

LEHAUNSTOWN NEIGHBOURHOOD ROAD

SECTION 179A PLANNING REPORT



SYSTRA

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IDENTIFICATION TABLE

Client/Project owner	Dun Laoghaire-Rathdown County Council
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APPROVAL

Version	Name	Position	Date	Modifications	
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1. INTRODUCTION

1.1 Project Background

- 1.1.1 This report supports the planning application for a new road, “Lehaunstown Neighbourhood Road”, to provide for a Housing Development. The new road would serve a residentially zoned site owned by Dun Laoghaire-Rathdown County Council and adjoining residentially zoned lands at Laughaunstown, Dublin 18.
- 1.1.2 Dun Laoghaire-Rathdown County Council (DLRCC) intend on developing a site (Plot A) for a residential development, which is to be located in Lehaunstown, Co. Dublin. The extents of Plot A, and the proposed LNR, are outlined in red in the below Figure 1. This plot is located within the Cherrywood Strategic Development Zone (SDZ) area and therefore subject to the Cherrywood Planning Scheme (CPS). The CPS is discussed in more detail in Section 2 of this report.

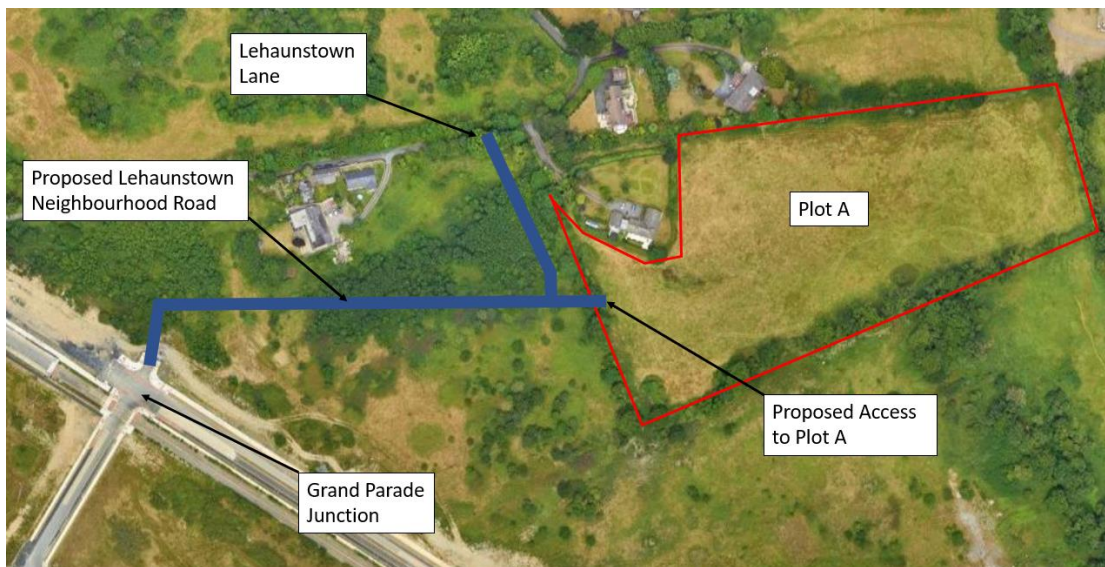


Figure 1. Proposed Scheme Extents

2. POLICY CONTEXT AND DESIGN GUIDANCE

2.1 Cherrywood Planning Scheme (CPS)

2.1.1 The proposed scheme is contained within the Cherrywood SDZ and therefore should adhere to the specific objectives of the CPS.

2.1.2 Figure 2 and 3 below are extracts from the CPS and illustrate the proposed development areas and road hierarchy, including the proposed LNR. Figure 4 below highlights the extents of the LNR within the road hierarchy.

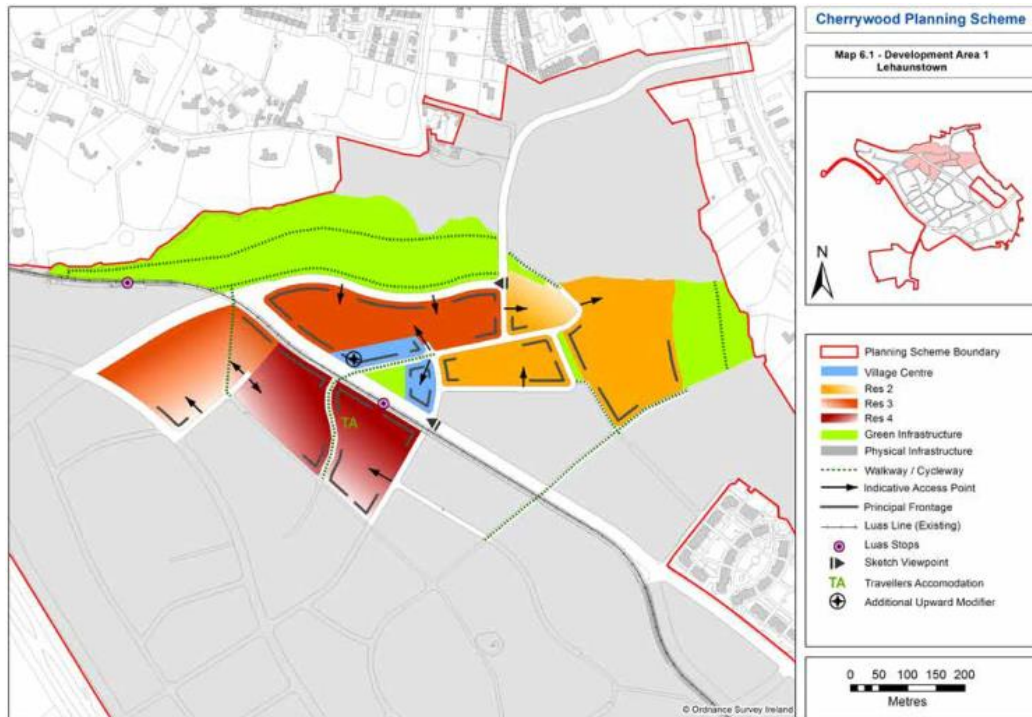


Figure 2. Proposed Development Areas (Map 6.1)

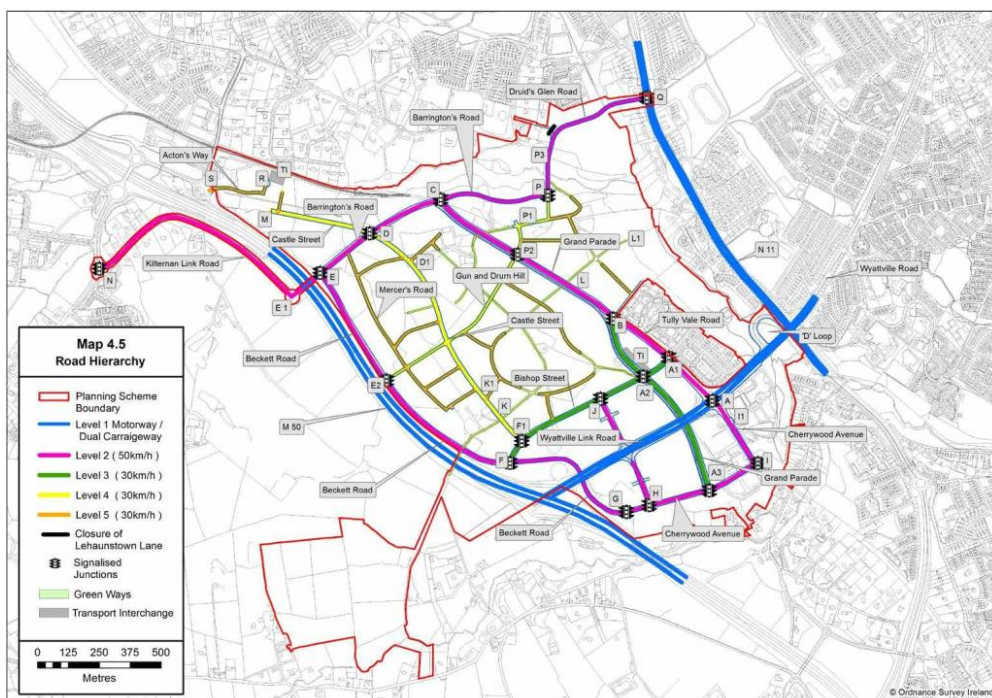


Figure 3. Proposed Road Hierarchy (Map 4.5)



Figure 4. Proposed LNR Extents (Map 4.5)

2.2 Design Manual for Urban Roads and Streets (DMURS)

2.2.1 DMURS provides guidance relating to the design of urban roads and streets. It outlines principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. DMURS sets out an integrated design approach influenced by the type of place in which the street is located and the needs of all users. It also aims to put well designed streets at the heart of sustainable communities creating physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling and public transport. DMURS key design principles are as follows:

- To support the creation of integrated street networks, which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport;
- The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment;
- The quality of the street is measured by the quality of the pedestrian environment; and
- Greater communication and co-operation between design professional through the promotion of a plan-led, multidisciplinary approach design.

3. PROPOSED SCHEME

3.1 Description of Scheme

3.1.1 The proposed LNR is approximately 380m in length, and ties into the existing Lehaunstown Lane at the north with a priority junction. The LNR also ties into the existing signalised junction on Grand Parade at the south. The LNR ties into Plot A in the east. Refer to Figure 1 above for the proposed LNR alignment and tie-in locations.

3.2 Cross-Section

3.2.1 The proposed cross-section of the LNR is to be as per the neighbourhood road shown in Chapter 4 of the CPS. The LNR will have a 6m carriageway with 2m footpaths either side. Refer to Figure 5 below.

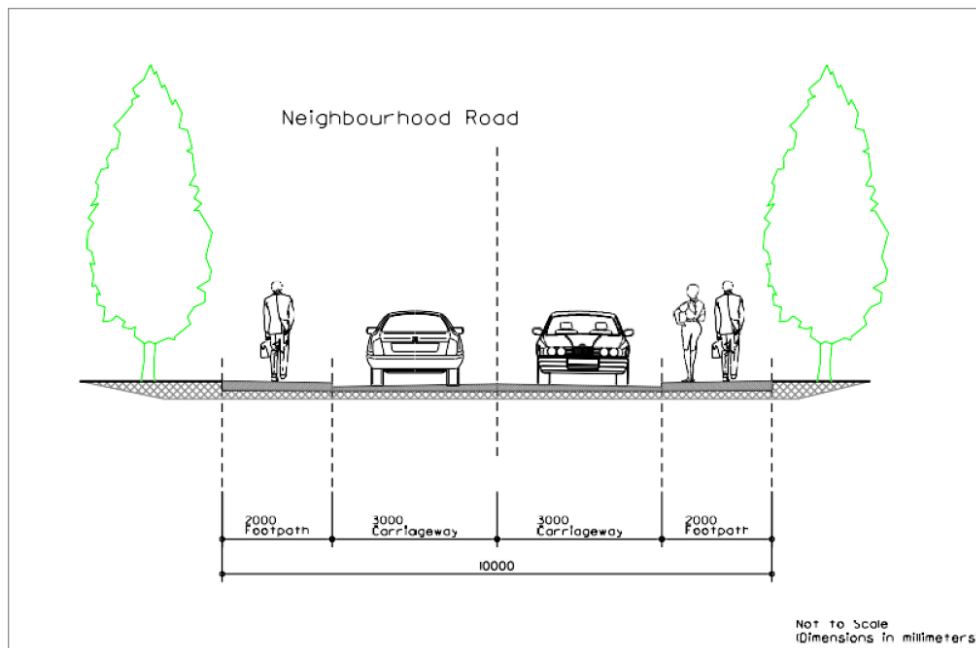


Figure 5. Proposed Neighbourhood Road Cross-Section

3.3 Alignment

3.3.1 The proposed alignment has been designed in accordance with DMURS.

3.4 Visibility

3.4.1 As per Map 4.5 in Chapter 4 of the CPS, the LNR is to be Level 5 road, which corresponds to a neighbourhood road. Therefore, the design speed used for the proposed road is 30km/h. This also aligns with DMURS recommendation for local neighbourhood roads. DMURS requires a 23m envelope of visibility for a 30kph road, as per Figure 6 below. The minimum visibility requirement of 23m is achieved for the LNR.

SSD STANDARDS			
Design Speed (km/h)	SSD Standard (metres)	Design Speed (km/h)	SSD Standard (metres)
10	7	10	8
20	14	20	15
30	23	30	24
40	33	40	36
50	45	50	49
60	59	60	65
Forward Visibility		Forward Visibility on Bus Routes	

Figure 6. DMURS Stopping Sight Distance Requirements

3.5 Services

3.5.1 A service corridor has been identified which could accommodate infrastructure for power, telecommunications, foul sewer and potable water supply.

3.5.2 The proposed services include a 200mm diameter watermain.

3.5.3 There are existing ESB overhead high voltage cables in the vicinity of the site, however, these are of sufficient height that they will not be impacted by the works. Consultation has been undertaken with the ESB in this regard as part of the Preliminary Design.

3.6 Drainage

3.6.1 A kerb and gully arrangement has been designed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works. A swale has been provided along the northern arm of the LNR. These arrangements outfall at the northern tie in of the LNR into the proposed Attenuation Pond 2A (designed by others).

3.6.2 Pond 2A, into which the LNR surface water drains, includes a swale of approx. 100m in length.

3.7 Earthworks

3.7.1 The proposed works are intended to be at or above grade, to minimise excavation.

3.8 Pavement

3.8.1 The pavement design for the road carriageway will be undertaken at the detailed design stage in accordance with TII Publications.

3.9 Kerbs, Footways and Paved Areas

3.9.1 The proposed kerbs and footways have been designed in accordance with DMURS and TII Publications.

3.9.2 The tactile paving has been designed in accordance with the Guidance on the Use of Tactile Paving.

3.10 Traffic Signs and Road Markings

3.10.1 The proposed signs and road markings have been designed in accordance with the Traffic Signs Manual (TSM).

3.11 Public Lighting

- 3.11.1 The proposed public lighting has been designed in accordance with Dún Laoghaire-Rathdown County Council standards and specifications, including the Public Lighting in Residential and Industrial Areas Guidance Document – January 2022, as in accordance with any mitigation measures identified in the Ecological Impact Assessment Report.

4. IMPACT OF PROPOSED WORKS

4.1 Archaeological Assessment

- 4.1.1 An archaeological assessment has been undertaken. The Archaeological Assessment Report has been included in Appendix A.

4.2 Hydrogeological Risk Assessment

- 4.2.1 A hydrogeological risk assessment has been undertaken. The Hydrogeological Risk Assessment Report has been included in Appendix B.

4.3 Arboricultural Assessment

- 4.3.1 An arboricultural assessment has been undertaken. The Arboricultural Assessment Report has been included in Appendix C.

4.4 Appropriate Assessment

- 4.4.1 The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Housing, Planning Community and Local Government, February 2010), and the Planning and Development (Amendment) (No. 3) Regulations 2011. These require that screening is carried out for all projects to examine if any impacts are likely on Natura 2000 sites, that is, Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's). The proposed development has been reviewed with respect to the requirement for an Appropriate Assessment and a report has been prepared.
- 4.4.2 Having reviewed and considered this Appropriate Assessment Screening Report and general information on the nature of the project, it has been concluded that there is no likelihood of significant effects on European sites arising from the proposed works, either alone or in combination with other plans or projects.
- 4.4.3 Therefore, it has been concluded that an Appropriate Assessment is not required for these proposed works.

4.5 Environmental Impact Assessment

- 4.5.1 Section 93 of the Planning and Development Regulations 2001 outlines the instances in which an Environmental Impact Assessment Report is required.
- 4.5.2 The proposed development is subject to an assessment in accordance with Section 93 and Schedule 5 of the Planning & Development Regulations, 2001.
- 4.5.3 An Environmental Impact Assessment screening determination in relation to the proposed development has been made by Dún Laoghaire-Rathdown County Council in accordance with Section 120 (4) and Schedule 7 of the Planning & Development Regulations, 2001 (as amended).
- 4.5.4 The decision has been informed having regard to the characteristics of the proposed development, in relation to size, the accumulation with other existing development, any associated demolition works, the use of natural resources in particular land, soil, water and biodiversity, the production of waste, pollution and nuisances, surface and foul water, air and noise pollution, risk of major accident and characteristics of potential impacts.
- 4.5.5 Having reviewed and considered this Environmental Impact Assessment Screening Report and general information on the nature of the project, it has been determined that an EIAR is not required in this instance.

4.6 Road Safety Audit

4.6.1 A Stage 1 Road Safety Audit has been undertaken for the scheme.