be included on any analysis. The design team is happy to stand over the 40 no. spaces in the original survey as an accurate survey.

As part of the design development process two surveys were carried out. The first was completed by the consultant team (NDC) in May 2021. These on-street surveys were carried out over 2 days and the conclusions of these surveys were used to inform the emerging preferred design option. A second survey was then carried out for 7 days between 29/11/2021 and 05/12/2021 to provide evidence and to inform the final design.

The outcome of the second survey broadly confirmed the conclusions of the first survey. We acknowledge that there are some minor inconsistencies between the two parking surveys conducted, however differences in surveys between the two times of the year are to be expected. In summary for this section of the Main Street the survey data shows

- Parking is well used in this location*
- Approximately 66% of parking in this area are short stay at 15 minutes or less, but there is long stay / day long parking taking place*
- The busiest time of the day is 10am to 11am (Saturday) and 11am to 1pm (Weekday) when there is limited capacity on this section of the Main Street*
- There was no hour in the week when there was no parking available, either across the whole of Lucan Village or within this section of Main Street*

- *The current on-street parking capacity within Lucan Village is 225 spaces, this Part 8 would see an overall level of 215 on-street parking spaces*

The surveys conducted in the Village during May and November 2021, along with several site visits, show that nearby areas of Main Street have under used existing on-street parking capacity at all times of the day. Currently people prefer to park on this section of Main Street, however, given the proximity of the nearby underused parking, and the proposed additional parking spaces proposed as part of this Part 8 application, the majority of people will adapt their parking habits to suit what is provided. Where these changes have been implemented in other places, experience has shown that general footfall and retail activity remains the same and, in many cases, increases with a reduction in car use as more pedestrians are encouraged to use the town or village centre.

The broad conclusion that can be drawn from this evidence is that, whilst there will be a minor inconvenience for some drivers who may not be able to immediately find a parking space on Main Street, these drivers will be able to find access to on-street parking within a very short walk from the Main Street.

It should also be noted that within a short distance of the Main Street there are also off-street private (but publicly accessible) car parking spaces. These spaces have not been included in this survey analysis.

The proposed loading arrangements on the main street would be comparable to the current operations on the main street today, whereby loading is permitted in signposted parking bays.

Existing Traffic Flow Patterns will not be altered and all existing vehicle turning movements will remain in place under these proposals. The envisaged long term effect regarding parking patterns is that, instead of repeatedly driving through Main Street seeking a parking space, as is the current custom, people will immediately seek parking spaces in the surrounding areas adjacent to Main Street, where spaces are available.

In the wider context, parking is still being amply provided for, and the reduction in number is minimal and balanced in order to achieve a successful public realm for all its users and the sustainable future of Lucan and the County.

In conjunction with parallel proposals being developed, such as the Canal Loop Greenway, the project will contribute to that stated National aim of achieving a modal shift from car usage for all journeys to alternative form of transport such as public transport and active travel. The public realm project puts the infrastructure in place for this.

Chief Executive Recommendation

The revised proposal is as follows

- Existing: currently 37 pay and display spaces on Main Street plus 3 disabled parking spaces (total 40).
- Proposed: 11 pay and display car parking spaces on Main Street, plus 3 disabled parking spaces, plus 2 age friendly spaces on Main Street, plus 4 spaces outside AIB on the Lucan Road, plus 4 spaces outside the Village Café, plus 2 spaces outside Carroll's, plus 4 spaces on Sarsfield Park. This represents a total of 16 spaces on the main street and 14 on surrounding streets, thereby totaling 30 spaces, a net reduction of 10 spaces.
- The proposed loading arrangements on the main street would be comparable to the current operations on the main street today, whereby loading is permitted in signposted parking bays, ensuring that there is no reduction in loading/unloading capacity for Businesses on Main Street.

A total of 14 new car parking spaces will be provided off the Main Street but within 135metres. This includes four additional compensatory parking spaces at Sarsfield Park, opposite the Lucan Health Centre, has been identified and are included on the Drawing C-1102 (Rev P07) appended to this report. These four new spaces were not included in the public consultation documents.

2. Economic impacts and loss of Businesses

162 of the written and portal submissions, the 2,107 petition submissions and a large proportion of the pro-forma submissions raised concerns about knock on impact on job losses from the loss of parking.

Additionally, a detailed submission on Economic issues was made as part of Submission SD-C217-442. The submission proposes that there are 8,000 customers shopping in Lucan Village every day and that 80% of these arrive by car, which equates to 6,400 people. The submission concludes that based on this:

- The loss in spend/turnover due to the Part 8 proposals is estimated at €8,125,028 (Table 4).
- The corresponding employment impact is estimated as the loss of up to 312 jobs in the Village, which corresponds to over half (52%) of all 600 jobs in the Village (Table 7).

Thus, the economic damage to businesses and the wider community from the Part 8 proposals would be very significant.

Chief Executive's Response:

The submission is based on a fundamental assumption whereby the percentage reduction in parking on Main Street results in an equivalent percentage reduction in turnover for businesses. This is not a legitimate economic relationship. This assumes that the elasticity of change in parking spaces versus change in turnover is 1, which is not an accurate economic assumption to make.

The number of customers cannot be determined by the number of cars. For example, not everyone uses their car to shop and not every car trip is a customer. This is not accounted for in the submission. Some customers also come on foot, use public transport, cycle, or park elsewhere in Lucan. This is not factored into the submission. Furthermore, the percentage of users availing of these other means of travel will only increase as the awareness to sustainability concepts and prices in fuel increase. When parking is not available on Main Street, how many customers currently, and will, avail of the other nearby spaces is also not taken into account.

The quantitative relationship or marginal impact of revenue (loss or gain) on the employment rate in Lucan is not established. The Report employs an over-simplistic approach of "reduce x amount of parking, lose x amount of money, you will lose x amount of jobs" and thus an exaggerated elasticity ratio is obtained through an overly simplistic division of the two. That is not a valid relationship.

The Council is of the view that the submission fails to account for the economic benefits that are proven to occur from public realm and place making improvement projects.

South Dublin County Council believes that the planned public realm improvements for Lucan Village and Main Street will not result in job losses and business closures due to net reduction of 10 parking spaces. We firmly believe the proposed scheme will positively impact Lucan Village and Main Street in time through enhanced Financial, Economic and Health benefits.

To inform this view we have looked at research on public realm improvements across Ireland, United Kingdom and Europe that spans 39 Cities and Villages. The research cites extensive findings on the outcomes that have followed public realm improvement projects. In the majority of these Case Studies, where there typically was local opposition in advance, saw end state benefits that range from improved air quality, reduction in noise pollution, increased footfall for traders, enhanced public spaces/facilities and ultimately Cities reclaimed from traffic congestion and all of the chaos that brings

We have listed a number of these relevant studies below and have included links to allow full review of these. These should be considered alongside the concerns expressed regarding the loss of parking.

TU Dublin Finds Blackrock Mainstreet Works Effective (2021)

[News | TU Dublin Assessment Finds Blackrock Main Street Works Effective | TU Dublin](#)

TU Dublin was engaged by Dun Laoghaire-Rathdown County Council to independently examine the impact and reaction to the changes they initiated during the pandemic in Blackrock Village. The research team, led by Dr Sarah Rock of the School of Transport Engineering, Environment and Planning, have released interim findings

The works in Blackrock Village saw the reduction in on-street car parking and the provision of enhanced public realm, planting, and seating. TU Dublin found all of the following in their assessment of Blackrock Mainstreet Works,

- *There was a 25% increase in Public Space available in Blackrock*
- *There was a 21% increase in the overall 'health' of Blackrock Main Street*
- *84% of residents surveyed think that Blackrock main street redesign is good for the village*
- *72% of those surveyed would like the changes made to Blackrock Main Street to be made permanent*
- *There has been a 40% reduction in the number of detected car trips*
- *There was now 16% more Bicycles than cars on Blackrock Main Street*

Overall TU Dublin's research on this project found that since the works have been implemented there has been an increasing and overall high level of support from businesses and the community for the temporary redesign and reallocation of space along Blackrock Main Street and a strong desire to retain the public space gains in the future.

The Pedestrian Pound – The business Case for Better Streets and places Living Streets and Just Economics

[Just-Economics-Pedestrian-Pound-Living-Streets.pdf \(justeconomics.co.uk\)](#)

The Pedestrian Pound report prepared by independent experts 'Just Economics' working with Living Streets. It includes an assessment of 12 case studies across the United Kingdom and looks at the impact and importance of Public Realm improvements for Urban Regeneration. Some key relevant findings from this report are that

- *Well planned public spaces can boost footfall by 40%*
- *Better Streets and spaces for people and walking can increase retail sales by as much as 30% (depending on location) due to increased amount of time people will spend on the street*
- *Improved walking and cycling routes to the high street / village will increase footfall to it*

- Many car journeys are short and as the volume of goods purchased is small many of these could be made by other means

The report found that investment in Public Realm and improved Walkability makes economic sense. The evidence from their studies demonstrates that meaningful improvements in the public realm leads to increased footfall and trading post Public Realm improvements. The findings in the report go onto say that Businesses and Organizations tend to over-value the importance of parking and car access to their footfall and sales revenue. The report found that improvements to Public Realm and the Pedestrian Environment also tended to increase residential and commercial value in the surrounding areas. Investment in better streets and public places can deliver a range of commercial returns including a positive impact on retail footfall, and turnover particularly for well-designed projects.

Paved with Gold, The Real Value of Good Street Design (2007)

Researched by Colin Buchanan

https://www.designcouncil.org.uk/sites/default/files/asset/document/paved-with-gold_1.pdf

This research involves an assessment of 10 cases studies of London high streets looking at how Public Realm improvements contributed to a wide diversity of values and benefits. These ranged from direct tangible financial benefits to indirect long-term benefits such as improved public health. This in-depth research shows that investment in design and quality of the public realm show

- *Some enhancement of local property values*
- *that people value improvements to their streets and can result in people spending more time on the high street and in turn spending more money*
- *It can also make business units more attractive, which can lead to longer term rent increases*

Reclaiming City Streets for People, Chaos or Quality of Life

https://ec.europa.eu/environment/pubs/pdf/streets_people.pdf

This report by the European Commission involved 8 case studies across the UK and Europe. This report outlines firstly that the experience in a number of European Cities is that those traffic problems projected following the implementation of a public realm or public transport scheme are far less than predicted. After an initial period of adjustment some of the traffic that was found in the previous vicinity of the scheme disappears due to drivers changing their travel behaviour. As a result, the urban environment becomes more liveable.

Focusing on one of their case studies which was Nuremberg, in the early seventies the city in Northern Bavaria with its narrow streets, historic monuments and shopping areas was facing growing problems of traffic - related air pollution, causing decay of historic buildings, health concerns and

excessive traffic congestion. A progressive strategy was adopted to give priority to more sustainable modes of transport, to provide better access to shops and offices within the area.

Initial concerns dissipated and over the next 10 years the area was transformed into an attractive pedestrian precinct, buildings had been renovated, street furniture added, and art works introduced. Support for the scheme grew as the advantages of the project became clear when people could enjoy the urban spaces. The actual traffic reduction in the historic city was twice as large as predicated. Nitrogen Oxide pollution reduced significantly after one year to levels similar to those found previously in suburban areas.

Street Appeal the Value of Street Improvements report prepared by UCL as a commission from Transport for London (TfL).

[*https://content.tfl.gov.uk/street-appeal.pdf*](https://content.tfl.gov.uk/street-appeal.pdf)

The quality of the street environment affects us all- whether we are walking to school, waiting at a bus stop cycling to work, shopping or even driving through a city. How streets handle the various, complex and often conflicting needs of users has a profound impact on our daily lives and wellbeing. At the same time streets are often highly constrained physically. This means that those responsible for managing streets need to make hard choices about which functions to prioritise and where. There are choices that Cities around the world are having to make. Increasingly cities are choosing to see streets as more than just corridors that facilitate the movement of traffic. Recognition of the vital 'place' function of streets reflects their role as environments within which we meet and socialise, where businesses are located, where we walk and cycle, and where the public life of the city thrives.

London has been investing in the quality of its street environment as part of a long-term strategy to secure a better balance between the 'movement' and 'place' based functions of streets. As with all changes to streets, space is limited and better provision for one street function may have knock-on impacts on others. More space for pedestrians s, for example, may mean less space for other road users, or that their ability to move is in some way constrained by the new infrastructure, for example by re-positioning parking.

The re-design of the public realm may also bring with it concerns from businesses or residents along the route. They may worry that parking, servicing, and other amenities will be compromised, or that street improvements may lead to unintended impacts on the price of local housing. The danger is that these very real and tangible concerns can drown out consideration of less tangible and hard to measure benefits. Such benefits include more space to socialise and enjoy the environment, greater encouragement to walk, with associated health benefits, or the impacts on private investment in an area. TfL itself has been on a journey in this regard, with recent innovations in street design reflecting a significant move from a

network efficiency model of street management to a movement and place-based one. In this, streets are seen as places of complex social and economic exchange as well as channels for movement. This is a fundamental change in our understanding of the planning, design and use of streets, but the benefits and / or problems that flow from this still need to be better understood. It is these that the Street Appeal research attempts to understand

The Headline Findings:

- *A one third uplift in the physical quality of the street as a whole from interventions in the publicly owned street space.*
- *An uplift in office rental values equivalent to an 'additional' 4% per annum. This helps to support investment in business space in the face of pressures to convert to more profitable residential uses.*
- *A larger uplift in retail rental values equivalent to an 'additional' 7.5% per annum. This results from the more attractive retail environment that has been created and the encouragement this is giving to investment in these locations despite competition from on-line retail and 'out-of-town' shopping centres.*
- *A strongly related decline in retail vacancy leading to a sizable 17% per annum difference in vacancy rates between improved and unimproved street environments.*
- *A growth in leisure uses, and a greater resilience in the improved streets of traditional and comparison retail; all bucking the common trend of decline in such uses that is often seen elsewhere.*
- *An almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.*
- *Inconsequential impacts, from the street improvements alone, on traffic flows or the modal choices made by individuals when travelling (unless road capacity is deliberately removed as part of an improvement scheme), but a reduction in serious or fatal accidents on those streets with higher pre-existing levels of collisions.*
- *A large 96% boost in static (e.g. standing, waiting, and sitting) and 93% boost in active (e.g. walking) street behaviours in improved over unimproved areas, with strong potential health benefits in the resulting more active lifestyles.*
- *A particularly large 216% hike in the sorts of leisure based static activities (e.g. stopping at a café or sitting at a bench) that only happen when the quality of the environment is sufficiently conducive to make people wish to stay.*
- *Very strong perceptions amongst both everyday street users and local property occupiers that street improvement schemes significantly enhance street character, walkability, ease of crossing, opportunities for sitting, and general street vibrancy*

500,000 visits to Royal Canal Greenway in first year of operation

Recent research into the Royal Canal Greenway Westmeath, Longford, Meath and Kildare, found substantial economic benefits by creating new tourist and recreational opportunities. The research found that the amenity

has returned a dividend of €17.2 million to the business community in its first year of operation, returning the investment in the project in eight months. The economic dividend was based on a weighted average visitor spend of €27. The research also found that across the four counties involved, 17 new businesses have opened, and 13 businesses have confirmed that they have modified or expanded their businesses to provide for greenway customers.

<https://www.westmeathexaminer.ie/2022/03/25/500000-visits-to-royal-canal-greenway-in-first-year-of-operation/>

Chief Executive Recommendation

No change

3. Access to Healthcare

265 submissions made via the consultation portal raised concerns about reduced access to Health Care facilities in Lucan Village. All 2,107 petition submissions and most of the paper submissions also raised this concern. As part of this is a submission from the medical practice on Main Street was also received.

The medical practice submission states that it receives approximately 1,000 visits a week, that the practice serves 950 people over the age of 70 as well as 3,000 children under the age of 12 as well as a large number of people with acute illness. This demand will grow in time as additional homes are built in the wider area. The submission states that the Part 8 application also proposes that no parking would be available in areas for loading until after 11am, which would further compound the issue in the morning. The submission states that the current level of parking on the Main Street must be retained to ensure continued access arrangements for these patients to these important medical services. The submission states that if people are unable to access the clinic it will challenge the continued viability of the clinic in this location.

Chief Executive's Response:

A comprehensive response to the issue of parking, loading and access to the village has been set out in item 1 above.

The proposed loading arrangements on the main street would be comparable to the current operations on the main street today, whereby loading is permitted in signposted parking bays.

The specific issue of access to the medical facility is a challenge. In response, the Council is proposing to provide 3 disabled parking bays and 2 age friendly parking bays on the Main Street. The focus for these bays will be for people seeking to access the medical facility. A further 14 spaces are proposed within 135metres of the Main Street (some as close as 5metres). The introduction of any additional car parking onto the Main Street would

significantly compromise the public realm design and undermine any associated benefits.

Chief Executive Recommendation

The revised proposal is as follows

- Existing: currently 37 pay and display spaces on Main Street plus 3 disabled parking spaces (total 40).
- Proposed: 11 pay and display car parking spaces on Main Street, plus 3 disabled parking spaces, plus 2 age friendly spaces on Main Street, plus 4 spaces outside AIB on the Lucan Road, plus 4 spaces outside the Village Café, plus 2 spaces outside Carroll's, plus 4 spaces on Sarsfield Park. This represents a total of 16 spaces on the main street and 14 on surrounding streets, thereby totaling 30 spaces, a net reduction of 10 spaces.
- The proposed loading arrangements on the main street would be comparable to the current operations on the main street today, whereby loading is permitted in signposted parking bays, ensuring that there is no reduction in loading/unloading capacity for Businesses on Main Street.

4. Traffic

40 of the written and portal submissions raised a number of issues around the topic of increased traffic and congestion.

Some people suggested that the solution is to move the M50 toll bridge, while others suggested the construction of new road and a new Liffey crossing to divert traffic away from Lucan Village in advance of undertaking any works in the Village.

Others were concerned about any traffic trial that created a one-way system or changed the flows of traffic.

Chief Executive's Response:

It is accepted that Lucan Village is a busy and car dominated village centre. This proposal, along with further possible future interventions, seeks to start to address this.

This proposal does not propose any amendments to existing Traffic Flow Patterns, which will not be altered. All existing vehicle turning movements will remain in place under these proposals.

The envisaged long term effect regarding parking patterns is that, instead of repeatedly driving through Main Street seeking a parking space, as is the current custom, people would in the future seek parking spaces in the surrounding areas adjacent to Main Street, where spaces are available.

In conjunction with parallel proposals being developed, such as the Canal Loop Greenway, the project will contribute to that stated National aim of achieving a modal shift from car usage for all journeys to alternative form of transport such as public transport and active travel. The public realm project puts the infrastructure in place for this.

Outside of this Part 8 and in separate briefings with Councillors and local stakeholders, the Council has noted that a possible future traffic trail in Lucan Village is under consideration. The trial is not part of these proposals. Should a trail go ahead a commitment has been made to carry out public consultation on options in advance. The trail, if it were to proceed, would be designed in such a way so as to compliment the works proposed under this Part 8 for Lucan Village Green and Main Street.

The issue of the M50 toll is not one on which South Dublin County Council has any jurisdiction or influence. The Council, on behalf of elected Councillors, has in the past written to Traffic Infrastructure Ireland (TII), the relevant Government Department and Minister on the issue. SDCC is not aware of any proposals to remove or relocate the toll on the M50. The Council does not benefit in any manner from the tolls levied on the M50.

There are no proposals under the current SDCC County Development Plan (2016 to 2022) nor under the proposed draft SDCC County Development Plan (2022 to 2028) for the construction of a new Liffey crossing. The fact that much of the Liffey Valley is a Proposed Natural Heritage Area (pNHA) would make such a proposal a difficult one to deliver.

Chief Executive Recommendation

No change

5. Objections on Planning grounds

A detailed submission on Planning matters was made as part of Submission SD-C217-442, which was prepared on behalf of Lucan Village Business and Services Group in relation to Part 8 Proposed Works at Lucan Village Green and Main Street, as proposed by South Dublin County Council. The submission contends that proposal does not accord with the adopted zoning objectives of the County Development Plan, nor does it accord with the retail hierarchy objectives or parking standards, and it also does not accord with County Development Plan objectives, which seek to protect and support Villages, retail and commercial activities. This is on the grounds that there is already inadequate parking in the Village and that a further reduction will impact on business turnover and result in business closures thereby negatively impacting on the Village.

The submission also proposes that businesses within Lucan Village have made financial contributions to SDCC in accordance with the grant of planning permissions and that as a result current parking in place has been largely funded by premises in Lucan.

In conclusion, the submission notes that the proposed Part 8 works are considered to be inconsistent with the principles of proper planning and sustainable development and we request South Dublin County Council to refuse the development accordingly.

Chief Executive's Response:

Response to Planning Submission

County Development Village Centre and Open Space Zoning

The submission suggests that the Part 8 works would go against the zoning in the South Dublin County Development Plan 2016-2022.

The zoning for the village is VC – Village Centre, the objective of which is 'To protect, improve and provide for the future development of Village Centres'. The plan being proposed for the village will improve the current street layout and urban realm, reducing the dominance of the car, and provide for an enhanced experience of the village for multiple users in line with Urban Centres (UC) Policy 3 Village Centres 'To strengthen the traditional villages of the County by improving the public realm, sustainable transport linkages, commercial viability and promoting tourism and heritage value' and with UC3 Objective 4 'To continue to improve the environment and public realm of village centres in terms of environmental quality, urban design, safety, identity and image'.

The Village Green is zoned OS - Open Space the zoning objective of which is 'To preserve and provide for open space and recreational amenities'. The proposed plans fully align with this objective, creating an environment which draws users in to the open space as an inclusive part of the wider enhanced streetscape, providing new recreational amenity areas for social and cultural interaction. In this way, the commercial and services function of the village will be enhanced and enlivened providing new opportunities for business.

The Part 8 proposals conform to the zoning objectives for the village in the County Development Plan.

County Development Retail Hierarchy and Village Enhancements

Lucan Village is one of a number of villages and other centres throughout the County that are designated as Level 4 centres within the retail hierarchy with the types of service provided categorised within the Retail Strategy for the Greater Dublin Area and the Development Plan, as quoted in the submission as 'usually contain one supermarket ranging in size from 1,000-2,500 sq. m. with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population'.

As set out in the Development Plan, the Retail Planning Guidelines for Planning Authorities seek to ensure that the planning system plays a key role in supporting competitiveness in the retail sector for the benefit of the consumer. In this regard key policy objectives are identified including 'Facilitating a shift towards increased access to retailing by public transport, cycling and walking' and 'Delivering quality urban design outcomes'.

The proposed plans for village improvements under the Part 8 deliver on both of these policy objectives and are in line with the policy and objectives of the Development Plan and Retail Planning Guidelines.

In addition, the proposed Part 8 also aligns with a number of other objectives in the County Development Plan related to Villages and Town Centres including

- R1 Objective 4: To support the viability and vitality of the existing retail centres in the County, in particular town, village and district centres and to facilitate a competitive and healthy environment for the retail industry, while reinforcing sustainable development*
- 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 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.*
- 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 (see Chapter 6.0 Transport and Mobility for further detail).*
- UC1 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.*

It is the Council's view that a healthy retail environment is being provided for through this Part 8 proposal and is similar to other public realm projects in Blackrock, Waterford City, Dublin City, and Clonakilty. The proposals also promote the sustainable growth of Lucan as the County moves towards and encourages an environmentally friendly overarching commuting policy.

County Development Car Parking Standards

The submission states that the car parking standards which would result from the proposed Part 8 would be contrary to the Development Plan's car parking standards. Chapter 6 of the Development Plan deals with Transport and Mobility. The introduction to this chapter is clear that current transport trends, in particular levels of car use, are unsustainable and that a transition towards more sustainable modes of transport, such as walking, cycling and public transport is required.

Policy 1 Overarching and the associated TM1 Objective 3 supports this and states 'To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of trips which will continue to be taken by private vehicle'. It is considered that the proposed Part 8 strongly aligns with this objective and that it takes the balanced approach which is set out in TM1 Objective 5 'To balance the needs of road users and the local community with the need to support the development of a sustainable transport network' and with Policy TM 7 Car Parking 'It is the policy of the 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'.

This balance must also be considered having regard to 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'.

In addition, the proposed reorganisation of car parking spaces within the village will facilitate TM5 SLO1 'To seek to reconfigure the road layout and traffic management arrangements so as to improve flow around Lucan Village Green, including at the junctions of Lucan/Celbridge Road with Adamstown Road and Main Street'

Sections 6.4.4 and 11.4.2 of the Development Plan deals specifically with car parking. It is stated that 'a balanced approach will be adopted, by limiting the number of spaces to be provided for any given development according to need and ensuring the efficient turnover of spaces'. The submission suggests that each individual business, service and cultural use should have the maximum number of car parking spaces indicated in Table 11.23. It should be noted that these are maximum standards, and that Lucan Village is within the Zone 2 (non-residential) category for parking rates within which more restrictive rates apply. Section 11.4.2 makes clear that the maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to a number of criteria outlined including the proximity of the site to public transport, the ability of people to fulfil multiple needs in a single journey, peak hours of demand and the

ability to share spaces between different uses. It is clear that the village setting allows for a lower rate of car parking having regard to the criteria outlined. Notwithstanding this, parking provision does not need to be public on-street parking and parking spaces can be off-street and private. It should be noted that there are a number of off-street private (but publicly accessible) car parking spaces in immediate vicinity of the Village Green and Main Street.

The number of car park spaces proposed are dealt with in further detail elsewhere in this response.

Financial Contributions made in accordance with the grant of planning permission in Respect of Existing Car Parking

In the preparation of any Development Contribution Scheme, the Council draws up a list of projects for which development contributions, made as part of the grant of planning permission, are to be made available. These projects are determined on the basis of a number of criteria including need and having regard to the availability of other funding streams.

In terms of prioritising projects or targeting funding from the Development Contribution Scheme to specific locations, it should be noted that the project lists contained in Development Contribution Schemes are countywide, are indicative and not intended to be wholly exhaustive or exclusive.

In other words project funding must be adaptable to changing objectives and requirements as priorities may change over the life of a Development Contribution Scheme and so funds considered to be generated “locally” via Development Contribution payments are not directed specifically to local projects but rather to projects and facilities which are considered to best benefit development in the area of the planning authority as a whole, and that is provided, or that it is intended will be provided, by or on behalf of a local authority.

As such is not accurate to conclude that existing parking in Lucan Village has been funded by the businesses through development contributions.

Chief Executive Recommendation

No change

6. Design and Quality of Materials

5 submissions raised concerns or offered suggestions on appropriate materials to be incorporated in the scheme, both on Main Street and in the Village Green. The submissions generally preferred the use of materials which would match the existing built environment and character of the area and a preference for natural stone over produced surfaces such as tarmacadam or concrete.

From submission SD-C217-202:

“The village green area would benefit greatly, as a place to visit, explore and do business in, if the western side of the green was pedestrianised and quality materials (like granite and limestone) were used to construct high-quality floors-scape’s. The current materials that make up the floor scape in the village are dreadfully poor, tarmacadam and cheap concrete ae inappropriate in any historical context. And I respectfully propose that the green be connected to the retails & office premises via a new bridge.”

Chief Executive’s Response:

It is proposed to use high quality materials to complement the existing built environment in the village. The exact material choices will be selected as the detailed design progresses in the context of the available budget.

To ensure that the material and finishes are of high quality and to ensure that the new additions add architectural interest, the final design and drawings with details of the materials, finishes, landscape features and new services for the proposed new elements along Main Street and Village Green will be agreed with the Councils Architectural Conservation Officer.

Chief Executive Recommendation

No change

7. Village Green

18 submissions were made in writing and through the online portal which included commentary on the works to be carried out in and around the Village Green. These submissions focused on themes such as:

- Disappointment at any works being carried out in the green
- Heritage impacts as a result of the reconfiguration of the boundary wall at the southern end of the site,
- Impacts because of the removal of trees and choice of new trees,
- support for the public realm improvements,
- recommendations for replacement of certain features of the Green which are currently in poor condition,
- support for both the retention and the removal of the pergola,
- alterations to green space design

Chief Executive’s Response:

The design intent for the Village Green aims to increase use of the Green by creating an inviting atmosphere and pleasant environment. Reconfiguration to the boundary have been proposed to provide a safe route for pedestrians passing on the eastern side of the Green and provide an welcoming plaza at the southern end which will invite users into the space.

Alterations to the existing wall will be carried out in consultation with the Council's Architectural Conservation Officer. Stone from the section of wall to be removed will be reused in a new wall at the south west of the Green. The removal of trees has been minimized as much as possible. However, in order to create a usable space and to allow for increased interaction between the Green and adjacent river, some mature trees will be felled. Landscaping and planting plans will be further developed during detailed design.

The reconfiguration of the green areas will allow for increased use of the Green during the wetter months of the year.

Materials selected will be sympathetic to the existing character of the area and the intended use of each section of the Green.

Improved crossing points have been included at each end of the Village Green which will make it easier for people to access the Green from the surrounding streets.

Chief Executive Recommendation

No change

8. Cycle Lanes on Main Street

More Bike Lanes required and better line with canal greenway and Catherine's park (Submission SD-C217-29)

Chief Executive's Response:

There is insufficient space available on this section of Main Street to provide dedicated cycle lanes on Main Street. The proposed Street has been designed as a low-speed route, which can act as a shared street enabling its use by cyclists.

Chief Executive Recommendation

No change

9. Cycle Parking

A greater number and mix of cycle spaces needs to be incorporated. The bike parking should also be designed to cater for the those who cycle with mobility aid, as well as those with non-standard cycles such as trikes, tandems, recumbents and hand cycles. It should also cater to those who use cargo bikes, trailers, tag-a-longs and child seats. A mix of parking rack sizes can also cater to children's bikes (Submission SD-C217-19)

Chief Executive's Response:

It is proposed to provide new cycle parking spaces, and on the east side of Dispensary Lane in the area in front of Muintir na Tire. At detailed design further design work will be carried out to identify locations for additional cycle parking both within the Village Green and the Main Street.

Chief Executive Recommendation

New cycle parking stands will be provided, the exact positions identified during the detailed design process.

10. Anti-Social Behaviour

6 submissions were made via the consultation portal and in writing highlighting concerns about the potential for anti-social behaviour in the upgraded areas and that the improvements to the public realm will encourage congregating of groups of young people.

Chief Executive's Response:

A primary aim of the scheme is to create a pleasant urban environment which is inclusive and welcoming to all sections of society. The proposal has been developed to minimise hidden corners or secluded "blind spots". By developing an open, integrated public realm, for passive surveillance from other users of the area and passers-by will discourage anti-social behaviour.

Chief Executive Recommendation

No change.

11. Flood Risk

A small number of submissions raised the issue of flood risk and the risk of accidental entry to the river in the Village Green.

When the original 2015 bridge plan from the Green to the footpath on the other side near O'Neill's was being considered, engineers highlighted the potential impact in terms of water backing up during a flood scenario. While this risk was found to be minimal, and while the ponds upriver in Griffeen Valley Park will alleviate such risks further, it is also the case that our climate is changing rapidly, and heavy rainfall events will occur more frequently. Any combination of heavy rainfall and insufficient maintenance of waterways could lead to water leaving the Griffeen again and coming into the village from various directions. The impact of water backing up at the bridge beside Weir Interiors needs to be assessed further as taking away walls could lead to more water flooding out in the village. (Submission SD-C217-444)

Chief Executive's Response:

The design team has consulted with the OPW on the potential flood risk. They have advised that detailed considerations of the Griffeen will be carried out under the next tranche of CFRAMs but have advised that the proposed works in this Part 8 do not increase the flood risk in the Village Green.

Safety measures will also be considered at detailed design stage.

	<p>Chief Executive Recommendation</p> <p>No change</p>
Chief Executive's Recommendation	<p>In considering the final set of above recommendations for changes to the original proposals, I am satisfied that this does not change any of the AA or EIA conclusions.</p> <p>Following consideration of the above submissions, I recommend that the proposal be approved in line with the recommendations set out in this Report.</p>