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2 Background to the Scheme

2.1 Introduction

This chapter of the EIAR provides an overview of the GDRS scheme background. In order to minimise repetition in this report, this section presents a high-level introduction to the proposal. Chapter 5 of this EIAR sets out in detail a 'Description of the Proposed Scheme'. Chapter 3 'Alternatives' reviews the strategic study and assessment process that led to the formation and confirmation of the road alignment and reservation here under assessment in this EIAR document.

2.2 Need for the Scheme

The GDRS is included in the Dún Laoghaire-Rathdown County Development Plan 2016-2022 as a 'six-year roads objective' and is further detailed in the Kiltiernan/Glenamuck Local Area Plan 2013 (LAP) (see Figure 2- 1: below).

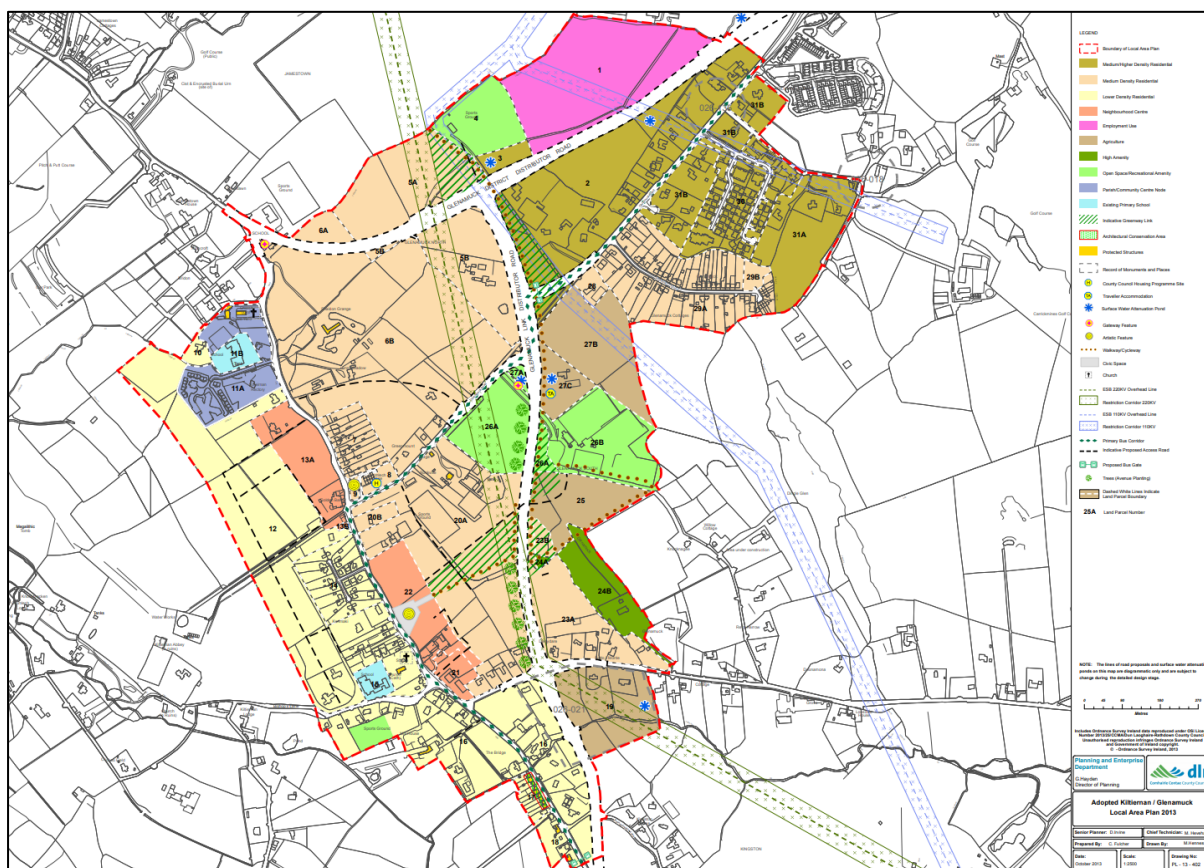


Figure 2- 1: Map of the Kiltiernan/Glenamuck Local Area. (Source: Kiltiernan/Glenamuck LAP 2013).

The need to improve the road network within the Kiltiernan-Glenamuck area has been a long-term objective of Council policy and was incorporated in the DL RCC County Development 2004-2010 as a 'six year roads objective' for the Glenamuck Road corridor to be upgraded between Enniskerry Road and the Carrickmines M50 Interchange.

This was on the basis that the current road infrastructure was considered unsatisfactory for the current and predicted traffic volumes, and there was evidence of congestion and delay on the Glenamuck Road particularly at the Golden Ball junction.

The Glenamuck Road Scheme was initially developed using traffic modelling work by the National Transport Authority (NTA) in advance of the scheme being included in the 2006 Glenamuck LAP. This was reviewed and re-assessed in the Traffic Modelling Report (2013) which was accompanied by a report entitled Review of Glenamuck Local Area Plan. This report guided the evolution of the scheme and its incorporation as a statutory objective in the Kiltiernan/Glenamuck Local Area Plan 2013. It is noted that The Kiltiernan Glenamuck Local Area Plan was adopted in September 2013. In June 2018 it was extended for a further period up to and including September 2023.

The Glenamuck Local Area Plan, Traffic Modelling Report (2013) examined the capacity of the local transport network and identified the necessary road infrastructure required for the sustainable development of the whole area.

In terms of the road infrastructure, the study suggests that an essential minimum provision of a new distributor road system will need to be provided for lands to be developed in a rational and sustainable manner. This minimum essential (core) level of road infrastructure consists of;

- GDDR (Glenamuck District Distributor Road - (primary link road)) – From Enniskerry Road to Southern Roundabout at Carrickmines;
- GLDR (Glenamuck Link Distributor Road - (primary link road)) – From Enniskerry Road to GDDR;
- Junction GDDR and GLDR;
- Junction between GLDR and the existing Glenamuck Road;
- Junction of GLDR and Ballycorus Road;
- Junction of Enniskerry Road and GDDR;
- Junctions of Barnaslingan Lane and GLDR.

All of the above infrastructure elements are incorporated into the proposed GDRS.

It is noted that Section 10 of the KGLAP describes a Phasing proposal for permitted development in the LAP area in advance of the proposed GDRS. This proposal allows for approximately 700 dwelling units to be constructed in advance of the proposed scheme which can be generally served by the existing road network, development in excess of this number is dependent on the proposed roads scheme. DLRCC planning department have noted that pre application consultations are ongoing for in excess of this development quantum across the plan lands so therefore progression of the roads scheme is imperative.

2.3 Scheme Objectives

DLRCC proposes to improve the Glenamuck/Carrickmines/Kiltiernan areas multi-modal transport infrastructure by developing the GDRS. The main objectives of the GDRS are to:

- Design the new road layout to meet the needs of all road users using best practice standards complementing the surrounding environment;

- Facilitate the diversion of through-traffic away from Kiltiernan Village core;
- Improve safety along the existing roads and junctions;
- Provide high quality pedestrian and cyclist infrastructure along the proposed route;
- Facilitate local public transport infrastructure; and
- Facilitate the development of the zoned lands within the Local Area Plan by providing suitable transport infrastructure.

The design approach to the GDRS addressed in this EIAR is dictated by the principles of the Design Manual for Urban Roads & Streets (DMURS) 2013 by the Department of the Environment, Community and Local Government/Department of Transport, Tourism and Sport. This approach to the design of the road reflects the need to develop the area in a sustainable manner, supporting the integration of land uses and multi-modal movement for pedestrians, vehicles, public transport and bicycles.

The design of the GDRS in the context of the LAP and surrounding land uses has been guided by GDRS Urban Design Report by Brady Shipman Martin presented in Appendix 12-4. This is a non-statutory document. The overall Urban Design Concept seeks to ensure that the Scheme Objectives of the GDRS support and integrate with the following sustainable planning principles for the area:

- **Networks are Connected:** To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport;
- **That Streets are Multi-Functional:** The promotion of multi-functional, place based streets that balance the needs of all users within a self-regulating environment;
- **That Streets are Pedestrian Focused:** The quality of the street is measured by the quality of the pedestrian environment; and
- **A Multi-Disciplinary Approach** has been applied throughout: Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

The Overall Design Concept is illustrated in Figure 2- 2: below.

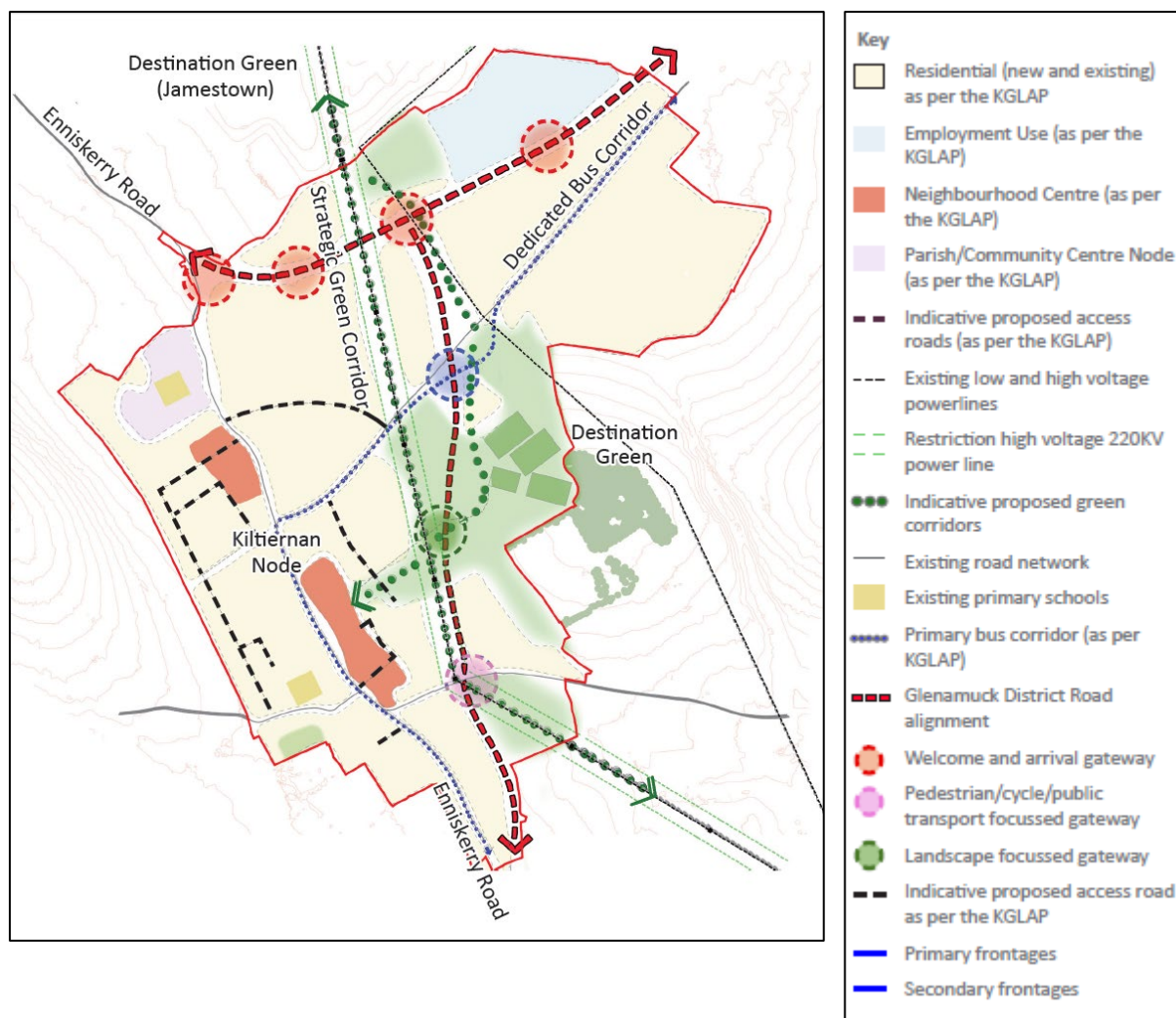


Figure 2- 2: Overall urban design concept (Source: GDRS Urban Design Report, Brady Shipman Martin)

2.4 References

- Dún Laoghaire-Rathdown County Development Plan 2004-2010;
- Dún Laoghaire-Rathdown County Development Plan 2016-2022;
- Kiltiernan/Glenamuck Local Area Plan 2013;
- The Design Manual for Urban Roads & Streets (DMURS) by the Department of the Environment Community and Local Government/Department of Transport Tourism and Sport;
- GDRS Urban Design Report, Brady Shipman Martin.