

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

13 June 2022

Proposed Cherrywood Green Routes Network, Cherrywood SDZ, as part of Project Ireland 2040 and supported by the Urban Regeneration & Development Fund (URDF) which aims to deliver more compact and sustainable development. And, in partnership with the National Transport Authority.

Report submitted in accordance with Part XI, Section 179(3) of the Planning and Development Acts, 2000 (as amended), Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the Local Government Act 2001 (as amended).

1. PC/CSDZ/013/2022

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Times, The Independent and The Evening Herald newspapers on 24th March 2022 and the Gazette newspaper on 31st March 2022. Plans and particulars of the proposed development were made available for inspection from 24th March 2022 to 26th April 2022 at the Forward Planning Infrastructure and Planning Departments, County Hall, Marine Road, Dún Laoghaire, and the Council Offices, Dundrum and on the DLR Consultation Hub, on the Council's website www.dlrcoco.ie.

Submissions and observations with regard to the proposed development could be made up to and including 11th May 2022.

https://dlrcoco.citizenspace.com/transportation/cherrywood-green-routes-network/consult_view/

2. SITE LOCATION AND DESCRIPTION

The site is located within the Cherrywood Strategic Development Zone Planning Scheme Area, within lands zoned as Natural Green Space.

The proposed Cherrywood Green Routes Network extends approximately 5.0km from Bride's Glen Road in the South to the edge of Brennanstown in the North and East through the Druids Glen wood linking Lehaunstown Lane and the future Priorsland Development Area. It comprises of pedestrian and cycle connections to the Cherrywood Town Centre, Cherrywood Avenue, Cherrywood Business Campus, the N11, Wyattville Link Road, Lehaunstown Lane, and Brides Glen/Cherrywood Road.

The scope includes the development of:

- A north-south greenway approximately 3.1km long and 4.0m wide, from Cherrywood Business Park / Cherrywood Avenue to the edge of Brennanstown. Parts of the route are existing and/or were previously permitted (Reg Ref: DZ18A/0854).
- An east-west greenway approximately 420m long and 3.0m wide, from north of the Carrickmines Stream to Lehaunstown Lane, via a new embankment.
- A 800m long, 1.2m wide, pedestrian route through the Druids Glen woodland, to surface the existing informal pathway.
- Pedestrian and cycle links to surrounding developments including a stepped link from Bride's Glen Road; links within Cherrywood Business Park; upgrade of existing

pedestrian links to Wyattville Link Road; widening and upgrade of existing pedestrian links from the N11; and pedestrian links to the north to recently permitted residential development Reg Ref: DZ18A/0208 / DZ19A/0863.

Furthermore, proposed lighting, signage, seating, boundary treatments, hard and soft landscaping are proposed. In addition, further works are proposed to upgrade existing entrances further enhancing and improving the permeability of the route and access to sustainable transport modes.

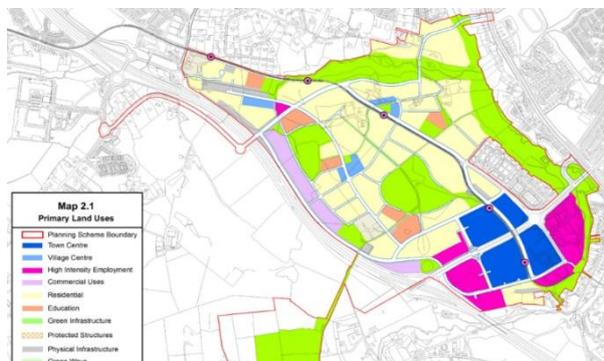
The site is outlined in red on the site plan and is approximately 9.2 Hectares in area.

There is significant additional tree planting proposed throughout, this will enhance biodiversity and carbon sequestration.

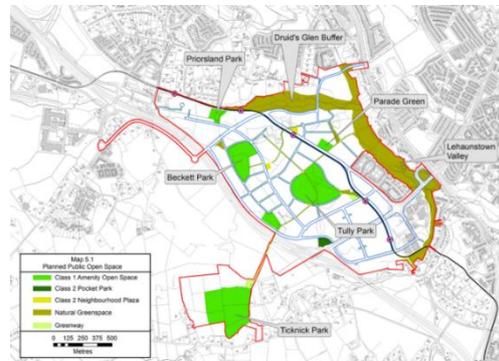
3. ZONING AND OTHER OBJECTIVES

3.1 Zoning - Part IX of the Planning and Development Act 2000, as amended, provides that the Government may designate a Strategic Development Zone and specify the types of development which may be permitted. The purpose of such a designation is to facilitate development, which in the opinion of the Government, is of economic or social importance to the State. The SDZ planning process is set out in Sections 165 to 171 of the Planning and Development Act 2000 – 2011 which provides that a Planning Scheme is prepared by a Development Agency specified by the Government.

Planning Scheme Map 2.1 outlines the Primary Land Uses designated within the Cherrywood Planning Scheme and Map 5.1 identifies the Proposed Public Open Space classifications. The Cherrywood Green Routes Network is to be located in lands zoned for public open space and is categorised as Natural Greenspace, see Map 2.1 and Map 5.1 extracted below.

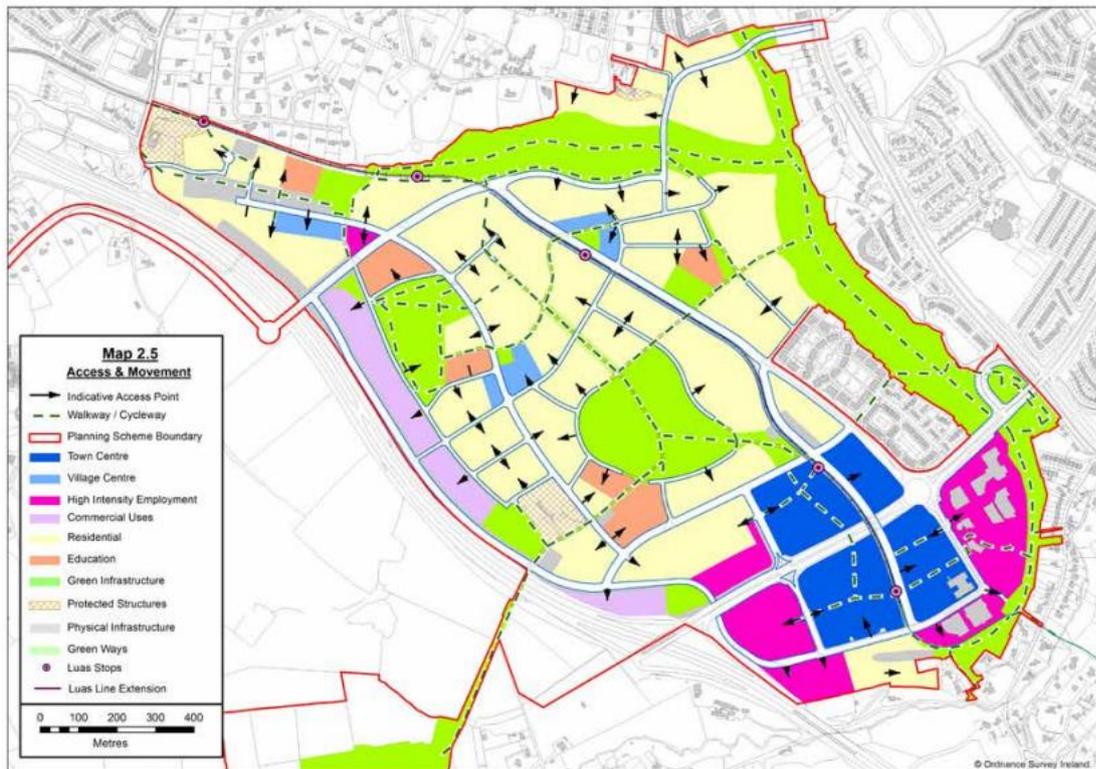


Map 2.1 - Cherrywood Planning Scheme – Primary Land Uses



Map 5.1 - Cherrywood Planning Scheme – Proposed Open Space classifications

3.2 Policy - Dún Laoghaire-Rathdown County Council (DLR), which has been specified as the Development Agency by Government Order, has prepared a Planning Scheme for the Cherrywood Strategic Development Zone (SDZ). The Cherrywood Green Routes Network is central to the Cherrywood Planning Scheme and is referenced in Chapter 5 (Green Infrastructure), under Section 5.4.1 (Natural Green Space), of the Scheme, to which the following Specific Objectives apply:



Map 2.5: Access & Movement

Section 2.10 - Linkages, Specific Objective PD 24 - To ensure that the public domain is coherent and provides linkages to the main civic and public sites, with a preference for pedestrian and cyclists. The proposed greenways and cycle path network in Map 2.5 will be clearly defined in a coherent and legible way with consistent signage and routing to give clear direction for the user. The routes through Green Infrastructure are indicative and cycling may not be suitable on some of these routes.

Section 3.2.5 - Objectives relating to specific Record of Monuments and Places [RMPs]. Specific Objective H 11 -To preserve the valley setting of the Brennanstown Dolmen. To facilitate improving the access to this Dolmen in consultation with the Department of Arts, Heritage and the Gaeltacht.

Section 4.2 - Transportation. Specific Objective PI13 – It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.

Section 4.2.9 - Pedestrian and Cycle Movement Strategy.

Pedestrians and cyclists will be facilitated internally by:

- Pedestrian / cyclist links through parks and along green routes;

Links to the wider pedestrian / cyclist network will include:

- Greenway along the linear park from Cabinteely to Cherrywood and continuing towards Shankill;
- Pedestrian / cyclist links to Cherrywood Road and Brides Glen Road;
- Pedestrian / cyclist link from the Bride's Glen Luas stop along the old viaduct to Shankill via Loughlinstown hospital;
- A proposed walking route through the Carrickmines Valley from Carrickmines through to the linear park. This new wooded route will be developed in conjunction with park and open space development

Section 5.4.1 - Natural Green Space

GI 19: To safeguard the ecological integrity of the Carrickmines, Loughlinstown and Bride's Glen rivers and the linear park adjacent to Cherrywood Business Park, and to require the sensitive improvement and management of these areas for biodiversity, education, landscape integration and visual amenity.

GI 20: To require sensitive low-key improvement of the Druid's Glen Valley, such as the control of non-native vegetation, provision of a safe and naturalistic pedestrian pathway, provision of appropriate interpretation, and the minimisation of access points and disturbance, with particular regard to the Cherrywood SDZ Biodiversity Plan.

GI 22: To require the improvement and continuation of the Linear Park adjacent to Cherrywood Business Park and proposed Town Centre to link with surrounding greenways and habitats, Bride's Glen Road and Bride's Glen Luas Stop.

Section 5.4.5 - Greenways and Pedestrian Links

GI 34: To require that a network of permeable pedestrian routes and greenways shall link all areas with the Planning Scheme including Luas stops, bus stops, employment areas, schools, village centres, Town Centre, open spaces and green infrastructure.

Please see extract of Table 5.1 from the Cherrywood Planning Scheme which outlines the main classification of Open Spaces.

Typology	Classification	Planned provision	Approx size	Description
Natural Green Space		Druid's Glen	circa 6.5ha	River Valley
		Lehaunstown Valley	circa 18ha	River Valley
		Linear Park	circa 5ha	Valley
		Druid's Glen Buffer	circa 2.5ha	Ecological buffer to Druid's Glen
		Sub-total	circa 32ha	

The overarching Vision for the Planning Scheme is 'to create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity', and which provides 'a safe and friendly environment where people can live, work and play.'

The proposed development is consistent with the specific objectives of the Cherrywood Planning Scheme.

The provision of the Cherrywood Green Routes Network accords with the following County Development Plan 2022 - 2028 Policies:

5.5 - Promoting Modal Change

5.5.1: Policy Objective T4: Development of Sustainable Travel and Transport.

It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 -2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)

5.6 - Promoting Active Travel: Cycling and Walking

5.6.1: Policy Objective T11: Walking and Cycling.

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)

5.6.2: Policy Objective T12: Footways and Pedestrian Routes.

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)

5.6.3: Policy Objective T13: County Cycle Network.

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.

8.3 - Green Infrastructure

8.3.1: Policy Objective GIB1: Green Infrastructure Strategy.

It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity

8.7 - Biodiversity

8.7.1.1: Policy Objective GIB18: Protection of Natural Heritage and the Environment. It is a Policy Objective to protect and conserve the environment including, in particular, the natural heritage of the County and to conserve and manage Nationally and Internationally important and EU designated sites - such as Special Protection Areas (SPAs), Special Areas of Conservations (SACs), proposed Natural Heritage Areas (pNHAs) and Ramsar sites (wetlands) - as well as non-designated areas of high nature conservation value known as locally important areas which also serve as 'Stepping Stones' for the purposes of Article 10 of the Habitats Directive

8.7.1.2: Policy Objective GIB19: Habitats Directive.

It is a Policy Objective to ensure the protection of natural heritage and biodiversity, including European Sites that form part of the Natura 2000 network, in accordance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines

8.7.1.4: Policy Objective GIB21: Designated Sites.

It is a Policy Objective to protect and preserve areas designated as proposed Natural Heritage Areas, Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.

8.7.1.5: Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance.

It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Birds and Habitats Regulations 2011, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/ avoidance measures will be implemented. In implementing this policy, regard shall be had to the Ecological Network, including the forthcoming DLR Wildlife Corridor Plan, and the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire-Rathdown Version 2014).

8.7.1.7: Policy Objective GIB24: Rivers and Waterways.

It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities

8.7.1.8: Policy Objective GIB25: Hedgerows.

It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. In addition, the Council will promote the protection of existing site boundary hedgerows and where feasible require the retention of these when considering a grant of planning permission for all developments. The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance. The Council will promote the protection of existing hedgerows when considering a grant of planning permission for all developments.

8.7.1.11: Policy Objective GIB28: Invasive Species.

It is a Policy Objective to prepare an 'Invasive Alien Species Action Plan' for the County which will include actions in relation to Invasive Alien Species (IAS) surveys, management and treatment and to also ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).

8.7.1.12: Policy Objective GIB29: Nature Based Solutions.

It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County, and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.

9.3 - Open Space and Recreation

9.3.1.1: Policy Objective OSR5: Public Health, Open Space and Healthy Placemaking. It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).

9.3.1.4: Policy Objective OSR8: Greenways and Blueways Network.

It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).

11.3 - Archaeological Heritage

11.3.1.1: Policy Objective HER1: Protection of Archaeological Heritage. It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.

In addition, The Cherrywood Green Routes Network aligns with the following Corporate Themes and goals of the DLR Corporate Plan 2020-2024:

Theme - A Leader in environmental protection and climate action

CG. 1: Show leadership in protecting our Environment, through education and in how we work

CG. 1.1: Take a leadership role to combat the impacts of climate change and focus our work towards the transformational shift of our economies and societies towards climate resilience, sustainable development and public education.

CG. 1.2: Implement the County Council's Climate Change Action Plan 2019-2024.

CG. 1.4: Protect the County's biodiversity by ensuring our green and blue spaces and the Dublin Bay biosphere are prioritised in development activities.

CG. 1.9: Minimise the occurrence of flooding throughout the County and work with the OPW to implement recommendations of the Flood Risk Management Plans.

C.G. 3: Enhance people's lives through access to sustainable travel choices across our network of communities.

C.G. 3.2: Facilitate, develop and implement strategic transport projects in conjunction with national transportation agencies, e.g. supporting delivery of Bus Connects by the NTA.

C.G. 3.4: Continue to facilitate sustainable transport choices for walking, cycling and public transport.

C.G. 3.6: Continue to improve the County's road network, including pedestrian and cycle networks, for the safe and efficient movement of all road users in a sustainable manner.

C.G. 3.7: Ensure greater emphasis on public transport, cycling, walking and access for people with disabilities.

C.G. 3.9: Implement the objectives of the County Development Plan, Local Area Plans and the Cherrywood Planning Scheme.

Theme – Enriching quality of life through vibrant communities, housing and amenities

C.G. 2: Facilitate the development of a variety of housing options, enabling improved choice, that will drive quality of life for all.

C.G. 2.5: Implement the objectives of the Cherrywood Strategic Development Zone (SDZ) Planning Scheme.

C.G. 2.6: Advance all elements of the Urban Regeneration Development Fund (URDF).

C.G. 4: Provide quality community, recreational, sporting and cultural opportunities for all who live, work and visit the County.

C.G. 4.4: Provide green spaces between vibrant villages and towns to support strong communities that are accessible and safe for all, including cyclists and pedestrians.

C.G. 4.5: Continue to develop and implement appropriate cost effective and sustainable masterplans for parks and open spaces.

C.G. 4.6: Provision of high-quality open spaces and recreation facilities for all interests, that are clean, safe, accessible and socially inclusive.

C.G. 4.13: Implement the objectives of the County Development Plan, Local Area Plans and the Cherrywood Planning Scheme

C.G. 5: Enhance the vitality of our towns and villages while preserving our natural and built heritage.

C.G. 5.5: Prioritise connectivity and sustainability in design and planning for the County.

C.G. 5.6: Provide and maintain a high-quality public realm.

C.G. 5.11: Implement the objectives of the County Development Plan Local Area Plans and the Cherrywood Planning Scheme.

C.G. 5.12: Deliver central Government's strategic objectives for this County by working with national and local agencies to eliminate infrastructure deficits.

4. PROPOSED WORKS

The nature and extent of the proposed development is outlined below. The description of the proposed works should be read in conjunction with the supporting drawings and reports.

The Primary Route (pedestrian and cycle) is proposed to:

- Follow a North/South axis from Bride's Glen Road (South) to the N11 (North) with an East/West connection to Lehaunstown Lane.
- Provide circa 3.1km of 4m wide pedestrian and cycle routes and circa 420m of 3m wide pedestrian and cycle routes.
- Provide universal access.
- Rationalise and upgrade the existing lighting in high footfall areas.
- Provide ecologically sensitive lighting as required in low footfall areas.

The Secondary Route (pedestrian only) is proposed to:

- Follow an East/West axis through the Druids Glen Woodland
- Provide 800m of upgraded pedestrian route.
- Consist of an unlit, 1.2m wide, unmarked cellweb and gravel surface, which respects the ecological conditions in the woodland.

The Cherrywood Green Routes Network proposes the development of a cycle and pedestrian greenway. The proposed network is based on the preliminary routing indicated in the Cherrywood Planning Scheme, extending for approximately 5.0km. The network proposes links to improve the pedestrian and cycle connections along key desire lines, including links to the N11, Wyattville Link Road, Lehaunstown Lane, Bride's Glen Road and Cherrywood Road. In the Druids Glen woodland, an 800m long pedestrian walking route is proposed to surface the existing informal pathway through the wood. The network will connect through attractive and quality outdoor spaces and will enhance the experience for locals and visitors. Furthermore, new, additional links will be provided between the greenway and the surrounding developments. This includes a stepped link from the Brides Glen Road and new connections to the Cherrywood Business Park. The existing pedestrian connection from the Wyattville Link Road is to be upgraded to a 4m wide and fully accessible path. The existing pedestrian route from the N11 will be widened and resurfaced. An additional stepped route will be provided to the Druid Valley residential estate. Additional pedestrian connections are proposed at the north of the route, connecting into the Druid's Glen residential development (planning Ref DZ19A/0863).

Design elements including lighting, seating, paving, boundary treatments, drainage, bicycle parking, signage and retaining elements have been proposed.

Ecological enhancement measures including the management of grassland for biodiversity, the installation of swift towers to provide swift nesting habitat, and the eradication of Giant Hogweed are proposed.

Management proposals in relation to Arboriculture, Invasive Species, grassland and construction have also been recommended in the proposals.

5. APPROPRIATE ASSESSMENT

The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Housing, Planning, Community and Local Government, February 2010), and the Planning and Development (Amendment) (No. 3) Regulations 2011. These require that screening is carried out for all projects to examine if any impacts are likely on Natura 2000 sites, that is, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

Appropriate Assessment screening for this project was undertaken by Scott Cawley Ltd. for AECOM on behalf of Dun Laoghaire Rathdown County Council. Scott Cawley Ltd.

reviewed the proposed development with respect to the requirement for an Appropriate Assessment and submitted the following report: Appropriate Assessment Screening Report Greenway Cycle and Pedestrian Routes Network for the Cherrywood SDZ.

Having reviewed and considered this Appropriate Assessment Screening Report and general information on the nature of the project, the Council has been able to conclude that there is no likelihood of any significant effects on European sites arising from the proposed works, either alone or in combination with other plans or projects.

Therefore, it has been concluded that an Appropriate Assessment is not required for these proposed works.

6. ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

Section 93 of the Planning and Development Regulations 2001 (as amended) outlines the instances in which an Environmental Impact Assessment Report is required.

The proposed development is subject to an assessment in accordance with Section 93 and Schedule 5 of the Planning & Development Regulations, 2001 (as amended).

An Environmental Impact Assessment screening determination, in relation to the proposed development, has been made by Dún Laoghaire-Rathdown County Council in accordance with Section 120 (4) and Schedule 7 of the Planning & Development Regulations, 2001 (as amended).

The decision has been informed through the assessment and subsequent report (Title: Cherrywood SDZ Green Routes Network Report to Inform the Environmental Impact Assessment Screening), prepared by Aecom, the multi-disciplinary design team appointed by the Development Agency Project Team (DAPT), on behalf of Dún Laoghaire-Rathdown County Council. The report has regard to the characteristics of the proposed development, in relation to size, the accumulation with other existing development, any associated demolition works, the use of natural resources in particular land, soil, water and biodiversity, the production of waste, pollution and nuisances, surface and foul water, air and noise pollution, risk of major accident and characteristics of potential impacts.

Having reviewed and considered this Environmental Impact Assessment Screening Report and general information on the nature of the project, Dún Laoghaire-Rathdown County Council has determined that an EIAR is not required in this instance.

7. IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

It is considered that the proposed development will provide a significant opportunity for sustainable travel and recreation use. The route provides connectivity through green infrastructure zoned lands and offers a sustainable pedestrian and cycle network for users, that links residential areas, other sustainable transport (Luas and Bus), schools, villages, employments zones and open space. The proposed Green Routes Network will provide a fundamental primary route, a foundation to the sustainable transport infrastructure for the Cherrywood SDZ, ensuring a sustainable network for walking and cycling whilst also providing opportunities to connect Cherrywood SDZ both internally and externally, to the wider County.

The proposed Cherrywood Green Routes Network is a critical part of the Access and Movement Strategy for Cherrywood which aims to:

- Give prominence to pedestrians and cyclists.
- Encourage sustainable modes of transport.
- Connect and integrate with the wider existing network context.
- Promote a legible and coherent public domain, with clear signage.

The site lies within lands zoned for Green Infrastructure and defined as Natural Green Space. The route traverses through Development Area (DA) 1 - Lehaunstown, DA 4 Domville, DA 5 Druids Glen and DA 6 - Brides Glen delivering off-road pedestrian and cycle infrastructure as defined within the Cherrywood Planning Scheme.

An EIA screening has been carried out and it has been determined that an EIAR is not required, as there is no real likelihood of significant environmental effects.

An AA screening has been carried out and it has been determined that a full Appropriate Assessment is not required as the proposal will not have a significant effect on any European sites, individually or in combination with other plans or projects.

In conclusion, the development as proposed, is considered to be consistent with the provisions of the Cherrywood Planning Scheme, 2014, as amended, the Dún Laoghaire-Rathdown County Development Plan, 2022 - 2028, and the proper planning and sustainable development of the area.

8. INTERNAL REPORTS

As part of the pre-statutory consultation process, the Part 8 planning pack for The Cherrywood Green Routes Network was referred for assessment and comment to the nominated members of the interdepartmental circulation list for Part 8 Development Schemes.

Forward Planning Infrastructure:

In correspondence dated 25th May 2021 and 4th March 2022, confirmed no objection to the proposed development.

Planning Department:

In correspondence dated 21st May 2021 and 21st February 2022, confirmed no objection to the proposed development.

Community & Cultural Development:

In correspondence dated 17th May 2021 and 3rd March 2022, confirmed no objection to the proposed development.

Architects' Department:

In correspondence dated 31st May 2021 and 4th March 2022, confirmed no objection to the proposed development, subject to the following being considered at detailed design;

- *That the proposed top surface of the tarmac pathways is dressed in a buff resin bound aggregate like the path system recently installed in Blackrock Park. Reason: To create a network of pathways that is of a high quality, avoids the more mundane look of tarmac and which when complete will properly relate to the natural context of the valley and environs.*

The comments from Architects Department will be considered at Detailed Design stage.

Infrastructure & Climate Change - Climate Action Officer:

In correspondence dated 24th May 2021 and 1st March 2022, confirmed no objection to the proposed development.

Infrastructure & Climate Change - Estates Officer:

In correspondence dated 25th May 2021 and 4th March 2022, confirmed no objection to the proposed development.

Infrastructure & Climate Change - Environment Enforcement:

In correspondence dated 21st May 2021 and 4th March 2022, confirmed no objection to the proposed development, subject to the following recommendation being considered at detailed design stage;

- *The commitment to implementation of government circular economy policy and DLR policy in relation to environmental management of construction projects is also noted.*

Infrastructure & Climate Change - Active Travel:

In correspondence dated 24th May 2021 and 4th March 2022, confirmed no objection to the proposed development. The internal report confirmed that the *proposal 'meets a number of Active Travel objectives for the County and will provide excellent opportunities for sustainable travel choices'*. The submission furthermore suggested that consideration be given to extending the proposed development to Brennanstown Road. As stated by the Parks and Landscape Services Section within their submission, it would be their intention to provide further greenway connectivity towards Cabinteely. This would be subject to a separate planning process outside the current proposed development.

Infrastructure & Climate Change - Capital Projects and Transportation Planning:

In correspondence dated 21st May 2021 and 4th March 2022, confirmed no objection to the proposed development. A number of comments were noted for further consideration;-.

- Connectivity link between the Druids Glen Road and the Cabinteely greenway, to include comments on technical standards in relation to aspects of gradient and MID;
- Further connectivity to the external networks to include consideration of a future connection to the open space adjacent to the Brennanstown development. As stated by the Parks and Landscape Services Section within their submission, it would be their intention to further greenway connectivity towards Cabinteely. This would be subject to a separate planning process outside the current proposed development.

The comments from Infrastructure & Climate Change will be considered at Detailed Design stage.

Housing Department:

In correspondence dated 21st May 2021 and 28th February 2022, confirmed no objection to the proposed development.

Municipal Services - Parks and Landscape Services Section :

In correspondence dated 27th May 2021, 4th March 2022 and 9th March 2022, confirmed no objection to the proposed development. A number of comments were noted for consideration at detailed design stages:

- The trees and hedgerows should be protected in line with the tree survey.
- There should be consistency in materials and colours throughout including surfacing, signage, lighting, ground markings, structures (including bridges), bollards, seating, etc.

Parks and Landscape Services Section furthermore stated in their report, that it would be their intention to further proposals for greenway connectivity towards Cabinteely. This would be subject to a separate planning process outside the current proposed development.

Municipal Services - Traffic & Road Safety:

In correspondence dated 21st May 2021, The Traffic and Road Safety Section has no objection. The following recommendations were made:

- *consideration be given to having cycle channels at each stairway.*

Municipal Services – Drainage Planning:

In correspondence dated 3rd June 2021 and 3rd March 2022, confirmed no objection to the proposed development. The following recommendations were made:

- Site Specific Flood Risk Assessment – Report. *The Cherrywood Green Routes Network A is located in, or close to, Flood Zones A & B throughout its route. The applicant has submitted a Site Specific Flood Risk Assessment in which no highly vulnerable development is located in Flood Zones A & B (existing (unmodified) ground levels). The principles of the Hydrology and Hydraulic modelling approach adopted by AECOM are acceptable to Drainage Planning. Drainage Planning is of the opinion that the analysis contained in the AECOM Flood Risk Assessment is appropriately detailed and provides sufficient evidence to pass the Development Management Justification Test and that the proposals are in accordance with, and satisfy, the requirements of Appendix 13 (Strategic Flood Risk Assessment) of the Dún Laoghaire-Rathdown County Council 2016 -2022 County Development Plan and the Planning System and Flood Risk Management Guidelines for Planning Authorities.*

Municipal Services – Road Maintenance:

In correspondence dated 31st May 2021 and 3rd March 2022 and subsequent meeting on the 7th of March 2022, confirmed no objection to the proposed development. The following comments were made:

- 'agreed for the project to proceed to Part 8 and to reengage regarding agreement of the detail design of lighting standards and specifications at detail design stage'.

Municipal Services – Biodiversity Officer:

In correspondence dated 25th May 2021 and 3rd March 2022, confirmed no objection to the proposed development. The following comments were noted for consideration at detailed design;

- a. A suitable fencing design will be agreed at detailed design stage with DLR's Biodiversity Officer to provide as minimum:
 - Guide and direct users through Druids Glen to reduce disturbance and other potential negative impacts on ecologically sensitive features.
 - Design the fencing to be sympathetic to the natural surroundings and to ensure that the fencing does not impact negatively on ecologically sensitive features.
 - Incorporate any design features if and where needed, to facilitate movement of fauna through the area.
 - Use of sustainable and low maintenance materials.
 - Ensure no impediment of water through the area.
(note: latted fencing examples provided by Biodiversity Officer).
 - Any other considerations to be determined at detailed design stage.
 - Provide a Visitor Code of Conduct and educational signs.
 - Promote the Leave No Trace campaign.
- b. A proposal will be provided for the exploration and trialling of bat sensitive lighting (Red spectrum light scheme - LED lighting with a red glow) identified as Zone 1 (the area from Pond 5A to the rear of Cherrywood Business Park, the Wyattville Link Road and the Tully Vale section of Lehaunstown Valley - as far as Pond 2b. Similar lighting schemes in the Netherlands had proved successful, helping to preserve bat species and other nocturnal wildlife and is currently been trialled in UK in Worcester and also on the Comber Greenway in Northern Ireland.

Reason: To ensure that strictly protected habitats and species are addressed through mitigation measures that will be included as part of the detailed design of this proposed green route.

The comments from Municipal Services will be considered at Detailed Design stage.

SUBMISSION FROM NATIONAL TRANSPORT (NTA)

In correspondence dated 14th March 2022 the stated the following: *The NTA appreciate the effort DLR have made to take our comments on board, and while we have some comments below for your further consideration, we are happy to approve the scheme to go to public consultation.*

- 1) Are ecological constraints present along the entire length of the 3m wide east – west section or could the section be widened out on the eastern side say where the section meets the main greenway?
- 2) Can the connections to residential developments also be made wider 3-4m wide?
- 3) Can a 4m wide path through the higher path option in the Cherrywood Business Park

The comments from the NTA will be considered at Detailed Design stage.

9. PRESCRIBED STATUTORY BODIES/ORGANISATIONS

As part of the statutory Part 8 process, notice of the proposed development was circulated on 24th March 2022 to the following prescribed Statutory Bodies;

- An Taisce
- Minister of Housing
- Minister of State
- Transport Infrastructure Ireland (TII)
- Irish Water
- National Transport Authority (NTA)
- Heritage Council
- Inland Fisheries Ireland (IFI).

Four submissions were received as part of the Statutory consultation process.

- A submission from Inland Fisheries Ireland (IFI) was received. This is summarised and responded to in Section 10.2 below.
- A submission was received from Transport Infrastructure Ireland (TII). This is summarised and responded to in Section 10.2 below.
- A submission was received from the Development Applications Unit (DAU), Department of Housing, Local Government & Heritage – Heritage Section. This is summarised and responded to in Section 10.2 below.
- A submission was received from the Development Applications Unit (DAU), Department of Housing, Local Government & Heritage – NPWS. This is summarised and responded to in Section 10.2 below.

10. SUBMISSIONS/OBSERVATIONS

10.1 Submissions

In accordance with Part 8, Article 81 of the Planning Regulations, 2001 (as amended) the Council gave notice of the proposed development in the Irish Times, The Independent and The Evening Herald newspapers on 24th March 2022 and the Gazette newspaper on 31st March 2022 indicating that submissions would be accepted up to and including 11th May 2022. 18 no. site notices, in the prescribed format, were also erected on the site and maintained in place for the prescribed period.

10.2 TABLE A: List of persons/bodies who made submissions

85 no. submissions were received within the statutory time period, which are listed as follows:

No	Name	Reference
1	Richard Kelly	(Sub 1) - Email

2	Mark Nagle	ANON-PYG6-4TVM-H
3	Soren Thorvald	ANON-PYG6-4TV9-W
4	Conor Molloy	ANON-PYG6-4TVX-V
5	Shane Regan	ANON-PYG6-4TVU-S
6	Gareth Little	ANON-PYG6-4TVG-B
7	Aditya Gupta	ANON-PYG6-4TVD-8
8	Cian Prendergast	ANON-PYG6-4TVY-W
9	Aisling Murphy	ANON-PYG6-4TVS-Q
10	James Hedderman	ANON-PYG6-4TVA-5
11	Luiz Fernando Giaretta Verona	ANON-PYG6-4TVB-6
12	Des Power	ANON-PYG6-4TVJ-E
13	Lyn Kennedy	ANON-PYG6-4TVT-R
14	Leo Kearns	ANON-PYG6-4TVK-F
15	Kate Ruddock	(Sub 2) Email
16	Stephen Fraser	ANON-PYG6-4TV5-S
17	John Sullivan	ANON-PYG6-4TVF-A
18	Ray Cunningham	ANON-PYG6-4TVZ-X
19	Edward Martin	ANON-PYG6-4TV2-P
20	Shane McElveen	ANON-PYG6-4TV6-T
21	Connor Barry	ANON-PYG6-4TV4-R
22	Conor Brennan	ANON-PYG6-4TVN-J
23	Roman McGoldrick	ANON-PYG6-4TVV-T
24	Eoin Ahern	ANON-PYG6-4TVH-C
25	Claire Tobin	ANON-PYG6-4TV7-U
26	Paul Hurley	(Sub 3) - Email
27	Larry Dolan	(Written Submission)
28	Steve Brennan	ANON-PYG6-4TVR-P
29	Satheesh Kumar	ANON-PYG6-4TVC-7
30	Ina Albrecht	ANON-PYG6-4TVQ-N
31	Ronan Shaw	ANON-PYG6-4TV8-V
32	Warren McAllister	ANON-PYG6-4TV1-N
33	James Coleman	ANON-PYG6-4TVP-M
34	Austin Keegan	ANON-PYG6-4TV3-Q
35	Paul Murphy	ANON-PYG6-4T7X-W
36	Gayatri Rajmohan	ANON-PYG6-4T7U-T
37	Gayatri Satish	(Sub 4) Email
38	Satish Bhat	(Sub 5) Email
39	Kevin Nam (name in passport: (Sang Geung Nam)	ANON-PYG6-4T7G-C
40	Andrei Darjan	ANON-PYG6-4T7D-9
41	Tony Manahan	(Sub 6) Email
42	Amie Regan	ANON-PYG6-4T7Y-X
43	Maria Boylan	ANON-PYG6-4T7S-R
44	Ryan French	ANON-PYG6-4T7A-6
45	Luiz Fernando Giaretta Verona	ANON-PYG6-4T7B-7
46	Emma Regan	ANON-PYG6-4T7J-F
47	Neil Brewster	(Sub 7) Email
48	Sean Barry	ANON-PYG6-4T7K-G
49	Brian Lande	ANON-PYG6-4T75-T
50	Patricia & Roger Fitzpatrick	(Sub 8) Email

51	Maeve Keegan	(Sub 9) Email
52	Bernadette Hussey	ANON-PYG6-4T7F-B
53	Gareth Lyons	ANON-PYG6-4T7W-V
54	John O'Shea	ANON-PYG6-4T7Z-Y
55	Shaun Grima	ANON-PYG6-4T72-Q
56	Paloma Gómez	ANON-PYG6-4T74-S
57	Aziz Anwar	ANON-PYG6-4T76-U
58	Elayne Henry	ANON-PYG6-4T7N-K
59	Maeve Keegan	ANON-PYG6-4T7V-U
60	Stephen Murphy	(Sub 10) Email
61	Niall Carty	ANON-PYG6-4T7H-D
62	Claire & Brian Barrett	(Sub 11) Email
63	Arthur Ryan	ANON-PYG6-4T77-V
64	Susannah Healy	ANON-PYG6-4T7E-A
65	Richard Kelly	(Sub 12) Email
66	Ethelred's Malocca	ANON-PYG6-4T7R-Q
67	Emma O' Connor	ANON-PYG6-4T7C-8
68	Emma Malone/O'Connor	(Sub 13) Email
69	William Fitzpatrick	ANON-PYG6-4T7Q-P
70	Michael and Yvonne O'Neill	(Sub 14) Email
71	Cian O Kiersey	ANON-PYG6-4T78-W
72	Margaret Nevin	ANON-PYG6-4T71-P
73	Prof. Keith Tipton & Gillian Tipton	(Sub 15) Letter
74	Eamon Halpin on behalf of Mrs. Forkin	(Sub 16) Email
75	Louis McConkey & Lesley Wallace	(Sub 17) Email
76	Olwen Pendred	(Sub 18) Email
77	Alan O'Tuathaigh	(Sub 19) Email
78	Elizabeth Pilkington	(Sub 20) Email
79	Róisín Lisa Bohan	(Sub 21) Email
80	Matt Skinner	(Sub 22) Email
81	Ian McKee - Quintain Ireland Ltd	(Sub 23) Email
82	Dublin Friends of the Earth	(Sub 24) Email
83	Paul Moloney	(Sub 25) Email
84	Cllr Hugh Lewis	(Sub 26) Email
85	Denis Madden	(Sub 27) Email

10.3 Summary of the issues raised in the submissions/observations received

A total of 85 Submissions were received. 57 via the consultation hub, 27 via e-mail (fpiadmin@dlrcoco.ie) and 1 via hard copy. These can be generally categorised as follows:

Support the Proposed Development	41 (48%)
Do Not Support the Proposed Development	7 (8%)
Other/Queries/Neutral	37 (44%)

Support the Proposed Development (48%):

The 41 submissions received in support for the project, were submitted by mix of local residents and their relevant associations, people who work in Cherrywood, Councillors, and heritage groups. Observations in support for the Project can generally be categorised as follows:

General support of the Project	24 (58%)
Support for improved access and connections	4 (10%)
Positive impact for local residents and employees	8 (20%)
Support for improved access to Brennanstown Portal Tomb	5 (12%)

Do not Support the Proposed Development (8%):

The 7 no. submissions received which do not support the project are from individuals and local residents concerned with the environmental, archaeological and social impacts of this development. Observations not in support for the Project can generally be categorised as follows:

Negative impact for local residents	3 (42%)
Negative impact on Biodiversity	2.5 (37%)
Negative impact for Brennanstown Portal Tomb	1 (14%)
Negative impact on local infrastructure	.5 (7%)

Other/Queries/Neutral (44%):

The 37 no. submissions received categorised as other/queries/neutral are suggestions and queries submitted by the following: local residents and their relevant associations, people who work in Cherrywood, Councillors, and heritage groups. Queries were raised in relation to the construction process, environmental concerns, connections and links being provided, access / use of the facility and management of the route.

Queries in relation to Brennanstown residents	19.5 (53%)
Queries in relation to the Brennanstown Portal Tomb	6 (15%)
Queries in relation to Tullyvale residents	4 (11%)
Queries in relation to further connectivity	3.5 (9%)
Queries in relation to Brides Glen residents	2 (6%)
Query in relation to biodiversity	1 (3%)
Query in relation to land in Development Area 1	1 (3%)

The submissions (and the detail pertinent to the respective submissions) are duly noted and have been assessed and/or clarified accordingly.

The pertinent issues raised, and the Chief Executive's associated responses are summarised as follows:

Query/Concern/Observation	Chief Executive's Response
<p>General Support for the Project</p> <p>These respective collated observations received were largely in support of the proposed Part 8 development Scheme. In this regard, the proposed Scheme is welcomed in that it would be a valuable amenity to the local community. It will provide benefits by way of facilitating cyclists and pedestrians, providing alternative and safe routes for the respective users, improve connectivity between Cabinteely and Shankill, and is a great initiative to provide for sustainable routes through the new Cherrywood development.</p>	<p>Submissions and observations are duly noted, and the positive support is welcomed.</p>
<p>Brennanstown Residents (23)</p> <p>27% (23 no.) of the Observations received in the Public Consultation were in relation to concerns raised by the Brennanstown apartment residents. A collation of these are presented below.</p> <p>Appears green route will enter Brennanstown at the front of apartment block and travel along the existing fire road and meet the entrance to very busy underground car; observations outlined below:</p> <ul style="list-style-type: none"> - Considered a safety hazard. - Considered to be unsafe for pedestrians. - Highlighted this is play area for children & dog walkers and a recreation area for the residents. - Putting a cycleway along fire road is an 'accident waiting to happen'. - A cycleway and pedestrian way coming down the "fire road" will impact on the privacy and security of the residents living in the lower level apartment blocks due to the proximity. - Fire road in front of the apartment blocks is for emergency use and must be kept clear at all times, serves as an emergency access to the apartment blocks. - Motorists do not have visibility of fire road when exiting the underground car park. - Privacy and security issues with the green route so close to the apartment blocks. <p>Preferred route is for the greenway to enter Brennanstown on the far side of the river and travel towards Cabinteely Park in a straight line; it is considered to be a better solution as per observations listed below:</p> <ul style="list-style-type: none"> - Safer proposal / allows for crossing of the busy road at a point / much better visibility. - It also aligns better with the proposed route on the other side of the road. - Pedestrians will be able to see cars both entering and exiting the estate. - Perhaps an additional ramp closer to the top of the entrance road would further slow traffic. - This stretch of road is also better lit than that in front of the fire road. - It also decreases security concerns for ground floor residents. <p>Request Dlr review any route through the fire road and consider the alternate route suggested for the benefit of everyone concerned.</p>	<p>It is not intended to extend the Greenway from Cherrywood through Brennanstown Apartments Residential Estate as part of this project.</p> <p>This Part 8 project is within the SDZ only and is subject to compliance with the Cherrywood Planning Scheme.</p> <p>This is outside of the scope of the current project however, any future scheme/project to extend from the Cherrywood SDZ boundary to Cabinteely would consider observations /submissions made as part of a statutory public consultation process.</p> <p>This addresses all of the concerns raised in these submissions</p>
<p>Tullyvale Residents (12)</p> <p>14% (12 no.) of the Observations received in the Public Consultation were in relation to concerns raised by the residents within the Tullyvale Environs. A collation of these are presented below.</p>	<p>The support of this scheme is welcomed, and the following responses provided for each item:</p>

Route/Desire line: (mentioned 10 times)

- The 'desire line' for the majority of pedestrian traffic is to walk down the grass hill from the end of Valley Drive. The option proposed does not address the desire line.

Protection of Existing Trees: (mentioned 1 time)

- Proposals do not show the clusters of trees (planted 22 years ago) that border the houses in Druid Valley, particularly those at Valley Close and Valley View. Can site be assessed to see whether it is possible to retain some/all of these trees whilst also accommodating the wider cycle path?

Lighting: (mentioned 2 times)

- Existing public lighting alongside Druid Valley houses currently spills into neighbouring houses, could the opportunity be taken to reposition to prevent excessive light spill beyond the pathway itself.

Tie-in to Valley Drive: (mentioned 6 times)

- No detail of the tie-in proposed to Valley Drive, area is currently compromised by: unauthorised bin storage area and turning circle and fire entrance to the Tullyvale development.

Placemaking: (mentioned 1 time)

- Archaeological history: would welcome an initiative to incorporate a 'history trail' or similar.

Route

It has been noted that the site surveys for this section of the project were undertaken during the construction period for Pond 2B. At this time a significant portion of the natural green space was fenced off and public access was restricted. As a result, the desire line at the time followed the edge of this fenced off area in a straight line from the valley floor up the embankment. Upon completion of Pond 2B the natural greenspace was reopened to the public and it is now apparent that the desire line follows a diagonal route towards Valley Drive.

Proposed Change: As part of the detailed design, the central path will be realigned to better address the existing desire line.

The topography of the valley presents a major challenge to creating a universally accessible route with a +24m level change. The current proposal balances the required gradients for universal accessibility while minimizing major scale structural earthworks

Protection of existing Trees

It is acknowledged that 2 no. existing groups of trees adjacent to the Valley residential estate are not detailed in the Arboricultural information. It is not intended to remove any of these trees to facilitate the widening of the exiting path. However, these trees will be surveyed, and the proposals assessed to ensure that any impacts on the existing trees from the proposed scheme will be avoided.

Lighting

The current issues with excessive light spill from the exiting lighting fixtures into private residential units and gardens is noted. It is intended to rationalise the existing lighting as part of this proposal to provide a continuous uniformly lit route, and to avoid and minimize light spill

Tie-in to Valley Drive

There is no proposal for the Vehicular Carriageway of Valley Drive.

Proposed Change: As part of the detailed design for the proposed development, an appropriately scaled 'plaza / paved' space will be considered between Valley Drive and the desire line route, this will act as an orientation zone between the pedestrian and cycle infrastructure and the residential street.

Placemaking

The heritage of the development site and its environs are acknowledged, and an Archaeological and Architectural Assessment of the proposed Cherrywood Green Routes Network has been

- Old 'walled garden' in the valley: unclear whether this is of any archaeological significance, could be cleaned-up and enhanced as part of proposed works.

undertaken by the Irish Archaeological Consultancy (IAC) Limited. It is noted that a heritage trail would be beneficial for the area and the public. This has been considered and all signage will be installed in accordance with the Cherrywood Signage Strategy (CSS); Appendix 5 CSS - *'Appropriate signage for heritage sites should be provided. These sites may require dedicated signage networks within the overarching strategy. Mounted, trail marker and information boards should be considered'*. The space defined by the remains of a previous and locally referred to as a 'Walled garden' is confirmed to have no architectural or archaeological significance. It is however observed that this space is used by the community for play and picnics, etc.

Proposed Change: Seating and appropriate planting to be incorporated within 'walled space' for community recreational use as part of the detailed design for the proposed development.

Antisocial behavior: (mentioned 7 times)

- Reference to regular antisocial behaviour associated with the valley and request that proposals consider measure to address:
 - Use of motorcycles, quad bikes etc. on the greenway, Graffiti on walls (already an issue), Litter, Noise (increase), damage to property (fear that each of these will increase in incidents given the increase in traffic)
 - will have a major negative impact on the residents and private property, does not need to be part of the proposed works.
 - Use of existing pathway in front of existing houses will increase traffic, the following is noted:
 - LUAS users are in the majority going to N11 or Ballybrack/Killiney. Link through existing residential estate
 - Large groups of young people use existing path and increase antisocial behaviour, hidden by existing vegetation
 - Burglaries in residential due to its accessibility to the N11 and M50.

Anti-social Behaviors

Combating anti-social behaviour such as graffiti and preventing access for motorbikes and quad bikes without creating a barrier for less able users is an ongoing challenge for the Local Authority. Increased footfall along this route and design items including lighting and management of the existing vegetation to improve visibility and passive surveillance of the area should help to discourage anti-social behaviour. The Council will continue to manage this area and impose measures to reduce anti-social behaviours whenever possible.

As a result of observations such as this, the proposed stepped link in this location will be re-aligned to reflect the existing desire line within the valley. This access point is one of approximately 15 no. access points being proposed to connect all users including residential estates to a wider green infrastructure network. Realigning the stepped link to Valley Drive will provide a more direct route which does not pass along the rear boundaries of the dwellings here. Upgrading the existing link provides for a fully accessible route to the Wyattville Road. The existing route is required and forms part of the existing accessible network of paths within the public space. Lighting will be upgraded, and the desire line route will create a direct link for all users.

Construction Management: (mentioned 1 time)

- Require Construction Management Plan and consultation with existing residents-

Construction Management

A comprehensive Construction Management Plan will be compiled and implemented.

Existing path / Proximity to residents (mentioned within 7 observations)

- Relocate existing and proposed routes 100m – 150m from existing dwellings and closer to N11.
- Greenway should be fenced off with plenty of access and egress points. (mentioned 3 times)
- Upgrade of current tarmac path in the park will be too close to residents and property.
- Routes should be well lit.
- While the greenway is welcome, concern that it will lead people too close to the housing in Druid Valley.
- Large volumes of pedestrians and cyclists through residential, should be re-routed to use the main road and join the greenway at the proposed new entrance to the park.
- Query regarding the rationale to locate the access to the greenway for Cherrywood Village / Town Centre in a quiet residential estate?
- Greenway should be fenced; green space should be amenity for existing residents.
- Greenspace should not become a "destination" for greenway users.

Private Residential Bin Collection (mentioned 2 times)

- Issue of bin staging areas, bin collections and car turning movements on Valley Drive residential street, impacts on access for pedestrians.

Cars in Parkland (mentioned 1 time)

- Issues with cars using the existing park path.

Re align existing path / Proximity to residents

Due to the typography of the valley and the intention to connect users from many locations along the route, it is not possible to locate the route 100m – 150m from all dwellings as suggested. It is noted an offset of this distance would in effect omit most possible accessible routes and sterilize the valley landscape setting. It is intended that the natural greenspace of the valley remain accessible and open to the public at all times. Therefore, it is not intended to install barriers, including fences at this time.

As noted above, a result of observations such as this, the alignment of the proposed stepped link in this location will be better aligned to reflect the existing desire line.

This access point is one of approximately 15 no. access points being proposed to connect all users to the network. Lighting is proposed to be upgraded within the Valley.

The central stepped path will be realigned to address the desire line and public lighting will be rationalised and upgraded along the route. This project seeks to give users including existing residents a defined, safe and accessible route to / from the N11 and the Luas.

The existing path will be retained and upgraded to the same standard as proposed elsewhere and throughout the project.

There are no proposals to include the greenway in the residential estate. Proposals address the need for a route from the estate.

Private Residential Bin Collection

The current issue with Private Bin Collections is outside of the scope of this project/ Part 8 Proposal.

Cars in Parkland

Access points will be considered further at detail design to further consider deterrent measure to ensure only maintenance and emergency vehicles can achieve access to the valley.

Druids Glen / Brennanstown Portal

13% (11no.) of the Observations received in the Public Consultation were in relation to the Brennanstown Portal Tomb which is in close proximity to this project. A collation of these are presented below.

- Welcome that a public pathway will be provided through the woodlands.
- Welcome that the path will be a low impact no-dig graveled design

- Welcome protection of wildlife and biodiversity within the woodland but should not be exaggerated to the detriment of access.

Landownership / Land Use Zoning / Cherrywood Planning Scheme / County Development Plan – Amendments

- Consideration of re zoning within the Valley - to further protect the natural valley environment and its biodiversity.
- Acquisition of the woodlands should be considered
- Observation that land on the northern slopes of the valley, zoned for residential development (Brennanstown Roadside) should be rezoned for amenity to ensure protection of Biodiversity
- Request a separate planning process to look at the zoning and use of the areas within Glendruid valley to better protect the setting around the dolmen and Glendruid House and Stables. It is acknowledged that this will involve changes to the Cherrywood SDZ, and GDPG are aware that this is a significant planning project. The current proposed 8th Amendment to the Cherrywood SDZ is increasing the density of residential development in the Valley, with Res 1 density increasing. Such an amendment requires a comprehensive procedure.
- Request that this process is used to more radically amend the Cherrywood SDZ with regard to the Glendruid Valley section. The quantum of development within NAMA Lot 1 (area within the Valley and south of Glendruid House) to be reduced significantly. Density can be increased in Lot 2 if economic loss to landowner is a factor. Higher densities in the areas around Main Street and Luas Station would appear to make more planning sense.
- Requests that DLR CC consider acquisition of Dolmen House should it come on the market. This property is currently with a Receiver and is being prepared for sale. The property provides partial access and significantly to setting of the Dolmen area.
- Request that DLR CC prepares a report on alternative uses for Glendruid Valley and revisits the Cherrywood SDZ plan for the area. This to include usages for Glendruid house”
- Concern expressed regards the size and density of development provisions in the valley (Reference to NAMA Lot 1 as very excessive, and query re-allocation to Lot 2, around Main Street and the Luas Station
- Request that rezoning in the valley is reconsidered to further protect this unique place and in particular that DLR acquire these precious woodlands from NAMA.
- Reference to successful acquisition of Fernhill by DLR acquired Fernhill in this way and it is a major success, not only as a public amenity but for preserving the natural habitat there for birds, animals, insects, plants, flowers and trees. Fernhill was always more developed, more ‘manicured’ with a ‘public gardens’ element but the Council saved it from development, and it is requested that DLR do same with Glendruid Woodlands.

Biodiversity

- Welcome that there will be no lighting along the route. This is appropriate and in line with biodiversity constraints.
- The focus on biodiversity is very important and welcome.
- Welcome protection of wildlife and biodiversity within the woodland but should not be exaggerated to the detriment of access.

Landownership / Land Use Zoning / Cherrywood Planning Scheme / County Development Plan – Amendments

Any suggestion to reconsider and amend the zonings and/or the extent of the land use zoning/s as per the approved Planning Scheme, 2014, as amended, would require the amendment of the Planning Scheme. This is a comprehensive statutory process that requires the preparation of, and a submission by the Planning Authority to An Bord Pleanala for a proposed amendment. This application to make an amendment is a separate statutory process that would not be facilitated by/through the subject proposed Part 8 Scheme.

Further, with regard to proposed Building Height and Density Review Amendment (Amendment No. 8) to the Cherrywood Planning Scheme, this amendment is still to be the focus of a forthcoming public consultation process (as directed by An Bord Pleanala), all as part of a statutory planning process set out in Section 169 of the Planning and Development Act, 2000 (as amended). As part of this consultation process, submissions/observations by interested public and parties can be submitted within a statutory time period.

Biodiversity

The protection of the woodland and Biodiversity is fundamental and will be a primary focus for the project and shall be in accordance with the requirements of the Cherrywood Biodiversity Plan and the current DLR County Development Plan. And will implement all recommendations of the Dlr Biodiversity Officer, DAU

<ul style="list-style-type: none"> - Query if it is the intention to restrict the use of the woodland pathway to reduce footfall within the sensitive area. - Submits that it is essential that there is a clear focus on protecting flora and fauna in the woodland and that should be the priority, as opposed to prioritising the public amenity aspect. - In favour of a protected natural woodland in Glendruid with natural low-level growth as opposed to an open urban park being developed here. - Now in the middle of a biodiversity crisis as declared by the United Nations and the Irish government. DLR also has a Biodiversity Plan and to do otherwise than protecting this woodland would be contrary to such policies. - Satisfied that a no dig, gravelled public pathway will be provided through the woodlands. 	<p>Nature Conservation and commitments as presented within the application.</p>
<p>Fencing in Woodland</p> <ul style="list-style-type: none"> - Do not welcome fencing of the pathway in woodland - Welcome that there will be a viewing point for the Dolmen. - Fencing should not be introduced along the walk. natural setting which has remained the same since 1812. 	<p>Fencing in Woodland</p> <p>The fence is required and is proposed as a design measure to prevent the loss or degradation of Rare Flora and to protect the woodland habitat. The detail will be appropriate for and specific to each section of the route it traverses. The fence is an intrinsic component of the proposed development and its detail will be progressed by Dlr as appropriate.</p>
<p>Dolmen and Access to Dolmen (Mentioned 11 times)</p> <ul style="list-style-type: none"> - The viewing area at the Glendruid dolmen is welcome. However, visual access only is an understandable objective but unlikely to be adhered to. The historical, current, and potential interest in the dolmen needs to be addressed satisfactorily with appropriate access permitted. This must be balanced with the integrity of the surrounding environment as well as the preservation of the dolmen, notably located on private land. It is regrettable at this stage that an appropriate footbridge to the dolmen is not contained within the Part 8 proposals. This is an issue that should be sought as an objective, and should I believe be acknowledged by the council - Greater access to the dolmen should already be considered in the Part 8 application. - Include for a footbridge at the waterfall adjacent to the Dolmen. - Part 8 missed opportunity for a bridge - Request drawings, details and visuals showing the new road bridge planned over the current Lehaunstown Lane. And demonstrate what impact will this development have on the greenway infrastructure before, during and after construction. - The setting of the Dolmen should be preserved. - Visual access via a viewing platform is not acceptable - A pathway through the woodlands is very welcome. - Hopeful that there will be public access to the dolmen in the vicinity and notes that have been trying to find such public access for years. 	<p>Dolmen and Access to Dolmen</p> <p>Initial on-site surveys have been carried out by the DLR Heritage, Biodiversity, Parks, and Infrastructure sections. Options have been identified for potentially connecting the proposed public path south of the river the short distance to the dolmen site. Pending approval of current Part 8 proposals, these options will be further detailed and assessed, pending funding approval and in collaboration with relevant stakeholders.</p> <p>It is clarified that the land leading to the Dolmen are not within the SDZ.</p> <p>Amending the Cherrywood Green Routes Network Part 8 drawings to include a river crossing to the dolmen would require revised Archaeological surveys, Section 50, Flood Risk Assessment , EcIA, AA Screening , EIAR Screening, Arboricultural Impact Assessments, Bridge Design Specialists and the carrying out of new season-sensitive surveys, consultation and impact assessments</p>
<p>Maintenance and Anti-social behavior</p> <ul style="list-style-type: none"> - Query woodland management strategy and security - Query maintenance of path and leaf removal - Query vision for woodland and intended landscape character - Query if there any restrictions to access the Glendruid woodlands sections – if its protected by gates that will be 	<p>Maintenance and Anti-social behavior</p> <p>Duly Noted – The paths will be maintained in accordance with the maintenance standards as deemed necessary and appropriate by the Parks Department.</p>

closed at certain times, if CCTV control at entry and exit points considered.

- Privacy and security of residences on Brennanstown Road should be considered. Reconstruction of the stone wall along the north side of river may be considered and the planting of a hedge to increase privacy and security.
- Mitigate / manage for anti -social activity.
- The famous old beech trees along the trail should be protected.
- Submits that laurel has taken a foothold in the woods and requests that it to be gradually removed under the advice of experts.

Archaeological Monitoring

- Concern that potential richness of archaeology in the proposal may not be covered adequately by a single on-site archaeologist. A more detailed plan for the works and the potential for archaeological finds should be addressed.

Parking and additional bicycle parking

- Provision of bicycle spaces, public transport information, bus parking and car parking should be provided
- The addition of bicycle parking spaces should be considered. If even at the start of the route to discourage cyclists on the pedestrian path.
- Restrict bicycles on the narrow woodland route.
- How to avoid the pathway becoming a major short cut to the Luas station
- 1.2M wide is good not too wide. I think the path should be Natural & rustic, even if it would get muddy... not tarmac or concrete.

An invasive species management plan has been provided as part of the proposed project to inform the necessary management of all IAS identified and in accordance with best practice.

The proposal is to manage the Woodland in accordance with the Woodland Management Plan has been provided as part of the proposed development. Furthermore, an Invasive Species Management Plan was also provided, all IAS will be managed in the first instance, in line with the recommendations as proposed.

The relevant service department will manage access to the space in accordance with a management strategy will be developed specific to the requirements and appropriate for the space.

Archaeological Monitoring

A submission was received from the Department of Housing Local Government and Heritage. The *DHLGH* notes that they have reviewed the heritage assessment produced by IAC Archaeology (Feb 2022) as part of the proposed development. They note that the proposed development area has potential to yield archaeological remains (as detailed in the assessment) and that the assessment recommends archaeological monitoring of any required ground works. Having reviewed all documents relating to the proposed development, they state that they are in agreement with the mitigation measures detailed in the report. The response states that archaeological monitoring should be carried out by a suitably qualified archaeologist, with all works in the vicinity of the Brennanstown Portal Tomb carried out under Ministerial Consent. Should significant archaeological remains be identified, further consultation will be required with the department. Following completion of works a report detailing same will be submitted to the Planning Authority of the DHLGH. This recommendation is in line with the mitigation measures laid out in the IAC report.

Parking and additional bicycle parking

Additional bicycle parking spaces at the entrances to the pedestrian route will be considered and included where feasible.

Proposed Change: Additional bicycle stands at entrances will be incorporated at detailed design stage

No carparking or bus parking is proposed as part of this project. In accordance with the CPS section 4.2.1 - Sustainable

<ul style="list-style-type: none"> - Minimal car park spaces should be provided with the emphasis being on arrival by bike (bike stands), Luas, by foot and bus (some bus/mini-bus parking for educational tours). <p>Place naming (Mentioned 2 times)</p> <ul style="list-style-type: none"> - Valley identified as "Druids Glen" within the Cherrywood Planning Scheme. Query as to where this originates from. - The area is more commonly known as the Glendruoid Valley. Genuine reconsideration should be given to the integrity of the place names within the plan, particularly is of such historical significance. - Highlighted error in documents - Glendruoid Dolmen noted as a Giants Tomb and Wedge Tomb throughout its plans and documentation. <p>Woodland value for Education (Mentioned 3 times)</p> <ul style="list-style-type: none"> - The educational potential of the Glendruoid woodlands - The mature trees should be named, and small signs added to educate kids - The Glendruoid woods and accompanying dolmen are a magical place to visit and an incredible experience for kids helping them to connect with history - Protection of sacred sites for community, biodiversity, education and future generations <p>Signage and content (Mentioned 9 times)</p> <ul style="list-style-type: none"> - Signage at LUAS station is not covered in the Signage proposals - Signage within the woodland area should be done sensitively. - Signage proximity to monument - should be away from the Dolmen not be visually intrusive. - Signage within the valley should also deal with heritage, biodiversity, safety and guidance on conduct. - QR codes can be used on signs to give visitors access to additional information. - Signage and waymarking is positive, again attaining what is appropriate to the site must be given careful consideration and in the context of both the history and heritage of the area, and of the environment. 	<p>Travel Targets; <i>the planning scheme sets challenging but achievable targets for sustainable travel modes in Cherrywood and identifies the measures for achieving them.</i> Furthermore, in accordance with Table 4.1 - Sustainable Travel Target, it is noted that 'Road proposals will limit private car access and priorities walking, cycling and public transport. It is necessary to seek to achieve 45% of internal trips by cycling and 30% by walking, in this regard, parking for vehicles along walking and cycling routes is not considered appropriate.</p> <p>Place naming</p> <p>The Part 8 refers to the naming in accordance with the approved Cherrywood Planning Scheme (CPS). Any re naming associated with places within the CPS is outside of the scope of this project. This concern is duly noted.</p> <p>Duly Noted, the correct naming is referred to the IAC Archaeological and Architectural Assessment.</p> <p>Woodland value for Education</p> <p>This proposed project will enable access for educational purposes and for local schools to avail of the teaching opportunities the woodland presents. Signage is proposed and this will include information specific to the Cultural and Built Heritage, rich Biodiversity and Woodland setting. Signage will be delivered in accordance with the Cherrywood Signage Strategy.</p> <p>Signage and content (Mentioned 9 times)</p> <p>Signage at the LUAS stops are not within the scope of this project.</p> <p>Any signage relating to monuments will be detailed and located in accordance with the advice and requirements of the DHLGH and the OPW.</p> <p>The route within the Druids Glen Woodland is proposed as a Pedestrian only route. Appropriate signage (or other) will alert users to dismount and prohibit cycling.</p> <p>The proposed signage for the Cherrywood Green Routes Network will be developed in accordance with the Cherrywood Signage Strategy. This is a Guidance document relating to wayfinding/directional signage for Cherrywood which has been completed, as per Objective PD 32 of the Cherrywood Planning Scheme, 2014, as amended. The aim of the Guidance is to establish a robust but flexible system for wayfinding which will engage users and enhance their experience of and interaction with the area. One of the key objectives of this strategy includes the</p>
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<p>Miscellaneous</p> <ul style="list-style-type: none"> - The proposed pathway goes through privately owned land. What control has the council on ensuring the woodland management is carried out in the areas outside the green infrastructure area? - Is this forestry land and is there an obligation on owners to manage or retain as woodland? - Access from Glendruoid House part of Glendruoid Valley to the pathway should be considered. - Pathways currently from Glendruoid House connects with the riverside walk. What are the reasons for closing this access and are they well considered? - Is the intention to reduce its use as a short way to access the LUAS station when coming from Cabinteely or areas along Brennanstown Road. - Greater consideration is needed here. Pedestrians in a hurry to catch a train or go to the new village centre may create their own unplanned routes. - Request the consideration of an extension 'a looped walk' of the route to outside of SDZ, north side of Woodland / Carrickmines Stream - Query the future protection of Barrington family private burial ground having regard to the development outside of the Cherrywood Planning Scheme - Re-establish water features from Barringtons time in 1800s. - Pond areas in valley to front of Glendruoid House, multiple waterfalls, viewing area. <p>Delivery</p> <ul style="list-style-type: none"> - Query timelines for the proposed development and dependencies of such a timeline. - How is the cooperation of private owners to be dealt with? <p>Barrington Tower SHD (2)</p> <ul style="list-style-type: none"> - The Barrington Tower SHD has the potential to be of negative overbearing impact both visually and physically. Consideration should be given to this by the biodiversity officer and the heritage officer, as well as the planning department. - Concern regarding the proposed development adjacent to the Glendruoid Dolmen. 	<p>integration and addressing of, natural and built heritage considerations. Further, any details, including drawings and samples of finishes, to be submitted by way of a stipulated compliance condition for the written agreement by the Planning Authority for signage and advertising, and if proposed as part of any development scheme, will need to accord with the 'Cherrywood SDZ Wayfinding and Directional Signage Strategy', March 2021.</p> <p>Miscellaneous</p> <p>Duly Noted – this is outside of the scope of the Part 8</p> <p>Delivery</p> <p>The development will be delivered to ensure compliance with proper planning and sustainable development.</p> <p>Barrington Tower SHD</p> <p>The Planning Authority will provide its assessment on the Barrington's Tower SHD with consideration from the Heritage Officer, Biodiversity Officer and Planning Department.</p>
<p>Further Connectivity (6)</p> <p>7% (6no.) of the Observations received in the Public Consultation were in relation to further connectivity of this route to expand the greenway network. These are presented below.</p> <ul style="list-style-type: none"> - support expressed however query regards a link through Cherrywood Park to Pucks Castle. - support expressed however query relating to the provision of linkages to the Lehaunstown Luas and connectivity from N11 	<p>Further Connectivity</p> <p>There are a series of proposed Greenways and there is public right of way from Lehaunstown Lane, through Ticknick Park, Heronford Lane and onward towards Pucks Castle Lane.</p> <p>There are a number of connections proposed as part of this route linking to Lehaunstown Lane, providing opportunity to easily access Lehaunstown Luas stop. This route will</p>

- support expressed however comment made that the plan should further extend the Greenway into Brennanstown leading to old bray road and Brennanstown road, thus connecting Cherrywood to Cabinteely Park
- support expressed however comment requesting it be extended further to Cabinteely

Future Proposed Links (outside of CPS) (1 submission)

There is a cycleway and footpath which gives access from Brides Glen Road through the Glencarrick housing development to the LUAS stop. The originally proposed direct route through the Dun Laoghaire Rathdown Property company has not been delivered and is instead going through the adjoining Hines car park.

- The access proposed instead in this part 8 is through a steep embankment, containing densely planted trees and all its attendant wildlife. It also gives access onto the Brides Glen road at a very dangerous point in the road.
- An alternative route would be across the southern edge of the lands in the ownership of the DLR Property company which would link to an existing cycleway in Glencarrick.

Reference to the fact a proposal to construct at own expense a walkway/cycleway from Rathmichael Road, under the M50 to join with the existing upper section of the cycleway in the Glencarrick Estate. This would deliver a cycleway/walkway which would be at grade from the Rathmichael Road to the access point with the DLR Property company lands. It could in turn link up with the present Part 8 proposal, all roughly at the same level.

- Engaged consultants to carry out a feasibility study of this proposal and they have reported positively on the proposal.
- Preparing the documents for a planning application to be lodged later this year.
- Proposal will be in accordance with SLO 150 in the County Development Plan.
- Proposal will improve the access, to and from the LUAS for residents on Rathmichael Road and Rathmichael Hill on foot and by bike.
- Will provide level access for residents from Ballycorus Road. It provides level and direct access from the LUAS for walkers to Rathmichael Lane and on to Rathmichael Wood and the Dublin Mountains, in line with an objective in the County Plan and the Dublin Mountain Partnership.
- It will improve accessibility for the occupants of future housing on zoned lands in Rathmichael.
- One of the most frequent criticisms especially by people used to transport in other countries, is how transport in Ireland lacks connections and linkages to other modes and forms of transport.
- In this case the most obvious linkage/connection is to continue the Greenway /cycle way as proposed to the cycleway access point in Glencarrick. It makes no sense, on cost, ecological, gradient, traffic hazard, and practicality to terminate this otherwise excellent proposal, in the manner proposed to Brides Glen Road. Accordingly, we would ask the Council to reconsider the

provide further opportunities to enhance connectively to sustainable transport modes.

This would form part of a future project. The project scale is vast, it is not possible to achieve all connections outside of the Cherrywood Planning Scheme in this project alone however the project creates many opportunities for future connections.
Duly Noted.

Future Proposed Links (outside of CPS)

Core of submission relates to proposals for routing for the cycleway/pedestrian path from Rathmichael Road to Glencarrick Estate to the Part 8 routing. The submission advises they are to preparing documents for a forthcoming planning application. It would appear that this proposed routing is within the boundary of the Dun Laoghaire-Rathdown County Council County Development Plan, 2022 to 2028.

This is outside the scope of the Part 8 project

Comments

Any forthcoming application for planning permission will be dealt with accordingly through the statutory planning process by the Planning Authority. The submission does not relate to this project which is a requirement of the Cherrywood Planning Scheme.

<p>content of this Part 8 proposal, and allow it to continue to meet the access point at Glencarrick”</p> <p>Link over Viaduct</p> <ul style="list-style-type: none"> - Queries if the Proposed Green Routes Network, has considered the option of adding a pedestrian/cycling link across the old tram viaduct over Shanganagh Valley from Cherrywood into Loughlinstown hospital to allow access through to Shankill. 	<p>Link over Viaduct</p> <p>The Viaduct route towards Shankill forms part of a future Part 8 project, currently being progressed by DLR (Infrastructure and Climate Change – Active Travel Department). The viaduct route will link and tie into the proposed Green Routes Network enabling connections to the Town Centre, Brides Glen Luas, the Business Park, Cherrywood Ave and onwards to the North toward Brennanstown and Druids Glen.</p>
<p>Environmental Impact (4)</p> <p>5% (4no.) of the Observations received in the Public Consultation were in relation to environmental impact concerns.</p> <ul style="list-style-type: none"> - Concern expressed regarding Environmental Impact Assessment and AA Screening 	<p>Environmental Impact</p> <p>A report was produced to inform the Environmental Impact Assessment (EIA) Screening Determination. This report considered the requirement for an Environmental Impact Assessment (EIA) to be carried out in relation to the Proposed Development. This report was carried out in line with the requirements of European Communities (EC) EIA Directive 85/337/EC, codified by Directive 2014/52/EU (hereafter referred to as the EIA Directive), the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended).</p> <p>The report concluded under the Planning and Development Regulations 2001 (as amended) that the Proposed Development does not fall under any of the developments requiring an EIA as listed under Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended) and does not meet the criteria of Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended). As such the Proposed Development does not require a mandatory EIA under the Planning and Development Regulations 2001 (as amended). In addition, under the Section 50, Roads Act 1993 (as amended) it was concluded the Proposed Development does not trigger the mandatory criteria for a road development under Section 50 of the Roads Act 1993 (as amended).</p> <p>However, given the potential for significant environmental effects resulting from potential cultural heritage, water and biodiversity impacts during the construction of the Proposed Development it was determined a sub threshold assessment was required for the Proposed Development to identify if an EIA is required and this was carried out by AECOM on behalf of DLRCOCO.</p> <p>The sub threshold assessment was carried out in line with criteria set out in</p>

	<p>Annex III of the EIA Directive. The sub threshold took into consideration a number of standalone reports prepared for the Proposed Development including a Flood Risk Assessment, an Ecological Impact Assessment, an Appropriate Assessment Screening Report, an Arboriculture Assessment and an Archaeological and Architectural Assessment.</p> <p>Taking these reports and the sub threshold assessment into consideration the report to inform the Environmental Impact Assessment (EIA) Screening Determination concluded that with the implementation of standard practice pollution prevention measures, the preparation of an approved contractors CEMP which would include inherent environmental controls, regulatory controls and best practice measures, and the implementation of all mitigation, compensatory and enhancement measures outlined within the various environmental reports accompanying the Part 8 Planning submission such as the Ecological Impact Assessment and Archaeological and Architectural Assessment, an EIA Under section 50 of the Roads Act 1993 (as amended) or under the Planning and Development Regulations 2001 (as amended) would not be required for the Proposed Development.</p> <p>An Ecological Impact Assessment was also carried out for the Proposed Development by experienced and competent personnel. This provides an assessment of the potential ecological effects of the proposed development and is not restricted to European sites. The potential cumulative effects of the proposal, in combination with other plans, projects, is also considered. The report outlines a number of mitigation measures such as mitigation measures (for example mitigation measures for badgers, bats and otters) to be carried out/adhered to during the construction phase of the Proposed Development as well as compensation measures such as planting of native woodland and enhancement measures such as the enhancement of grasslands for pollinators. Post-construction monitoring has also been outlined within the report. The report concluded that although some residual effects will arise from the proposed route, the cumulative effects of mitigation, compensation and enhancement will have a neutral or positive effect on biodiversity.</p> <p>A site-specific invasive species management plan has been prepared for the Proposed Development.</p> <p>The AA Screening report, concluded the following:</p>
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	<p><i>"Following an examination, analysis and evaluation of the best available information, and applying the precautionary principle, it can be concluded that the possibility of any significant effects on any European sites, whether arising from the project alone or in combination with other plans and projects, can be excluded, for the reasons set out in Section 3.3 above. In reaching this conclusion, the nature of the project and its potential relationship with all European sites within the zone of influence, and their conservation objectives, have been fully considered.</i></p> <p><i>Therefore, it is the professional opinion of the authors of this report that the application for consent for the proposed route does not require an Appropriate Assessment or the preparation of a Natura Impact Statement (NIS)."</i></p>
<p>Brides Glen residents (2) 2.3% (2no.) of the Observations received in the Public Consultation were in relation to concerns raised by residents of Brides Glen. These are presented below.</p> <p>One objection to the development and one supportive but with observations - all concerns are summarized below:</p> <p>Interface with existing lane and road network</p> <ul style="list-style-type: none"> - Separation of vehicular traffic from the pedestrians and cyclists in the access laneway - Laneway is the sole vehicular access and right of way to existing houses h - The laneway has been maintained by residents, and is bordered by a high wall on one side and a drainage channel on the other - Laneway not wide enough to permit motor vehicles and cyclists to pass one another or to provide refuges for pedestrians. - Laneway used for access for an emergency vehicles and delivery vehicles / hazardous if reversing out onto Bride's Glen Road - Proposed greenway from the Bridesglen Luas stop would require a stop and dismount barrier, to prevent cyclists descending at speed onto the laneway. - Measures to be included to prevent area being used for parking or set down and ensure unaffected access to existing properties - Dumping by those accessing the Luas - Flooding potential from additional paved surfaces and Cherrywood Development - Safety & Security. - The impact to Biodiversity - Bride's Glen Road narrow, with numerous bends and some very tight corners - no space for a pavement / cycle lane. (steep grass banks, solid walls and proximity to the river – hazardous) - The location of the river - widening the road is not a viable option - Dangerous bend at junction of Cherrywood Road / Mullinastill - Bride's Glen is inappropriate for the additional traffic 	<p>Interface with existing lane and road network</p> <p>The safety concerns being raised in this location are one of our critical items. We do not want to provide a link that is dangerous or poses a safety risk to users. A cycleway is not proposed as part of this route. This is a pedestrian, stepped route however, a wheel slip will be provided to enable users to wheel their bikes through the route</p> <p>Furthermore, it is intended that the laneway, which currently provides residential access will safely provide access to the stepped link to the Cherrywood Business Park, this will function as a shared space, rather than dedicated facilities which will separate the various travel modes (pedestrians, cyclists and motor vehicles). Shared surface streets are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway.</p> <p>Shared surface streets are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. Shared surface streets are particularly effective at calming traffic. Research has found that shared carriageways perform well in terms of safety and there is also evidence to suggest that well designed schemes in appropriate settings can bring benefits in terms of visual amenity and perceptions of personal safety. Shared surface streets and junctions are highly desirable where pedestrian</p>

<p>- Bride's Glen Road is very poorly lit is very narrow, rated 3T, would endanger additional Pedestrians and Cyclists using it</p>	<p>activities are high and vehicle movements are only required for lower-level access, such as residential access</p> <p>It is not possible to provide footpaths/cycle tracks etc on Brides Glen Road as part of this project. This area falls outside of the Cherrywood Strategic Development Zone boundary.</p> <p>Upgrades to Brides Glen Road are beyond the scope of this project and not intended at this time. Please be aware that the current Dun Laoghaire Rathdown County Development Plan (2022-2028) includes a Specific Local Objective (SLO 150) <i>'To allow for the provision of a new pedestrian and cycle link via a new combined foot and cycleway bridge from Rathmichael Road towards the Luas station at Cherrywood Business Park passing under the existing M50 motorway bridge and crossing the R116 Brides Glen road and valley'</i>.</p> <p>The lands opposite this access point are zoned Objective F 'to preserve and provide for open space with ancillary active recreational amenities' which is appropriate to facilitate improved connections in the future. The stepped connection route between Brides Glen Road and Cherrywood business park (being proposed as part of this part 8 application) forms part of the Cherrywood Planning Scheme</p> <p>Parking, illegal dumping and anti-social behaviour will be monitored by DLR, and if necessary appropriate measures put in place to restrict and prevent these issues.</p> <p>The impact the development will have on Birds and other Wildlife in the area has been assessed in Section 6.5 of the EcIA report prepared by Scott Cawley.</p> <p>The stepped link and shared surface area is intended to be further developed at detail design stage to ensure if there is no risks associated with this access point and its interface with Brides Glen Road so that we provide a safe connection.</p> <p>This will include appropriate Public Lighting provision, measures to ensure cyclists dismount from their bikes on the stepped route, barriers / gates at the interface with Cherrywood Lodge access, and appropriate road signage and road markings. This will be undertaken during the Detailed Design Stage of the project. During the Detailed Design Stage, reference will be made to the following documents:</p> <ul style="list-style-type: none"> • Dun Laoghaire Rathdown County Development Plan (2022 - 2028); • Design Manual for Urban Roads and Streets, DMURS, May 2019 (Dept of
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Drainage and Flood Risks

- 2000 and 2004 serious flooding from culvert which runs alongside the proposed route – dry most of year but heavy rain it becomes a fast flowing torrent, which flows through an iron grill into an underground tunnel
- Culvert on lands owned by Dlr Properites
- If blocked, can flood properties on lower level
- Maintenance arrangement in place with landowner to clear culvert twice a year
- Culvert take large volume from Cherrywood
- Vital that the drainage is not in the direction of property, and that its capacity is not overloaded.
- Any development in this area should ensure that the culvert does not become blocked and allow access for the necessary clearing whilst avoiding the risk of users falling into it.

Pathway behind properties

- Conservation of the Woodland / Biodiversity
- pathway that runs from the rear of outbuildings and private dwellings, is used for maintenance for private dwellings outbuildings etc.
- The roofs of these buildings would not withstand the weight of anyone straying onto them, constituting a potential hazard. Plans do not indicate any proposals to restrict access. Important that this pathway is retained to permit the continuance of access for maintenance of the properties, and fenced / gated, whilst allowing access by the property owners.

Transport, Tourism and Sport/ Dept of Environment, Community & Local Govt);

- National Cycle Manual, June 2011 (National Transport Authority);
- Rural Cycleway Design, April 2017 (Transport Infrastructure Ireland);
- Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018);
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions), DN-GEO-03060, (TII, June 2017).

Drainage

The design of the Greenway link is such that surface water runoff is to be directed towards adjacent permeable ground to allow for infiltration of said runoff.

It should also be noted that the subject proposals will allow for improved access to the open ditch and culvert that runs in parallel to the proposed pedestrian and cycle link and conveys surface water from Cherrywood to the Bride's Glen River. The incorporation of the Greenway link at this location will provide access for more regular routine inspections and/or maintenance of the open ditch and culvert (including the culvert screen) and for maintenance operations before, during and following heavy rainfall events. These inspections and maintenance operations will be undertaken by DLR. It should be noted that the existing open ditch and culvert (including the culvert screen) will be assessed by DLR as part of this process and upgrade works will be carried out if deemed necessary.

Appropriate drainage infrastructure will be provided at detailed design stage to ensure that the proposed stepped link and shared surface do not result in additional localised flooding issues.

Pathways Behind our Properties

Conservation of the wooded area to the right of the pathway (Brides Glen Road to Brides Glen Luas Link) and effects of the proposal in relation to woodland habitats has been included in Section 6.5 of the EcIA report prepared by Scott Cawley and in the Arboricultural Assessment and Tree Protection Plan (Part 6 & 7)/.

Proposed Change

At detail design state, Dlr propose to engage with residents to agree continued access for maintenance purposes and to ensure no ability for route users to access roofs of buildings. Maintenance access / pathway to be retained for the purposes of maintenance of the properties, and secured as appropriate.

2.3% (2no.) of the Observations received in the Public Consultation were in relation to queries and comments from adjoining landowners. These are presented below.

Landowner Res 2

These lands are categorised as RES.2 in the SDZ amended master plan 2020.

- lands are capable of housing 45-70 units per hectare within buildings of two to four stories. The loss of the suggested greenway space clearly substantially impacts the amount of development that can take place on the lands should it go ahead.
- there are substantial green open space commitments throughout the Cherrywood SDZ
- proposed green routes network appears to fail to recognise client's entitlement to hold same and it would suggest, from the maps, that all lands for the proposed greenway are under the Council's control which is not the case.
- Conditional support for the Scheme (subject to sustainable amendments to make it fit for purpose)
- generally supportive of the proposed greenway, linking paths and cycle ways, however concerned that the proposed extent of the land being subsumed by the proposed development is excessive in terms of the reduction in development land associated within the overall SDZ.
- The SDZ incorporates a very significant amount of open space and the proposed land take, particularly in the area of client's property where it adjoins the Carrickmines Stream and the Cabinteely River, appears to be much more significant than what is shown on the drawings attached to your proposed scheme.
- The extent of the impact on property appears to be to reduce its total of five acres of development land to less than half of this.
- There does not appear to be any particular reason for the suggested large scale take which seems far in excess of what would be required to create an attractive river valley and link between Cherrywood and Cabinteely.
- proposals in relation to storm water drainage, which appear to be routed additionally through res lands-doubly impacted.
- The storm water drainage could more efficiently follow the line of the Carrickmines Stream which would allow it to obtain the same objective without impacting any lands directly.
- would also be deprived of direct access to natural water sources if the scheme was progressed as currently suggested.

Requirement to amend the proposed plan

- plans should be amended to leave the greatest amount of development land available for housing, whilst at the same time supporting the attractive riverwalk and cycleway in the public interest.
- suggested land take from the subject property appears to be much more substantial than other properties along the route
- Infrastructure GI 35. The Green Infrastructure walkway/cycleway can be fully implemented by the acquisition of a much smaller land take from the subject property, similar to what is suggested for the adjoining properties on the other side of the Cabinteely Stream, where development has already been completed.

Landowner Res 2

The Cherrywood SDZ Planning Scheme (hereafter referred to as the 'Planning Scheme') was approved in April 2014. Subsequent to this approval there have been seven approved amendments to the Planning Scheme. The Planning Scheme document sets out the nature, type and extent of development that will be permitted in the Planning Scheme area. The nature of development refers to the Primary Land Uses and supporting land uses (Ref. Map 2.1 Primary Land Uses). The scale of development sets out the quantum of different land uses, density, plot ratios (for non-residential) and dwelling units per hectare for residential development. The form of development relates to urban form, building heights, linkages, views and prospects.

In this regard, the site in the ownership of the *Submitter*, comprises two land uses as per the approved Planning Scheme, 2014, as amended, namely residential (Res 2) and Green Infrastructure. Res 2 denotes a permissible density of 45 to 70 dwelling units per hectare (du/ha) (Ref. Map 2.2 Scale of Density). The submission raises a concern that the '*suggested greenway space impacts the amount of development that can take place on the land*'. In response to this concern, it should be noted that the proposed greenway routing as per the Part 8 proposal does not encroach on the lands zoned for residential development. In this regard, the lands can still be fully developed in line with the land use zoning and associated density range for any future proposed development. In this regard, the lands are not negatively impacted in terms of their future developable potential.

Any suggestion to amend the extent of the land use zoning/s as per the approved Planning Scheme, 2014, as amended, would require the amendment of the Planning Scheme. This is a statutory process that requires the preparation of, and a submission by the Planning Authority to An Bórd Pleanála for a proposed amendment. This application to make an amendment is a separate statutory process that would not be facilitated by/through the subject proposed Part 8 Scheme.

<ul style="list-style-type: none"> - unfair to concentrate the acquisition on two sides, fronting the Cabinteely Stream and the Carrickmines River. - The indicated land take greatly reduces the amount of residential development that could be achieved on the subject property and thus is not in accordance with the sustainable proper planning and development of the subject lands and the area. <p>Alternative siting for the proposed four metre Greenway (Lehaunstown Valley South) could be moved to the eastern side of the Cabinteely River, where development has already been completed, property largely intact for full development, with its full open space requirement being met within its existing boundary, and thus maximising the amount of housing development that could be accommodated, whilst not detracting from the overall intention of the scheme, which is to link the various local connections (Cabinteely Village, Cherrywood, Brides Glen etc – see attached proposed relocation of proposed four metre Greenway).</p> <p>Landowner: States that they have reviewed the plans and particulars of the proposed development and are supportive of the design in principle.</p> <ul style="list-style-type: none"> - would echo the views of DLR that 'Greenways and motorised traffic free pedestrian and cycle links are the major element of the walking and cycling network in cherrywood'. The proposed Druids Glen path within the Druids Glen Woodland will start at the entrance adjacent to the Brennanstown Luas stop. This is the starting point of the Cherrywood Green Routes Network to the north of the Cherrywood Planning Scheme. The underpass and Brennanstown Luas stop adjoin residential zoned lands in our control and would therefore welcome a collaborative approach to the final for planning purposes, detailed design and construction of the proposed walkway. 	<p>The green routes network design proposals include for a boundary fence running parallel to the Cabinteely River but direct pedestrian access to the Carrickmines River from within the landholding will remain unaffected. It should also be noted that the potential for any future surface water connection to the watercourse as part of any future development on the landholding is not impacted by the green routes network design proposals. Any such future development proposal on the landholding can direct controlled surface water run off to Regional Pond 2A before it is conveyed to the watercourse, as per the requirements of the Planning Scheme.</p> <p>Under the presumption that this comment is in reference to Planning Scheme Map 4.2, which indicatively shows an inlet surface water pipe connection to Regional Pond 2A with a route alignment through the Res 2 landholdings, it is advised that the engineering design for Regional Pond 2A, which forms part of the recently granted Part 8 Planning Permission, has included for an inlet surface water connection from the vicinity of Lehaunstown Lane to the pond with a route alignment within lands under the ownership of DLR. It is the intention at this time that this permitted route alignment will negate the requirement for a surface water pipe route alignment through the Res 2 landholding as detailed on Map 4.2, subject to the future design of the surface water pipe route from node P that will form part of future private development proposals.</p> <p>Landowner: Duly Noted</p>
<p>Archaeological, Heritage and Cultural Interests (1)</p> <p>1.1% (1no.) of the Observations received in the Public Consultation were in relation to archaeological, heritage and cultural concerns.</p>	<p>Archaeological, Heritage and Cultural Interests</p> <p>The Cherrywood Planning Scheme acknowledges the rich heritage of the area and sets out Objectives to protect these in Chapter 3 (Cultural and Built</p>

The following queries have been raised:

- What scoping or investigation has been carried out under Irish or European, Planning or Other Laws and Legislation to assess whether these works will interfere with, damage or otherwise affect archaeological, prehistoric or historical artefacts, burial grounds or sites.
- Archaeological finds are often below the surface of the ground and may not be discovered until the very works that damage them have commenced
- Query investigations carried out to date to assess the extent of historical layers of strata which exist in the area.

Heritage) and Appendix B (extracted in the observation above). The Cherrywood Green Routes Network Project is cognisant of this heritage and the proposals are in accordance with the Objectives set out in Chapter 3. An Archaeological and Architectural Assessment of the proposed Cherrywood Green Routes Network has been undertaken by IAC Archaeology. This report has been prepared on behalf of Dún Laoghaire-Rathdown County Council, to study the impact, if any, on the archaeological, architectural and historical resource of the proposed Cherrywood Green Network within Cherrywood Strategic Development Zone (SDZ).

This Report is included in the documents presented for public consultation. It highlights the 15 archaeological sites within a 200m radius of the proposed scheme, of which, 14 are recorded monuments and one which is listed in the SMR only. It is noted that archaeological features have the potential to survive beneath the current ground level, which is of particular concern within the zones of archaeological notification for recorded monuments- DU026-114 and DU026-127, and for Brennanstown Portal Tomb (DU026-007 Nat. Mon. 291). It is recommended that all ground disturbances associated with the proposed scheme be monitored by a suitably qualified archaeologist. The report has been reviewed by the National Monuments Service of the DHLGH and they are in agreement with all recommendations detailed in the report (as per received submission from the Development Applications Unit).

The Archaeological and Architectural Assessment provides Google Satellite imagery, showing archaeological sites and previous investigations within 200m of the proposed scheme on Fig. 2 (extracted below).



Submissions received from Statutory Bodies

Inland Fisheries Ireland (IFI)

The proposed route generally follows the western side of the Loughlinstown River North (labelled on EPA maps as 'Carrickmines Stream') from northwest to southeast. The route forks in the north, with one section of route following the Carrickmines River (also labelled on EPA maps as 'Carrickmines Stream') to the west and another following St. Bride's Stream (EPA name: 'Cabinteely Stream') to the north. At the centre of the route, two crossings of the Loughlinstown River North are proposed, with a short section of the route on the east of the river. To the southeast, the route departs from the Carrickmines Stream and heads south, along the line of the Loughlinstown River South (EPA name: 'Shanganagh'), crossing a small tributary of the river.

This system is exceptional among most urban river systems in the area in supporting migratory Sea trout in addition to resident Brown trout (both *Salmo trutta*) populations. The presence of these fish populations highlights the sensitivity of local watercourses and the catchment in general. The presence of these fish populations highlights the sensitivity of local watercourses and the Carrickmines catchment in general. Fishery habitat is regarded as good for all salmonid life stages throughout much of the system.

The Carrickmines and the Laughanstown/ Ticknick streams are associated with the surface waterbody 'Carrickmines Stream_010' (WFD code IE_EA_10C040350). The most recent WFD Status score (2013-2018) classifies this waterbody as 'Moderate' and 'At Risk of not achieving good status'. The most recent surface water quality data for the Carrickmines Stream (2020) indicate that it is 'Unpolluted'.

The macroinvertebrate fauna indicated a welcome improvement to good ecological conditions in June 2020 the first time since monitoring commenced at this site in 2006, however **excessive siltation of the substratum** was observed. The Shanganagh River and its section that crosses the Loughlinstown Woods pNHA, is classified by the WFD as also having 'Moderate Status' and 'Not at risk'.

Recommendations from IFI:

- Best practice should be always implemented in relation to any activities that may impact on surface water. Any discharges to surface streams present on or near the site must not impact negatively on the salmonid status of the system.

This Submission is duly noted and IFI Recommendations addressed as follows:

The IFI recommendations for best practice will be employed in relation to any activities in or near waters and precautions will be undertaken to ensure there is no entry of pollutants to the surface water network.

Best practice measures to protect aquatic and riparian habitats are detailed within Section 6.5.7 of the EcIA report, and again in a Fisheries Protection Method Statement (FPMS), which forms Appendix IX to the EcIA report.

A construction method statement for the new bridge over the Carrickmines (SIC) Stream at the southern end of the Tudor Homes site will be carried out in consultation with IFI. This item will be further addressed during the detailed design stage of the proposal.

Section 6.5.7 of the EcIA report includes commitments to ensure that deleterious materials are appropriately stored on site.

<p>Comprehensive surface water management measures must be implemented at the construction and operational stage to prevent any pollution of local surface water, particularly where there are stream/river crossings proposed. Precautions must be taken to ensure there is no entry of solids, during the connection of pipe-work, to the existing surface water system.</p> <ul style="list-style-type: none"> - The proposed route will cross the Carrickmines River at the southern end of the Tudor homes section via a proposed new bridge crossing. Construction of the proposed new bridge crossing must be carried out in consultation with IFI and in accordance with an agreed method statement. Any instream works that may be required to facilitate the construction of the proposed bridge must be completed within the open period between July 1st and September 30th in any given year. - Construction works as envisaged have significant potential to cause the release of sediments into surrounding watercourses. Any overburden material which is to be stored on site must have mitigations in place to prevent any deleterious material entering the surface water network. - All discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010. 	
<p>Development Applications Unit (DAU), Department of Housing, Local Government and Heritage. Nature Conservation</p> <p>Extract of submission: <i>The woodland in the Druid's Glen west of Lehaunstown Lane is very probably the section of the proposed routes which is the most important in biodiversity terms, and this Department consequently commends the decision to only construct an unlit footpath through this woodland as part of the present scheme, which should at least minimize to some extent its detrimental impacts on flora and fauna.</i></p> <p>Notes and Recommendations: Nature Conservation</p> <p>at present very secluded and cut off to a great extent from disturbance by people and their dogs, even though development is continuing at some pace in the SDZ higher on the sides of these valleys and on the relatively level ground which tops the valleys' slopes. Therefore, though there is some potential of detrimental impacts to flora, fauna and semi-natural habitats, including Annexed habitats, along the routes of the proposed cycleways during their construction.</p> <p>Department's main concern in relation to the proposed scheme is that the greenways during their operation will result in a much increased level of disturbance to protected mammal species such as badger and otter, as well as to the two owl species known to occur in this general area (barn and long-eared).</p> <p>This disturbance is likely to lead to a significant decrease in the usage by these species of the valley bottoms though which it is planned to run the cycleways. The relatively large scale of the cycleways, at 3 m wide in the narrow valley bottoms, and the intention to illuminate the greenways throughout the hours of darkness will act to magnify the negative impacts of the greenways on the local populations of protected fauna, even though is intended to install bollard lighting on much of the route along the Carrickmines River to reduce the effects of illumination on bat species.</p> <p>However, given that bat activity surveys recorded some usage of the valley bottoms by light sensitive bat species, the long-eared bat and <i>Myotis</i> species, probably including both whiskered and Natterer's bat,</p> <ul style="list-style-type: none"> - it is considered by this Department that the only appropriate lighting to install on the greenways in this scheme, if really necessary, would be lighting which would be movement activated between the hours of 8 AM to 6 AM, similar to that installed along the Dodder Greenway on behalf of South Dublin 	<p>This Submission is duly noted and DAU Recommendations addressed as follows:</p> <p>The effects of disturbance on fauna, including fauna mentioned in the DAU observation, has been assessed in detail in Section 6.6 of the Ecological Impact Assessment (EcIA) report prepared by Scott Cawley and dated 22nd March 2022.</p> <p>The DAU raises concerns regarding the lighting regime for the proposal in the context of the presence of light-sensitive bat fauna and advises that motion activated lighting during hours of darkness would be more appropriate. Lighting for the proposal was examined in detail by the consultant ecologist, in consultation with the DLR Biodiversity Officer, DLR Lighting Department, and lighting designers.</p> <p>The lighting regime that has been brought forward in the Part 8 proposal omits lighting from the section of the scheme that is of greatest suitability for foraging bat species (Druids Glen Woodland) but includes lighting in other habitats that are suitable for foraging bats.</p> <p>The DAU recommends that the Carrickmines River and Cabinteely Stream be resurveyed for otter as part of the scope for an ecological clerk of works (ECoW). They also recommend that several artificial otter holts be installed along the watercourses. These can be included as part of the detailed design phase of the proposal.</p> <p>Proposed Change <u>As part of the detailed design, the following will be included:</u></p> <ul style="list-style-type: none"> - <u>Engage an Ecological Clerk of Works to resurvey Carrickmines and Cabinteely Stream for evidence of</u>

<p>County Council in the last year. There appears no reason why Dún Laoghaire-Rathdown County Council should not likewise install lighting to be movement activated in the main hours of darkness in the presently proposed scheme.</p> <p>This Department considers it very unlikely as well, given the regular records of otter spraint along the Carrickmines River, that the single holt reported in the EcIA is the only lying up place used by otters along the stretches of stream beside which the greenways are to be laid out.</p> <ul style="list-style-type: none"> - It is therefore recommended that the ecological clerk of works to be employed during this scheme should resurvey Carrickmines River and Cabinteely Stream for evidence of the presence of otters before the commencement of and during the development works. - In addition, as a compensatory measure several artificial holts should be installed along these water courses in locations to be agreed with the Dún Laoghaire-Rathdown County Biodiversity Officer. 	<p><u>the presence of otters prior to and during works</u></p> <ul style="list-style-type: none"> - <u>As a compensatory measure several artificial holts will be installed along these water courses in locations to be agreed with the Dlr Biodiversity Officer.</u> - <u>Will investigate Lighting Types and sensitive solutions in consultation and agreement with Department of Housing, Local Government and Heritage, Dlr Biodiversity Officer, and Dlr Public Lighting.</u>
<p>DAU – DHLGH; Heritage / Archaeology <u>Archaeology</u></p> <p>The application for permission for development was accompanied by an Archaeological Assessment Report by Ms Jacqui Anderson and Ms Faith Bailey, IAC Limited (dated February 2022). It is noted that the report concluded, based on the desk-based assessment and inspection that the site has potential to yield archaeological remains. Archaeological mitigation of archaeological monitoring was recommended (section 5.2, page 21). Having reviewed all of the development application’s documentation and mapping the NMS agrees with this mitigation and now recommends archaeological monitoring.</p> <p>Archaeological monitoring should be undertaken as follows:</p> <ol style="list-style-type: none"> 1. The applicant is required to engage the services of a suitably qualified archaeologist to carry out archaeological monitoring under licence at the development site. No sub-surface work should be undertaken in the absence of the archaeologist without his/her express consent. The area adjacent to National Monument No. 291, Brennanstown Portal Tomb DU026-007 shall require a Ministerial Consent application under Section 14 of the National Monuments Act 1930–2014. Please allow 5-6 weeks for the consideration and processing of such applications; 2. Should significant archaeological features be found, any works which would affect them shall cease pending agreement with the National Monument Service as to how they are to be dealt with. Where archaeological material/features are shown to be present, preservation <i>in situ</i>, preservation by record (excavation), or further monitoring may be required; 3. Having completed the work, the archaeologist shall submit a written report to the Planning Authority and to the National Monuments Service of the Department of Housing, Local Government, and Heritage. <p>Reason: To ensure the continued preservation (either <i>in situ</i> or by record) of places, caves, sites, features or other objects of archaeological interest.</p>	<p>This Submission is duly noted and DAU Recommendations addressed as follows:</p> <p>The response from the archaeological section of the DHLGH notes that they have reviewed the heritage assessment produced by IAC Archaeology (Feb 2022) as part of the proposed development. They note that the proposed development area has potential to yield archaeological remains (as detailed in the assessment) and that the assessment recommends archaeological monitoring of any required ground works. Having reviewed all documents relating to the proposed development, they state that they are in agreement with the mitigation measures detailed in the report. The response states that archaeological monitoring should be carried out by a suitably qualified archaeologist, with all works in the vicinity of the Brennanstown Portal Tomb carried out under Ministerial Consent. Should significant archaeological remains be identified, further consultation will be required with the department. Following completion of works a report detailing same will be submitted to the Planning Authority of the DHLGH. These recommendations are in line with the mitigation measures laid out in the IAC report.</p>
<p>Transport Infrastructure Ireland (TII)</p> <p>The proposed Green Routes Network is entirely within the vicinity of Luas Green Line, encircling a length of the line north-south holding Brennanstown, Laughanstown, Cherrywood, and Bride’s Glen Luas Stops.</p> <p>In particular, the Authority notes proposed development at 3 no. locations north and south of the proposed Green Routes Network: direct interface with Luas infrastructure by a proposed underpass west of Brennanstown Luas Stop;</p>	<p>This Submission is duly noted and TII recommendations addressed as follows:</p> <p>The direct interface between the proposed route and Luas infrastructure at the underpass west of the Brennanstown Luas stop is acknowledged. Communications with TII</p>

part of the proposed pathway to the viewing area is to run immediately adjacent north of the line from that underpass past the Brennanstown Luas Stop; and the southern terminus of the proposed route is indicated directly opposite the end of the Luas Line and Brides Gen Luas Stop at Cherrywood Avenue.

It is further noted that the southern end of the proposed Green Routes Network is annotated on General Arrangement and Earthworks drawings (sheet 9 of 9) to be subject to new topographical survey at detailed design stage and having regard to development permitted under Reg. Ref. DZ18A/0854. In this latter regard, it is noted that Reg. Ref. DZ18A/0854 is not indicated to have commenced nor has pre-development compliance information been submitted. Reg. Ref. DZ18A/0854 contains condition no. 2 that requires the detailed design of the permitted greenway interface with Luas agreed in writing prior to commencement of any construction on site.

Any works including landscaping, planting and signage has the potential to impede tram drivers' visibility of road junctions, associated signals or affect the footpath to the extent that pedestrians or cyclists may enter into the swept path of oncoming trams. Similarly, lighting has the potential to create glare onto the Luas alignment. In order to ensure that the proposed development will not have detrimental impact on the capacity, safety or operational efficiency of the light rail network Transport Infrastructure Ireland recommends the following:

- a) A Construction Traffic Management Plan that shall identify mitigation measures to protect operational Luas infrastructure.
- b) A construction method statement that shall resolve all Luas interface issues, including arising from planting, signage and lighting. The method statement shall contain (i) Luas alignment interfaces, (ii) contain a risk assessment for works associated with the interfaces, and (iii) contain mitigation measures for unacceptably high risks, including vibration and settlement monitoring regime if necessary. The method statement shall be in accordance with TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system."

In the interests of the capacity, safety and operational efficiency of the light rail network, the proposal shall include the following provisions:

- The Luas Overhead Conductor System (OCS) and other Luas infrastructure are located adjacent to the proposed development. The Luas operator/TII will require 24hr access to this infrastructure that will require an access and maintenance agreement with TII.
- Any works arising associated with removal, temporary and final reinstatement of Luas infrastructure are to be undertaken outside of Luas operational hours, under system shutdown and Overhead Conductor System isolation.
- The developer shall be responsible for any loss of Luas revenue or any other costs associated with a suspension of passenger services which may arise out of, or in consequence of, the design or construction of the development or the presence on the site and any construction access areas and/or the Luas system of any of the developer's contractors, sub-contractors, their employees or agents or any other related party.
- The applicant, developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure in accordance with TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system". The developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas related building fixings and

in relation to this segment have been initiated and will be progressed further through the detailed design process. .

Regional Attenuation Pond 5A, Reg. Ref. DZ18A/0854, is currently at main contract tender stage, with the appoint of a contractor anticipated in Q3 2022. This Pond is being delivered by DLR under URDF Call 1 funding. All "prior to commencement of construction" compliance conditions will be addressed with the Planning Authority in advance of construction works commencement, including condition no. 2 that requires the detailed design of the permitted greenway interface with Luas to be agreed in writing with TII.

Upon the appointment of a main contractor and in advance of the commencement of construction of the Cherrywood Green Routes Network project, A Construction Traffic Management Plan will be formulated by the design team in consultation with the main contractor and other key stakeholders, including TII. This document will address and ensure that any mitigation measures necessary will be in place throughout the project to protect operational Luas infrastructure.

infrastructure. The permit application will require prior consultation, facilitated by the Luas operator, Transdev.	
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11. RECOMMENDATION:

The proposed development is considered to be consistent with the Cherrywood Planning Scheme, as amended and in accordance with the provisions of the 2022 - 2028 Dún Laoghaire-Rathdown County Development Plan and with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development subject to the above considerations and minor alterations on foot of the detailed design.

OWNER:

Anne Devine, Director of Service, Forward Planning Infrastructure Department