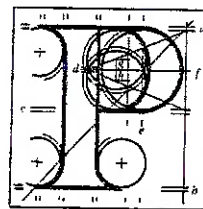


(F)

Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Dun Laoghaire Rathdown County Council
County Hall
Marine Road
Dun Laoghaire
Co. Dublin

Date: 10 October 2023

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA03A

Teil	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Fw: DLRCC submission on the Bray to City Centre Core Bus Corridor Scheme.

Klaudia Wieszowska <klaudia.wieszowska@pleanala.ie>

Wed 10/11/2023 11:32 AM

To:Klaudia Wieszowska <klaudia.wieszowska@pleanala.ie>

From: Sarah Caulfield <s.caulfield@pleanala.ie>

Sent: Tuesday, October 10, 2023 2:44 PM

To: jkeating@DLRCOCO.IE <jkeating@DLRCOCO.IE>

Cc: Klaudia Wieszowska <klaudia.wieszowska@pleanala.ie>

Subject: RE: DLRCC submission on the Bray to City Centre Core Bus Corridor Scheme

Dear John,

The Board acknowledges receipt of your email and attached submission in relation to the above-mentioned application.

Kind Regards,
Sarah

From: Keating John <jkeating@DLRCOCO.IE>

Sent: Tuesday, October 10, 2023 2:04 PM

To: SIDS <sids@pleanala.ie>

Cc: McGrath Sean <smcgrath@DLRCOCO.IE>

Subject: DLRCC submission on the Bray to City Centre Core Bus Corridor Scheme

FAO – An Bord Pleanala – Strategic Infrastructure Division

Please find attached the submission from DLRCC in respect of the Bray to City Centre Core Bus Corridor Scheme planning application, as proposed by the NTA. Please note that the submission includes Appendices 1a, 1b, 2 & 3.

I would be obliged if you could confirm receipt of this submission by return email.

Kind regards

John Keating

John Keating

Senior Executive Planner

Traffic Section – Sustainable Transport & BusConnects Liaison

Infrastructure & Climate Change Department

Dún Laoghaire-Rathdown County Council, Harbour Square, Dún Laoghaire, Co. Dublin

Fón: 087 1707690



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FAO: An Bord Pleanála (Strategic Infrastructure Division)

Re. Planning Application by the National Transport Authority for the construction of the Bray to City Centre Core Bus Corridor Scheme.

The Submission from Dun Laoghaire Rathdown County Council regarding the Bray to City Centre Core Bus Corridor Scheme is set out hereunder.

From: Dun Laoghaire – Rathdown County Council,
Marine Rd, Dun Laoghaire, Co. Dublin, A96 K6C9.

Main Contact: John Keating, SEP, Traffic Section and BusConnects Liaison, DLRCC
jkeating@dlrcoco.ie / 087-1707690

This submission is set out under the following headings:

- Section 1 Introduction and Planning Policy**
- Section 2 Traffic and Active Travel Recommendations**
- Section 3 Landscape, Biodiversity, Heritage & Conservation Recommendations**
- Section 4 Drainage, Road Maintenance, Public Lighting and Pollution Control Recommendations**
- Section 5 Compulsory Purchase Order**

Section 1

Introduction, Planning Policy & Objectives

Introduction

The BusConnects Core Bus Corridors infrastructure projects present a major opportunity for transformative improvements to both cycling and public transport infrastructure within DLRCC and the wider Dublin area. DLRCC is therefore very supportive of the proposed Bray to City Centre Core Bus Corridor scheme and welcomes this opportunity to make a submission to An Bord Pleanála in respect of the proposed development. DLRCC considers it essential to optimise all opportunities for improvements to public transport and cycling infrastructure, so that we can maximise the shift to sustainable mobility modes over the critical years ahead. DLRCC believes that the recommendations set out below in this submission will add further value to the CBC scheme and help to maximise the move to sustainable travel across the city. DLRCC therefore requests An Bord Pleanála to give due consideration to the Council's recommendations.

DLRCC County Development Plan 2022 - 2028

The DLRCC County Development Plan 2022 – 2028 is supportive of the implementation of this Core Bus Corridor. The County Development Plan is underpinned by 5 overarching Strategic County Outcomes.

1. Creation of a Climate Resilient County
2. Creation of a Compact and Connected County
3. Creation of a Network of Liveable Towns and Villages
4. Creation of an Inclusive and Healthy County
5. Creation of a Vibrant Economic County

Each of the five Strategic County Outcomes outlined above are entirely interrelated and in combination can deliver the overall Development Plan Vision over the lifetime of the Plan. Creation of a liveable, connected and compact County will in turn lead to a climate resilient County which will create the opportunities for economic growth. Modal shift is essential to the creation of a compact, connected and climate resilient County and the provision of enhanced public transport and cycling facilities will greatly assist with hastening this change.

The more detailed transport policy approach is set out in Chapter 5 of the County Development Plan and it favours the Avoid - Shift- Improve (ASI) model which is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of transport. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas emissions. A greater uptake of active travel and public transport through the provision of improved infrastructure is key to the model and to promoting modal change.

Chapter 5 of the County Development Plan 2022 – 2028 sets out a number of detailed policy objectives. Those set out below are relevant:

Policy Objective T3: Delivery of Enabling Transport Infrastructure sets out that:

“It is a Policy Objective to support the delivery of enabling transport infrastructure to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)”. Bus connects is one such piece of enabling infrastructure identified in the County Development Plan under Policy Objective T3.

Policy Objective T4: Development of Sustainable Travel and Transport sets out that:

“ 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).” Bus service and cycle facility upgrades are a key part of the current NTA strategy.

Policy Objective T5: Public Transport Improvements sets out that:

“It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in ‘Smarter Travel, A Sustainable Transport Future’ and subsequent updates; the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-2035’ and the NTAs ‘Integrated Implementation Plan 2019-2024’ and subsequent updates, by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)”

Policy Objective T6: Quality Bus Network/Bus Connects sets out that:

“It is a Policy Objective to support the implementation of the bus network measures as set out in the NTA’s ‘Greater Dublin Area Transport 2016-2035’ and ‘Integrated Implementation Plan 2019-2024’ and the Bus Connects Programme”. The Bray to City Centre Core Bus Corridor infrastructure project is specifically mentioned under this policy objective.

Policy Objective T28: Road Safety-

It is a Policy Objective to implement a Council Road Safety Plan in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders.

Woodbrook - Shanganagh Local Area Plan 2017 - 2028

Policy WS4 sets out that it is the policy of Dun Laoghaire – Rathdown County Council:

“To promote sustainable transport forms such as walking, cycling and public transport as set out in the Government’s ‘Smarter Travel – A Sustainable Transport Future 2009-2020’ and to support planned infrastructure that prioritises public transport, as well as new cycling and

pedestrian interconnections to key public transport nodes, school and amenity destinations in the Woodbrook-Shanganagh LAP Area and wider environs.”

Stillorgan Local Area Plan 2018 - 2024

Section 4.2.6.1 Bus

“The Council will continue to work with and support the NTA in planning and implementing improvements on the Stillorgan QBC, specifically as it moves toward rolling out new bus stops with better signage, information and ticketing facilities.”

Summary of Council Policies

Having regard to the above highlighted policy, it is considered, that the provision of the proposed Core Bus Corridor infrastructure, is a core policy objective of the DLRCC County Development Plan 2022 – 2028 and is key to achieving the Strategic County Outcomes underpinning the County Development Plan.

Relevant Specific Local Objectives (SLO) - DLRCC County Development Plan 2022 - 2028

There are a number of Specific Local Objectives stipulated in the DLRCC County Development Plan, which relate to areas along the route of the Core Bus Corridor Scheme and its environs. The Board is requested to take these into consideration.

SLO 1

To facilitate, support and enhance the development of University College Dublin including all associated and supporting facilities and to support the development of the Future Campus Project. A range of uses will be facilitated on Belfield campus lands to encourage and foster strong links between education, community, and the business sector in the County.

SLO 4

To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.

SLO 7

To identify and address the on-going car parking issues within and surrounding UCD Campus. In particular, the Council will support, work in conjunction with and facilitate the on-going process of Mobility Management Planning for UCD, involving the University and the NTA, in order to achieve more sustainable travel patterns to and from the University and to work towards the implementation of the UCD Travel Plan 2016 – 2021 – 2026.

SLO 88

To liaise with Transport Infrastructure Ireland (TII) to investigate potential improvements to the Loughlinstown Roundabout with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.

SLO 104

To investigate the potential upgrading of the Wilford Interchange to provide connectivity to lands west of the M11 and Old Connaught Village with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.

SLO 109

To continue the development of Shanganagh Park in accordance with the Masterplan, and to develop a sports facility and improved recreational facilities in the park.

SLO 111

To provide a DART Station at Woodbrook.

SLO 112

To facilitate the provision of a pedestrian and cycle corridor connecting Cois Cairn to the Dublin Road, in conjunction with the development of the Council owned 'E' zoned lands and the upgrading of the Wilford Interchange, with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies and any future studies.

SLO 148

To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.

Specifically in respect of SLO 148, as stated above, it is noted that the proposed CBC scheme involves the change of the roundabouts in question, to signalised junctions. This is not consistent with SLO 148.

The Board is requested to:

Ensure the relevant policies and objectives of the DLRCC County Development Plan 2022 – 2028, are considered, weighed up and balanced in the Board's assessment.

Section 2

Traffic and Active Travel Recommendations

General Comments

The Board is requested to:

- **Ensure that all bus stops are adequately distanced from junctions to avoid buses potentially backing up and blocking traffic and to also ensure that visibility of junction traffic signal heads for oncoming traffic is not impeded.**
- **Ensure that adequate stacking space for cyclists is provided, especially at protected junctions, to accommodate cyclists waiting to cross the road and to take into account the anticipated increase in cycle traffic over the years ahead.**

Traffic Signal Phasing

The Junction Design Report shows signal phasing and timings for the signalised junctions along the route. The Council has concerns regarding the design approach at a number of junctions.

The cycle times have been extended to 120 seconds “to maximise the throughput of people through the junction”. In fact, increasing the cycle time increases the throughput of cars only. Pedestrians, cyclists and buses do not benefit from longer cycle time. Pedestrians, cyclists and buses need minimum (or minimal) green time to clear the queues which have arisen during the red phase. It is only cars which require longer green times to clear the queues which have arisen during the red phase.

Where there is a conflict between straight through cyclists, buses and left-turning cars, a number of junctions have separate stages for each mode (presumably for perceived safety reasons). This means that straight through cyclists and buses have red signals while straight through and left-turning cars have green. Typically, in a cycle time of 120 seconds, the cyclist stage would be 7 seconds green, the bus stage would be 10 seconds green and the car stage would be between 20 and 50 seconds. Cyclists would have green for less than 6% of the cycle and buses for less than 9% of the cycle. This would be a very significant reduction in green time for cyclists and buses in comparison with the current situation, where cyclists and buses have green at the same time as cars.

The Council has a particular concern with the phase where straight through cyclists are on red while straight through cars are on green (typically for 20-50 seconds per cycle). The Council is concerned that the level of compliance by cyclists with such a phasing would be very low and that non-compliance would lead to significant safety issues.

The Council understands that a trial of similar junction layouts and signal phasing has been carried out in the Dublin City Council area, but at a junction with low cyclist traffic volumes, and other trials are being considered. The results of any such trials should be used to decide on the final detailed design of the junction layouts and the signal phasing for the Bray to City Centre CBC.

Subsequent to this planning application to the Board, the NTA has published an updated version of the Cycle Design Manual, which we understand will be subject to ongoing review.

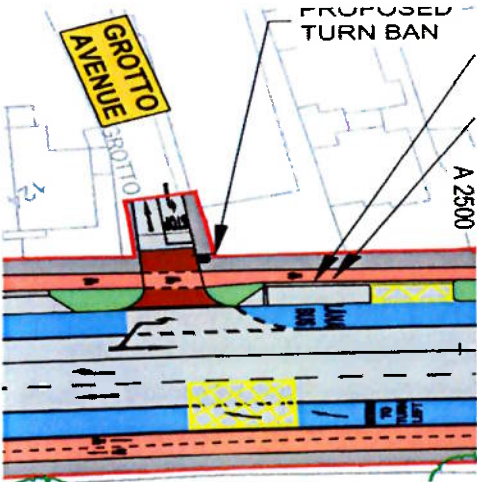
DLRCC requests that the Board include a condition requiring the NTA to implement and monitor a trial junction layout and phasing at a location (or locations) where there are significant volumes of cyclist and car traffic. The new Cycle Design Manual provides more up to date guidance on junction design. A permission for the Bray to City Centre CBC should allow sufficient flexibility for the results of any such trials and/or updates to the Cycle Design Manual, to be used to decide on the final detailed design of the junction layouts and the signal phasing and should require the NTA to agree the final detailed design of the junction layouts and the traffic signal phasing with DLRCC.

Treatment of Junctions with side roads (non-signalised)

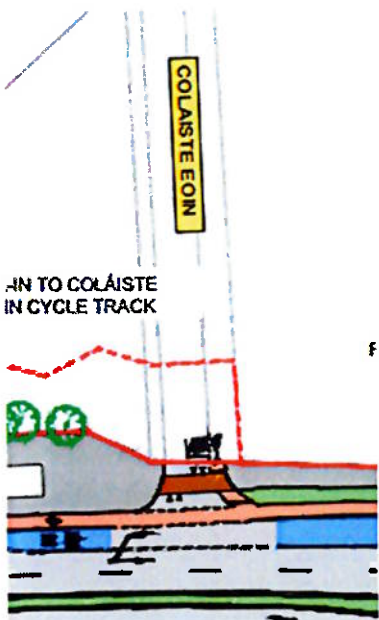
In the interest of pedestrian and cyclist safety, DLRCC has a requirement, where feasible, for the provision of continuous pedestrian and cycle facilities across side roads, similar in design to that proposed under the Blackrock to City Centre CBC scheme at Grotto Avenue (example 1 below). At other side road locations across the Bray to City Centre CBC scheme however, the cycle lane is at grade with the general traffic lane and not accommodated on the raised table (example 2 below).

DLRCC requests that the Board include a condition requiring prior engagement and agreement with DLRCC regarding the final design of the pedestrian and cycle facilities at junctions with side roads in order to ensure an approach which is consistent with the requirements of the Council and the latest version of the Cycle Design Manual.

Example 1



Example 2





DLRCC requests that the Board give due consideration to allowing straight through cycle movements to bypass junctions where feasible.

Shankill Interventions – Junction Proposal at Quinn’s Rd / Cherrington Rd / Dublin Rd

The proposed plans indicate the change of the Quinns Road / Cherrington Road roundabout to a fully signalised junction. DLRCC are concerned that the proposed design does not appear to allow for right turn movements to be accommodated in an orderly manner at the junction without blocking straight through traffic. It is highlighted that Quinn’s Road serves a number of residential estates as well as the Shankill Tennis Club & Pavillion. While it is noted that signalised junctions generally improve pedestrian crossing facilities, it should be noted that compact roundabouts are a reasonable design option in low-speed locations such as this. It is also noted that the bus priority signals are now pulled back from this junction to just north of the entrance to Castle Farm. It is unclear therefore, to DLRCC, what benefits a signalised junction would provide in terms of bus priority and how traffic flows will be managed at this location.

DLRCC requests that the Board gives due consideration to the merits of the proposed roundabout upgrade at this location and to take any potential impact on traffic movements into account. The Board is also requested to have regard to SLO 148, as highlighted above in this submission.

Shankill Interventions – 30km/hr Speed Limit

DLRCC welcomes the proposed reduced speed limit of 30km/h through Shankill village and approach roads. It must be noted that this can only be achieved through a separate legal process under the Road Traffic Act 2004 as amended. This will be essential for pedestrian and cyclist safety, especially in the absence of segregated cycle lanes. In practice though it will be the visual cues and treatments that can be incorporated into the public realm which will generally dictate traffic speed, driver behaviour and the safety of the village environment for pedestrians and cyclists. While it is noted that the proposed plans include pedestrian crossing treatments at either end of the village core area, which help to mark out the start/end of the village area, DLRCC however, considers that a wider suite of traffic calming and public realm interventions are required to facilitate a more attractive and safer environment for pedestrian and cyclists. Such measures could include changes in carriageway surface treatment and colour, landscaping at appropriate locations, raised tables at all access points and carriageway narrowing where feasible to widen existing narrow footpaths. Many of these interventions are set out in the BusConnects Urban Realm Concept Designs brochure.

DLRCC requests that the Board give due consideration to the need for a suite of traffic calming and public realm interventions for Shankill to reinforce the proposed 30km/hr speed limit and facilitate a safer environment for pedestrians and cyclists. DLRCC would welcome a compliance condition in this regard with details to be agreed with the Council, prior to commencement of works.

Cycle facilities between Shankill and Bray

It is noted that the proposed plans indicate bringing the northbound cycle lane through Shanganagh Cemetery and Park to run alongside the southbound cycle facilities (as a two-way cycle track) with Toucan crossings to bring cyclists across the road to leave/re-join the northbound cycle lane. While we understand the constraints that pertain in this area and recognise that tree retention will be facilitated, the revision does however further fragment cycle proposals through the area.

To address this concern, DLRCC requests the Board to give consideration to the provision of a two-way cycle track along the eastern side of the carriageway between Bray and Shanganagh Park. This would eliminate the need for cyclists to cross the Dublin Road to re-join the cycle lane as per current proposals and would generally present a more coherent cycle network for the area.

Rapid Build Active Travel Facilities

The NTA issued an [Active Travel Circular 01/23 Rapid Build Active Travel Facilities Advice Note](#) (February 2023) regarding Rapid Build Active Travel Facilities, to speed up the delivery of active travel infrastructure. On foot of this, DLRCC's Active Travel team are considering a quick build scheme to improve facilities for cyclists and pedestrians to the west of the N11 in the vicinity of Loughlinstown.

DLRCC request the Board to include a condition, requiring prior engagement and agreement with DLRCC regarding the final design to ensure that the two schemes are aligned.

Connectivity to Cherrywood

The Cherrywood Development Agency Project Team (DAPT), welcomes and supports the National Transport Authority's Bray to City Centre Core Bus Corridor (CBC) Scheme under Bus Connects. The Cherrywood Planning Scheme promotes sustainable travel and sets out ambitious but achievable targets for sustainable travel modes (Planning Scheme Table 4.1 Sustainable Travel Targets). Regarding bus services in particular, Specific Objective PI 17 of the Planning Scheme states that *"It is an objective to facilitate and promote the enhancement of bus services through the implementation of CBCs and bus priority measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services"*.

Bus services will play an important role in providing public transport to Cherrywood especially for a number of areas not currently served by Luas, including Bray & Environs (as well as parts of North Wicklow) and the wider Dublin area. The Bray to City Centre CBC is critical to serving existing and future passenger demand and the improved infrastructural measures will substantially reduce journey times and improve service reliability on the Bray to City Centre CBC. Whilst the Bray to City Centre CBC is outside the Planning Scheme Area, and it is not currently proposed under these proposals that the bus services between Bray and the City Centre would divert off the Bray to City Centre CBC into Cherrywood, nonetheless DAPT consider that the provision of improved pedestrian and cycle infrastructure associated with these proposals will enhance connectivity to and from Cherrywood for active travel, thereby also supporting integrated sustainable transport usage.

The Board is requested to consider this issue and address as appropriate.

Active Travel User Experience

Input from DLRCC's Architect's Department has highlighted the value of landscaping and trees with aiding differentiation of cycle lanes from bus lanes, limiting pollution and providing a greater user experience for pedestrians and cyclists along the upgraded CBC corridor.

The Board is requested to consider this issue and address as appropriate.

Section 3

Landscape, Biodiversity, Heritage and Conservation Recommendations

DLRCC Parks' Department

DLRCC Parks' Department has prepared detailed reports setting out their concerns and recommendations regarding the impact on trees and landscaping along the route of the proposed CBC. These reports are set out in Appendices 1a & 1b as follows:

Appendix 1a DLRCC Parks' Department – General Policy, Recommendations and Recommended Conditions on the Bray to City Centre CBC

Appendix 1b DLRCC Parks' Department – Specific Comments & Recommendations on the Bray to City Centre CBC

The Parks' Department's reports highlight the importance of maximising tree retention and in particular, instances where this might be achieved through relatively minor modifications to proposals. In addition, it also emphasises that due consideration and safeguarding of root protection zones of nearby trees during construction works, can significantly decrease the likelihood of tree loss further down the line. The Parks' Department's reports also highlight concerns regarding the envisaged tree loss in the vicinity of the Woodbrook housing development, at Dublin Road, Shankill and requests that consideration is given to alternative design solutions such as bus priority signalling to help mitigate the loss of valuable mature trees at this location. DLRCC recognises that a balance must be struck between the provision of quality public transport and cycling infrastructure and the safeguarding of important landscaping features along the route of the CBC. Notwithstanding this, DLRCC is keen to ensure that all reasonable opportunities for tree retention, especially where there is a strong impact on an area's landscape character, are fully considered.

The Board is requested to give due consideration to the concerns and recommendations outlined in the attached Parks' Department's reports: Appendices 1a & 1b, in order to maximise tree retention and landscape integrity, along the route of the proposed CBC, where feasible, especially at locations such as Woodbrook, Dublin Rd Shankill, which have a strong landscape character.

DLRCC Biodiversity Officer

DLRCC's Biodiversity officer highlights that the move to a more sustainable transport system is welcome and very important, however it should be designed and managed so that it leaves biodiversity in a better state than before. Biodiversity underpins our resilience to climate change and that is why we must consider the importance of the protection of biodiversity in all of our climate actions including sustainable modes of transport. Climate action should not be at a cost to biodiversity.

DLRCC's Biodiversity Officer has prepared a detailed report, which is attached as **Appendix 2 – DLRCC Biodiversity Officer's Report on the Bray to City Centre CBC**.

The Board is requested to give due consideration to the concerns and recommendations outlined in the attached Biodiversity Officer's report.

Note on Ecological Data

DLRCC's Biodiversity Officer's report has highlighted that the Council holds ecological data sets on biodiversity within the county, including surveys relating to hedgerows, otters, breeding birds and wintering birds. DLRCC can share this information with An Bord Pleanála, should it be of any assistance in the assessment of the planning application.

DLRCC Conservation Officer

DLRCC's Conservation Officer has reviewed the CBC planning application and the EIAR and has no further comment to make. The Conservation Officer particularly welcome the guidance as set out in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric.

Age-Friendly County

DLRCC is an age-friendly county, and it is a requirement that public realm interventions are in accordance with Age Friendly Ireland Guidelines, Accessibility Guidelines and best practice. Any proposed seating shall be in accordance with Age Friendly Ireland Seating Guide. Such interventions should be suitable for use by the entire community, supporting people of all abilities and ages in accessing all their local community has to offer.

DLRCC requests the Board to include a condition requiring that public realm interventions are in accordance with Age Friendly Ireland Guidelines, Accessibility Guidelines and best practice requirements for such works.

DLRCC Heritage Officer

The Conservation and Biodiversity Office reports contain feedback in relation to built and natural heritage. In addition to this, please note action 3.3.1 of the dlr County Heritage Plan: "explore opportunities to pilot new heritage hubs by repurposing buildings, spaces and public transport nodes." There is an opportunity to incorporate heritage interpretive elements into new waiting spaces and physical infrastructure along the route. The dlr Heritage Office can advise on locally relevant and engaging interpretive content and design. Any interpretive elements should be in line with the DLRCC County Heritage Plan 2021-2025, available at:

[dun_laoghaire-rathdown_county_heritage_plan_2021-2025_final_screen.pdf\(dlrcoco.ie\)](#)

The Council's Heritage Officer can be consulted on detailed proposals.

The Board is requested to consider this issue and address as appropriate.

Section 4

Drainage, Road Maintenance, Public Lighting and Pollution Control **Recommendations**

Drainage Comments

SuDs

DLRCC's Drainage Section advises that in accordance with best practice, the requirements for SuDs should be thoroughly investigated to ensure that adequate space is provided and that utility checks are undertaken to confirm the feasibility of SuDs proposals. DLRCC is happy to see areas that are currently paved being changed to landscaped areas. However, not all of these areas appear to be utilised for SuDS, and this should be addressed where feasible.

The Board is requested to consider this issue and address as appropriate.

Trees

A lot of new trees are proposed but it is not clear why all of these have not been specified as tree pits for surface water run-off. Redirecting existing footpaths/carriageway drainage to these tree pits could aid in relieving any localised pluvial flooding and provide interception/treatment of this run-off for water quality improvement.

The Board is requested to consider this issue and address as appropriate.

Hardstanding

It is unclear why all new hardstanding is not specified as permeable/porous surfacing. This scheme presents an ideal opportunity to trial such surfaces in less trafficked areas such as the proposed footpaths/cycle paths. It would reduce the requirement for gully gratings in cycle paths (which in themselves can be a hazard to cyclists, even the "cycle friendly" ones), reducing surface water run-off and risk of icy surfaces in winter.

The Board is requested to consider this issue and address as appropriate.

Recommended Conditions:

DLRCC requests the Board to include the following conditions in relation to Surface Water and Drainage:

1. Prior to the commencement of development, the developer shall submit to the Planning Authority for its written agreement, full details of the drainage proposals for the entire scheme. These proposals must demonstrate that SuDS potential has been maximised across the scheme. This should not be limited to proposed increase in hardstanding areas but provided across all sections of the scheme. Where possible, all trees should be specified as tree pits and biodetention areas incorporated where space is available, such as at junctions. All proposed hardstanding areas must be permeable/porous or drain to an appropriately designed SuDS measure. It should be noted that oversized pipes are not considered SuDS measures.
2. Prior to the commencement of development, the developer shall submit full dimensioned construction details of the proposed SuDS measures to the Planning Authority for its written agreement. Details shall include a construction plan and a post-construction maintenance specification and schedule. Contractors with specialist training in SuDS should be used. Thereafter, the works shall be carried out in accordance with the agreed details. The SuDS measures shall be designed in accordance with The SUDS Manual (C753).
3. Prior to the commencement of development, the developer shall submit to the Planning Authority for its written agreement a construction management plan and programme of works that amongst other items provides for interception, containment and treatment of construction runoff. No construction runoff should be diverted to proposed SuDS measures. Any surface water sewer pipes used to convey construction runoff should be thoroughly cleaned before subsequent connection to SuDS elements.
4. If total infiltration of surface water run-off generated by the scheme is not possible then, prior to the commencement of development, the applicant is requested to submit a design with discharge rate for the scheme limited to Q_{bar} (calculated using site specific data) or 2l/s/ha, whichever is greater, subject to the orifice size of the flow control device not being less than 50mm in diameter. The submission shall include detailed calculations, including modelling results, of the proposed system during all required storm events.

Road Maintenance Comments

DLRCC's Road Maintenance Section requests the Board to include the following conditions:

1. A pre and post PSCI survey shall be carried out by the developer for the access roads along the Core Bus Corridor with active monitoring of the road condition to include sufficient tie in road surface area and effective remediation measures to rectify any potential damage caused by construction traffic.

2. The developer shall submit for prior agreement with DLRCC, detailed design for all elements of the scheme including but not limited to footpaths, cycle lanes, kerb separators between modes, pavement treatment options, drainage details, tree pits etc.
3. The developer shall submit for prior agreement with DLRCC a detailed pavement treatment plan based on the PMS structural evaluation FWD Level 1 analysis and Level 2 report recommendations.
4. The developer shall submit for prior agreement with DLRCC, a detailed ironworks drawing to include the mastic requirement for the existing and new ironworks. Ironworks shall be reinstated with mastic surrounds in accordance with CC-PAV-04012 as follows:
 - a. Where they are in the wheel tracks of a lane
 - b. Gullies in the vicinity of bus stops i.e., approximately 5 no. gullies on either side of a bus stop
 - c. Where the existing ironworks are in poor condition; and
 - d. At any other location identified by the Resident Engineer.

In addition to the above, DLRCC's Cleansing Section requests that the proposed designs, consider the maintenance requirements of servicing gullies and cycle lanes. Alterations to junctions etc need to have consideration for gully trucks or road sweepers being able to complete their tasks.

Regarding the Pavement Treatment Plans, DLRCC advises that the Council is currently progressing a resurfacing scheme on the N11 from Mount Merrion Avenue to Loughlinstown Roundabout. Two of the three phases are complete with phase three to be completed early in 2024. BusConnects should ensure that their pavement treatment plan accounts for this work.

The Board is requested to consider these issue and address as appropriate.

Pollution Control Comments

DLRCC's Pollution Control Section requests the Board to include the following condition:

1. The appointed contractor for the scheme construction, shall engage with the Council's Pollution Control Section, in advance of construction works commencing, to agree the relevant details of the Construction and Environmental Management Plan and the Surface Water Management Plan in relation to the construction compounds.

The Board is requested to consider this issue and address as appropriate.

Public Lighting Comments

As with Active Travel schemes, the biggest impact on street lighting is the re-alignment of footpaths, cycle tracks and road lanes and the requirements to move light columns and alter what lighting classes are needed at each part. For areas where increased conflict is happening (new cycle tracks and crossing traffic) the lighting class and uniformity may need altering which will require a new lighting design. There may also be requirements to push existing lighting back further from the road and the existing lanterns may no longer have enough light to cover the road surface, thus also needing a new lighting design. Every part of the route will need checking for existing lighting locations, planned lighting locations, and alterations to the lanterns (new vs existing), ducting and cabling and (maybe) supply connections as a result. Any alteration of the light column locations should be done under a complete lighting design.

The Board is requested to consider this issue and address as appropriate.

Section 5

Compulsory Purchase Order

DLRCC's Property Management Section has reviewed the Compulsory Purchase Order submitted to An Board Pleanala in respect of the Bray to City Centre Core Bus Corridor. Relevant comments on the Compulsory Purchase Order are set out in **Appendix 3 – DLRCC Property Management Section's Feedback on the Compulsory Purchase Order for the Bray to City Centre CBC.**

The Board is requested to give due consideration to the items outlined in Appendix 3.

Summary

DLRCC believes that the proposed Core Bus Corridor scheme presents a major opportunity for transformative change to both public transport and active travel facilities along this strategic transport corridor. The Council is fully committed to working with the NTA to ensure that the scheme achieves its full potential and to this end, we have highlighted in our submission, a number of items for the Board to consider and which we believe, will strengthen the overall outcomes of the project for sustainable travel.

Specifically, with regard to the design and layout of the scheme and the new junction designs as proposed, DLRCC is particularly keen to collaborate with the NTA on the items raised within Section 2 of this submission. We believe that the successful implementation of

the scheme design will ultimately require good engagement and collaboration between the Local Authority and the NTA.

The Core Bus Corridor works will also impact on the public realm with potential impacts on landscape, conservation, heritage and amenity assets, all of which are highly valued within the county. DLRCC considers that a key determinant of the success of the Core Bus Corridor scheme will be how these assets have been safeguarded with value added to the overall public realm along the route. To this end, we would ask the Board to give due consideration to the items raised in Sections 3 and 4 of this submission and would again highlight that the achievement of a quality outcome for the public realm will ultimately require good engagement and collaboration between the Local Authority and the NTA.

From: Helena McGorman, Senior Executive Parks Superintendent (Parks), Marc Campbell, Executive Parks Superintendent (Active Travel)

Endorsed: Ruairí Ó Dúlaing, Senior Parks Superintendent

To: John Keating, Senior Planner

Date: 5th Oct 2023

Our Ref: EM 13418

Re: **Report on the Landscape & Arboricultural Aspects of the Bray to City Centre Core Bus Corridor (CBC) Scheme**

The proposed development has very significant impacts on the existing landscape character of the environs it will be constructed in. There is a huge impact alone in the proposed loss of high value amenity trees which is envisaged at many locations along the length of the CBC.

This report follows the route from the N11 to Bray and the issues are addressed in this order. Recommended conditions are outlined and generally apply to the entire project unless specific to a particular area or location.

1. N11/Stillorgan Road

1.1 The row of standard trees in the central median on the N11 needs to be continued. *Carpinus betulus* (Hornbeam) has been planted on the N11 median in the past and improves the visual amenity as well as performing other ecological and environmental functions. The continuation of this median tree planting on the N11 is required, partly to mitigate against the extensive loss of trees throughout this development and to improve the vista along the N11. This is very achievable as the margin is of sufficient width for the most part – median width to accommodate tree planting is 3m. The precise details of this planting are to be agreed with DLR Parks.

1.2 Furthermore the underplanting of these trees with successional bulb planting for the entire length of the median (not already planted with bulbs) should be an

objective as this intervention facilitates the public acceptance of long grass and vegetation for a considerable period of time and therefore greatly benefits pollinator species as well as being appreciated for its amenity value.

1.3 Minimum width of grass margin/median to be no less than 500mm, anything narrower to be incorporated into the pavement/hardscape as not maintainable with conventional machinery.

1.4 **The dlr Tree Strategy - A Climate for Trees -2023-2030 (to be published October 2023)** (extracts below in italics) embraces the challenges posed by climate change and the following polices are critical and need to be taken on board within this development;

Policy 16 The Council will endeavour to plant 'The Right Tree in The Right Place'.

Policy 17 The Council will encourage planting a diversity of tree species, sizes and ages to build resilience in the urban forest carefully selecting native tree species as appropriate to ensure we do not adversely impact on our ecosystems and biodiversity, and non native trees as street trees or specimen trees in parks.

1.5 Until recently it has been practice to plant mono-cultures to achieve uniformity and formality along streets and road, i.e. the same tree variety planted along the median or in grass verges. However due to climate change, trees are experiencing more stress and disease now than in the past- e.g Ash die-back is very prevalent resulting in all trees in a plantation or along a road dying over a season or two. (other diseases of concern here are Oak Processionary moth – which has severely impacted oaks in London and other UK and European cites, Bleeding canker of Horse Chestnut etc). Therefore to prevent loss of entire avenues of trees more diversity in tree species, sizes and age is being recommended.

This is achieved as follows:

10-20-30 Rule: The rule suggests an urban tree population should include no more than 10% of any one species, 20% of any one genus, or 30% of any family.

Height to First Branch: The distance from the ground to the first branches of the tree canopy creates the visual and physical pathway that we view or walk under. By keeping this space equal between trees, the walking or viewing experience appears uniform between trees.

Tree size and shape: Planting similar sized trees and similar shaped trees beside each other will provide a uniform view.

1.6 Condition: Tree planting to be maximized throughout the route corridor in lieu of existing mature trees being lost due to the proposed development. This should include road verges & central medians. Where space is limited, construction details consisting of CU Soils & extended growing area beneath footpaths / roads should be considered. Where underground services pose a constraint to tree planting, root barrier solutions shall be utilized to redirect future tree root expansion away from services, but this should not prevent tree planting from occurring i.e. N11 central median.

1.7 Condition: Appropriate sections along the central median along entire length of Stillorgan road should be considered for incorporating a BioSwale, collecting the surface run-off from the adjacent carriageways. Existing services can be incorporated within the construction detail of the bioswale – refer to NTA 'Greening & Nature-Based SuDS for Active Travel Schemes Advice Note.

1.8 Condition: Tree species selection shall be determined by scale appropriateness, environmental conditions, and ground/ substrate conditions. Tree

schedule on drawing needs to be reviewed & agreed with Dlr Parks prior to proceeding to construction.

1.9 Condition: All landscape works shall have a 36 month, post planting maintenance period to ensure establishment. This shall form part of the contract for the landscape contractor appointed to carry out the installation of the landscape works.

1.10 Condition: Care needs to be taken to ensure that any new landscaping or tree planting does not impede visibility of traffic signal heads at junctions and pedestrian crossings.

1.11 Condition: All tree planting construction details shall incorporate route barriers to line tree pit trenches/pits to protect both services and adjacent surfaces. Growing substrate, aeration & irrigation details to be developed in collaboration with Dlr Parks. Tree planting details to be agreed & signed off by Dlr Parks prior to proceeding to construction phase.

2. Arboriculture

2.1 The Arboricultural Assessment and Method Statements Report is very comprehensive, however the challenge will be in the protection of the root zones when under construction not to lose more than the 410 trees anticipated.

In the first instance at detailed design, it is essential that further consideration be given to some of the Category A (30 trees) & B (135 trees) whose removal is planned and outlined in the Preliminary Design Tree Removal Plan which is based on the current layout. **There may be localised interventions that could aid the retention of these important trees which have taken the best part of a century or more to mature and have a very high value in terms of their**

contribution to climate mitigation, biodiversity, local heritage and landscape character . An example is T0135, a Horse Chestnut (Category A tree) in Shanganagh Park where a pinch point in the width of the path/cycleway could facilitate it's retention. There are several others throughout the scheme.

2.2 Condition: Chapter 6 of the Arboricultural Impact Assessment & Method Statement Bray 20-079 Report must be strictly adhered to.

2.3 Condition: There must be a qualified arborist on site on a daily basis where site preparation, site clearance work and construction works is being implemented in the vicinity of trees to be retained on site in order to ensure the Root Protection Zone is appropriately fenced and protected during site works as this is the greatest period of risk to the trees. Also their presence is required to advise on sensitive works adjacent to trees as they unfold during the construction period.

2.4. The greatest unnecessary loss of trees happens as a result of the Root Protection Zones not being properly enforced, trees subsequently being damaged and tree safety being ultimately compromised.

2.5 Condition: The Arboricultural Consultant must be involved in the detailed design stage as well as the construction stage to identify opportunities for retention of significant trees.

2.6 Condition: There should be a tree bond of €1.5 million applied to protect the trees which are to be retained to ensure their safe retention. This is reflective of the importance and value of the trees located within the project area.

2.7. The tree bond is an effective method of ensuring greater likelihood of adequate protection and supervision to ensure retention.

2.8. The majority of the trees scheduled for removal are significant in terms of maturity and it is essential that appropriate numbers of tree replacements are planted. This is covered by the dlr Tree Strategy - A Climate for Trees – Tree Strategy 2023-2030 (extracts below in italics) which details the importance of retaining the existing tree canopy in the first instance as the replacement trees take many years to attain the levels of environmental functions lost when mature trees are removed. Detailed below are the relevant extracts from the Strategy:

2.9 Replacement tree planting

Compensatory or replacement planting is required when a tree in land is sought to be removed or damaged due to development or utility works. However, this should not be the first step, the starting point should be AVOID removal of trees which is best at the project planning stage, if this is not possible then Minimisation of the impacts by development or construction should be introduced. If neither of these is an option, then restoration should be considered and finally replacement or compensatory planting should be proposed.

The number of trees required to compensate for loss of existing trees depends upon the size of the trees to be lost. This is set out in the following table:

<i>Trunk Diameter of Tree lost to development (cm measured at 1.5 metres above ground level)</i>	<i>Number of Replacement Trees</i>
<i>Less than 15</i>	<i>1</i>
<i>15 – 19.9</i>	<i>2</i>
<i>20 – 29.9</i>	<i>3</i>
<i>30 – 39.9</i>	<i>4</i>
<i>40 – 49.9</i>	<i>5</i>
<i>50 – 59.9</i>	<i>6</i>
<i>60 – 69.9</i>	<i>7</i>
<i>70 – 79.9</i>	<i>8</i>

80+	9+
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Policy 7 When consistent with planning objectives and conditions, the Council will use its powers, under the Planning and Development Act 2000, to ensure maximum and robust retention, conservation and management of trees, woodlands and hedgerows.

Policy 9 An Arboricultural report is required for any planning application where there are trees, shrubs or hedges on site or outside the boundary within 20m of any construction works.

Policy 10 The council encourage new and replacement planting of trees on development sites and recommend that new plantings are in line with the above table or attempt to achieve a target of 18% canopy cover along with government and council canopy cover targets.

Policy 11 Where a tree of category A, B or C is to be removed then replacement trees should be proposed, replacement trees should increase biodiversity, be an appropriate species for the location, and have a mature canopy spread equivalent to, or greater than, the tree(s) removed. The replacement tree should be no smaller than dbh 6.5cm.

Policy 12 Where a loss of trees occurs a contribution towards offsite planting may be considered where it is shown that the site cannot accommodate replanting. This is to be developed as part of the supplementary planning publication on planning and trees.

Policy 13 Protection of County value hedgerows and the provision of native hedgerows as part of

the landscaping plan should be included in a development proposal. The consideration of how the hedgerows link to the surrounding landscape and enhance the Ecological Network should also be included in any development proposal.

2.10 Condition: The Arboricultural Assessment must take into account the Policies listed in the dlr Tree Strategy - A Climate for Trees – Tree Strategy 2023-2030.

2.11 The section of the route that navigates through Shankill Village has a significant negative impact on the existing mature tree population. The proposed juvenile tree replacements fail to adequately compensate for the local amenity, biodiversity, and environmental loss. Carbon sequestration associated with the mature tree population will be diminished considerably, with the replacement juvenile trees & species unable to meet the same sequestration for a min. 60-80yrs, if at all (species selection related). For much of Shankill Village and the roads serving the village, the CDP has identified many of the trees stands for protection – refer to the CDP maps.

2.12 The removal of healthy mature trees directly contradicts many of Dlr's policies set out in the CDP – chapters 4, 8 & 14, the Climate Change Action Plan, Biodiversity Action Plan, & the Tree Strategy and the dlr Tree Strategy - A Climate for Trees – Tree Strategy 2023-2030.

2.13 The proposal to remove a large stand of mature Category A & B trees on either side of the Woodbrook development will have a serious detrimental effect on the sylvan nature and biodiversity of this section of the road. These trees are of very high quality and huge effort has been made to date with the developer of Woodbrook to successfully retain the trees here. **Every effort should be made to retain the trees at Woodford, and consideration should be given to the provision of a signal-controlled bus priority and/or other appropriate**

measures to avoid the provision of a continuous bus lane in both directions as proposed.

2.14 Condition: Alternative design solutions must be explored to enable the retention of the high quality trees on either side of the Woodbrook Development.

2.15 Condition: Detail of Shanganagh Cemetery boundary wall to consist of low stone wall & railing top. Liaise with Dlr Parks for approval on detail at detailed design stage.

A new pedestrian entrance to cemetery at the southern most corner of the boundary wall (53°13'12.7"N 6°07'12.3"W) along the Dublin Rd., connecting the footpath into cemetery should also be provided, details to be agreed with DLR Parks.

3. Specific Recommendations and Conclusion

3.1 Refer to attached Appendix for recommendations on specific locations along the route corridor.

3.2 In conclusion, the proposals should exhaust every avenue to retain the maximum number of healthy mature trees, while planting new trees at every available opportunity. The associated front loading of costs to achieve this, will over time prove to be prudent forward planning to help tackle the Climate Change emergency.

Comment No.	Dwg. Name	Sheet No.	Location
P-01	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0012	12 of 54	Stillorgan Rd. (Nutley Pk)
P-02	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0013	13 of 54	Stillorgan Rd. (UCD entrance)
P-03	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0013	13 of 54	Stillorgan Rd. (UCD Bridge)
P-04	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0014	14 of 54	Stillorgan Rd. (Ashfield Pk)
P-05	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0015	15 of 54	Stillorgan Rd. (Seafield Road)
P-06	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0016	16 of 54	Stillorgan Rd. (Raddisson Blu / Merrion Grove)
P-07	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0017	17 of 54	Stillorgan Rd. (Booterstown Ave.)
P-08	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0017	17 of 54	Stillorgan Rd. (Booterstown Ave.)
P-09	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0017	17 of 54	Stillorgan Rd. (Booterstown Ave.)
P-10	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0017	17 of 54	Stillorgan Rd. (Booterstown Ave.)
P-11	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0017	17 of 54	Stillorgan Rd. (Booterstown Ave.)
P-12	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0018	18 of 54	Stillorgan Rd. (Mount Merrion Ave.)
P-13	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0019	19 of 54	Stillorgan Rd. (Priory Drive)
P-14	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0019	19 of 54	Stillorgan Rd. (Priory Drive)
P-15	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0019	19 of 54	Stillorgan Rd. (Priory Drive)
P-16	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0020	20 of 54	Stillorgan Rd. (Patrician Villas)
P-17	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0020	20 of 54	Stillorgan Rd. (Patrician Villas)

P-18	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0020	20 of 54	Stillorgan Rd. (Patrician Villas)
P-19	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0021	21 of 54	Stillorgan Rd. (Stillorgan Pk Ave.)
P-20	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0021	21 of 54	Stillorgan Rd. (Stillorgan Pk Ave.)
P-21	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0021	21 of 54	Stillorgan Rd. (Stillorgan Pk Ave.)
P-22	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0022	22 of 54	Stillorgan Rd. (Glenalbyn Rd.)
P-23	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0023	23 of 54	Stillorgan Rd. (Farmleigh Ave.- Beechwood Ct.)
P-24	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0023	23 of 54	Stillorgan Rd. (Farmleigh Ave.- Beechwood Ct.)
P-25	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0024	24 of 54	Stillorgan Rd. (Belmont Grove)
P-26	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0024	24 of 54	Stillorgan Rd. (Belmont Grove)
P-27	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0025	25 of 54	Stillorgan Rd. (Newtownpark Ave.)
P-28	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0027	27 of 54	Stillorgan Rd. (Kill Lane)
P-29	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0029	29 of 54	Stillorgan Rd. (South Park)
P-30	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0029	29 of 54	Stillorgan Rd. (South Park)
P-31	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0035	35 of 54	Stillorgan Rd. (Orchard Squ.)
P-32	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0035	35 of 54	Stillorgan Rd. (Orchard Squ.)
P-33	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0039	39 of 54	Stillorgan Rd. (Orchard Squ.)
P-33	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0040	40 of 54	N11 Shankill Roundabout
P-34	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0041	41 of 54	Dublin Rd. towards Shankill
P-35	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0042	42 of 54	Dublin Rd. towards Shankill
P-36	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0043	43 of 54	Dublin Rd.St. Annes Church

P-37	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0045	45 of 54	Dublin Rd. (Beach Road)
P-38	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0046	46 of 54	Dublin Rd. (Allies River Road)
P-39	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0046	46 of 54	Dublin Rd. (Allies River Road)
P-40	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0046	46 of 54	Dublin Rd. (Allies River Road/ Shanganagh Park)
P-41	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0047	47 of 54	Dublin Road (Shanganagh Park)
P-42	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0047	47 of 54	Dublin Rd. (Shanganagh Cemetery)
P-43	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0047	47 of 54	Dublin Rd. (Shanganagh Cemetery)
P-44	BCIDB-JAC-ENV_LA-0013_XX_00-DR-LL-0048	48 of 54	Dublin Rd. (Woodbrook)

Comments

Opportunities for tree & bulb planting both on the central median & incorporation of Bio-Swale, & verges along the north of the corridor.

Concerns regarding the extent of existing tree loss being proposed to facilitate the UCD interchange & associated infrastructure.

Concerns with the extent of hardstanding area being proposed to the left of the UCD bridge (footpath/cycle path/ footpath arrangement)

Concerns with hedge planting & future management/maintenance requirements. Concerns with cross-section of flat road/footpath impermeable surfaces.

Concerns with hedge planting & future management/maintenance requirements. Concerns with cross-section of flat road/footpath/cycle path impermeable surfaces.

This stretch of the corridor is featureless, flat and devoid of visual amenity interest. Grass strip are narrow and not in proportion with extent of hardstanding surfaces.

Concerns with the extent of hardstanding area being proposed on both sides of the Stillorgan Rd. There are opportunities to rationalise where landscaped areas can replace proposed impermeable surface treatments.

Concerns with the extent of hardstanding area being proposed on both sides of the Stillorgan Rd. There are opportunities to rationalise where landscaped areas can replace proposed impermeable surface treatments.

Existing grass verges to west of the Stillorgan road could accommodate new tree planting/ bulb planting.

Termination of grass verges feathering into acute angle will create a space that will prove difficult to support grass growth.

Where existing tree planting is occurring along the central median, there are opportunities to introduce bulb planting.

Where existing tree planting is occurring along the central median, there are opportunities to introduce bulb planting.

Mass bulb planting to occur along the grass areas

Incidental grass area east of Priory Drive piece meal and inefficient for maintenance regime.

Liaise with Dlr Parks on hedgerow mix that will align with maintenance regime / Dlr Biodiversity Plan

Removal of existing tree belt north of Stillorgan Rd. will significantly expose the residents/estate of Patrician Villas. The mitigation measures being proposed go some way to reinstating the lost woodland belt, however it only addresses the upper tree canopy and fails to deal with the understorey vegetation required for woodland planting.

Removal works to take place outside of the bird nesting season.

Opportunities for tree & bulb planting on the central median & incorporation of Bio-Swale.

Loss of existing vegetation and amenity green space as a result of the proposed steps and ramp.

Opportunity for incidental play elements in lieu of lost of amenity space.

Opportunities for tree& bulb planting on the central median & incorporation of Bio-Swale.

There appears to be an excessive amount of hardstanding south of the Stillorgan Pk. Rd. junction.

The area being converted from vehicular carriageway (The Hill) has the opportunity for tree / pollinator planting & rain garden as a SuDS installation

Opportunities for tree& bulb planting on the central median & incorporation of Bio-Swale.

Opportunities for tree& bulb planting on the central median & incorporation of Bio-Swale & along verge north of Beechwood court.

Proposed tree planting (Sorbus Auc.) is not in scale or appropriate for the context of the receiving environment.

Opportunities for tree& bulb planting on the central median & incorporation of Bio-Swale.

Opportunity of replacement tree planting at end of Belmont Terrace

Opportunities for tree& bulb planting on the central median & incorporation of Bio-Swale.

Planting proposal at Kill Lane junction is piece meal.

path Link into South Park to employ a 'No Dig' construction detail. Arborist to be involved with design stage of these works. Details to be agreed with Dlr Parks prior to works commencing.

Proposed hedge planting along central median will incur significant on-going maintenance cost (lane closure)

Excessive hardstanding at central median crossing point.

No tree planting along central median. Opportunity for bio-swale as SuDS intervention

Loss of Existing hedge not identified on drawing. This section of the corridor will become more exposed than it currently is, devoid of planting - unsatisfactory solution.

Does the proposed removal of vegetation to the east of the N11 need to happen. Existing vegetation does not impact on sightlines of on-coming traffic

Woodland edge planting being removed along the western side of the Dublin Road needs to be replaced with appropriate woodland edge mix. The mitigation measures being proposed go some way to reinstating the lost woodland belt, however it only addresses the upper tree canopy and fails to deal with the understorey vegetation required for woodland planting.

Removal works to take place outside of the bird nesting season.

Loss of mature trees is significant, impacting on the visual amenity, natural heritage, biodiversity, & the means of carbon sequestration - (mature trees Vs juvenile trees).

Dlr CDP 2022-2028 identifies these areas 'To protect & preserve Trees & Woodlands'

Proposed tree planting as local area enhancement requires detailed review

Loss of mature trees is significant, impacting on the visual amenity, natural heritage, biodiversity, & the means of carbon sequestration - (mature trees Vs juvenile trees).

Dlr CDP 2022-2028 identifies these areas 'To protect & preserve Trees & Woodlands'

Loss of mature trees is significant, impacting on the visual amenity, natural heritage, biodiversity, & the means of carbon sequestration - (mature trees Vs juvenile trees).

The mitigation measures being proposed go some way to reinstating the lost woodland belt, however it only addresses the upper tree canopy and fails to deal with the understorey vegetation required for woodland planting.

Removal works to take place outside of the bird nesting season.

Existing trees being lost at the entrance to Shanganagh Park is undesirable.

Section of woodland edge planting along southern side of road is undesirable, however, mitigation measures being proposed go some way to reinstating the lost section of woodland belt, however it only addresses the upper tree canopy and fails to deal with the understorey vegetation required for woodland planting.

Removal works to take place outside of the bird nesting season.

The proposed felling of a Category A tree is unwelcome.

Proposed New boundary wall to cemetery fails to open up the cemetery for passive surveillance / accessibility

Loss of mature trees on both sides of the road is significant, impacting on the visual amenity, natural heritage, biodiversity, & the means of carbon sequestration - (mature trees Vs juvenile trees).

Dlr CDP 2022-2028 identifies these areas 'To protect & preserve Trees & Woodlands'

Loss of mature trees on both sides of the road is significant. It will impact on the visual amenity, natural heritage, biodiversity, & the means of carbon sequestration - (mature trees Vs juvenile trees).

Dlr CDP 2022-2028 identifies these areas 'To protect & preserve Trees & Woodlands'

Considerable and lengthy negotiations took place with the Woodbrook developer to preserve and protect these trees as per the CDP.

Recommendation

Tree & bulb planting to occur along the central median & the grass verge north of the Stillorgan road. Root barriers to manage direction of the root growth & CU soils / crate systems shall be utilised where required to achieve maximum tree planting.

Can the adjacent areas be explored to incorporate the UCD interchange. The existing car park south of the proposed interchange location could be utilised, allowing for the relocation of car parking into less sensitive locations within their current vicinity i.e. amenity grass areas, or a full rationalising of the car park area

Rationalise the current arrangement so that only one footpath & one cycle path is delivered. Placing less pressure on the existing trees. New trees can be incorporated with structural soil/crate system into hardstanding footpaths.

Remove proposed hedge planting and replace the central medians with tree & bulb planting.

Remove proposed hedge planting and replace the central medians with tree & bulb planting. Tree & bulb planting along median between Stillorgan road and access road to Seafield Rd. & Fosterbrook.

Central median is quite narrow and possibly not wide enough to allow for tree planting, however, the central medians should be mass planted with bulb planting. Where opportunities allow, additional tree planting should be considered to the green areas south of the Stillorgan Road.

Replacement tree planting to be carried out in lieu of existing trees being lost within the boundaries of Merrion Grove/Colaiste Eoin. This should take place in appropriate locations as close to the positions of the trees being lost.

Reduction of hardstanding at the junction of Booterstown & Stillorgan Road. Reduction of hardstanding along south side of Booterstown junction - opportunity for tree / bulb planting & grass seeding.

Reduction of hardstanding along south side of Booterstown junction - opportunity for tree / bulb planting & grass seeding.

Tree & bulb planting to be carried out along the existing grass verges, while accommodating sightlines.

Min. width of grass verges/ areas 500mm. Do not feather landscaped areas to terminate into a point.

Mass plant bulbs beneath existing tree planting along central median.

Mass plant bulbs beneath existing tree planting along central median.

Mass bulb planting to occur within amenity grass areas

Remove incidental grass area and convert to match adjacent surface treatment.

Liaise with Dlr Parks on hedgerow mix that will align with maintenance regime / Dlr Biodiversity Plan

Liaise with Dlr Parks on woodland mix that will address the multiple canopy layers necessary to achieve a complete woodland edge mix i.e. woodland ground flora, shrub layer, low tree canopy, and upper tree canopy layer.

Quercus being proposed shall be of Irish provenance to avoid the importation of the Oak Processionary moth.

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth & CU soils / crate systems shall be utilised where required to achieve maximum tree planting.

Ramp & step details to be coordinated & agreed with Dlr Parks. Ensure that the detail of the installation follows best building/accessibility practice. Incidental play elements to be incorporated into the design of this space in line with the Dlr Play Strategy & Dlr CDP.

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth. Introduce bioswale to deal with road surface run-off

Can the extent of hardstanding for the footpath be reduced to the standard 2m wide footpath, the remaining areas to be converted to landscaped space.

Liaise with Dlr Parks / Active Travel section to develop a rain garden design to address surface run-off, that will incorporate tree and pollinator friendly, SuDS appropriate planting

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth.

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth.

Liaise with Dlr Parks Dept to agree on suitable large scale tree, proportionate to the scale of the transport corridor.

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth. Introduce bioswale to deal with road surface run-off

Liaise with Dlr Parks Dept. with relation to replacement tree planting

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth. Introduce bioswale to deal with road surface run-off

Rationalise landscaped areas to achieve a substantial & consolidated area. Liaise with Dlr Parks to determine min. sized space acceptable for effective / efficient management.

path Link into South Park to employ a 'No Dig' construction detail. Arborist to be involved with design stage of these works. Details to be agreed with Dlr Parks prior to works commencing.

Replace proposed hedgerow with tree & bulb planting

Replace concrete hardstanding not required for ped crossing to grass seeding - explore rain garden opportunities.

Tree & bulb planting to occur along the central median. Root barriers to manage direction of the root growth. Introduce bioswale to deal with road surface run-off

Review possibilities for breaking up large expanse of hardstanding (Road, Bus lanes, cycle lanes, footpaths) As a minimum, mass bulb plant the central median. Explore the possibility of tree planting along the central median - width appears to be narrow.

Request for existing vegetation to remain in place.

Liaise with Dlr Parks on woodland mix that will address the multiple canopy layers necessary to achieve a complete woodland edge mix i.e. woodland ground flora, shrub layer, low tree canopy, and upper tree canopy layer.

Quercus being proposed shall be of Irish provenance to avoid the importation of the Oak Processionary moth.

The removal of trees identified for protection / preservation contravenes Dlr County Development Plan. We recommend that an alternative approach is proposed that allows for the preservation of the trees.

The proposed tree planting within the St. Anne's Church grounds requires engagement with Dlr Parks at detailed design stage.

The removal of trees identified for protection / preservation contravenes Dlr County Development Plan. We recommend that an alternative approach is proposed that allows for the preservation of the trees.

Liaise with Dlr Parks on woodland mix that will address the multiple canopy layers necessary to achieve a complete woodland edge mix i.e. woodland ground flora, shrub layer, low tree canopy, and upper tree canopy layer.

Quercus being proposed shall be of Irish provenance to avoid the importation of the Oak Processionary moth.

Explore no dig options or splitting of footpath/ cycle path to accommodate the retention of trees identified for removal.

Liaise with Dlr Parks on woodland mix that will address the multiple canopy layers necessary to achieve a complete woodland edge mix i.e. woodland ground flora, shrub layer, low tree canopy, and upper tree canopy layer.

Quercus being proposed shall be of Irish provenance to avoid the importation of the Oak Processionary moth.

No dig construction method and cycle/ped path splitting to avoid the tree are options that need to be explored.

Detail of cemetery boundary wall to consist of low stone wall & railing top. Liaise with Dlr Parks for approval on detail at detailed design stage.

Construct pedestrian entrance to cemetery at the southern most corner of the boundary wall (53°13'12.7"N 6°07'12.3"W) along the Dublin Rd., connecting the footpath into cemetery.

The removal of trees identified for protection / preservation contravenes Dlr County Development Plan. We recommend that an alternative approach is proposed that allows for the preservation of the trees. Explore no dig construction methods or/and localised narrowing of the carriageway.

DLR Parks are hugely concerned at the proposal to remove any of the trees along this stretch of the Dublin Road.

The removal of trees identified for protection / preservation contravenes Dlr County Development Plan and Dlr Tree Strategy. We recommend that an alternative approach is proposed that allows for the preservation of the trees. Explore localised narrowing of the carriageway and any or all other measures that ensure their retention.

Date: 28/09/23

Biodiversity Officer Response

Development: [Bus Connects Bray to City Centre](#)

Introduction

The move to a more sustainable transport system is welcome and very important, however it should be designed and managed so that it leaves biodiversity in a better state than before. Biodiversity underpins our resilience to climate change and that is why we have to consider the importance of the protection of biodiversity in all of our climate actions including sustainable modes of transport. Climate action should not be at a cost to biodiversity.

The Bray Scheme documents have been reviewed by DLR's Biodiversity Officer and following comments are provided:

1. Biodiversity Chapter 12 of EIAR

Desk Study does not contain any of the DLRCC data held by the Biodiversity Officer, including Brent Geese, Otter, wildlife corridors etc and a meeting with the ecologists was requested by DLR's Biodiversity Officer during the preliminary meetings. Although requested in 2020 by DLR's Biodiversity Officer, no communication was received from the project ecologists to discuss the project in detail or to obtain the data that DLR were happy to provide.

Data such as:

- County Hedgerows surveys
- County Tufa Springs surveys
- County Otter survey
- Important Birds
- Riparian Birds
- Brent Geese data
- County Habitats
- Wildlife Corridors and the Ecological Network
- Rare Plants
- Pollinator sites

2. The Biodiversity Chapter notes:

12.3.3 Biodiversity Areas

Dún Laoghaire-Rathdown Biodiversity Action Plan 2021-2025 (DLRCC 2021) highlights a number of areas considered to be of biodiversity value present within the DLRCC administrative boundary.

There is no reference in this Chapter to the DLR Ecological Network contained within both the DLR County Development Plan and the DLR County Biodiversity Plan and/or the associated important biodiversity areas and connectivity, important wildlife corridors including treelines, hedgerows, watercourses and important habitats such as Annex habitats etc. It is unclear if the assessment used the DLR Ecological Network data as the basis for establishing the important biodiversity within the ZOI.

3. 12.3.5.12 Dry meadows and grassy verges (GS2)

Some of the meadows and pollinator sites are of Local Higher Value given their value for pollinators in an urban setting. See also point 8 below.

4. 12.3.5.16 Hedgerows (WL1)

It is unclear if the assessment and evaluation of hedgerows has taken into account the DLR Hedgerow Evaluations by Smith, 2020, JBA 2021 and 2022 and/ or if the hedgerows were evaluated as per Foulkes 2013. DLR Hedgerows are considered a significant part of our DLR Ecological Network and some of those are of County value. They provide connectivity across the urban landscape and it is envisaged that these will be enhanced and restored and should be considered in the Biodiversity Chapter. They also form part of the DLR Ecological Network.

It is also unclear as to what extent hedgerows are to be removed and as to what value each hedgerow may have. Providing an overall area is not sufficient in terms of detail, evaluation and assessment of individual hedgerows or stretches of hedgerow that will be lost.

It is requested that the detailed evaluation and assessment of the hedgerows that may be impacted by the proposed scheme is provided with reference to the County Development Plan and the DLR Ecological Network.

5. 12.3.5.17 Treelines (WL2)

Similarly, in relation to treelines and the ecological value of trees, insufficient information is provided in the Biodiversity Chapter and only an overall generalised assessment is provided. Some of the older treelines and their component trees are often of greater value for biodiversity in urban areas. It is noted that the arborist's report identifies various stages of maturity of the trees within the proposed scheme.

6. 12.3.5.19 Scrub (WS1)

Scrub can provide an important habitat for breeding birds and cover for important species such as badger. It offers connectivity and value to species along with a supporting function to other habitats especially in an urban environment. It is not considered at Local Lower value based upon species diversity, scrub by its very nature often is not diverse especially if it is closed and dense and greater diversity is more relevant to a very open stand or where it has more diverse edges/transition. I recommend an evaluation of Local Higher value.

7. 12.3.7 Non-native Invasive Plant Species

Winter Heliotrope has become a significant invasive alien species and the risk assessment for this IAS is due for review by the NBDC. How has this IAS been considered given it spreads easily in transport corridors and through soil movement. It is requested that the presence of Winter Heliotrope is checked along the route and if it is present that it is included in the Invasive Species Management Plan.

8. 12.3.13.4 Other Invertebrates

Please include all invertebrates and evaluate these at Local Higher Level as a minimum. Given the importance of pollinator sites including those areas of grassland managed for pollinators across DLR which have been shown to be of value to pollinators. Please see evidence in the recent TCD thesis and NBDC blog <https://pollinators.ie/managing-urban-parks-for-pollinators-and-people/>

9. 12.4.3 Construction Phase - 12.4.3.1 Designated Areas for Nature Conservation

It is unclear if disturbance or displacement impacts to Otter during construction have been taken into account including noise, visual and other construction disturbances especially to areas of activity for otter. It does not appear in Section 12.4.3.1.1.5 Disturbance and Displacement Impacts.

10. 12.4.3.1.2.3 Habitat Degradation – Groundwater

The potential for impacts on Groundwater dependent terrestrial ecosystems do not appear to be considered sufficiently for the Loughlinstown Woods pNHA which contains EU alluvial woodland and the assessment has not demonstrated an understanding of the hydrogeology relevant to this pNHA including the groundwater catchment. No details area given of any potential drawdown and drawdown appears to be considered relative to the pNHA boundary rather than the groundwater catchment supporting the pNHA that may occur beyond that boundary. This requires a hydrogeological assessment and quantification of impacts on water flows and groundwater, if any due to excavations.

It is also requested that any other groundwater dependent habitats within the Zone of Influence will be identified by a suitably qualified hydrogeologist will also be assessed with input from a suitably qualified ecologist relative to any potential impacts that may arise.

11. 12.4.3.4.2 Badger

The language regarding survey for badgers is unclear, it is difficult to ascertain if surveys by a mammal specialist and following best practice surveys for badgers was completed. Confirmation is needed as to what mammal surveys were completed and to what standards and discussed with DLR's Biodiversity Officer. If the surveys were not sufficient then these surveys need to be completed.

It is also noted that as the Biodiversity Chapter states:

As the majority of the proposed location of Construction Compound BR1 site is composed of scrub largely surrounded by built wall with road frontage on three

sides, it is not considered to be an important area for commuting / foraging badgers, and therefore its use as a Construction Compound will not have any significant effect on the local badger population.

It is unclear as to how this conclusion was drawn, and if the scrub checked for mammal activities, if it was it accessible for those checks, if trail cameras placed to assist the surveys of mammals etc. Clarity on how this conclusion was drawn is important. Badgers appear in all sorts of urban settings including car parks, roads, scrub etc.

It is unclear as to what is the local badger population and how that was established. How have the following conclusions been supported in terms of data for a protected species?

Therefore, the Proposed Scheme is unlikely to affect the conservation status of the local badger population and will not result in a significant negative effect, at any geographic scale

12. 12.4.3.4.3 Otter

DLR Otter survey data is available to the consultants and it is unclear if it has been used to support the assessment.

13. 12.4.3.5.1 Breeding Birds

There appear to be no breeding bird survey maps for important birds especially for those habitats likely to be removed. It is also unclear if riparian birds were surveyed or considered in terms of impacts including important birds such as grey wagtail, dipper or kingfisher.

14. Mitigation, Enhancement and Compensation

It is requested that where there is loss of biodiversity and habitats that this is addressed in a realistic manner. It is requested that the information of each habitat for example treeline, hedgerow etc to be lost along with the associated mitigation/compensation is provided.

For transparency it is requested that the location of the mitigation or compensatory measures are shown on maps also, as Chapter 22 Table 22.8 only states: 'Throughout as required'. The table gives no indication of where they will be located and to what extent.

Also please note that ornamental planting and amenity grass planting are not considered biodiversity mitigation or compensation for biodiversity loss. It is requested that this is addressed by creating suitable biodiversity habitats and also in consideration of appropriate species. If habitats are being proposed as mitigation or compensation for biodiversity then a plan to show how these habitats will be managed for biodiversity is needed.

The Biodiversity chapter of the EIA should also seek to provide gains for biodiversity in terms of habitats that will last and survive in the longterm and that will be located in areas away from light spill and human disturbances, in order to provide refuges for biodiversity.

In light of the above it is requested that revised assessments are completed and any relevant revised chapters of the EIA and AA process take into account all of the above. It is also requested that consultation with DLR's Biodiversity Officer is undertaken.

Biodiversity Officer

PLOT Number DEPARTMENT

Comments - Property Management

PLOT Number	DEPARTMENT	Comments - Property Management
1001 (01).2e	Parks, maybe- Road	<p>Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) Road Embankment along Stillorgan Area = Ha = 0.03527</p> <p>Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) Road Embankment along Stillorgan Area = Ha = 0.02861</p>
1001 (02).1e	Parks, Roads	<p>Road improvement, land acquired Acquisition ID: 10751</p> <p>ACQUIRED by housing ID 10236 Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) and maybe ID 130 1001 (03).1f Recreational, Green area at Patricia Villas Stillorgan Area = Ha = 0.23441 1001 (04).2f recreational , green area Area = Ha = 0.17627 1001 (05).2f recreational, green area Area = Ha = 0.09103</p>
1001 (03).1f	Roads	
1001 (04).2f	Parks	
1001 (05).2f	Housing	
	Roads	
	Parks	
1001 (06).1f	Housing	<p>Parks Maintained Id 130 - Incidental open space Recreational , Green area along stillorgan road Area = Ha = 0.00879</p>
	Roads	
	Parks	
1001 (07).2i	Housing	<p>Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) Acquired by housing ID 10236 Grass Verge Stillorgan Area = Ha = 0.01320</p>

1001 (08).1i
Parks
Roads
Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
Acquired by Roads ID 10675
Grass Verge at Junction Stillorgan
Area = Ha = 0.0410

1001 (09).2i
Parks
Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations), 340P - Pollinator Site and open space Green area adjacent to St. Thomas Church
Area = Ha = 0.01061
Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
Green area between greygates and Stillorgan Road
1001 (10).1i = Ha = 0.08494
1001 (11).2i = Ha = 0.01815

1001 (12).2h
Roads - maybe parks
Acquired ID 10662 roads
might be partially parks maintained ID 458 - margin, roundabout, media
Zoned, Land at Bray north roundabout
Area = Ha = 1.09253
Parks maintained ID 1570 - neighbourhood park
Aquired Open Space = 10614
Recreation, green area outside Castle Farm Shankill
1001 (13).1f = Ha 0.05080
1001 (14).2f = Ha = 0.03035

1001 (15).1e			
1001 (16).2e	Parks		
		Parks maintained ID 950 - margins, roundabouts and medians	
		Green verge beech road	
		1001 (15).1e = Ha = 0.03810	
		1001 (16).2e = Ha = 0.01303	
1001 (17).2e	Parks		
		Parks maintained IS 992 - margins, roundabouts and medians	
		Green verge Cherrington Drive	
		Area = Ha = 0.00628	
		Acquired roads ID 10615	
		Green verge at junction of dublin road and quinn's road	
		1001 (18).1e = Ha = 0.00198	
		1001 (19).1e = Ha = 0.00036	
1001 (18).1e	Roads, maybe parks		
1001 (19).1e		Parks maintained ID 948 - median, margin, roundabout	
		Grass verge in front of St Benins	
		1001 (20).1e = Ha = 0.00081	
		1001 (21).1e = Ha = 0.00243	
		1001 (22).1e = Ha = 0.00032	
1001 (20).1e		Directly beside maintained ID 948	
1001 (21).1e		Grass verge to front of Laverna	
1001 (22).1e	Parks, maybe- Road		
		Grass verge to front of Laverna	
		Area = Ha = 0.00111	
1001 (23).1e	No interest - Parks?, Roads		
		Parks maintained ID 948 - median, roundabout and margins	
		Grass verge to front of laverna	
		1001 (24).1e = Ha = 0.00374	
		1001 (25).1e = Ha = 0.00062	
1001 (24).1e		Acquired by roads ID 10157	
1001 (25).1e	Parks,		
		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) and ID 2047LP - shrubby and plantation	
		Plot at Bray road, rear of 69 -91 Shrewsbury road Cabinteely	
		Area = Ha = 0.03952	
1001 (26).2h	Roads		
	Parks		

1001 (27).1e		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
1001 (28).1e		Green verge along stillorgan road and south park
1001 (29).2e		1001 (27).1e = Ha = 0.01147
1001 (30).2e	Parks - maybe roads	1001 (28).1e = Ha = 0.00219
		1001 (29).2e = Ha = 0.00348
		1001 (30).2e = Ha = 0.01099
		Acquired by roads ID 10487
		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
	Roads	Green area adjacent to AIB Bank, Cornelscourt
1001 (31).1i	Parks	1001 (31).1i = Ha = 0.00104
1001 (32).2i		1001 (32).2i = Ha = 0.00519
		Green area at junction of Westminster, acquired by roads ID 10426
		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
1001 (33).1e	Roads	1001 (33).1e = Ha = 0.00322
1001 (34).2e	Parks	1001 (34).2e = Ha = 0.00847
		Acquired by Roads ID 10246
		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) and ID 588 Incidental residential open space
		Green Verge at Stillorgan Road/ Farmleigh Ave Junction
1001 (35).2e	Roads	Area = Ha = 0.00627
		Acquired by roads ID 10234
		Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) and ID 16LP - shrubby and plantation
		Portion of green area at junct of Stillorgan Road and Glenabyn Road
1001 (36).1e	Roads,	1001 (36).1e = Ha = 0.00707
1001 (37).2e	Parks	1001 (37).2e = Ha = 0.02863

1002 (1).1h
Roads,
Parks
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations)
Small Portion acquired by roads ID 10236
Road Embankment along Stillorgan Road
Area = Ha = 0.04476

1003 (1).2c
Roads,
Parks
Acquired by Roads ID 10819
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations)
James Hennessy Motors, Old Merrion Road
Area = Ha = 0.00209

1004 (01).1i
1004 (02).2i
1004 (03).2i
Roads,
Parks
Acquired by Roads ID 10675
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations) and 10LP -Shrubs and Plantations
Green verge at junction of Old Dublin rd and Stillorgan Road
1004 (01).1i = Ha = 0.03758
1004 (02).2i = Ha = 0.00435
1004 (03).2i = Ha = 0.00853
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations)

1004 (04).1i
1004 (05).2i
Parks
Green area at junction of the Rise and Stillorgan Road
1004 (04).1i
1004 (05).2i
Parks Maintained ID 948 - margin, median, roundabout
Green verge at front of Ashdown and The Old Station Masters
House

1004 (06).1e
1004 (07).1e
Parks
1004 (06).1e = Ha = 0.00113
1004 (07).1e = Ha = 0.00061
Parks maintained ID 948 - median, roundabout, margin

1004 (08).1e
1004 (09).1e
Parks
Grass verge to front of Linden, Dublin
1004 (08).1e = Ha = 0.00338
1004 (09).1e = Ha = 0.00039

1004 (10).1e Parks maintenance ID 948 - median, roundabout, margin
1004 (11).1e Grass verge to front of Eastbourne
1004 (10).1e = Ha = 0.00308
1004 (11).1e = Ha = 0.00051

1004 (12).2i Parks
Roads,
Parks
Acquired by Roads ID 10361 and 10362
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations) and ID 250 - open space
Green area adjacent to Maple Manor Housing Estate
Area = Ha = 0.07871

1005 (1).1f Roads,
Parks
1005 (2).2f Roads
Parks
Acquired by Roads ID 20284
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations) and ID 142LP and ID 1099
Green verge along Stillorgan Road at entrance to Fosterbrook
1005 (1).1f = Ha = 0.00115
1005 (2).2f = Ha = 0.01470

1005 (3).2f Parks
Acquired by Roads ID 20284
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations) and ID 142LP and ID 1099
Green area and Entrance Road along Stillorgan Road at entrance
to Fosterbrook
Area = Ha = 0.12913
Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations)
Green verge at entrance to Merrion Grove
1006 (1).1i = Ha = 0.01978
1006 (2).2i = Ha = 0.01061

1006 (1).1i Parks
1006 (2).2i Parks

1007 (1).1i	Parks, maybe- Road	Parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations) Entrance to UCD Campus Belfield Area = Ha = 0.10441
1042 (1).1c		Circle K and Bright Ford Bray
1042 (2).2c	No interest	1042 (1).1c = Ha = 0.07723 1042 (2).2c = Ha = 0.12897
1043 (1).1c		Partially Acquired by Roads ID 10670
1043 (2).2c	Road	Car park at Axa Insurance 1043 (1).1c 1043 (2).2c
1043 (3).2c	Potentially Roads	May fall on land acquired ID 10670 Axa Insurance Corke Abbey Bray Area = Ha = 0.01265
1044 (1).1d	Parks Maintained ref 457	Green area and drive way to front of 14 Dublin Road Area = Ha = 0.02029
1045 (1).1e		Green area and driveway to front of St. Goretti, 13 Dublin Road
1045 (2).2e	Parks Maintained ref 457	1045 (1).1e = Ha = 0.02269 1045 (2).2e = Ha = 0.00811
1046 (1).1e		Green aera and driveway to front of 12 Dublin Road, Bray
1046 (2).2e	Parks Maintained ref 457	1046 (1).1e = Ha = 0.00924 1046 (2).2e = Ha = 0.00532
1047 (1).1e		Green area and sriveway to front of St. Joseph 11 Dublin Road Bray
1047 (2).2e	Parks Maintained ref 457	1047 (1).1e = Ha = 0.00928 1047 (2).2e = Ha = 0.00549
1048 (1).1e		Green area and drive way to front of Derrybawn 10 Dublin Road
1048 (2).2e	Parks Maintained ref 457	1048 (1).1e = Ha = 0.00948 1048 (2).2e = Ha = 0.00541

1049 (1).1e		Green area and drive way to front of 9 Dublin Road
		1049(1).1e = Ha = 0.00854
1049 (2).2e	Parks Maintained ref 457	1049(2).2e = Ha = 0.00512
1050 (1).1e,		Green aera and driveway to front of Sharavogue 8 Dublin Road
		1050 (1).1e = Ha = 0.01280
1050 (2).2e	Parks Maintained ref 457	1050 (2).2e = Ha = 0.00739
		Green area and driveway to front of Valima, 4 Dublin Road
1055 (1).1e		1055 (1).1e = Ha = 0.01014
1055 (2).2e	No interest - Parks? Open gr	1055 (2).2e = Ha = 0.00587
1056 (1).1e		Green area and driveway to the front of San Miguel 3 Dublin Road
		1056 (1).1e = Ha = 0.00912
1056 (2).2e	No interest	1056 (2).2e = Ha = 0.00522
1057 (1).1e		Green area and driveway to the front of St. Pius 2 Dublin Road Bray
		1057 (1).1e = Ha = 0.00894
1057 (2).2e	No interest	1057 (2).2e = Ha = 0.00539
		Green area and driveway to the front of Willbrook 1 Dublin Road Bray
1058 (1).1e		1058 (1).1e = Ha = 0.01745
1058 (2).2e	No interest	1058 (2).2e = Ha = 0.01019
		Side Lodge Dulbin Road Bray
1060 (1).1d		1060 (1).1d = Ha = 0.02092
1060 (2).2d	No interest	1060 (2).2d = Ha = 0.10060
		Parks maintained ID 458 - margin, roundabout, median, access through acquired road ID 10662
		Entrance to Wilford House Dublin Road Bray
1063 (1).2d	Parks, maybe- Road	Area = Ha = 0.00439

1064 (1).1d		Land on either side of the entrance to Woodbeek Gold Club Bray
1064 (2).1d		1064 (1).1d = 0.00817
1064 (3).2d		1064 (2).1d = 0.06032
1064 (4).2d	No interest	1064 (3).2d = 0.05264
		1064 (4).2d = 0.03754
		Area to the front of Woodbrook College
1065 (1).1i		1065 (1).1i = Ha = 0.00062
1065 (2).1i		1065 (2).1i = Ha = 0.00945
1065 (3).1i		1065 (3).1i = Ha = 0.00875
1065 (4).2d		1065 (4).2d = Ha = 0.00008
1065 (5).2i		1065 (5).2i = Ha = 0.01096
1065 (6).2i	No interest	1065 (6).2i = Ha = 0.00267
		Area to the front of woodbrook Housing Estate
1066 (1).1h,		1066 (1).1h = Ha = 0.18757
1066 (2).2h	No interest - Housing?	1066 (2).2h = Ha = 0.18020
		Green area outside Beauchamp Lodge, Woodbrook Downs Bray
1068 (1).1e		1068(1).1e = Ha = 0.01018
1068 (2).1e		1068(2).1e = Ha = 0.00178
1068 (3).2e		1068(3).2e = Ha = 0.00215
1068 (4).2e	No interest	1068(4).2e = Ha = 0.00056
		Beauchamp Lodge and Entrance Dublin Road Bray
1070 (1).1d		1070 (1).1d = Ha = 0.00015
1070 (2).2d		1070 (2).2d = Ha = 0.00252
1070 (3).2d	No interest	1070 (3).2d = Ha = 0.00381
1071 (1).1d, 1071		Plot adjacent to lands south of Beauchamp House, Dublin Road,
(2).1e, 1071 (3).1e,		Bray 1071 (1).1d = Ha = 0.07501 1071 (2).1e = Ha = 0.00625 1071
1071 (4).2d 1071		(3).1e = Ha = 0.00149 1071 (4).2d = Ha = 0.05893 1071 (5).2e = Ha
(5).2e	No interest	= 0.00595

1072 (1).1e		Grass verge adjoining lands to south of Beauchamp House, Dublin Road, Bray
1072 (2).2e	No interest	1072 (1).1d = Ha = 0.00789 1072 (2).2e = Ha = 0.0004
1073 (1).1e		Roadside verge and driveway at Beauchamp Lodge Bray
1073 (2).2e	No interest	1073 (1).1e = Ha = 0.00104 1073 (2).2e = Ha = 0.00427
1075 (1).1c		Area outside Shanganagh Marble and Stone Centre
1075 (2).2c		1075 (1).1c = Ha = 0.00173
1075 (3).2c	No interest	1075 (2).2c = Ha = 0.00001 1075 (3).2c = Ha = 0.00471
		Acquired as Burial Ground ID 10537
1076 (1).1i		Parks maintained ID 456 - median, margin, roundabout
1076 (2).2i	Cemetery Parks	1076(1).1i = Ha = 0.03812 1076(2).2i = Ha = 0.10060
1077 (1).2d	No interest	The Orchard Lodge Dublin Road Bray Area = Ha = 0.00377
1078 (1).2d	No interest	Entrance to Askefield House and Lodge, Bray Area = Ha = 0.00142
1079 (1).1c		Verge outside Shanganagh Marble and Stone Centre Dublin Road Bray
1079 (2).2c	No interest	1079 (1).1c = Ha = 0.00231 1079 (2).2c = Ha = 0.00240
1080 (1).1c		Industrial Yarns Complex Dublin Road Bray
1080 (2).1c		1080 (1).1c = Ha = 0.04279
1080 (3).1c		1080 (2).1c = Ha = 0.10753
1080 (4).1i		1080 (3).1c = Ha = 0.02051
1080 (5).2c		1080 (4).1i = Ha = 0.00797
1080 (6).2c		1080 (5).2c = Ha = 0.01042
1080 (7).2c		1080 (6).2c = Ha = 0.00959
1080 (8).2i	No interest	1080 (7).2c = Ha = 0.05117 1080 (8).2i = Ha = 0.00539

1081 (1).1i		Industrial Yarn Complex, Dublin Road, Bray
1081 (2).2i	No interest	1081 (1).1i = Ha = 0.00185 1081 (2).2i = Ha = 0.00152
1082 (1).1d	Road,	Acquired Road, ID 10612; Land over lapping Parks maintained ID
1082 (2).2d	Parks	459 - median, roundabout, margin Crintken Lodge D18 P7R9
1083 (1).1d		1082 (1).1d = Ha = 0.00685, 1082 (2).2d = Ha = 0.00950
1083 (2).2d		House Garden, 4 Beech Park Road, Crintken Glen, Dublin, D18H5K7. 1083(1).1d = Ha = 0.02083
1084 (1).2d	No interest - Roads	No interest - Roads, Housing 1083(2).2d = Ha = 0.01765 House Garden, Entrance to Sherrington Lodge, Dublin 18. Area = Ha = 0.0027
1085 (1).1a		Access Road (1)1a, House Garden (2)1d, Private Landings (3)1e, (4)1e, (5)2e; 1085 (1).1a = Ha = 0.00258,
1085 (2).1d		1085 (2).1d = Ha = 0.00069,
1085 (3).1e		1085 (3).1e = Ha = 0.00128,
1085 (4).1e		1085 (4).1e = Ha = 0.00627,
1085 (5).2e	No interest - Parks, Roads	1085 (5).2e = Ha = 0.00583 Acquired by Housing ID 20717. Shanganagh Castle, Shankill; 1087 (1).1a = Ha =
1087 (1).1a		1087 (2).1h = Ha = 0.00199
1087 (2).1h		1087 (3).1h = Ha = 0.16969
1087 (3).1h		1087 (4).2a = Ha = 0.00057
1087 (4).2a		1087 (5).2h = Ha = 0.00048
1087 (5).2h		1087 (6).2h = Ha = 0.00468
1087 (6).2h		1087 (7).2h = Ha = 0.01030
1087 (7).2h		1087 (8).2h = Ha = 0.00871
1087 (8).2h	Housing, possibly Roads	

Acquired by Roads, ID 10612.
 Entrance to Aughmore Lane, Dublin
1090 (1).1d = Ha = 0.00005,
1090 (2).1d = Ha = 0.00038,
1090 (3).2d = Ha = 0.00099,
1090 (4).2d = Ha = 0.00326
 Roads,

Acquired by Roads, ID 10612.
 Pedestrian entrance and green area to the front of st josephs
1091(1).1e = Ha = 0.00003,
1091 (2).1e = Ha = 0.01548,
1091 (3).2e = Ha = 0.03215
 Roads, Parks

Acquired by Roads, ID 10612.
 Planter area at entrance to Aughmore Lane
 Area = Ha = 0.00297
 Roads, Parks

Acquired as Open Space, ID 10658. Shangnanagh Park / Cemetery,
 Shankill.
1093 (1).1h = Ha = 0.42386
1093 (2).2h = Ha = 0.06843
 Part Parks, part cemetery

Acquired for Open Space, ID 10655.
 Parks maintained ID 956
 Green Space at Dorney Court, Shankill. **1093 (1).1h** = Ha =
 0.01530,
1094 (2).2h = Ha = 0.25345
 Parks

Saint Anne's Catholic Church and Resource Centre, Shangnanagh
 Road, Shankill, Dublin 18;
1095 (1).1i = Ha = 0.06064
1095 (2).2i = Ha = 0.07991
1095 (3).2i = Ha = 0.01025
 No interest

1097 (1).1e	Parks, maybe- Road	Parks maintained ID 415 Green area adjacent to Windrush Housing Estate, Shanganagh Road, Shankill, Dublin 18. Area = Ha = 0.00879
1098 (1).1e 1098 (2).2e	Parks, maybe roads	Parks maintained ID 404 - margin, roundabout, median and maybe ID 972 Green area adjacent to Beechfield Manor Nursing Home, Shanganagh Road, Shankill, Dublin 18; 1098 (1).1e = Ha = 0.00638, 1098 (2).2e = Ha = 0.01434 Rathmichael Parish National School, Stonebridge Road, Shankill, Dublin 18; 1104 (1).1h = Ha = 0.02689, 1104 (2).1i = Ha = 0.01282; 1104 (3).1i = Ha = 0.02024, 1104 (4)1i = Ha = 0.00624, 1104 (5).2h = Ha = 0.00191, 1104 (6).2i = Ha = 0.03939
1104 (1).1h 1104 (2).1i 1104 (3).1i 1104 (4).1i 1104 (5).2h 1104 (6).2i	No interest, roads	No interest, roads
1105 (1).1h 1105 (2).2h	Parks - maybe roads	Portion of land at Stonebridge Wood, Shanganagh, Dublin 18; 1105 (1).1h = Ha = 0.17125, 1105 (2).2h = Ha = 0.01919 Green verge and footpath adjacent to Rathmichael Parish National School, Stonebridge Road, Shankill, Co. Dublin.
1106 (1).1i 1106 (2).2i	No interest - Parks, Roads	1106 (1).1i = Ha = 0.01082, 1106 (2).2i = Ha = 0.00123

1110 (1).1e		Private Landings, Dublin, Portion of land at Woodbank, Shankill, Dublin 18;
1110 (2).1e		1110 (1).1e = Ha = 0.05441,
1110 (3).2e		1110 (2).1e = Ha = 0.00104,
1110 (4).2e	No interest - Parks	1110 (3).2e = Ha = 0.05533, 1110 (4).2e = Ha = 0.00506
1115 (1).1d		May fall slightly on land acquired by Roads ID 20096
1115 (2).2d	Partial interest -Roads?	House Garden, Clonmore, Dublin Road, Shankill, Dublin 18, 1115 (1).1d = Ha = 0.00980, 1115 (2).2d = Ha = 0.01053
1116 (1).1e	Parks - maybe roads	Parks maintained ID 996 - Margins, roundabouts and medians
1116 (2).1e	No interest - Roads	Private Landings, Entrance to Kentfield Estate, Dublin Road, Shankill, Dublin 18; Area = Ha = 0.00089
1117 (1).1e	Parks - maybe roads	Private Landings, Entrance to Kentfield Estate, Dublin Road, Shankill, Dublin 18; Area = Ha = 0.00444
1118 (1).1i		Parks Maintained - Margins, roundabouts and medians - ID 995
1118 (2).2i	Roads	Private Landings, Green Area at Rathmichael Woods, Dublin Road, Shankill, Dublin;
1120 (1).1e	No interest - Roads	Area = Ha = 0.00184 Acquired by Roads ID 20096. Green area between N11 ad Dub road.
1121 (1).1c		1118 (1).1i = Ha = 0.05589
1121 (2).1c		1118 (2).2i = Ha = 0.13759
1121 (3).2c	No interest - roads?	Private Landings, Verge adjacent to 46 and 46A Seaview Park, Shankill, Dublin 18. Area = Ha = 0.00960 Paved area outside Whelehan's Wines, Silver Tassie, Bray Road, Dublin 182. 1121 (1).1c = Ha = 0.00128 , 1121 (2).1c = Ha = 0.00028, 1121 (3).2c = Ha = 0.00977

1122 (1).1a		Acquired by Housing 20677 (1); Acquired by Roads 20128 ;
1122 (2).1e		Parks maintained 1001 and 380
1122 (3).1e	Roads, Housing, Parks	Green area adjacent to Wyattville Link Road
		1122 (1).1a = Ha = 0.00325
		1122 (2).1e = Ha = 0.00764
		1122 (3).1e = Ha = 0.00458
		Acquired by Roads ID 10517.
		May be included in Parks ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
		St. Laurence College Wyattville road
1123 (1).1i		1123 (1).1i = Ha = 0.00401,
1123 (2).2i	Roads, Parks	1123 (2).2i = Ha = 0.00898
		Partially parks maintained ID 340 - Distributor Roads (margins, medians, open spaces, plantations)
		Grass Verge at Garrison Mews, Bray Road, Cabinteely, Dublin 18;
		Area = Ha = 0.07534
1124 (1).2e	Parks	Acquired by Roads ID 10719.
		Parks Maintained ID 1002 - Margin, median and roundabouts and
		340 - Distributor Roads (margins, medians, open spaces, plantations)
		Plot at Shangangagh Vale
1125 (1).1e		1125 (1).1e = Ha = 0.00122,
1125 (2).2e		1125 (2).2e = Ha = 0.00134,
1125 (3).2e	Roads, Parks	1125 (3).2e = Ha = 0.00106
		Between two pieces of land maintained by parks ID 1002 and exits onto land maintained ID 340
		Entrance at Shanangagh Vale
		Acquired by Roads ID 10719.
		Area = Ha = 0.00571
1126 (1).2a	Roads, Parks?	Area may be slightly over acquired land 10719 by roads
		Shangangagh Vale, Bray Road, Cabinteely, Dublin 18;
		Area = Ha = 0.00601
1127 (1).2a	Roads	

1128 (1).1i
1128 (2).2i

Roads, Parks

Acquired by Roads ID 10644. ; Acquired by Road ID 10910.
Parks maintained ID 341

1128 (1).1i = Ha = 0.01250,
1128 (2).2i = Ha = 0.01212

1129 (1).2a
1129 (2).2d
1129 (3).2d

Roads

Acquired by Roads ID 10487.
Cul-de-sac adjacent to 114 and 116A South Park, D18

1129.(1).2a = Ha = 0.00185,
1129 (2).2d = Ha = 0.00034,
1129 (3).2d = Ha = 0.00020

1130 (1).1e
1130 (2).2e

Parks

Open Space, Acquisition ID 10958 - Parks Maintained ID 244
Green verge at junction of Bray road and Monaloe Park Road;

1130 (1).1e = Ha = 0.00147;
1130 (2).2e = Ha = 0.00887

1131 (1).1e
1131 (2).2e

Roads/
Parks

Acquired by Roads ID 10488.

1131 (1).1e = Ha = 0.02076,
1131 (2).2e = Ha = 0.02986

1134 (1).1e

Parks

Parks maintained partially ID 340 - Distributor Roads (margins,
medians, open spaces, plantations)
Green area in front of Belmont House Nursing Home, Belmont
Terrace, Blackrock, Co. Dublin,
Area = Ha = 0.00519

Acquired by Roads ID 102335.

Parks maintained ID 340 - Distributor Roads (margins, medians,
open spaces, plantations)

1137 (1).1e
1137 (2).2e

Roads, Parks

1137 (1).1e = Ha = 0.00234,
1137 (2).2e = Ha = 0.01346

Comments - Other Departments

Query from housing re take on Patrician Villas - why so much open space. Also confirmed with housing that there is a take on far side of dual carriageway adjoining St. Lawrence's Park

**SLO 112 -To facilitate the provision of a pedestrian and cycle corridor connecting Cois Cairn to the Dublin Road, in conjunction with the development of the Council owned 'E' zoned lands and the upgrading of the Wilford Interchange, with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies and any future studies. -
Capital Projects**

Refer query to LDA re site at Shanganagh Park
as it is still under construction

Road Objective Shanganagh Road Improvement Scheme , Also SLO 148 To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road. - Capital Projects



**Road Objective Cherrywood Road - Capital
Projects**



Cherrywood to Dun Laoghaire Strategic Route (
R118, Wyattville Road to Glenageary
Roundabout) Capital Projects

SLO 88 upgrade to Loughlinstown Roundabout

To liaise with Transport Infrastructure Ireland (TII) to investigate potential improvements to the Loughlinstown Roundabout with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies. - Capital Projects