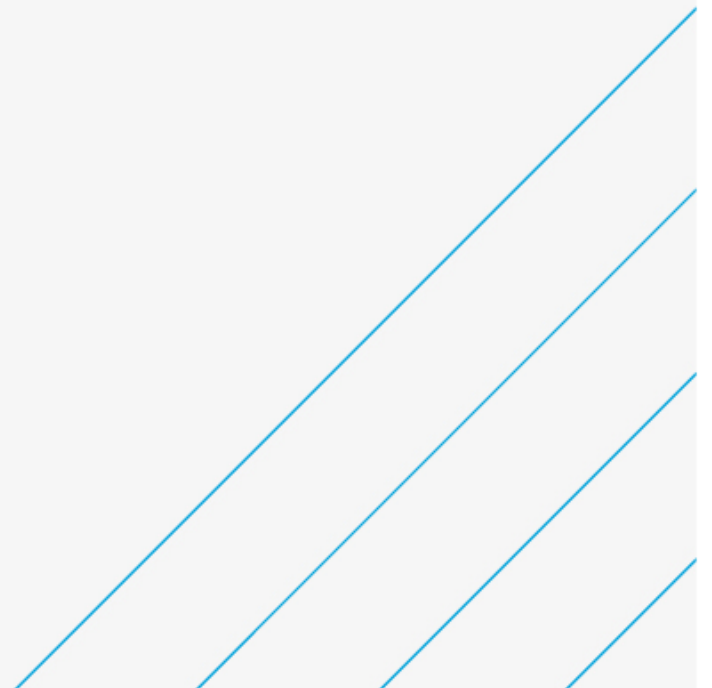


Blackrock Dart - Park Active Travel Scheme

Part 8 Planning Report

Dún Laoghaire-Rathdown County Council

June 2024



Notice

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Contents

Chapter	Page
1. Introduction	6
1.1. Project Details	6
1.2. Stakeholder Consultation	7
1.3. Part 8 Planning Documentation	7
2. Purpose of the Scheme	9
2.1. Objectives	9
2.2. Project Related Policies	9
2.3. Other projects	21
3. Existing Infrastructure	23
3.1. Existing Engineering Infrastructure	23
3.2. Junctions and private entrances	25
3.3. Public Transport Infrastructure	25
3.4. Other buildings and structures	26
4. Description of Proposed Scheme	27
4.1. Options Assessment	27
4.2. Options Assessment Process	27
4.3. Surveys Undertaken	28
4.4. Proposed Link Design	31
4.5. Drainage	31
4.6. Lighting	32
4.7. Pavements	32
4.8. Utilities	32
4.9. Tree Removal and Proposed Landscaping	33
4.10. Ground Conditions	33
4.11. Structures	34
4.12. Key Features	36
5. Environmental & Quality Assessments	39
5.2. Quality of Service Assessment	39
6. Impact of the Proposed Scheme	40
6.1. Pedestrians, Cyclists, Traffic & Transportation	40
6.2. Pedestrians	40
6.3. Cyclists	40
6.4. Public Transport	40
6.5. Vehicular Traffic	40
6.6. Landscape and Visual	40
6.7. Built and Cultural Heritage	41
6.8. Other Environmental Impacts	42
6.9. Conclusion	42
7. Submissions	43
Appendices	44
Appendix A. Graphics	45
A.1. Drawings	45

A.2.	Photomontages	46
Appendix B.	Tree Impact Summary	47
Appendix C.	AA Screening Report	48
Appendix D.	EIA Screening Report	49
Appendix E.	Flood Risk Assessment	50
Appendix F.	Architectural Heritage Impact Assessment	51
Appendix G.	Ecological Impact Assessment	52
Appendix H.	Construction Environmental Management Plan	53

Tables

Table 2-1 - NSMP Principles and Goals (source: National Sustainable Mobility Plan)	12
Table 3-1 - Summary of Rail Routes at Blackrock Railway Station	25
Table 3-2 - Summary of Bus Routes at Blackrock Station	25
Table 4-1 – Summary of Surveys Undertaken	28
Table 4-2 - Cyclist Count Results	29
Table 4-3 - Pedestrian Count Results	29
Table 4-4 – Table of Desired Widths	31
Table 4-5 – Schedule of Historic GI's undertaken in the local area.	34
Table 4-6 – Key Features	38

Figures

Figure 1-1 - Scheme Location	6
Figure 1-2 – Scheme Extents	7
Figure 2-1 - NIFTI Four Investment Priorities (source: gov.ie/transport)	10
Figure 2-2 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)	11
Figure 2-3 - Benefits of Sustainable Mobility	12
Figure 2-4 - Routes in relation to the NTA Cycle Network Plan for the GDA	14
Figure 2-5 – Extract from Dún Laoghaire-Rathdown County Development Plan 2022-2028 Mapping	16
Figure 2-6 – Extract from Dún Laoghaire-Rathdown Biodiversity Plan 2021-2025 Mapping	19
Figure 3-1 – Existing Blackrock Park Infrastructure	23
Figure 3-2 – Existing Blackrock Park Bridge over Priory Stream	23
Figure 3-3 – Existing Laneway	24
Figure 3-4 – Existing tie in location to Bath Place	24
Figure 4-1 - PCLC Locations	29
Figure 4-2 – Topographical Survey Extents	30
Figure 4-3 – Two-way Cycle Track	31
Figure 4-4 – Existing Utilities	32
Figure 4-5 – Example of Triangular Stone Piers (Final design may differ)	33
Figure 4-6 – Existing Deepwell House Boundary Wall	35
Figure 4-7 – Existing Single Storey Grecian folly	36
Figure 4-8 – Visualisation of Priory Stream Crossing	37
Figure 4-9 – Visualisation of Pedestrian/Cycle Route	37
Figure 4-10 – Visualisation of Bath Place Entry	38

1. Introduction

Dún Laoghaire-Rathdown County Council intends to apply for Part 8 planning permission to conduct a proposed scheme comprising the construction of Active Travel Facilities in Blackrock, Dún Laoghaire-Rathdown County.

The Active Travel Scheme will improve connectivity between Blackrock DART Station and Blackrock Park as well as providing a safe and attractive pedestrian and cycle link catering for all pedestrian and cycle users including, commuter, leisure, and family cycling groups.

The proposed project is located immediately to the west of Blackrock DART Station between Bath Place and Blackrock Park.

WS Atkins Ireland Limited (Atkins) was commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to prepare a Part 8 Planning report for the Blackrock Dart-Park Active Travel Scheme.

1.1. Project Details

The proposed development commences at Bath Place (in the location of Blackrock Dart Station) passing through the grounds of the existing Deepwell House (protected structure: RPS No. 110). It includes the provision of 130m of a two-way cycle track varying in width from 3m to 3.65m, a 2m wide footpath and associated 1m and 3m grass verges, linking into the existing pedestrian and cycle path facilities in Blackrock Park by means of a new prefabricated bridge over the Priory Stream which is proposed to replace the existing narrow pedestrian bridge. A new sustainable urban drainage system will collect surface water run-off from the proposed development and will regulate discharge into the Priory Stream. The proposed development includes for a new public lighting system and landscaping which will be located within the proposed grass verges. The proposed development includes the retention of the existing masonry wall along the northern boundary and its extension at both ends to close off access to the existing laneway, whilst removing two sections of the existing wall to form openings for the proposed route. Where required, the height of the existing masonry wall will be raised to maintain a minimum height of 2.0m in relation to the finished scheme levels. The southern boundary of the proposed development includes the construction of a new boundary wall which will replicate the style of the existing boundary wall to the north and will be constructed at a height of 3.0m above the proposed back of verge level or existing private garden level, whichever is higher. Landscaping will be included as part of the route which will be inclusive of 2No. pillars located at the Bath Place entrance of the scheme. Ancillary works include but are not limited to landscaping and removal for future relocation of the existing folly.

Figures 1-1 and 1-2 below illustrate the project location.



Figure 1-1 - Scheme Location

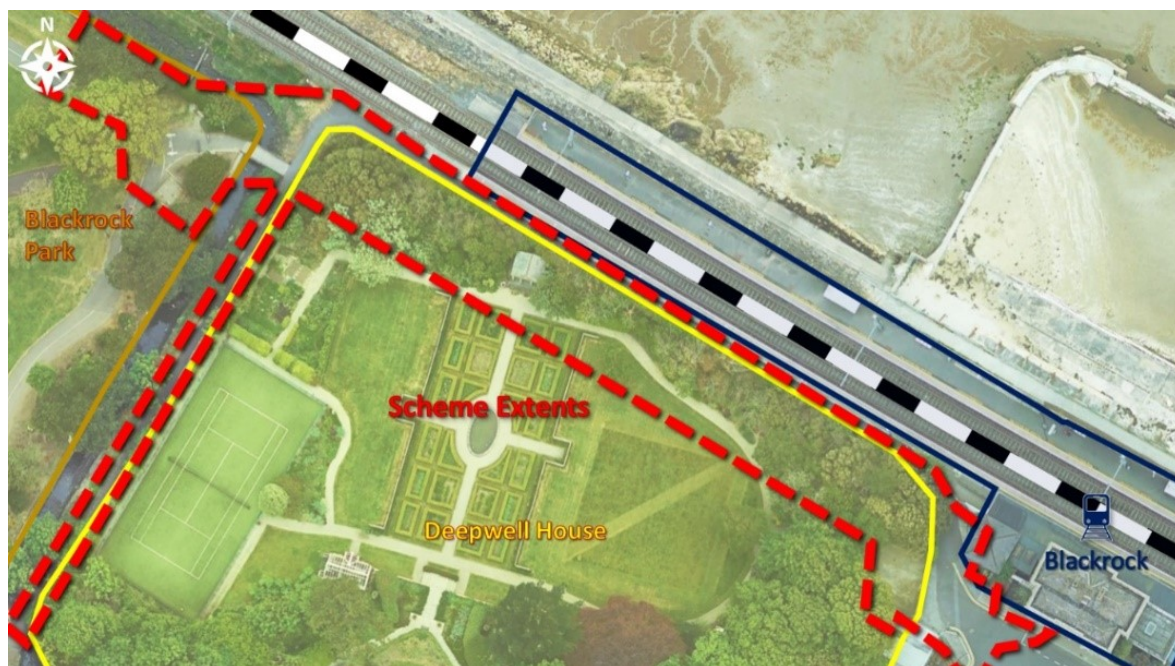


Figure 1-2 – Scheme Extents

1.2. Stakeholder Consultation

Stakeholder Consultation has been undertaken with the following key stakeholders;

- Dún Laoghaire-Rathdown County Council – All Departments
- National Transport Authority
- Registered owners of properties along the scheme route corridor
- Iarnród Éireann (CIE Group)
- Dún Laoghaire-Rathdown County Council Elected Members
- Residents and Residents' Associations
- Utility Companies (incl. ESB, Eir, Bord Gas, and Irish Water)
- Blackrock Business & Community Network
- Blackrock Chamber of Commerce
- National Disability Authority & Irish Wheelchair Association
- National Parks and Wildlife
- Dún Laoghaire-Rathdown Comhairle na nÓg
- All other relevant bodies.

1.3. Part 8 Planning Documentation

This Part 8 planning report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. This report should be read in conjunction with the following complementary documentation:

- Drawings:
 - 5217648-HTR-DR-0000 – Cover Sheet
 - 5217648-HTR-DR-0110 - Site Context and Boundaries Map
 - 5217648-HTR-DR-0111 – Site Layout Plan
 - 5217648-HTR-DR-0112 – General Arrangement

- 5217648-HTR-DR-0113 – Proposed Bridge Details
- 5217648-HTR-DR-0114 – Triangular Pier Details
- 5217648-HTR-DR-0301 – Boundary Treatment
- 5217648-HTR-DR-0501 – Surface Water Drainage
- Philip Blackstock Tree Survey and Impact Assessment
- Appropriate Assessment Screening Report (*AtkinsRéalis Ref: 5217648DG0038*)
- Environmental Impact Assessment Screening Report (*AtkinsRéalis Ref: 5217648DG0051*)
- Appropriate Assessment Screening Determination
- Environmental Impact Assessment Screening Determination
- Stage 1&2 Flood Risk Assessment Report (*AtkinsRéalis Ref: 5217648DG0049*)
- Deaton Lysaght Architects Architectural Heritage Impact Assessment
- Ecological Impact Assessment Report (*AtkinsRéalis Ref: 5217648DG0065*)
- Construction Environmental Management Plan (*AtkinsRéalis Ref: 5217648DG0065*)

2. Purpose of the Scheme

2.1. Objectives

The overall purpose of this project is the delivery of a pedestrian and cycle link which will be both safe and attractive, catering for all pedestrians and cycle users including commuters, leisure, and family cycling groups. Ultimately when the scheme is delivered, it will help to improve connectivity between Blackrock DART Station and Blackrock Park, improve safety and contribute towards an increased number of trips in the area by pedestrians and cyclists.

The objectives for the scheme are based on multi criteria requirements outlined by the Department of Transport in their report 'Common Appraisal Framework for Transport Projects and Programmes (March 2016, updated October 2021)' (CAF). The multi-criteria headings are as follows:

- **Safety:** To reduce the potential for conflict between all vulnerable road users along the route through the provision of a facility which is in line with the current standards. The Scheme will seek to:
 - Improve safety for vulnerable road users and provide a better environment for vulnerable road users within the study area.
- **Physical Activity:** Provide improved opportunities for pedestrians and cyclists, thereby promoting physical activity, through improvements to footpaths and the provision of new cycling facilities.
- **Environment:** To minimize impacts on the receiving environment.
- **Accessibility & Social Inclusion:** To improve accessibility for all vulnerable road users and bring social inclusion benefits to the wider community.
- **Integration:** To support the strategies set out in national and regional policies and guidelines.
- **Economy:** To provide an investment that offers good value for money.
- Additional to the above CAF objectives, the following localised objectives are applicable:
 - The route should be designed to provide a high Quality of Service (QoS) level, as per the National Cycle Manual.
 - Improve local movement capabilities including the inter-connectivity of Blackrock DART Station and Blackrock Park.
 - Provide a consistent and coherent standard of cycle facilities into the suburb of Blackrock.
 - Improve pavement quality and width, increasing comfort for cyclists and pedestrians, allowing for inclusive mobility by increasing accessibility for wheelchairs/buggies/mobility impaired users.

2.2. Project Related Policies

2.2.1. National Transport Policy

2.2.1.1. National Planning Framework (Project Ireland 2040)

Project Ireland 2040 – National Planning Framework (NPF) provides a high-level strategic planning framework to guide development and investment. Blackrock is in the Eastern and Midland Regional Assembly Area which has experienced population growth at more than twice the national rate. A population of 2.85 million is forecast by 2040 in the Eastern and Midland Region; 500,000 more people than lives there at present.

The following policy objectives are relevant to the Blackrock Dart to Park Active Travel Scheme:

- **National Policy Objective 4:** Ensure the creation of attractive, liveable, well-designed, high-quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- **National Policy Objective 27:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
- **National Policy Objective 64:** Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion

of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

2.2.1.2. National Development Plan 2021 – 2030

The National Development Plan 2021-2030 (NDP) outlines the key investment priorities essential for the effective execution of the NPF. Acting as a cornerstone for planning policy, the NDP influences investment choices across national, regional, and local levels. The key priorities delineated in the NDP are highlighted below.

- **NSO 2 Enhanced Regional Connectivity:** The NDP lists the strategic investment priorities with active travel being the most important, followed by public transport, and finally national roads. In line with this prioritization, the plan highlights the need to deliver high-quality greenways and additional walking and cycling infrastructure across Ireland to support the shift to active travel modes.
- **NSO 4 Sustainable Mobility:** The NDP puts the highest priority for mobility investment on active travel. It notes that increasing modal share of walking and cycling is critical in ensuring Ireland meets its climate action goals.
- **NSO 8 Transitioning to a Climate-Neutral and Climate-Resilient Society:** The NDP commits to encouraging a significant modal shift away from fossil-fuel based transport. A key part of this is the provision of cycling and walking routes to provide sustainable transport options.

2.2.1.3. National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) outlines the Department of Transport's strategic priorities for future investments in the transport network, aimed at bolstering the implementation of the National Development Plan. NIFTI articulates the key investment focuses for transportation in Ireland, including:

- Mobility of people and goods in urban areas
- Protection and renewal
- Enhanced regional and rural connectivity.
- Decarbonisation



Figure 2-1 - NIFTI Four Investment Priorities (source: gov.ie/transport)

In working towards these objectives, NIFTI establishes a modal hierarchy and sets out transportation investment priorities. The framework assigns the highest modal priority to active travel, followed by public transport and, finally, private vehicles. This mandates that, whenever feasible, active transport alternatives should be the primary consideration when striving to fulfil the outlined investment priorities.

Furthermore, in addition to the modal priority, NIFTI delineates an intervention hierarchy. According to this hierarchy, investments should be prioritized in the following sequence:

- Maintenance of existing infrastructures and assets
- Optimisation of the existing network and infrastructure
- Improvements to the existing infrastructure
- Construction of new infrastructure.

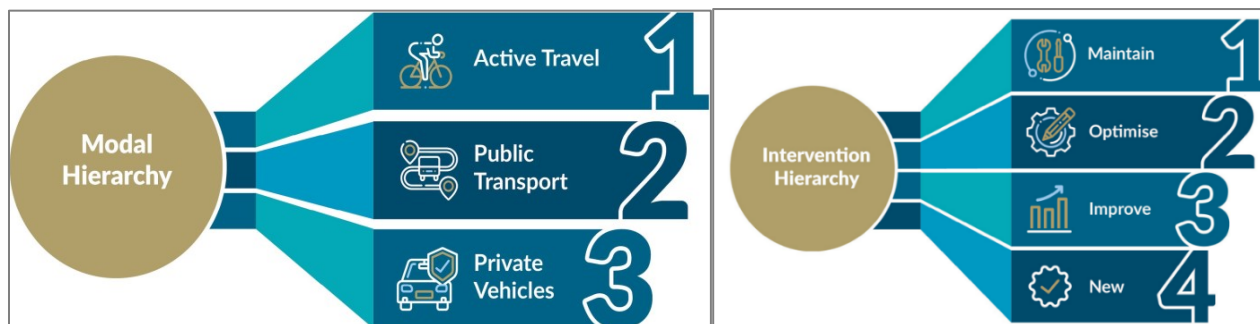


Figure 2-2 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)

As per the Intervention Hierarchy, NIFTI places emphasis on the use of existing assets (through maintenance, optimisation, or improvement), over the development of new. NIFTI recognises that investments in transport networks and services, and the policies that drive these investments, can impact on the environment, and several environmental assessments have been carried out in parallel with its development, which includes a Strategic Environmental Assessment (SEA), which highlighted several potential impacts associated with the outcomes, Investment Priorities and Hierarchies proposed by NIFTI, as follows:

- Negative Impacts include, but are not limited to:
 - Short-term/localised negative impacts on water quality and increased noise pollution during construction.
 - Localised increases in pollution or increased CO2 emissions, or localised climate vulnerability such as flooding.
 - Long-term impacts on biodiversity, landscape, or cultural heritage features as a result of new infrastructure developments.
 - Long-term impacts because of land-take and changes in land use required for new developments.
- Positive Impacts include, but are not limited to:
 - Positive impacts to population and human health because of increased safety, with improvements to signage, adequate road surfacing, junction upgrades or realignment works.
 - Benefits for the economy, tourism and regional connectivity providing better social inclusion.
 - Reduced carbon emissions and improved air quality because of sustainable mobility developments.
 - Reduction in localised noise pollution and vibration because of development in sustainable and active travel modes and actions to promote electric vehicles.

2.2.1.4. National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out the policy framework for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The new policy will primarily focus on measures to promote and facilitate active travel and public transport for all thereby encouraging less private car usage nationally to support the Government’s climate commitment.

The policy will outline a set of actions to increase active travel infrastructure provision and improve public transport capacity and services across the country. These will be supported by behavioural change and demand management measures to make sustainable modes the preferred choice for as many people as possible. The Climate Action Plan sets out additional measures to promote other complementary transport mitigation measures such as the switch over to electric car usage and greater use of renewable fuels for transport. The Blackrock Dart to Park Active Travel Scheme is in alignment with this plan and would contribute to the implementation of several key actions identified in the plan.

Figure 2-3 below illustrates the benefits of sustainable mobility which will be achieved by delivering the Blackrock Dart to Park Active Travel Scheme.

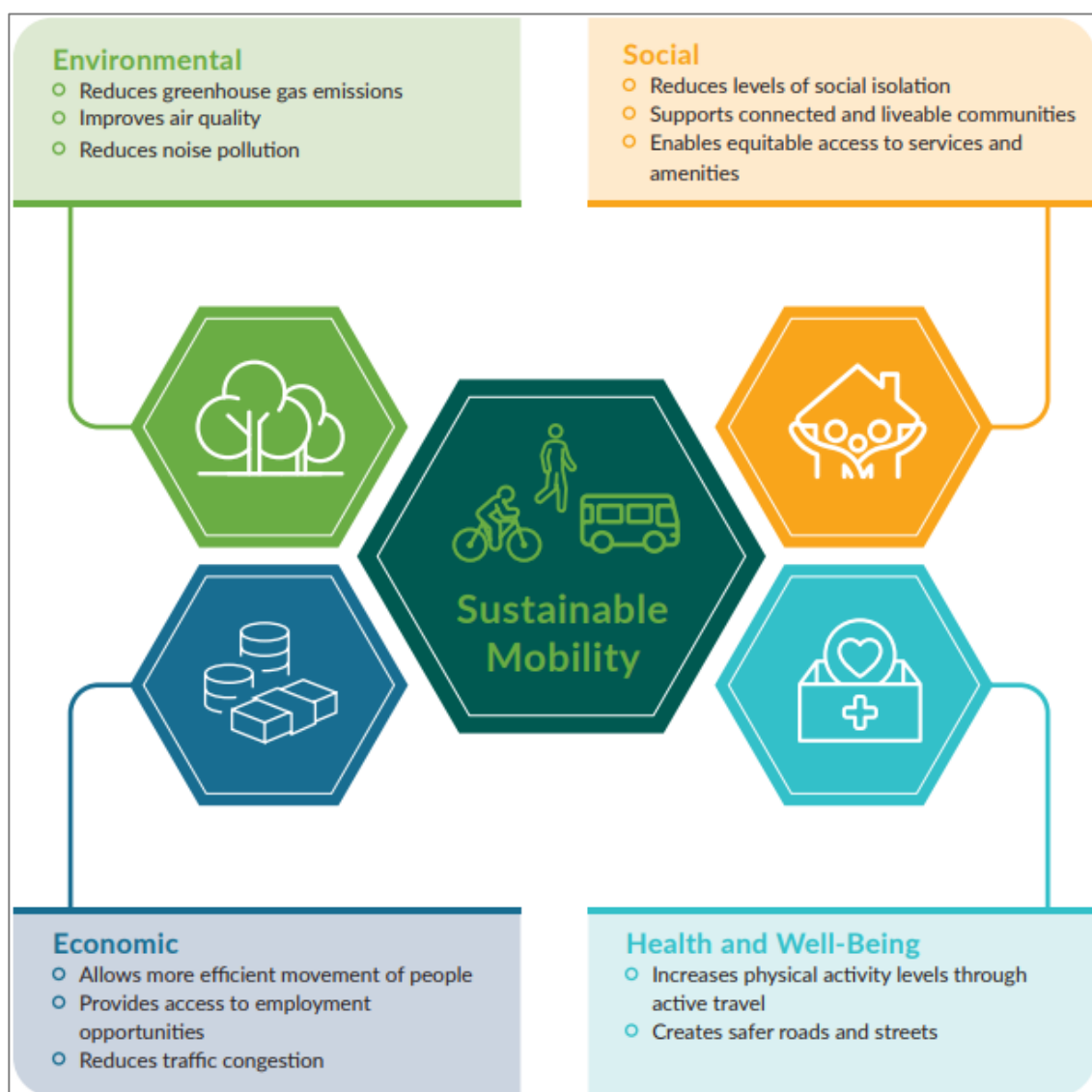


Figure 2-3 - Benefits of Sustainable Mobility

According to the NSMP, the above benefits can be achieved through ten goals, all of which are guided by three key principles, shown in Table 2-1.

Table 2-1 - NSMP Principles and Goals (source: National Sustainable Mobility Plan)

Principles	Goals
Safe and Green Mobility	1. Improve mobility safety.
	2. Decarbonise public transport.
	3. Expand availability of sustainable mobility in metropolitan areas.
	4. Expand availability of sustainable mobility in regional and rural areas.
	5. Encourage people to choose sustainable mobility over the private car. People Focused Mobility.

People Mobility	Focused	6. Take a whole of journey approach to mobility, promoting inclusive access for all.
		7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
		8. Promote sustainable mobility through research and citizen engagement. Better Integrated Mobility.
Better Mobility	Integrated	9. Better integrate land use and transport planning at all levels.
		10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

2.2.1.5. Climate Action Plan 2024

The Climate Action Plan (CAP24) sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Transport, Built Environment, Industry, Agriculture and Land use have all been assessed in the document with a roadmap laid out to deliver a reduction of emissions in each of these sectors between 2021 and 2030, and to reach net zero nationally by no later than 2050.

As part of the plans for a significant cut in transport emissions, the CAP24 states an objective of 125,000 extra walking, cycling and public transport journeys per day by 2030.

The promotion of walking, cycling and public transport, and a modal shift from the use of private vehicles will all contribute to the achievement of the targets set out in relation to climate action. The CAP24 also mentions the Pathfinder Programme and how the projects will be delivered meeting key criteria as health, well-being, place-making, permeability, and universal design.

Specific actions identified in the plan that relate to the Blackrock Dart to Park Active Travel Scheme are listed below.

- **Action TR/24/11:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans.
- **Action TR/24/08:** Support and promote a modal shift towards healthy active and sustainable mobility and sustainable mobility in the design and delivery of LDA developments. Plan to reduce travel by private car and design to optimise connectivity and access to sustainable and active travel. Promote mobility management planning and e-mobility as well as options for car sharing/clubs.

2.2.1.6. Healthy Ireland Strategic Action Plan 2021 – 2025

The vision of the 'Healthy Ireland Strategy 2021-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility.

This policy is developed to encourage walking and cycling by developing physical activities into daily life and decreasing dependency on private cars and replacing this trip with cycling and walking includes public transport as well which will also improve local air quality. This can play a vital role in overall obesity reduction programme which also supports demand management study. This measure comprises of health, environmental and urban land aids. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life;
- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and

- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

2.2.1.7. NTA Cycle Network Plan (Greater Dublin Area) 2022

The NTA Cycle Network Plan sets out to develop a detailed understanding of cycling demand over a 10-year horizon period in the greater Dublin area. Over this 10-year period the demand for cycling in the GDA is forecast to increase due to two factors – population growth and the changes to the cycling mode share. The GDA Cycle model, developed as part of the Cycle Network Plan, provides a comprehensive representation of existing and projected future cycling demand patterns in the Greater Dublin Area. Trip assignment and route choice in the model is based on trip distance alone to provide a strategic plot of cycling desire lines on the network. The target is to provide a Quality of Service of Level B along all routes, regardless of the volume of demand.

The scheme forms part of a Greenway – Utility and Primary Radial route in accordance with the GDR mapping. This is shown in Figure 2-4.

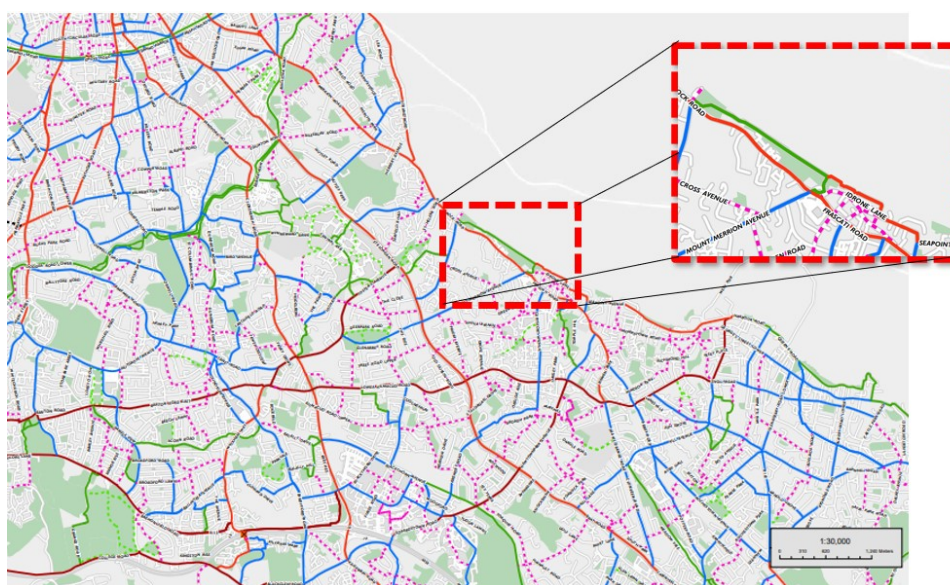


Figure 2-4 - Routes in relation to the NTA Cycle Network Plan for the GDA

2.2.1.8. National Cycle Policy Framework (NCPF) 2009 – 2020

The backdrop to this policy is the government’s transport policy for Ireland. The NCPF sets out a suite of interventions to improve the ease and safety of cycling to achieve greater mode share going forward. The framework states that the focus needs to be on:

- Reducing volumes of through-traffic, especially HGVs, in city and town centres and especially in the vicinity of schools and colleges.
- Calming traffic/enforcing low traffic speeds in urban areas.
- Making junctions safe for cyclists and removing cyclist-unfriendly multi-lane one-way street systems.
- Paying special attention to integrating cycling and public transport.

Other interventions include the following:

- Schools will be a strong focus of the NCPF.
- Supporting the provision of dedicated signed rural cycle networks for Cycling Tourism.
- Ensuring surfaces used by cyclists are maintained to a high standard and are well lit.
- Ensuring that all cycling networks are sign-posted to a high standard.
- Supporting the provision of secure cycle parking at all destinations of importance.
- Integrating cycling and Public Transport, including cycle parking at stations, and the capability to carry bikes on Public Transport services.

- Creation of municipal bike systems to complement an improved Public Transport system.
- Ensuring proposals cater for a 10% modal share of cyclists.

The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities, but also involves wider traffic interventions that benefit all vulnerable road users.

2.2.1.9. Get Ireland Active, 2016

- Healthy Ireland, a Framework for Improved health and wellbeing 2013-2025 is the national framework for seeking to improve the health and wellbeing of people living in Ireland. The framework identifies a number of broad inter-sectoral actions, one of which commits to the development of a plan to promote increased physical activity levels.
- Get Ireland Active aim is to increase physical activity levels across the entire population thereby helping to improve health and wellbeing. Get Ireland Active has developed a plan which will seek to ensure that no group is disadvantaged and recognises that targeted interventions are required to address and overcome barriers to participation which are experienced by some people.
- Get Ireland Active acknowledges the role that cycling can play in achieving physical activity targets. The plan highlights the importance of good planning to promote the use of cycling, stating that the layout of the environment has a significant impact on the levels of physical activity undertaken across age groups.
- “The built environment is an important determinant of physical activity behaviour. The way the built environment is designed, planned, and built can also act as a barrier to being active and can reinforce sedentary behaviour and car dependence.”
- Cycling for transport or leisure is a form of physical activity that can easily be incorporated into the daily activities of many people.
- The development of cycling facilities in Blackrock is a positive example of how the built environment can be developed to promote physical activity, improving the health and well-being of those that choose to travel by bike. Facilities like this will be used for a variety of journey purposes including travelling to work and school, which is an ideal opportunity to increase physical activity through everyday journeys.

2.2.2. Regional Policy

2.2.2.1. Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2019

The Strategy promotes cycling and walking as environmentally friendly, fuel efficient and healthy modes of transport to work, school, shopping and for recreational purposes. There are several Regional Policy Objectives (RPO) specifically promote the development of greenways in both urban and rural areas, as follows:

- **RPO 5.7:** ‘Co-ordinate across local authority boundaries to identify, manage, develop and protect regional Green Infrastructure, to enhance strategic connections and develop a Green Infrastructure policy in the Dublin Metropolitan Area.
- **RPO 5.8:** Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan’;
- **RPO 7.24:** ‘Promote the development of a sustainable Strategic Greenway Network of national and regional routes, with a number of high-capacity flagship routes that can be extended and /or linked with local greenways and other cycling and walking infrastructure, notwithstanding that capacity of a greenway is limited to what is ecologically sustainable’;
- **RPO 7.25:** Support local authorities and state agencies in the delivery of sustainable strategic greenways, blueways, and peatways projects in the Region under the Strategy for the Future Development of National and Regional Greenways’;

The following is defined as a growth enabler for the eastern and midland regions: ‘Support rural areas by harnessing natural resources to develop renewables, recreation and tourism opportunities including green infrastructure planning and the development of an integrated network of greenways, blueways and peatways.’

2.2.2.2. Dún Laoghaire-Rathdown County Development Plan 2022-2028

The scheme is located within Dún Laoghaire-Rathdown jurisdiction. The Dún Laoghaire-Rathdown County Development Plan 2022-2028 is therefore a key planning policy document of relevance at local level.

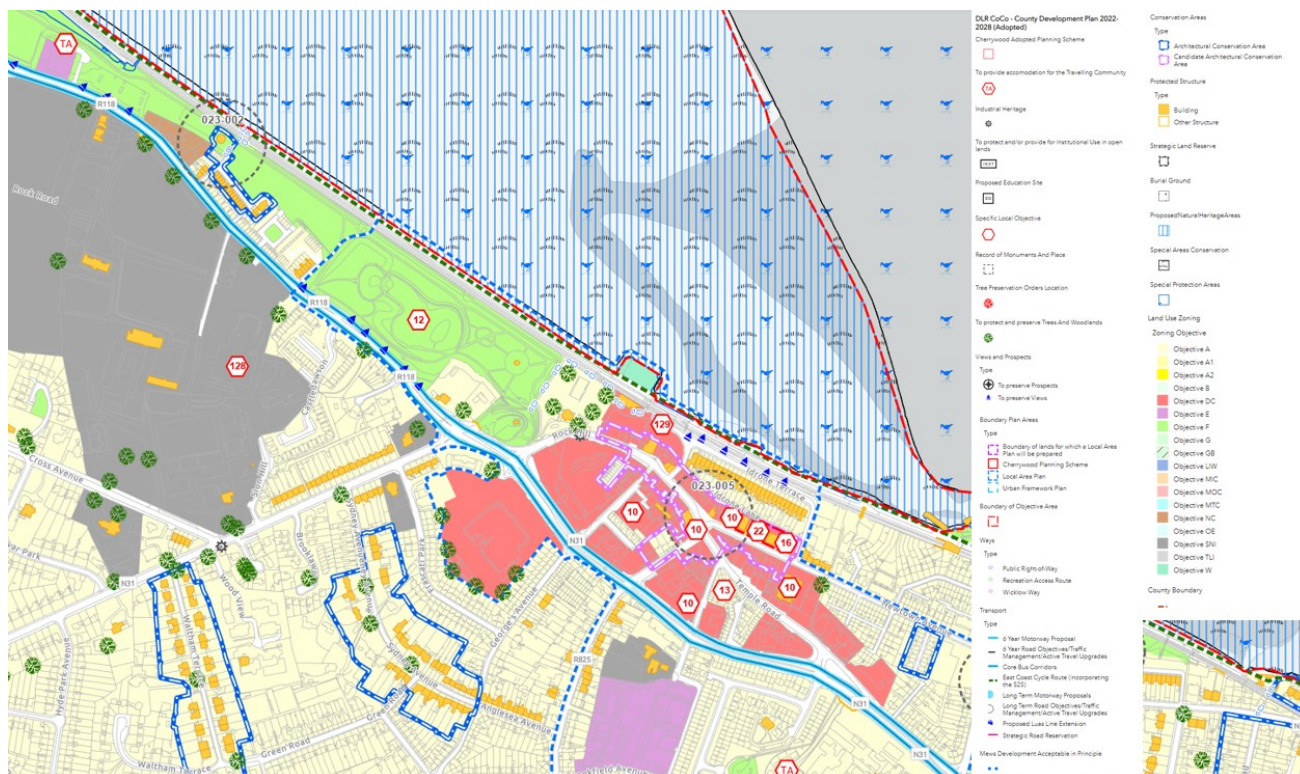


Figure 2-5 – Extract from Dún Laoghaire-Rathdown County Development Plan 2022-2028 Mapping

As shown on the county development mapping, the scheme is primarily located within the designated Blackrock Local Area Plan zone, as outlined in Section 2.2.3.1. The scheme covers three distinct land zoning areas, including:

- **Objective A:** To provide residential development and improve residential amenity while protecting the existing residential amenities.
- **Objective DC:** To protect, provide for and-or improve mixed-use district centre facilities.
- **Objective F:** To preserve and provide for open space with ancillary active recreational amenities.

The scheme is situated along a public right of way connecting Blackrock Park to the station and footbridge at Bath Place, Blackrock. It is noteworthy that the scheme is near two protected structures identified in the County Development Plan: the Blackrock Railway Station and Deepwell. These structures are recognized under the following written policy of the plan;

- **Policy Objective HER7:** It is a Policy Objective to include those structures that are considered in the opinion of the Planning Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical, or social interest in the Record of Protected Structures

The county development plan mapping highlights two symbols related to tree protection: areas designated to protect and preserve trees and woodlands, and areas subject to full protection under Tree Preservation Orders. Although there are no Tree Preservation Orders within the study area, nearby regions have been identified with the designation to protect and preserve trees and woodlands. This commitment to protect and preserve trees and woodlands is in line with the written policy, as outlined below;

- **Policy Objective OSR7:** It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic, and educational benefits, which derive from an ‘urban forest’, and include a holistic ‘urban forestry’ approach.

The DLRCC County Development Plan written statement includes specific policy objectives that are pertinent to the current scheme:

- **Policy Objective PHP2:** Sustainable Neighbourhood Infrastructure It is a Policy Objective to: Protect and improve existing sustainable neighbourhood infrastructure as appropriate. Facilitate the provision of new sustainable neighbourhood infrastructure that is accessible and inclusive for a range of users consistent with

RPO 9.13 and RPO 9.14 of the RSES. Encourage the provision of multi-functional facilities, space, and lands in the delivery and/or improvement of sustainable neighbourhood infrastructure.

- **Policy Objective T5:** 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.
- **Policy Objective T11:** Walking and Cycling It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)
- **Policy Objective T12:** Footways and Pedestrian Routes It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)
- **Policy Objective T13:** County Cycle Network It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation.
- **Policy Objective T14:** Coastal Cycling Infrastructure Objective It is a Policy Objective of the Council to promote the development of the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and the Dublin Bay Trail from the boundary with Dublin City to Wicklow County.
- **Policy Objective T23:** Roads and Streets It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16)
- **Policy Objective T30:** Street Lighting It is a Policy Objective to provide and maintain street lighting on the public road/footway/ cycleways throughout the County in accordance with commonly accepted best practice, the Council’s public lighting masterplan and the upgrade of sodium lights to LEDs.
- **Policy Objective T31:** Accessibility It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets, and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons, and children. (Consistent with RPO 9.1 and 9.10 of the RSES)
- **Policy Objective T32:** Personal Safety It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists, and pedestrians. This would include all Luas, DART and bus stops, carparks, cycle parking facilities, laneways, and other areas of common use. Initiatives could include well-lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built-up areas.
- **Policy Objective GIB8:** Coastline Parks and Harbours It is a Policy Objective to continue to upgrade recreational and tourism-related amenities in the public parks and harbours along the coastline, including improved accessibility by the public.
- **Policy Objective GIB14:** Public Rights-of-Way It is a Policy Objective to:
 - i. Preserve, protect, promote, and improve for the common good all existing public rights of-way which contribute to general amenity.
 - ii. Extend or enhance existing rights-of-way either by agreement with landowners or using compulsory powers in the interest of ensuring access to amenities, including the coast, upland areas, riverbanks, heritage sites, geological sites, and National Monuments.
 - iii. Prohibit development and keep free from obstruction existing rights-of-way, and to take legal action, if necessary, to prevent any attempt to close them off.
 - iv. Prohibit development which would prejudice public access to existing rights of-way, unless the level of amenity is maintained by the right of way, footpath, or bridleway being diverted by the minimum practical distance and the route continues to be segregated from vehicular traffic.
 - v. Consider favourably planning applications which include proposals to improve the condition and appearance of existing rights of-way.

- **Policy Objective GIB15:** Recreation Access Routes It is a Policy Objective to preserve all Recreation Access Routes, which contribute to general amenity.
- **Policy Objective MFC3:** It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high-quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.
- **Policy Objective OSR8:** Greenways and Blueways Network It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).
- **Policy Objective OSR8:** Greenways and Blueways Network It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).
- **Policy Objective OSR9:** Sports and Recreational Facilities It is a Policy Objective to promote the provision, and management of high-quality sporting, and recreational infrastructure throughout the County, in accordance with the National Sports Policy 2018-2027, and dlr Space to Play: a new approach to Sports Facilities Strategy', 2017-2022, to ensure that the needs of different groups are incorporated into the planning and design of new facilities.
- **Policy Objective SLO7:** To develop Blackrock Park in accordance with an approved Plan.
- **Policy Objective SLO8:** To improve pedestrian permeability from Rock Road to the DART Station and to improve pedestrian/cycle way provision in the corridor between Blackrock Park and the Dart Station. A high-grade pedestrian/cycle link shall be provided across the Blackrock Bypass (N31) between the Blackrock and Frascati Shopping Centres, which shall include consideration of readily accessible grade-separated options to segregate these modes from traffic.
- **Policy Objective SLO9:** To encourage the redevelopment of the area encompassing Blackrock Baths, Bath Place and Blackrock Dart Station, including the provision of improved pedestrian/cycle access to Blackrock Park. Any redevelopment of the Blackrock Baths shall include a substantial swimming pool(s) for public use.
- **Policy Objective SLO12:** To develop Blackrock Park in accordance with a Masterplan approved by the Council.
- **Policy Objective SLO18:** To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
- **Policy Objective SLO93:** To promote the development of the Sutton to Sandycove (S2S) Promenade and Cycleway. (It should be noted the alignment shown on Maps 2, 3 and 4 of the CDP is not absolute but indicative only). The necessary EIS will commence during the term of this Plan.
- **Policy Objective SLO129:** To provide for the development of the publicly owned lands at Bath Place, Blackrock for primarily public uses, in conjunction with the community of Blackrock during the lifetime of this Plan.

2.2.2.3. [Dún Laoghaire-Rathdown Biodiversity Plan 2021-2025](#)

Dun Laoghaire Rathdown County Biodiversity Action Plan (BAP) 2021-2025 outlines that within the County at least 20% of the natural habitats have been lost to development in the past 10 years.

The scheme falls within a DLR park area, on the edge of the Fernhill to Booterstown corridor as can be seen in the figure below.

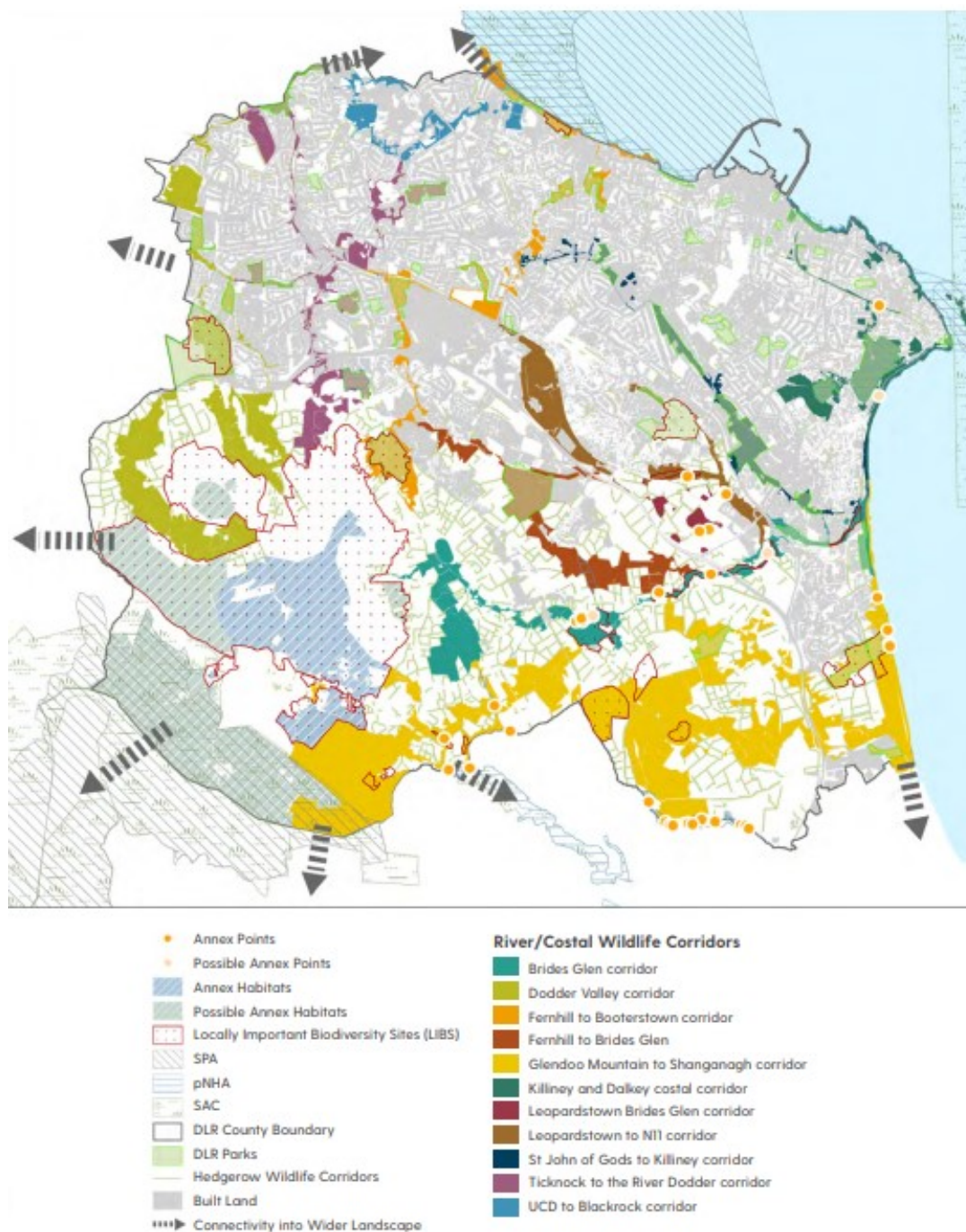


Figure 2-6 – Extract from Dún Laoghaire-Rathdown Biodiversity Plan 2021-2025 Mapping

The BAP aims to promote and enhance the biodiversity within the County and as such the Plan includes for the following objectives;

- Conserve protected areas and other high-quality habitats and species.
- Develop ecologically resilient and varied landscapes.
- Integrate adaptation and mitigation measures into management, planning and decision-making.

The BAP calls for actions that involve placing biodiversity into project decision-making and design processes with importance being placed on protecting and restoring ecological networks across the County. Dun Laoghaire Rathdown (DLR) recognises this importance, and it is also included in the DLR County Development Plan.

The BAP includes the following aim regarding protecting and enhancing local biodiversity;

- To inform decision-making in relation to planning and development and to connect biodiversity to allow for areas that will not be impacted severely by human activity.

The BAP further details; *'There are many opportunities for DLR County Council... to contribute to our ecological network by adding biodiversity to their areas, such as green areas, planting trees, creating wetlands or ponds, restoring areas for biodiversity'... 'Therefore, any proposal for development will undergo an Ecological Impact Assessment and a Screening for Appropriate Assessment, as a minimum. The creation of links to the wildlife corridor however should be part of any future development, such as the planting of hedgerows or creation of other wildlife areas.'*

2.2.2.4. [Dún Laoghaire-Rathdown County Council Climate Change Action Plan \(CCAP\) 2024-2029](#)

The Dún Laoghaire-Rathdown County Council Climate Change Action Plan (CCAP) 2024-2029 outlines the council's strategy and actions to address climate change in the region over the next five years. The key focus areas of the plan include reducing greenhouse gas emissions, increasing energy efficiency, promoting sustainable transport, enhancing biodiversity, and adapting to the impacts of climate change.

The Climate Action Plan outlines a series of targeted actions that aim to achieve the following ambitious goals by 2030:

- A 50% improvement in dlr's energy efficiency
- A 51% reduction in dlr's greenhouse gas emissions
- Making Dublin a climate-resilient region by mitigating the impacts of future climate change events
- Actively engaging and informing our communities on climate action

To ensure the successful attainment of these targets, the plan is grounded in a solid evidence base that supports the implementation of integrated, local-level climate actions. This evidence base includes a thorough examination of the policy context, an assessment of climate change risks and impacts, and the development of a county-wide emissions profile.

The scheme complies with the current budgeted actions;

- **Budgeted Action T4:** Develop and expand the County walking network.
- **Budgeted Action T7:** Develop and extend cycle network.
- **Budgeted Action T8:** Support the Greater Dublin Cycle Plan

2.2.3. [Local Policies](#)

At a local level, the following planning policies documents have relevance;

2.2.3.1. [Blackrock Local Area Plan 2015-2025](#)

The Blackrock Local Area Plan was adopted by the Council in March 2015. In 2020, the life of the Plan was extended for a further five years to March 2025.

The following policy objectives have relevance:

- **Policy Objective DW1:** It is an objective of the Council to improve the existing access from Blackrock Park to Blackrock Station. This will necessitate the setting back and rebuilding of the granite wall which forms the boundary of Deepwell. The wall will be rebuilt reusing the existing materials and replicating the traditional coursing, mortar mix and pointing style (Drawing 4 Public Realm and Map 13A & B Transport Network Strategy)
- **Policy Objective NHC1:** It is an objective of the Council to ensure the protection and preservation of the ecological integrity of the designated SPA, SAC and pNHA within and abutting the Blackrock LAP boundary in the consideration and implementation of development proposals within the Plan area. Any relevant development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the European Communities (Birds & Natural Habitats) Regulations 2011 (SI.477 of 2011).
- **Policy Objective PR7:** It is an objective of the Council to improve the pedestrian / cycle route between Blackrock Park and Blackrock DART Station in accordance with Chapter 4, Section 4.3 'Pedestrian and Cycling Connectivity and Permeability', Objective PC1 and Map 13A 'Transport Network Strategy'.

- **Policy Objective PC1:** It is an objective of the Council to provide an improved combined pedestrian and cycle path from Blackrock DART Station to Blackrock Park in line with Map 13A - Transport Network Strategy and Objective PR7, 'Public Realm Strategy'.
- **Policy Objective PC5:** It is an objective of the Council to provide improved pedestrian and cyclist access to Blackrock Park, including a new entrance, at Rock Hill in accordance with Objective BP1 Section 9.2 'Open Space, Recreation and Green Infrastructure' and Objective PR11 of Section 3.6 'Public Realm Strategy'.
- **Policy Objective BP5:** It is an objective of the Council to provide improved access and circulation to and around Blackrock Park.
 - Internal Routes: The existing greenway (Cycle path) linking Booterstown and Blackrock DART stations will be maintained. Localised improvements to the internal path system will be introduced to facilitate improved access and circulation within the park and to enhance its linkages to the external pedestrian system.
 - New Entrance at Rock Hill: A new plaza opposite Blackrock Shopping Centre will 'face' the entrance to the village core. This high-quality entrance will open the park and visually connect it to Blackrock by removing sections of the existing boundary wall/railing and providing for new railings and piers sympathetic to existing boundary elements. An integrated deck / pedestrian bridge will reinforce this connection. Existing access at Rock Hill will also be retained.
 - Improved access from the DART Station: Improved cycle and pedestrian linkages between Blackrock Park and the DART station to rear of Deepwell - to include increased width of the existing corridor and upgrading of the entrance to Blackrock Park at the location of the existing bridge and adjoining stream area in accordance with Objective PC1, Chapter 4.
- **Policy Objective SF1:** It is an objective of the Council to improve access to and recreational amenity facilities at the seafront at Blackrock, in accordance with Objective PR1 and PR2 Section 3.6 Public Realm Strategy. Any development proposals shall take into account and provide for the possible future construction of the S2S project and shall be subject to Appropriate Assessment Screening in accordance with the requirements of the European Communities (Birds & Natural Habitats) Regulations 2011 (SI.477 of 2011) to ensure the protection and preservation of all designated SPAs, SACs, and pNHAs of Dublin Bay and the surrounding area.
- **Policy Objective SF2:** It is an objective of the Council to promote the development of the Sutton to Sandycove (S2S) Promenade and Cycleway in accordance with the objectives of the County Development Plan 2010-2016. It should be noted that this coastal route will be subject to a feasibility study, including an assessment of route options. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SPAs, SACs, and pNHAs of Dublin Bay and the surrounding area.
- **Policy Objective GR1:** It is an objective of the Council to provide and enhance where appropriate the provision of Green Routes including Urban Greenways and Cycle Network routes to both connect open spaces in Blackrock to cater for pedestrians and cyclists and provide recreational opportunities, in accordance with Map 16 'Open Space Strategy'.

2.3. Other projects

2.3.1. The Dublin Bay Trail

Dún Laoghaire-Rathdown County Council (DLRCC), in conjunction with Dublin City Council (DCC) and the National Transport Authority (NTA), are proposing to develop the southern section of the Dublin Bay Trail (formerly S2S walking and cycling route). The proposed southern route extends along the Bay for approximately 10km and joins up with over 9km of the Dublin Bay Trail which has already been completed on the north side of the Bay.

The initial concept behind the Dublin Bay Trail is to provide a wide promenade and cycle route like facilities in other European and worldwide cities. A key aspect of this proposal is to develop this amenity in a sustainable and environmentally sympathetic manner so that visitors of all ages can enjoy the views from this unique coastal setting. The proposed project (Blackrock Dart to Park ATS) will provide another section of the Dublin Bay Trail where the public can walk and cycle around the coastline of Dublin Bay.

Stage 2 and Stage 3 of the contract, and appointment of a design consultant were put on hold following consultation with the NTA.

2.3.2. DART+ Coastal South

The DART+ Coastal Projects, part of the DART+ Programme, aim to improve and expand the electrified rail network, increasing passenger capacity and enhancing services between Drogheda and Greystones. The projects, funded by the National Transport Authority under Project Ireland 2040, are in the preliminary stages of assessment. Non-statutory public engagement will occur before Railway Order applications, with the first Public Consultation targeted for completion by March 2024 for the Bray to Greystones section under the DART+ Coastal South Project.

2.3.3. Living Streets: Coastal Mobility Route

Dún Laoghaire-Rathdown County Council plans to upgrade the Coastal Mobility Route from a temporary design to a permanent high-quality scheme. The route consists of a 4.5km cycle path along the coastline from Blackrock to Sandycove, with 3.6km of it being a two-way segregated cycle lane. An independent evaluation by TU Dublin has shown positive impacts of the cycle route from a mobility and socio-economic perspective. The proposed upgrade will involve new segregated bike lanes, high-quality materials, improved pedestrian environment, enhanced road layout and traffic flow, and improved landscaping and public spaces. The project complements other schemes in the area and is part of the Dun Laoghaire Local Area Plan. The non-statutory public consultation process for the upgrade of the Coastal Mobility Route was completed in August 2023.

2.3.4. Living Streets: Blackrock

Living Streets Blackrock Village is a public realm improvement project that aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Blackrock Village. It builds on temporary measures implemented during the COVID-19 restrictions in 2020 and is informed by consultation with local businesses and residents, as well as an evaluation by TU Dublin. The scheme will upgrade existing finishes with high-quality materials, providing better seating, footpaths, and planting. It will improve walkability, accessibility, and cycling infrastructure within the village and connect it to the seafront. The project includes public realm improvements, cycling enhancements, improved walkability, better connections with the seafront, and minimal impact on parking spaces. The consultation for this project closed on June 2023 with the scheme agreed for Part 8 planning in July 2023.

2.3.5. Bus Connects

BusConnects is a key initiative by the government to improve public transport and address climate change in Dublin and other cities. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people, and the environment. It is aligned with various government and regional policies including the National Development Plan 2021-2030, Climate Action Plan 2023, National Planning Framework 2040, and Greater Dublin Area Transport Strategy 2022-2042. The Proposed Scheme measures approximately 8.3km and consists of two main sections: Blackrock to the City Centre and along Nutley Lane. The scheme was lodged in May 2022 and approved by An Bord Pleanála in March 2024.

2.3.6. Blackrock Park Masterplan 2020

The Blackrock Park Masterplan 2020 aims to integrate all components of the park into a high-quality, cohesive design, avoiding a piecemeal approach. The plan includes objectives such as developing the park sustainably using renewable energy, maximizing tree canopy cover, shaping the park as a 'Gateway Park', establishing a unified park connecting Blackrock and Booterstown, conserving built heritage, enhancing natural and marine heritage, reinstating the historic Victorian layout, increasing horticultural offerings, providing visitor facilities, passive and active recreational spaces, improving connections with Blackrock Village and the coastline, upgrading greenways, developing wayfinding strategies, fostering community engagement and educational programs, acknowledging the park's size and scale, and ensuring the Masterplan is implemented without significant amendment.

3. Existing Infrastructure

3.1. Existing Engineering Infrastructure

The extent of the scheme is 130m in length from the tie in at Blackrock Park to the west to the tie in at Bath Place to the east of the scheme.

To the west of the scheme, the existing route ties into existing pedestrian and cycling infrastructure that has recently been installed through Blackrock Park. This infrastructure consists of a 2.2m wide two-way cycleway with a separate 1.9m wide footway.



Figure 3-1 – Existing Blackrock Park Infrastructure

The existing route continues east of this infrastructure towards Blackrock Dart Station through way of a bridge that crosses the Priory Stream. The bridge is 2.0m in width with a deck of circa 0.25m in depth with a construction makeup consisting of steel and concrete.



Figure 3-2 – Existing Blackrock Park Bridge over Priory Stream

The existing route enters a narrow lane which is 1.2m in width and is bounded by the northbound platform of the Blackrock DART Station to the north, and the boundary wall of private land known as “Deepwell House” to the south.



Figure 3-3 – Existing Laneway

The existing lane continues for circa 95m before emerging onto Bath Place to the west of the Blackrock DART Station where the extents of the scheme terminate. This area ties into a private garage business known as Hill Motors and the rear access to Deepwell House.



Figure 3-4 – Existing tie in location to Bath Place

3.2. Junctions and private entrances

Private accesses to Deepwell House and Hill Motors are located at the tie in point to Bath Place as identified in Figure 3-7 below by an automatic access gate.



Figure 3-7 – Existing rear access to Deepwell House and entrance to Hill Motors

3.3. Public Transport Infrastructure

3.3.1. Rail

The scheme is bounded to the north by the northbound platform of Blackrock Railway Station which provides service to the DART network and intercity services on the Dublin-Rosslare and commuter Dundalk-Dublin-Arklow-Gorey routes. A summary of services that stop at Blackrock Station can be seen below;

Route	Service	Frequency	
		Weekdays	Weekends
Bray - Dundalk	Intercity	1 AM Service 1 PM Service	1 AM Service
Dundalk – Bray	Intercity	3 AM Services 1 PM Service	No Services
Malahide – Bray/Greystones	DART	Every 10 mins	Every 20 minutes
Bray/Greystones – Malahide	DART	Every 10 mins	Every 20 minutes

Table 3-1 - Summary of Rail Routes at Blackrock Railway Station

3.3.2. Bus

Blackrock DART Station is served by 1No. Bus Stop located immediately to the east of the main station building on Bath Place.

Direction & Relative Position	Description
All Directions	Stop No.: 3085
East of Blackrock Rail Station Building	Service(s): 17, 46E, 114

Table 3-2 - Summary of Bus Routes at Blackrock Station

3.4. Other buildings and structures

The boundaries of the scheme extend to the south where they are enclosed by Deepwell House and its associated grounds, which are bounded by a 2m high masonry stone wall. While Deepwell House is designated as a protected structure in the DLRCC County Development Plan. For more information on this property, please refer to the Deaton Lysaght Architects Architectural Heritage Impact Assessment.



Figure 3-8 – Deepwell House

Similarly, the Blackrock railway station building is also recognized as a protected structure in the DLRCC County Development Plan.



Figure 3-9 – Blackrock Railway Station

4. Description of Proposed Scheme

4.1. Options Assessment

An Option Selection Report was compiled by AtkinsRéalis with the following aims and objectives:

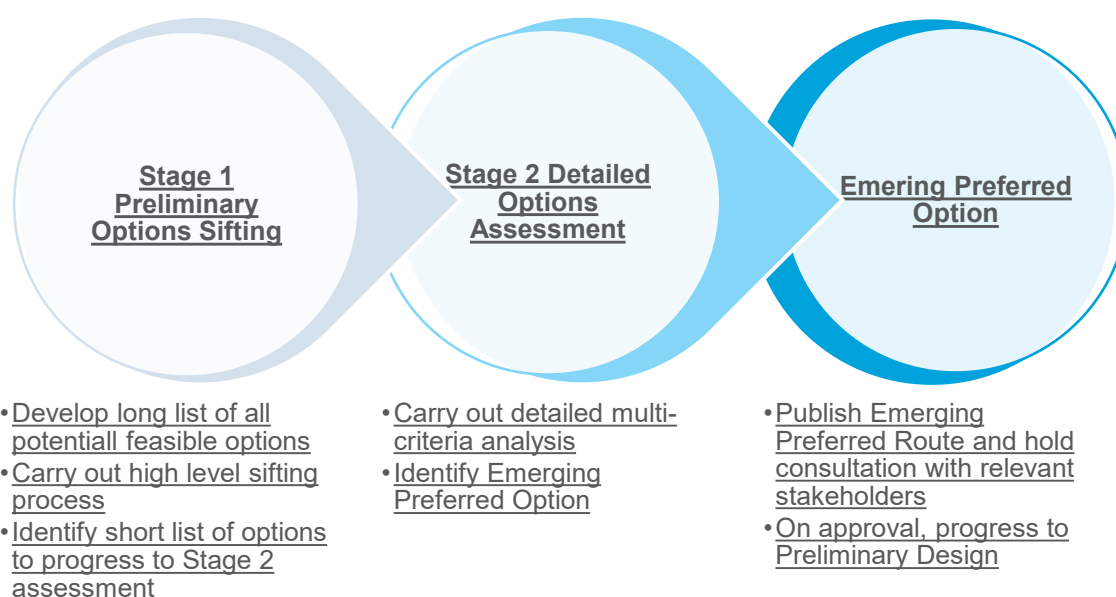
- **Safety:** To reduce the potential for conflict between all vulnerable road users along the route through the provision of a facility which is in line with the current standards. The Scheme will seek to:
 - Improve safety for vulnerable road users and provide a better environment for vulnerable road users within the study area.
- **Physical Activity:** Provide improved opportunities for pedestrians and cyclists, thereby promoting physical activity, through improvements to footpaths and the provision of new cycling facilities.
- **Environment:** To minimize impacts on the receiving environment.
- **Accessibility & Social Inclusion:** To improve accessibility for all vulnerable road users and bring social inclusion benefits to the wider community.
- **Integration:** To support the strategies set out in national and regional policies and guidelines.
- **Economy:** To provide an investment that offers good value for money.

Additional to the above CAF objectives, the following localised objectives are applicable:

- The route should be designed to provide a high Quality of Service (QoS) level, as per the National Cycle Manual.
- Improve local movement capabilities including the inter-connectivity of Blackrock DART Station and Blackrock Park.
- Provide a consistent, continuous, and coherent standard of cycle facilities into the suburb of Blackrock.
- Improve pavement quality and width, increasing comfort for cyclists and pedestrians.

4.2. Options Assessment Process

To adequately assess the feasible options for the proposed active travel infrastructure, a two-stage assessment process has been undertaken. A multi-criteria analysis was carried for all the engineering options (6 no) at this location and an emerging preferred layout was progressed to the Preliminary Design phase.



4.3. Surveys Undertaken

To aid in the development of the design, third party companies undertook the following surveys:

Survey	Date	Company
Pedestrian & Cyclist Count Survey	08/11/22 – 10/11/22	IDASO
Topographical Survey	23/11/22 – 24/11/22	Murphy Geospatial
Tree Survey	27/10/22	Philip Blackstock

Table 4-1 – Summary of Surveys Undertaken

4.3.1. Pedestrian and Cyclist Count Data

A pedestrian and cyclist count survey (PCLC) were undertaken on the w/c 07 November 2022 with data captured for 12 hours, from 07:00 – 19:00, over three days including Tuesday, Wednesday, and Thursday consecutively. The locations that the surveys were undertaken are identified below.



Figure 4-1 - PCLC Locations

The summary of the results from the PCLC survey undertaken can be seen below, indicating the daily average number of pedestrians and cyclists using the route over the three-day survey period.

Location Ref	Eastbound/Southbound	Westbound/Northbound	Two-Way
Location 1	217	189	406
Location 2	256	219	476
Location 3	31	37	68

Table 4-2 - Cyclist Count Results

Location Ref	Eastbound/Southbound	Westbound/Northbound	Two-Way
Location 1	749	624	1373
Location 2	452	320	772
Location 3	196	202	398

Table 4-3 - Pedestrian Count Results

It can be seen from the survey results that there is a high volume of pedestrians and cyclists currently using the lane to access Blackrock Park and Blackrock DART Station and/or Bath Place.

4.3.2. Topographical Survey

A Topographical Survey was undertaken on the w/c 21 November 2022 and w/c 23 January 2023. The locations extents of the survey undertaken are identified below;



Figure 4-2 – Topographical Survey Extents

4.3.3. Tree Survey

A Tree Survey was undertaken on the 27 October 2022 by an independent arboriculturist. This survey found that most of the trees and shrubs reported on site were planted about fifty years ago, to provide low screening from the Railway. There was evidence of additional planting, particularly close to Bath Place that is now about fifteen years old.

The survey found that there were several dead and dying trees growing within this shelterbelt. Most of these were native species that were not particularly immune to salt stress. While on site, there was evidence that high tide resulted in a raised water table within the lower part of the garden, and this may be salt water from Dublin Bay. Those species originating from areas with a strong seasonal climate and summer droughts were not particularly affected. Trees and shrubs from this organ were still in a fairly good condition. The tree survey is included in Appendix B of this document.

4.4. Proposed Link Design

The Preferred Route arrangement that was developed through the preliminary design stage aligns with the link types specified in the National Cycle Manual (2013) Section 4.3, which was applicable at the time of route assessment. The proposed arrangement consists of a two-way cycle track varying in width from 3m to 3.65m, a 2m wide footpath and associated 1m and 3m grass verges,



Figure 4-3 – Two-way Cycle Track

The proposed widths of the Two-Way Cycle Track are as per Table 4-4. Desirable minimum widths which comply with the minimum required in the design standards (NCM 2013 and DMURS) are denoted in brackets. Therefore, the proposed desirable widths are achieved at a minimum, unless noted otherwise within the Preliminary Design Drawings.

Link Type	Verge Width	Footway Width	Cycle Track Width	Verge Width	Total Width
2-Way Cycle Track (w/ verges)	3.00m	2.00m (min. 1.80m)	3.00m (min. 2.25m)	1.00m	9.00m (min. 7.05m)
2-Way Cycle Track (Bridge crossing)	-	2.00m (min. 1.80m)	3.65m (min. 2.90m)	-	5.65m (min. 4.70m)

Table 4-4 – Table of Desired Widths

4.5. Drainage

Sustainable Urban Drainage systems (SuDS) will be implemented to allow for surface water runoff from the proposed new hard standing area within the existing green space as part of the detailed design to alleviate the displacement of water by the proposed scheme.

A cross-fall on the proposed cycle track has been provided that will allow for surface water runoff to the proposed swale within the adjacent grass verge. A high-level overflow 50mm from the base of the swale will be provided to allow for discharge during extreme rainfall events. The outfall from the high-level overflow is directly into the existing Priory Stream. It is noted that as the hardstanding area is for pedestrians only, there is no potential risk of contamination to the existing stream. Details of the drainage proposals can be found in Appendix A within the design drawings.

A Stage 1 Flood Risk Assessment (FRA) has been undertaken, which concluded that there is a requirement to undertake further analysis to review the risk of fluvial flooding at Stage 2. The combined Stage 1 & 2 FRA report is appended (see Appendix E). The drainage design will be developed further as part of the detailed design.

4.6. Lighting

All footpaths and cycle tracks will be lit, in line with current best practice and design guidance in relation to public lighting with consultation from the DLRCC Public Lighting Department.

Where Public Lighting within the park requires replacement to accommodate the scheme, it is proposed these new poles will complement the Public Lighting systems as defined within the Blackrock Park Masterplan.

An indicative public lighting layout has been identified on the planning drawings with all new poles complementing the public lighting systems as defined in the Blackrock Park Masterplan.

4.7. Pavements

To give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used with 10mm aggregate as recommended by the National Cycle Manual, with sufficient base and foundation layers to prevent failure. Footpaths are intended to be a concrete surface, to provide colour-contrast when compared to cycle surfaces, to aid people with visual impairments. The exact construction depth for the footpath and cycle track pavements is subject to detailed design.

4.8. Utilities

The diagram below highlights the utilities located within the immediate vicinity of the scheme extents.

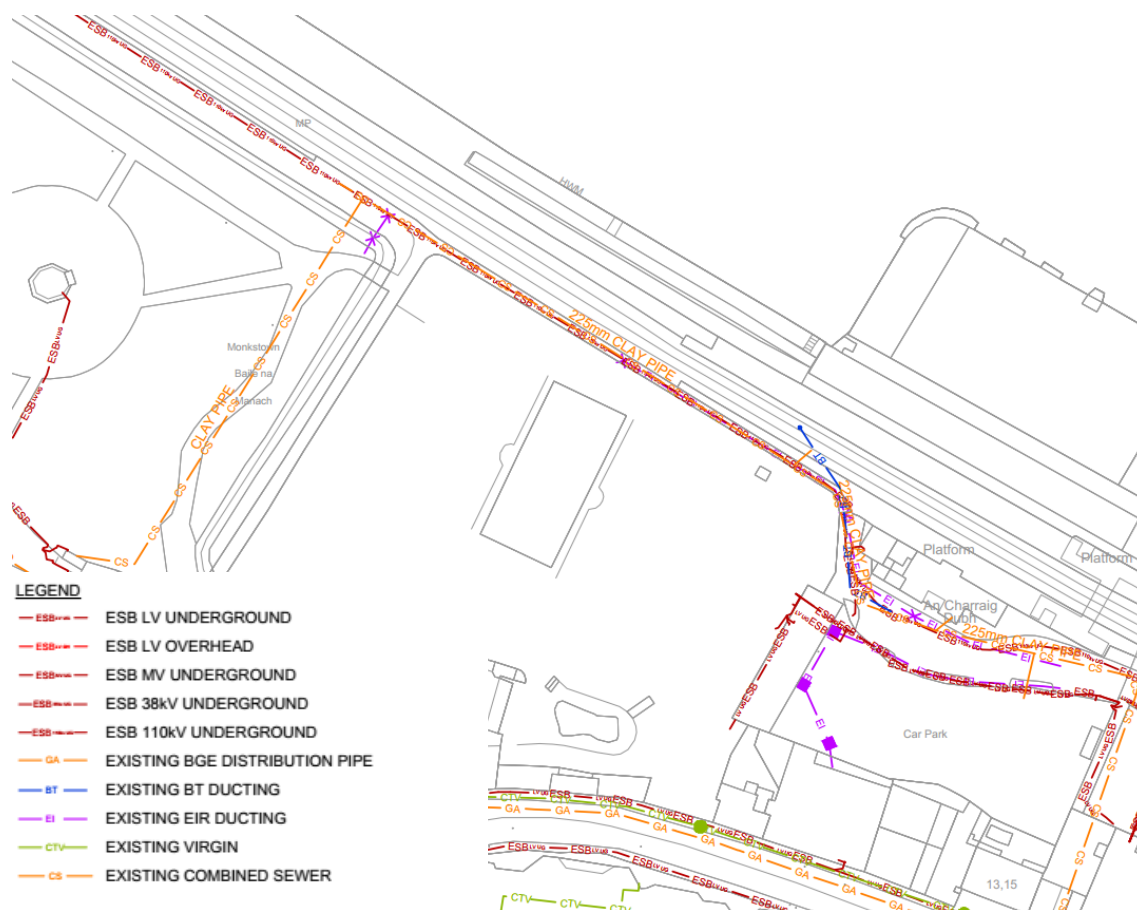


Figure 4-4 – Existing Utilities

A Ground Penetrating Radar (GPR) will be undertaken to inform the Detailed Design Phase in determining the location of services to the most accurate extent possible. The proposed corridor will be futureproofed for the diversion of services that are currently located within the laneway, with utility route proposed beneath the footway and cycleway.

4.9. Tree Removal and Proposed Landscaping

In alignment with Section 2.2.2, which underscores the importance of regional policies aimed at safeguarding and enriching the ‘urban forest’ of DLRCC, the proposed scheme necessitates the removal of several trees, as indicated in the Preliminary Design Drawings.

A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has determined the value, age and condition of all existing trees along the proposed route. The Arboricultural report has been compiled, summarizing the findings and recommendations of the specialist. The findings of this report can be found in Appendix B. To protect and preserve trees and woodlands, the scheme includes landscaping initiatives such as the planting of replacement trees, new trees, hedging, landscaping and installation of street furniture. This will be in line with the policy objective of ensuring that the tree cover in the County is managed, and developed to optimise the environmental, climatic, and educational benefits, which derive from an ‘urban forest’, and include a holistic ‘urban forestry’ approach.

Detailed plans for these landscaping features will be refined during the detailed design phase, in collaboration with the DLRCC Parks Department, ensuring the preservation and enhancement of the ‘urban forest’ in the area.

In collaboration with the DLRCC Parks Department, triangular stone piers have been proposed to mark the entrance to the proposed scheme at the junction of the footway and cycleway with Bath Place. This design mirrors the existing entrance at the Booterstown access point to Blackrock Park, ensuring consistency and enhancing the aesthetic appeal of the area.



Figure 4-5 – Example of Triangular Stone Piers (Final design may differ)

4.10. Ground Conditions

A review was conducted of available existing ground investigation information, together with information obtained through a desktop study consisting of the following:

- GSI Datasets Public Viewer and Groundwater webmapping, 2023 (GSI, 2023);
- Water Framework Directive (WFD) Ireland webmapping, 2023 (WFD, 2023);
- Environmental Protection Agency (EPA) Envision mapping, 2023 (EPA, 2023);
- Ordnance Survey Ireland (OSI) webmapping 2023 (OSI, 2023);
- All available information for the site (including topographic surveys, and preliminary design information).

The Historic Ground investigations (GIs) undertaken to inform the ground conditions and material properties near the proposed scheme listed in the table below.

Ground Investigation Report No.	Exploratory holes
Report on a Site Investigation at Blackrock, Co. Dublin – Lohan & Donnelly	BH1 and BH2
Report on a Site Investigation at Blackrock, Co. Dublin – Stanislaus Kenny and Partners	BH1, BH2, BH3 and BH4
Report on an investigation at Temple Road, Blackrock – Dermot Walsh	TP1
Report on a Site Investigation at Rock Road, Blackrock - O'Connor Sutton Cronin Consulting Engineers	TP1, TP2, TP3, TP4, TP5, TP6, TP7 and TP8
Report on a Site Investigation at Blackrock, Co. Dublin - Messrs. Rooney Mc. Loughlin Associates	BH1, BH2, BH3, BH4 and BH5
Blackrock site investigation report – Malone O'Regan Consulting Engineers	BH1, BH2 and BH3
Site Investigation at Ulster Bank, Blackrock - Dermot Rooney & Associates Consulting Engineers	BH1 and BH2
Frascati Shopping Centre – Ground Investigation Report	WS1, WS2, WS2A, WS3 and WS4

Table 4-5 – Schedule of Historic GI's undertaken in the local area.

Based on the historical ground investigation data, the site is underlain primarily by Esturine silts and clays in the north of the proposed site and the bedrock outcrop or subcrop in the south of the proposed site. Made ground and CLAY were recorded in the study area along the route, with the made ground underlain by firm to stiff CLAY. Weathered bedrock described as grey granite is generally noted between the depth of 2.4 to 5.3 mbgl. Groundwater was recorded from 1.2 mbgl to 4.7 mbgl.

According to the GSI database, much of the site has been assigned “extreme” Groundwater vulnerability rating with a small portion of the eastern section as “rock at or near surface or karst” with the areas of indicated rock outcrop in Groundwater Vulnerability (GSI, 2023).

4.11. Structures

4.11.1. Proposed Bridge

The Priors Stream flows in a northern direction through the western portion of the study area before out-falling into the South Dublin Bay SAC 200m to the west of the scheme. The proposed route currently passes over this stream via an existing bridge that is currently substandard in width and orientation to accommodate the proposed scheme. It is proposed to replace the existing bridge with a prefabricated steel structure that will accommodate the additional width required to accommodate the proposed pedestrian and cyclist infrastructure. The structure will be installed on helical piles founded on the underlying bedrock at an anticipated level of up to 5 mbgl. The piled foundations that will be set back from the edge of the stream, removing any potential works required in the stream.

The design of the bridge is based on relevant Eurocode requirements, ensuring compliance with regulatory standards. Concrete and steel design principles from Eurocode 2 and Eurocode 3, respectively, have been applied. Additionally, Eurocode 1 has been considered for the design of pedestrian and cycle-specific elements, ensuring accessibility, comfort, and safety.

While a desk study provided initial geotechnical data, a comprehensive in-situ ground investigation is recommended for accurate and site-specific information which will be carried out during the detailed design phase. Hydrological analysis has confirmed the bridge's compatibility with flood conditions.

The structural design adopts a system that efficiently transmits loads to abutments through pile foundations. The deck is designed to be an aluminium deck, employing load-bearing Aluminium alloy 6082 T4. This choice of material, with its low self-weight, optimizes the foundation and substructure design.

Geometric design considerations encompass alignment, curvature, cross-sectional shape, width, vertical profile, and grades. Serviceability and durability requirements emphasize regular inspection and maintenance to ensure structural integrity and mitigate potential hazards.

The construction methodology involves prefabrication of the steel bridge and parapets, setting out pile locations, construction of reinforced concrete pile caps and abutments, installation of the Aluminium bridge deck, lifting the steel superstructure into place, installation of parapets, and final bridge finishes. Prior to bridge construction the existing bridge will be removed from site by cutting the existing steel and concrete bridge deck following which the existing deck will be removed (in one piece) by use of a crane. The cast and wrought iron features (railings) of the existing bridge will be salvaged for future use by DLRCC.

The foregoing shall be further developed as part of the detailed design phase including structural assessments and the procurement of site investigations to inform the design.

4.11.2. Proposed and Existing Boundary Walls

The proposals include retention of the current masonry wall that marks the northern boundary of the Deepwell House property. The wall will be extended at both ends towards the Blackrock Dart Station boundary to close off access to the laneway. Where required, the height of the existing masonry wall shall be raised to maintain a minimum height of 2.0m in relation to the finished scheme levels.



Figure 4-6 – Existing Deepwell House Boundary Wall

To delineate the boundary between the scheme corridor and Deepwell house, a new boundary wall will be constructed at a height of 3.0m above the proposed back of verge level or existing garden level, whichever is higher. The design of the new boundary wall will replicate the style of the existing boundary wall. The final details of the proposed boundary wall will be determined through negotiations with the landowner during the detailed design phase, taking into consideration the recommendations of the Deaton Lysaght Architects Architectural Heritage Impact Assessment Report included in Appendix F.

4.11.3. Ancillary Works

As identified within the Deaton Lysaght Architects Architectural Heritage Impact Assessment Report included in Appendix F, a single storey Grecian folly is located along the northern boundary of the Deepwell House grounds, which will be impacted by the proposed development. The folly will be relocated within the grounds of the Deepwell House, taking into consideration the recommendations of the Architectural Heritage Impact Assessment Report as part of the Ancillary Works for the scheme with its final location to be determined through negotiations with the landowner.



Figure 4-7 – Existing Single Storey Grecian folly

4.12. Key Features

Further to the scheme-wide design features noted in Sections 5.1 to 5.10, the other areas of note are described in Table 5-6. This section should be read in conjunction with the Preliminary Design Drawings.

The Preliminary Design Drawings for the route are contained within Appendix A.1

Chainage	Details
0+000	Scheme commencement, tying into the existing provisions that continue along the northern boundary of Blackrock Park which consist of a 2.2m wide two-way cycleway with a separate 1.9m wide footway.
0+000 – 0+015	Footways join the scheme from the south and west tying into wider Blackrock Park routes.
0+015 - 0+030	Segregated provisions cross Priory Stream via pre-cast bridge structure. Provisions consist of a 3.65m two-way cycleway with a separate 2.0m wide footway. The parapets of the bridge will be 1.4m high to accommodate the cyclists and will be a fin balustrade detail to match the Blackrock masterplan details. The bridge deck will consist of plate metal with surfacing inlaid to form the delineated surface colours for the provisions. Access to the footway running along the western boundary of Deepwell house will be prevented by the parapets of the bridge, with the footway also closed off at the southern end.

Chainage

Details



Figure 4-8 – Visualisation of Priory Stream Crossing

0+025

Drainage provisions for the scheme outfall into the Priory Stream through way of a flap valve cast into the channel wall.

0+030 - 0+130

Segregated provisions will be constructed parallel to the existing Deepwell House boundary. These will consist of a 1.0m verge, 3.0m two-way cycleway, 2.0m footway, and another 3.0m verge. The 1m verge between the wall and cycle provisions will be planted with seasonal meadow.

The 3.0m wide verge between the footway and the southern boundary wall will be landscaped with small ornamental trees and shrubs suitable for a seaside environment, surrounded by seasonal meadow. A swale will be incorporated within this verge, which will outfall into the Priory Stream. Furthermore, lighting columns will be positioned along the southern boundary walls, with specific details to be finalized during the detailed design phase.

The existing northern boundary wall of Deepwell House will be extended to close off the existing laneway, raised to maintain a minimum height of 2.0m in relation to the finished scheme levels and will be landscaped with climbing ornamental plants. A new wall will be erected along the southern edge of the scheme to define the boundary between the scheme corridor and Deepwell House. This wall will be constructed to replicate the style of the existing wall and will be constructed at a height of 3.0m above the proposed back of the verge level or the existing garden level, whichever is higher. Within the third-party lands, Ancillary Works which will include but are not limited to the relocation of the single storey Grecian folly, taking into consideration the recommendations of the Architectural Heritage Impact Assessment Report with final location to be determined through negotiations with the landowner.



Figure 4-9 – Visualisation of Pedestrian/Cycle Route


Chainage	Details
0+125	Triangular stone piers proposed to define the entrance of the park on either side of the footway and cycleway provision. 2400mm tall x 600mm base.
0+130 – 0+150	<p>The pedestrian and cycling provisions will intersect to form a shared area before connecting to Bath Place. The Deepwell House boundary will be realigned to create an open area for cyclists and pedestrians, reducing the potential for conflicts with traffic entering Deepwell House and Hill Motors.</p> <p>Access to the shared area will be regulated by a row of removable bollards installed between the Blackrock Dart Station building corner and the new Deepwell House boundary. Only pedestrians, cyclists, emergency services, and approved maintenance vehicles will be permitted entry.</p> <p>The current rear access at Deepwell House will be realigned to facilitate the proposed scheme. Access to Hill Motors will remain mostly unaffected. To enhance safety, a concave mirror will be mounted at an appropriate location to improve visibility for all vehicles and pedestrians entering the shared space.</p> <p>The entrance from Bath Place to the shared area will be defined by kerbs, with a drop kerb provided for vehicles accessing Deepwell House and Hill Motors.</p> 

Figure 4-10 – Visualisation of Bath Place Entry

Table 4-6 – Key Features

5. Environmental & Quality Assessments

5.1.1. Environmental Impact Assessment Screening

As part of the Preliminary Design Phase an Environmental Impact Assessment Screening Report was prepared (AtkinsRéalis ref. 5217648DG0051). The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR), the key findings of which were as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impact;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impact on recorded monuments.

In summary, no significant adverse impacts to the receiving environment will arise because of the proposed scheme.

Accordingly, we consider that the preparation of an EIAR is not required for the Blackrock Dart-Park Active Travel Scheme. The determinations for the scheme have been adjudged to agree with this statement by the competent authority and is included within Appendix D.

5.1.2. Screening for Appropriate Assessment

As part of the Preliminary Design Phase a Screening for Appropriate Assessment Report was undertaken (AtkinsRéalis ref. 5217648DG0038). The purpose of the Screening for Appropriate Assessment Report is to determine the likelihood of significant effects, if any, that the proposed project could have on Natura 2000 sites either alone or in combination with other plans or projects.

This Screening for Appropriate Assessment report is based on the best available scientific information. It is concluded by the authors of this report that the proposed Blackrock Dart-Park Active Travel Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on South Dublin Bay SAC or South Dublin Bay and River Tolka Estuary SPA or any other European site. Thus, it is recommended that it is not necessary for the project to proceed to Appropriate Assessment. The determinations for the scheme have been adjudged to agree with this statement by the competent authority and is included within Appendix C.

5.2. Quality of Service Assessment

The route has been designed to provide the highest quality of service possible for all users, within the constraints identified. Segregation along the routes allows for minimal conflicts between pedestrians and cyclists, increasing comfort and attractiveness for both. Table 5-8 shows the level of service being achieved along each route (as assessed in accordance with the National Cycle Manual).

PCI Range	No. Adjacent Cyclists	No. of Conflicts (Per 100m)	Journey Time delay	HGV Influence	Quality of Service
86 - 100	2+1	0.0	0 %	0%	A+

Table 5-8 - Quality of Service

6. Impact of the Proposed Scheme

6.1. Pedestrians, Cyclists, Traffic & Transportation

6.2. Pedestrians

The new facilities will provide safe, accessible, and attractive route for pedestrians between the Blackrock Dart Station and Blackrock Park with minimum 2m wide footpaths for all areas where new paths are to be provided. Consequently, this will improve access and permeability for pedestrians to the residential, recreational, commercial, educational, retail and transport hubs within proximity to the scheme extents.

6.3. Cyclists

The provision of improved enhanced cycling facilities will provide a crucial link within the Dublin Bay Trail, facilitating cycle movements between Blackrock and Sandymount. The PCLC survey conducted as part of the project highlights a significant number of cyclists currently utilizing the Irish Rail lane to access Blackrock Park, Blackrock DART Station, and Bath Place. The introduction of a high-quality, two-way cycle track will not only support and enhance this existing usage but also encourage more cyclists to utilize these routes.

The introduction of this high-quality cycle infrastructure, rated at Quality-of-Service Level A+, will establish appealing and safe pathways for cyclists. These routes will effectively connect residential areas, recreational spaces, commercial districts, educational institutions, retail centres, and transportation hubs within close proximity to the project area.

6.4. Public Transport

The provisions will improve access for pedestrians and cyclists to the Blackrock Dart Station and Bath Place both of which are identified as areas for improvement under the Dart+ Coastal South Scheme and the future BusConnects proposals.

6.5. Vehicular Traffic

The scheme will have a minor impact on the accesses to Deepwell House and Hill Motors with both falling within the shared area, however this will not impede the use of the facilities.

6.5.1. Road Safety

The scheme's preliminary design has been subject to an independent Stage 1 Road Safety Audit, the findings of which have been accounted for in the current proposals; and it will be subject to Stage 2 and 3 Road Safety Audits upon completion of the Detailed Design and after Construction, respectively.

6.5.2. Construction Traffic

During the construction phase, vehicular movement will increase in the immediate area, and temporary vertical elements such as hoarding or protective fencing, will be put in place. All construction impacts will be temporary. Prior to the commencement of works, the contractor should prepare a Construction Environmental Management Plan in line with best practice measures to avoid and minimise potential impacts on sensitive environmental receptors that could potentially occur during the construction phase.

6.6. Landscape and Visual

The proposed Active Travel Scheme will result in the loss of 31 no. trees and ornamental planting within a residential garden as identified in Appendix B. Mitigation by avoidance is proposed for breeding birds. A landscape design and the inclusion of Blackrock Park Masterplan biodiversity enhancement measures will mitigate for the loss of habitats within the residential garden. The residual impact will be that the inclusion of new landscaping features and the Park enhancement measures will take time to establish.

Over the long term, enhancement proposals incorporated into the scheme design and the Masterplan will improve the Site and the surrounding environs potential for foraging bats and birds and will increase the potential for nesting and roosting opportunities for both. The introduction of wildflower areas will lead to an availability for pollinating insects and food source for local bat and passerine bird populations.

Landscaping, in the form of climbing ornamental planting along the northern wall and small ornamental specimen trees and shrubs suitable for a seaside location along the southern verge is proposed from consultation with DLRCC. Triangular stone piers are proposed to define the entrance of the park on either side of the footway and cycleway provision where the route meets Bath Place. Further details on the proposals will be developed as part of the detailed design.

6.7. Built and Cultural Heritage

In Section 3.4 of the report, it is noted that both Deepwell House and the Blackrock railway station building are designated as protected structures in the DLRCC County Development Plan.

An Architectural Heritage Impact Assessment (*Deaton Lysaght Architects Architectural Heritage Impact Assessment*) has been commissioned to determine the potential impacts on Deepwell House and its curtilage. The Architectural Heritage Impact Assessment can be found in Appendix F of the report. The following is a summary of recommendations outlined in the Deaton Lysaght Architects report:

- Capping:
 - Protect and retain the existing boundary wall.
 - Remove vegetation to facilitate careful removal of capping and replacement with new lime-based capping.
 - Use hand tools only for removal and construction.
- Pointing:
 - Conduct a survey of mortar joints before construction.
 - Use original mortar mix samples for Petrographic testing.
 - Fill sections with poor condition mortar using approved mix.
 - Match new mortar profile with original rough flush struck appearance.
- Ivy Removal:
 - Remove ivy by cutting stem at base and treating with biocide.
 - Assess wall condition for structural repair after ivy removal.
- Forming new openings:
 - Use matching granite quoins for new jambs in existing wall openings.
 - Consider feasibility of forming openings below new lintel to preserve linear character of wall.
- Extending and raising of Existing Wall:
 - Read new elements as later additions to original masonry.
 - Use matching rubble stone for new and existing wall extensions.
 - Align course heights and capping details with original wall.
- Erection of New Boundary Wall to Deepwell:
 - Construct new structure with solid masonry core and cladding of coursed rubble granite.
 - Incorporate ecological measures for Bats and Swifts
- Alterations to Deepwell Gardens (Landscaping):
 - Revised landscaping layout to preserve original character of gardens.
 - Consider re-planting of box hedging for symmetrical layout.
- Alterations to Deepwell Gardens (Structures):
 - Complete a full topographic and utilities survey of Deepwell Gardens.
 - Identify and agree on vegetation removal with the owner.
 - Provide a method statement outlining the proposed disconnection, demolition, alteration, or relocation of piped and ducted services, pavements, pathways, raised beds, and garden structures including the Grecian folly.
 - Discuss with the owner whether to retain the folly structure on site or relocate it to an alternative location outside of the Deepwell garden boundary.

- Proceed with folly demolition works carefully to salvage the maximum extent of original material, surveying, and numbering stone elements for replication. Carefully remove and store all windows for reinstallation, if required
Carefully remove and store all original fabric, including natural slates and other finishes, for reinstallation, if required
- Works to Blackrock Park Bridge:
 - The cast and wrought iron features (railings) of the existing bridge will be salvaged for future use by DLRCC.

6.8. Other Environmental Impacts

Other Environmental Impacts (ecology, noise, air quality, etc) are as noted in the EIA Screening Report, which as noted in Section 4.3 is recommended to be screened out.

6.9. Conclusion

The preliminary design for the scheme has been undertaken in line with DMURS and the NCM 2013).

The proposed improvements realised as part of the scheme align with the aims and objectives, as follows:

- **Safety (Conflict)**
 - The potential for conflicts between cyclists and pedestrians shall be reduced through the implementation of segregated facilities for most of the scheme.
- **Physical Activity**
 - The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists, thereby promoting physical activity, particularly for those travelling to the adjacent residential, recreational, commercial, and educational areas.
- **Accessibility and Social Inclusion**
 - Likewise, as with Physical Activity, accessibility and social inclusion shall be improved for all vulnerable road users .
- **Environment**
 - The impact on the environment will be minimal, and the scheme is recommended to be screened-out for EIAR and AA.
- **Integration and Economy**
 - From these benefits the proposals will offer good value for money, both at a strategic level, and also to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling; and aligns with national, regional and local policies.
- **Localised objectives**
 - The scheme will provide a high Quality of Service (QoS) based on requirements of the National Cycle Manual (Level A+).
 - The scheme will improve local movement capabilities including the inter-connectivity of Blackrock DART Station and Blackrock Park, through the provision of new pedestrian and cycling infrastructure.
 - The scheme will provide a consistent, continuous, and coherent standard of cycle facilities into the suburb of Blackrock.
 - The scheme will Improve pavement quality and width, increasing comfort and accessibility for cyclists and pedestrians between the Blackrock Dart Station and Blackrock Park

7. Submissions

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to the Local Authority; *Infrastructure & Climate Change Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, County Dublin* through the Council's website (www.dlrcoco.ie or <https://dlrcoco.citizenspace.com>) or emailed to capitalprojects@DLRCOCO.ie

Submissions shall be made on or before the deadline as noted on Dún Laoghaire Rathdown County Council's website with respect to the scheme.

Submissions should be headed: **"Blackrock DART to Park Active Travel Scheme."**

All comments, including names and address of those making submissions regarding this scheme will form part of the statutorily required report to be presented to the monthly meeting of Dún Laoghaire Rathdown County Council. Accordingly, these details will be included in the meeting minutes of that meeting and may appear in the public domain.

Appendices



Appendix A. Graphics

A.1. Drawings

A.2. Photomontages

Appendix B. Tree Impact Summary

Appendix C. AA Screening Report

Appendix D. EIA Screening Report

Appendix E. Flood Risk Assessment

Appendix F. Architectural Heritage Impact Assessment

Appendix G. Ecological Impact Assessment

Appendix H. Construction Environmental Management Plan

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