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## 4 Consultations

### 4.1 Introduction

The Design and EIAR team have carried out extensive consultation in relation to the Proposed Project with members of the public, including residents, businesses, institutions, representative individuals and organisations and statutory bodies. The purpose of the consultation was to inform consultees of the Proposed Project and provide them with an opportunity to offer feedback. It also enabled the project team to take account of issues raised and consider them as part of the design and EIAR processes.

This chapter outlines the consultation activities undertaken in advance of the lodgement of the planning application for the Proposed Project. It also summarises the main issues identified during this process and identifies the main modifications to the Proposed Project arising from the consultation process.

### 4.2 Consultation Methods

Consultation took place via;

- Contact with Key stakeholders during the scoping process of the EIAR which are detailed below;
- Contact with affected landowners during design process;
- Contact with key stakeholders i.e. utilities companies for information relating to the area; and
- With the public during a consultation evening held in Dún Laoghaire Rathdown County Council offices (Ballyogan Operations Depot).

Submissions from all of the above stakeholders received were reviewed by the EIAR team and informed the environmental assessment as part of this EIAR.

### 4.3 EIAR Screening Consultation

The need for an EIAR was determined following the preparation of an EIAR Screening Report in December 2017 pursuant to Section 50 of the Roads Act, 1993. The relevant EIAR trigger thresholds as set out in the Roads Act under Article 8 of the Roads Regulations, 1994 refers to *the construction of a new road of four or more lanes. 500 metres or more in length in an urban area.* The GDRS scheme exceeds the threshold (with some 890m of four lane carriageway) where it becomes necessary and mandatory to prepare an EIAR and submit an application to An Bord Pleanála.

### 4.4 EIAR Scoping Consultation

An informal EIAR scoping exercise was undertaken as part of the EIAR process. During this process information on the Proposed Project and an outline of the proposed EIAR was provided to consultees requesting comment/input on the final scope and content of the EIAR.

In May 2018, the EIAR Scoping Report (FAC, 2018) was issued to the following bodies;

- An Taisce;
- Bat Conservation Ireland;
- Birdwatch Ireland;
- Coras Iompair Éireann (Irish Rail);
- Cycling Ireland;
- Department of Agriculture, Food and the Marine;
- Department of Arts, Heritage, Regional, Rural and the Gaeltacht;
- Department of Communications, Climate Action and Environment;
- Department of Housing, Planning and Local Government;
- Department of Transport, Tourism and Sport;
- Eastern and Midland Regional Assembly;
- Eastern River Basin District Project Office;
- Eirgrid Plc. (Electrical Supply Bord);
- Environmental Protection Agency (EPA);
- Fáilte Ireland;
- Geological Survey Ireland;
- Inland Fisheries Ireland;
- Irish Georgian Society;
- Irish Water;
- National Monuments Service;
- National Transport Authority (NTA);
- Southern Regional Assembly;
- The Heritage Council;
- The Office of Public Works (OPW);
- Transport Infrastructure Ireland (TII); and
- HSE.

Submissions on the basis of the scoping report were received from a number of consultees. Each of the issues are addressed in detail in the relevant chapters of this EIAR. Key points raised in the submissions received are summarised in Table 4-1 below:

**Table 4-1** Summary of submissions received

Consultee	Key Issues Raised
An Taisce	<ul style="list-style-type: none"> <li>• Comments on Biodiversity               <ul style="list-style-type: none"> <li>○ Further study required for location of the Glen at Glenamuck in relation to wildlife;</li> <li>○ Greenway link needs to be included in assessment; and</li> <li>○ Distinctive Sylvan character needs to be retained by use of hedge/small trees separating cycle/walkway from the road.</li> </ul> </li> </ul>
Cycling Ireland	<ul style="list-style-type: none"> <li>• Mitigation at construction phase to be provided for cyclists and pedestrian; and</li> <li>• National Cycle Manual &amp; Smarter Travel Policy Document should be used.</li> </ul>
Health Service Executive	<ul style="list-style-type: none"> <li>• Due consideration to be given to Glebe House Care Centre/Kiltiernan Nursing Home for noise, vibration and air quality; and</li> <li>• No disruption to access.</li> </ul>
Transport Infrastructure Ireland	<ul style="list-style-type: none"> <li>• A graphical depiction of the road scheme required in the traffic and transportation section;</li> <li>• Specific documents are outlined for the traffic and transportation section to refer to in the study;</li> <li>• The EIAR should demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of the M50 and its critical interchange at junction 15; and</li> <li>• Inclusion of travel plan/mobility management planning at design stage.</li> </ul>
Iarnród Éireann	<ul style="list-style-type: none"> <li>• No Comments</li> </ul>
Department of Culture, Heritage and the Gaeltacht	<ul style="list-style-type: none"> <li>• <u>Refers to both Archaeology and Ecology issues</u> <ul style="list-style-type: none"> <li>○ Need to provide additional information related to Archaeology in EIAR document;</li> <li>○ Bird Survey dates;</li> <li>○ Hedgerows, Trees and Scrub Mitigation to be referred to</li> <li>○ Consider loss of Riparian Habitat and impacts on aquatic species;</li> <li>○ Bat survey required and mitigation measures to be included in EIAR;</li> <li>○ Concern expressed (at scoping stage) that no badgers were found;</li> <li>○ Number of documents recommended for EIAR; and</li> <li>○ Need to have regard to licence requirements.</li> </ul> </li> </ul>

## 4.5 Consultation with Public

Prior to the submission and completion of the EIAR, a public consultation exercise was undertaken at DLRCC Operations Depot (Ballyogan Depot), 84a Ballyogan Rd, Sandyford, Dublin 18 between 4pm and 8pm on Wednesday 17<sup>th</sup> October 2018. The event was advertised on DLRCC's websites, and a mail drop of notices was delivered to properties in the vicinity of the proposed scheme approximately two weeks in advance. Comments relating to potential environmental impacts of the proposed development were invited on the evening, by post and by email. Members of the EIAR team, design team and Council representatives facilitated the evening to discuss the various elements of the proposed scheme with those attending.

The following submissions were received on the evening or before the 26<sup>th</sup> October 2018. Submissions were made up until the 8<sup>th</sup> of November. 23 Submissions were received. The names of the submissions are anonymized in the table below to maintain the individuals or groups privacy. All pertinent comments were reviewed by the EIAR consultants.

**Table 4-2:** Summary of submissions received from the public consultation

Consultee	Key Issues Raised
Submission 1	<ul style="list-style-type: none"> <li>One comment was received from a public representative in regards to the roads scheme, which stated that the Glenamuck Road should not be closed off, but a traffic light system put in place where the new road intersects the Glenamuck Road, to help traffic issues in the area.</li> </ul>
Submission 2	<ul style="list-style-type: none"> <li>Concerns regarding lack of public transport in the area in relation to further creation of homes, the high levels of traffic the road will bring to the area, lack of local shops and the need for more recreational areas within walking distance;</li> <li>That the area east of the 110KV restriction corridor be made an area of high amenity;</li> <li>A link road should be created for residents to Tiknock Park via the Carrickmines Equestrian centre;</li> <li>That the access route be made a greenway; and</li> <li>Associated works at the Ballycorus Road should allow safe access over the road as well as access routes for wildlife.</li> </ul>
Submission 3	<ul style="list-style-type: none"> <li>Proposed road is completely unnecessary due to the fact that the Ballycorus Road is being widened and the visual impression is that the valued flow does not justify it;</li> <li>The cost including the bridge does not justify it;</li> <li>An exit beside the garage could be considered which is believed would be more practical and much more cost efficient;</li> <li>The field is part of a small farm and will affect a family house on the land;</li> <li>Usage of the farm during the year for livestock will be affected by the proposed road;</li> <li>Old trees will need to be removed by the river;</li> <li>Scenic view in the area was meant to be protected; and</li> <li>Attenuation pond should be moved by agreement.</li> </ul>
Submission 4	<ul style="list-style-type: none"> <li>The design of the road (including the bus gate) will lead to longer travel times for locals which is not environmentally friendly and assumption that access by walking or cycling only is not acceptable;</li> <li>No undergrounding of pylons in green/open space;</li> <li>Lack of public green/open space in the area with private land parcels currently set for open space. Also, one land parcel currently identified for green/open space has an attenuation tank which is believed to be unacceptable by the local residents; and</li> <li>The 'two tranches of public open space' and the 'centrally-located major public open space' should be identified and committed to before the GLDR continues from an environmental perspective as stated in the LAP as a primary objective.</li> </ul>

Consultee	Key Issues Raised
Submission 5	<ul style="list-style-type: none"> <li>• Increased traffic movements and congestion will cause concern at the location of the De La Salle playing field due to increased congestion and the effects on the egress for both the mini and youth teams at the club;</li> <li>• The impact of onsite radical parking reduction, mentioned below, will lead to the inevitability of increased on-street parking;</li> <li>• The management of the attenuation pond from the new elevated section and potential impact on club grounds is of a concern to the club at present;</li> <li>• Fear of disrupted access as well as undue noise, dust and debris pollution during the construction phase of the proposed project; and</li> <li>• The loss of mature trees bounding the current Enniskerry Road is a most unfortunate environmental consequence of the project.</li> </ul>
Submission 6	<ul style="list-style-type: none"> <li>• Concern in relation to under-grounding the high-tension power cables. They would like the issue revisited as besides sterilizing a large swathe of land there is also the visual aspect as well as the underlying health risk.</li> </ul>
Submission 7	<ul style="list-style-type: none"> <li>• Though the benefits of the road can be seen there are problems with the road crossing the Ballycorus Road (bisecting the Barnaslingan Lane);</li> <li>• The road is based on historic and inaccurate traffic flow information which they believe lead to inaccurate extrapolations of future traffic projections;</li> <li>• They believe that the construction of this portion of the bypass would be counter active trying to create a Village Centre in Kiltiernan and will have effects on local householders and landowners, splitting the community and dividing families (point raised earlier in relation to Ballycorus Road);</li> <li>• Believe a junction should be made placed elsewhere in the area like beside the Circle K garage to create a natural junction; and</li> <li>• The wind direction (north westerly) would affect the noise pollution to the adjoining household on Ballycorus Road.</li> </ul>
Submission 8	<ul style="list-style-type: none"> <li>• Diminution in Struan Glen value and sandwich effect between two roads;</li> <li>• Elevation and Overpass: Concerns with height and damage to views caused by the overpass and elevation;</li> <li>• Protective Wall Finish: Inclusion of a granite wall and tree line between the road and Struan Glen;</li> <li>• Artist Impression: A better quality image should be provided other than the "Southern Gateway artist drawing" presented on 17<sup>th</sup> October;</li> <li>• Street Light Location, head light and noise pollution information asked for. Brings back idea of tree line and granite wall should mitigate against this;</li> <li>• Enniskerry Road aesthetic could be affected;</li> <li>• Is the Glenamuck proposal in its current form now outdated to cope with the needs of the future M50 traffic growth from proposed development in Carrickmines, Kiltiernan and Cherrywood?</li> <li>• Is there need for traffic restrictions at Barnaslingan Bus Gate. Concerns with illegal use of bus lane as a rat run. Also, the low frequency of buses mentioned; and</li> <li>• OSI mapping issue with houses not shown on map sent out for public consultation.</li> </ul>
Submission 9	<ul style="list-style-type: none"> <li>• The houses within Struan Glen are not on the OSI map issued;</li> <li>• The road appears larger/wider than anticipated causing concern in relation to noise and light pollution;</li> <li>• The road is closer to Struan Glen than originally planned posing noise and light pollution concerns and also safety risks for children; and</li> <li>• Elevation of the road is aesthetically displeasing and seems unnecessary.</li> </ul>
Submission 10	<ul style="list-style-type: none"> <li>• Same submission as Submission 9</li> </ul>

Consultee	Key Issues Raised
Submission 11	<ul style="list-style-type: none"> <li>• Same submission as no. 9 with additional point that alternative route could have entered Kiltiernan Village at petrol station location.</li> </ul>
Submission 12	<ul style="list-style-type: none"> <li>• Same submission as no. 11</li> </ul>
Submission 13	<ul style="list-style-type: none"> <li>• Same submission as no. 11</li> </ul>
Submission 14	<ul style="list-style-type: none"> <li>• Same submission as no. 11</li> </ul>
Submission 15	<ul style="list-style-type: none"> <li>• Same submission as no. 9</li> </ul>
Submission 16	<ul style="list-style-type: none"> <li>• In order to retain the nature of the Glenamuck Road, strong support towards the installation of a bus gate at the proposed junction of the GLDR and Glenamuck Road, ensuring a safe environment for walkers and cyclists.</li> </ul>
Submission 17	<ul style="list-style-type: none"> <li>• Does not want this scheme to go ahead.</li> </ul>
Submission 18	<ul style="list-style-type: none"> <li>• After previous meetings with Engineers and DLR, raised points from the past in relation to placement, protected views, splitting-up of land which can all damage and affect those along the Ballycorus road;</li> <li>• Splitting of land holding will affect not just the agricultural side for the family, but also the recreational use of the land;</li> <li>• Omission of built property from OSI maps noted;</li> <li>• Rather than creating a community within Kiltiernan, it will split up people further; and</li> <li>• Movement of the road alignment to Circle K where a natural junction occurs would suit this development better.</li> </ul>
Submission 19	<ul style="list-style-type: none"> <li>• Same submission as no.9</li> </ul>
Submission 20	<ul style="list-style-type: none"> <li>• Concerned that traffic travelling from Stepside towards Enniskerry will still take the old road through Kiltiernan rather than queue to take the right hand turn as shown off the east bound road (even if there are traffic lights);</li> <li>• Suggestion made to redesign road to incorporate a flyover when travelling east and an underpass from west bound lanes; and</li> <li>• Overall in favour of the scheme and looking forward to its completion.</li> </ul>
Submission 21	<ul style="list-style-type: none"> <li>• Suggestion of controlled junction as concerned with Roundabout at Golf Lane.</li> </ul>
Submission 22	<ul style="list-style-type: none"> <li>• Overall development looks really good and would be of benefit to developing the long-term community within Kiltiernan.</li> </ul>
Submission 23	<ul style="list-style-type: none"> <li>• Same submission as no. 9 and no. 11</li> </ul>



## 4.6 References

- Environmental Protection Agency (2017) Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports