

The logo for OCSC is located in the top left corner. It consists of the letters 'OCSC' in a bold, green, sans-serif font. Below the letters, the text 'O'CONNOR · SUTTON · CRONIN' is written in a smaller, green, sans-serif font, followed by 'MULTIDISCIPLINARY CONSULTING ENGINEERS' in an even smaller, green, sans-serif font. To the right of the logo is a large, green, circular graphic containing a white architectural line drawing of a building complex.

OCSC

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HILLCREST ROAD IMPROVEMENT SCHEME PART 8

CHIEF EXECUTIVE REPORT

Dún Laoghaire-Rathdown County Council

30 June 2025

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client, Dún Laoghaire-Rathdown County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No: D805	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	D805	OCSC	XX	XX	RP	C	0009	S4	P01

Rev.	Status	Authors	Checked	Authorised	Issue Date
P01	S4	Zainab Bhamjee	Colin Wilson	Brian O'Rourke	30/06/2025

AGENDA ITEM

1	PC/IC/02/25	2
2	SITE LOCATION AND DESCRIPTION	3
3	ZONING AND OTHER OBJECTIVES	4
	3.1 RELEVANT POLICY IN DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN 2022-2028	4
	3.2 RELEVANT POLICY IN DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL CLIMATE ACTION PLAN 2024-2029	4
	3.3 RELEVANT REGIONAL AND NATIONAL PLANNING POLICY	4
4	NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT	5
	4.1 PROJECT OBJECTIVES	5
	4.2 DESCRIPTION OF THE PROPOSED WORKS	5
5	ENVIRONMENTAL ASSESSMENT	6
	5.1 APPROPRIATE ASSESSMENT	6
	5.2 ECOLOGICAL ASSESSMENT	6
6	IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA	8
7	REPORTS FROM COUNCIL DEPARTMENTS AND SECTIONS	9
8	STATUTORY BODIES / ORGANISATIONS.....	10
9	SUBMISSIONS / OBSERVATIONS	12
10	RECOMMENDATION.....	35
11	VERIFICATION	36

APPENDICES

APPENDIX A	LIST OF PERSONS WHO MADE SUBMISSIONS
------------	--------------------------------------

LIST OF FIGURES

Figure 1: Subject Site Aerial View	3
--	---

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

7th July 2025

Proposed Development: Hillcrest Road Improvement Scheme, Sandyford, Dublin 18

Report submitted in accordance with Part 8 Article 81 of the Planning and Development Regulations, 2001 (as amended), the Planning and Development Acts, 2000 (as amended) and Section 138 of the Local Government Act, 2001 (as amended).

1 PC/IC/02/25

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Times on Friday the 9th of May 2025.

Plans and particulars of the proposals were available for inspection from the 9th of May 2025 up to and including Friday 6th June 2025, during normal working hours Monday to Friday excluding Bank Holidays at:

- Planning Department, County Hall, Marine Road, Dún Laoghaire, between the hours 10.00 a.m. to 4.00 p.m.
- Council Offices, Dundrum Office Park, Dundrum, between the hours 9.30 a.m. to 12.30 p.m. and 1.30 p.m. to 4.30 p.m.
- on 'DLR Consultation Hub' [Dún Laoghaire-Rathdown County Council - Citizen Space](#) or via the Council's website homepage www.dlrcoco.ie.

Submissions and/or observations with regards to the proposed development, and dealing with the proper planning and sustainable development of the area in which the development would be situated could be made up to and including Friday 20th June 2025 as follows:

- (a) in writing to Senior Engineer, Capital Project Office, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, Marine Road, Dún Laoghaire, Co. Dublin. A96 K6C9
- (b) DLR consultations on the Council's website at www.dlrcoco.ie or [Dún Laoghaire-Rathdown County Council - Citizen Space](#).
- (c) By email to capitalprojects@dlrcoco.ie

2 SITE LOCATION AND DESCRIPTION

The site is located between Lambs Cross intersection and Kilgobbin Road junction and forms part of the Dún Laoghaire-Rathdown County Council region with an established residential road known as Hillcrest Road, of approximately 660m in length with substandard carriage widths and substandard facilities for pedestrian and cyclists. Hillcrest Road has a speed limit of 50kph. The road is situated on a steep hill which falls South to North with a number of existing accesses to residential units located on both the Northern and Southern sides of the road.

In respect of the existing pedestrian facilities, there are footpaths along both sides of Hillcrest Road for the first 74m (from Killgobbin Road junction) and proceeds to continue only on the right side/northern side of the road for 540m, the final 46m once again introduces paths on both sides of the roadway (end at Lamb's Cross junction). The road has an averaging 1.3m footpath width.



Figure 1: Subject Site Aerial View

3 ZONING AND OTHER OBJECTIVES

Dún Laoghaire-Rathdown County Development Plan 2022-2028 includes Hillcrest Road as part of its Six-Year Road Objectives/Traffic Management/Active Travel Upgrades (shown on Maps 5 & 6 of the County Development Plan). The residential units on the Northern and Eastern side of the road forms part of the Land Use Zoning - Objective A as well as some trees on map 5 which seeks “To protect and preserve Trees and Woodlands”. The residential units on the Northern and Eastern side of the road forms part of the Land Use Zoning - Objective A, which is:

- To provide residential development and improve residential amenity while protecting the existing residential amenities.

3.1 RELEVANT POLICY IN DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN 2022-2028

CHAPTER 5 - TRANSPORT AND MOBILITY

- 5.8.1 Policy Objective T23: Roads and Streets.

CHAPTER 9 - OPEN SPACE, PARKS AND RECREATION

- 9.3.1.3 Policy Objective OSR7: Trees, Woodland and Forestry.

CHAPTER 13 - LAND USE ZONING OBJECTIVES

- 13.1.7 Zoning Objective SNI: To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.
- Table 13.1.12 Zoning Objective NC: To protect, provide for and/or improve mixed-use neighbourhood centre facilities.

3.2 RELEVANT POLICY IN DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL CLIMATE ACTION PLAN 2024-2029

TRANSPORT

- T1: Deliver a safe active travel network for people of all ages and abilities by implementing the County and Greater Dublin Area Cycle Network.
- T20: Identify opportunities to upgrade the existing road and footway network to mitigate damage due to weather events and to provide new footpaths.
- T21: Identify opportunities and upgrade existing road network drainage systems.

3.3 RELEVANT REGIONAL AND NATIONAL PLANNING POLICY

- Project Ireland 2040
- Climate Action Plan – 2023
- National Development Plan 2021-2030
- National Sustainable Mobility Policy – 2023

4 NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT

4.1 PROJECT OBJECTIVES

The scheme seeks to provide adequate service for vulnerable road users and drivers as well as integrating with the upgraded infrastructure on the signalised Lambs Cross to the east and signalised Kilgobbin Road Junction to the west (approximately 660m of road). This requires addressing the infrastructure deficiencies along Hillcrest Road by:

- Making improvements for vulnerable road users with the provision of adequate footpaths and cycle lanes along Hillcrest Road.
- Enabling pedestrian and cycling linkages to commercial premises and connections to Council's cycling network improvements for Residents.
- Creating improvements for drivers with improved lane widths and sightlines.
- Encouraging sustainable modes of transport.

4.2 DESCRIPTION OF THE PROPOSED WORKS

The entire length of road is to be upgraded with improved lane widths (2 No. x 3.25m lanes) and sightlines. The road centreline is to be shifted Southwards to allow provision for fully segregated cycle (2m cycle track) and pedestrian infrastructure (2m pedestrian path) on both sides of Hillcrest Road and will tie into and integrate with the upgraded infrastructure on the signalised Lambs Cross to the east and signalised Kilgobbin Road Junction to the west. The proposed cycle infrastructure will be separated from vehicular traffic by provision of a 60mm kerb, flush with the cycle track and raised. The separation between cyclists and pedestrians will be achieved by a 60mm kerb, flush with the pedestrian footpath and raised.

The proposed design work will also include:

- Public lighting.
- Surface water drainage.
- Provision of utilities and services.
- Road marking and signage.
- Diversion of existing utilities and provision of new utilities.
- Accommodation works to existing properties.
- Walls, retaining walls, fencing and other boundary treatments.
- Associated landscaping works.
- Miscellaneous ancillary works.

5 ENVIRONMENTAL ASSESSMENT

The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Environment, Heritage and Local Government, November 2009), and the Planning and Development (Amendment) (No. 3) Regulations, 2011. These require that screening is carried out for all projects to examine if any impacts are likely on Natura 2000 sites, that is, Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's).

5.1 APPROPRIATE ASSESSMENT

O'Connor Sutton Cronin's Environmental team has reviewed the proposed development with respect to the requirement for an Appropriate Assessment and submitted their report. The 'Appropriate Assessment Screening' report is included as Appendix E of the Part 8 documents and can be viewed online.

The report concluded that given the nature of the development, its scale, and the localised and temporary nature of the construction effects identified as potential sources, it is concluded that the proposed project is not foreseen to give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects.

The evaluation was made in view of the conservation objectives of the habitats or species for which these sites have been designated. Consequently, a Stage Two Appropriate Assessment is not required for the project.

5.2 ECOLOGICAL ASSESSMENT

The Ecological Impact Assessment Report conducted by OCSC identified that the proposed improvement scheme at Hillcrest Road will not result in negative effects on the ecology of the area or on sites designated for nature if proper mitigations measures are implemented. Such as stated by the DLR Active Travel department:

1. All the mitigation measures outlined in the EcIA will be implemented

Reason: For the protection of biodiversity including protected species and habitats (including aquatic habitats)

2. An Ecological Clerk of Works (ECoW) will be retained for the enabling and construction works phases and will provide a programme for the mitigation measures and monitoring for agreement with DLR Biodiversity Officer. The ECoW would only be required at particular times.

Reason: To ensure the implementation and monitoring of the enabling and construction works phases for the protection of biodiversity including protected species and habitats

3. A small mammal and amphibian underpass will be provided as detailed in the design documents and EclA, with input by a mammal ecologist.

Reason: To allow for the transit of small mammals and amphibians within this area which has known legally protected mammals and amphibians in the surrounds

4. Invasive species will be treated and monitored by an Invasive species specialist and an Invasive Species Plan provided prior to the commencement of works

Reason: To fulfil our legal obligations of the Habitats Regulations in relation to invasive alien species and to avoid the cause of the spread of invasive species.

5. A water monitoring programme will be developed for agreement with DLR Biodiversity Officer and will be implemented. Any remedies if required will be implemented under the guidance of the hydrogeologist.

Reason: To ensure that the stream maintains its natural water levels and aquatic habitats/species are not impacted during construction."

Overall, the residual effects are anticipated to be slight.

6 IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

The proposed scheme will enhance vehicle, pedestrian and cycle facilities as well as greatly improve safety and traffic flow for all users. The proposed development is in accordance with the provisions of the 2022-2028 DLR County Development Plan and with the proper planning and sustainable development of the area.

7 REPORTS FROM COUNCIL DEPARTMENTS AND SECTIONS

Architects Department: By correspondence dated the 11th April 2025 stated that they have no comment on the scheme.

Community Development & Social Inclusion: By correspondence dated the 9th April 2025 stated that they have no objection to this proposed development proceeding to Part 8 consultation.

Forward Planning Infrastructure: By correspondence dated the 16th April 2025 stated that they have no objection to the proposed Part 8 scheme.

INFRASTRUCTURE AND CLIMATE CHANGE

Property Management: By correspondence dated the 3rd April 2025 stated that they have no objection to the proposed scheme.

Active Travel: By correspondence dated the 7th April 2025 stated that they have no objection to the proposed scheme with comments to incorporate Sandyford Village entrance route into the scheme to provide better pedestrian / cycle access in line with the cycle design manual (i.e. TL401/TL402). Details will be agreed at detailed design stage.

MUNICIPAL SERVICES

Parks/Biodiversity: By correspondence dated the 4th April 2025 welcomed the scheme with comments that are incorporated into the final report and during the detailed design stage.

Water and Drainage: By correspondence dated the 17th April 2025 welcomed the scheme with comments regarding the final design of the oversized pipes, hydro-brakes to be submitted to drainage planning at detailed design stage for approval the details are to include hydraulic model outputs, the allowable outflow, storage provision and details of the flow control mechanism as well as details of the access to the headwall should be presented and agreed with Surface Water Operations. All comments will be subsequently incorporated during the detailed design stage.

Planning Department: By correspondence dated the 16th April 2025 stated that they have no objection to the proposed scheme.

Response to Reports from Departments and Sections:

All recommendations from the internal Departments will be taken into consideration during the detailed design stage. Meetings will be held with all the relevant Departments and Sections, during the detailed design and construction stages.

8 STATUTORY BODIES / ORGANISATIONS

The Scheme was circulated to the following:

Prescribed Bodies:

- Fáilte Ireland
- Regional Fisheries Board
- Dublin Transportation Office (or anybody that replaces that office)
- National Transport Authority (NTA)
- The Heritage Council, the Minister and An Taisce - the National Trust for Ireland
- Health Service Executive
- Uisce Eireann (Irish Water)

Other Bodies:

- As I am
- Disabled Women Ireland
- Irish Deaf Society
- Independent Living Movement of Ireland
- National Platform of Self Advocates
- Physical impairment Ireland
- Voice of Vision Impairment
- Invisible Disability Ireland
- Bat Conservation Ireland
- Birdwatch Ireland
- Cycling Ireland
- Department of Environment, Climate and Communications
- Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media
- Eastern and Midland Regional Assembly
- Eirgrid Plc
- National Parks and Wildlife Service (NPWS), National Monuments Service, Underwater Archaeology Unit and Architectural Heritage
- The Office of Public Works (OPW)
- Disability Stakeholder Group (DSG)
- Inclusion Ireland
- Disability Participation and Consultation Network
- Relevant local county Disability Groups (for example via PPN's)
- My Voice Ireland

Replies were received from the following statutory bodies and organisations:

1. Birdwatch Ireland
Submission: See Section 9 (Issue No.1) below.
2. Cycling Without Age Ireland
Submission: See Section 9 (Issue No.3) below.
3. Dublin Cycling Campaign
Submission: See Section 9 (Issue No.29) below.
4. The Irish Cycling Campaign
Submission: See Section 9 (Issue No.44) below.
5. Department of Housing, Local Government and Heritage
Submission: See Section 9 (Issue No.48) below.

9 SUBMISSIONS / OBSERVATIONS

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001, (as amended), the Council gave notice of the proposed development in the Irish Independent on 9th May 2025, indicating that submissions and observations with regards to the proposed development could be made up to and including the 20th June 2025.

There were three methods of making a submission, either in writing (by post or hand delivered), by email or by using the Council's online internet service 'Citizen Space'. There were 47 no. submissions/observations received within the stipulated time period and a list of persons/bodies that made submissions is included in **Appendix A**.

The pertinent issues raised in these submissions and the Chief Executive's responses are set out below.

	Issue	Responses
1	Have no comments on it but appreciate being informed.	Noted.
2	As a regular user of this stretch of road for the last 35 years both as a cyclist and motorist, strongly support this long overdue upgrade.	Noted.
3	The scheme is welcomed, with the following observations: Please properly dish access to the cycle path to cater for trikes, mobility aids and cargo bikes. I presume the speed will be 30 kph?	Noted; Road will remain a 50kph speed limit road. Pedestrian paths and cycle lanes will be continuous and have priority when crossing over driveway entrances as well as road junctions.
4	This road badly needs upgrading for safety and also to provide space for cyclists and pedestrians who are badly served by the current situation.	Noted.
5	Wish to express my support for the proposed scheme.	Noted.
6	Fully support, it's been needed for years as it's a very dangerous stretch of road. Glad the proposal caters properly for both walking and cycling and well as making the road safer for motor traffic.	Noted.
7	Support the proposed changes, much safer for walkers, cyclists and drivers.	Noted.
8	Supports the scheme.	Noted.
9	An excellent proposal and the sooner it is started and completed the better.	Noted.
10	Fully support the proposal. The road currently is not fit for purpose, and the proposed cycling facilities will provide a great connection to the newly developed routes in the area.	Noted.

11	Formally object to the proposed inclusion of two cycle lanes as part of the planned upgrade of Hill Crest Road. While I appreciate the council's efforts to improve local infrastructure and promote sustainable transport, believe the addition of cycle lanes on this particular stretch of road is not appropriate. Limited Cyclist Use: Based on daily observations, cyclist use on Hillcrest Road is minimal. The proposed cycle lanes may therefore represent an inefficient use of public funds, in particular when most cyclists tend to ignore the existence of cycle lanes anyway and use the road at their leisure. I urge the council to reconsider this aspect of the plan and explore alternative solutions that can enhance road safety without compromising the practicality and efficiency of public funds.	Hillcrest Road as it currently stands is a narrow road with no facilities for cyclists. New segregated cycle facilities will encourage more cyclists to use the road.
12	The scheme is welcomed, with the following observations: Is there an option to make the road just a single lane of traffic, just one way for vehicles and to include a cycle and pedestrian path?	Having a single lane will not be viable as Hillcrest Road acts as a link between Kilgobbin Road and the R117. Re-routing the traffic onto adjacent local routes would have an impact on the surrounding road network.
13	Please outline what if any study has been taken to ensure continuing access for wheelchair users during the construction works? School transport provider requires access to our property to pick up the wheelchair user for school Monday - Friday. Please outline what if any steps have been taken to ensure there will be no disruption to services during the construction period? If access will be denied, please outline for the periods and what alternatives will be put in place? We request the developer engage specifically with us to ensure no discrimination against the wheelchair user in our property.	Access will be maintained for all users during the construction stage. A Project Execution Plan (PEP) will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration how access for residents will be provided.
14	Please outline what measures have been put in place to ensure safety of residents exiting their property. There are currently speed limits and tonnage limits on the road that are being widely ignored. There does not appear to be any plans under the new scheme to deal with speeding, does the council intend to put speed ramps on the road or other speed measures to protect the safety of residents exiting their property?	The road has been designed with improved sightlines at all entrances in accordance with latest design standards using the applicable posted speeds. The Road is a 50 kph and will remain a 50kph road. Enforcement of speed limits falls under the responsibility of An Garda Síochána Speed. There are no plans to include speed control measures in the design. Traffic speeds will be

		monitored on the road once it is built to see if there is a requirement for speed controls.
15	Residents have not been individually contacted regarding any proposed development impact on their particular property. The proposal should be paused until there is clear communication to all residents as to the impact on them and their individual properties.	Residents have been communicated with and will continue as the scheme progresses. It is intended that individual meetings with residents will take place prior to the commencement of the Detailed Design and CPO process.
16	CPO Tax Liability: In the event of non-agreement what steps have the developers taken to avoid residents incurring a tax liability prior to receipt of funds?	Once the CPO process has begun, the landowner will be entitled to appoint a valuer and a solicitor who can advise the landowners accordingly.
17	Is this an active travel project, a speed reduction project, a road safety project or simply a use of local funds? Depending on the purpose of the project, facts, justifications and projections for the improvement shall be required including: • No. Motor accidents current and projected • No. Cyclists - current and projected • CO2 - tonnes required to complete works, tonnes saved per annum and environmental payback period. An estimated cost of the project and construction duration should also be indicated.	This is a road improvement scheme designed to benefit all users. It aims to address a broad range of infrastructure deficiencies while promoting safer conditions for drivers, pedestrians, and cyclists, in line with the most recent and best-practice guidance. The scheme is at preliminary design stage only, costs are not available at this stage. Construction period is estimated to be 18 months.

18	The scheme is welcomed, with the following observations: If this project does not go ahead due to inability to extend the road boundaries, would suggest that the alternative proposition be that a one-way system involving Sandyford Road, as whether this project goes ahead or not, Hillcrest Road simply cannot remain as is.	Having a single lane will not be viable as Hillcrest Road acts as a link between Kilgobbin Road and the R117. Re-routing the traffic onto adjacent local routes would have an impact on the surrounding road network.
19	(a) Concerned that the multiple driveways, particularly on the southside, could lead to the roller coaster effect for cyclists (dramatically noticeable on the Leopardstown road as it approaches meeting the N11). Can care be taken so that the footpath and cycle path are level (in the direction of travel) and that the driveways have a steeper slope directly where they meet the road rather than a gradual incline traversing the cycle path? The benefits of this are less energy needed to walk / cycle (no mini-hills at each driveway) And clearer demarcation for cars that they are entering/ exiting a turn and crossing a lane and that they should yield to the pedestrian/ cycle traffic that is moving East -West. (b) Can something be done to improve the passage for bikes coming from Kilgobbin crossroads and turning right into Sandyford village? understand it's at the edge or marginally outside this scheme, but it is very unclear for cyclists currently how they are meant to do this. (Find it easiest to leave the cycle path and use the car lane. Road markings indicating this route would be helpful. Current road markings seem to encourage cyclists to go past the turn, dismount, cross halfway, cross the second halfway, turn back the way they were coming from and turn left down to Sandyford village) (c) Similarly for pedestrians - they are being guided to cross at a place that leads to no footpath heading down to Sandyford village.	(a) Pedestrian paths and cycle lanes will be continuous and have priority when crossing over driveway entrances as well as road junctions. (b) There are plans for the redesign/modification of the existing pedestrian crossing arrangements at the junction of Hillcrest Road as part of proposed traffic plan for Sandyford. (c) See (b)
20	In favour of this scheme. The removal of a small part of some gardens is a small price to pay for safety improvements for society as a whole.	Noted.
21	How is the success or otherwise of all previous schemes assessed? In view of the obvious objection to cycle lanes on roads, this assessment is required to prevent the waste of public money. Object to any further development of this and similar cycle developments until such assessments are done.	The Greater Dublin Area (GDA) Transport Strategy has an objective to deliver a GDA Cycle Network. This is incorporated into the DLR County Development Plan and is also supported in the Climate Action Plan. The policy decision to deliver a cycle network is well established and the role of the DLR executive is to deliver

		it. Any post evaluation of schemes would need to be undertaken as a longitudinal study which allows sufficient time for users to adjust their behaviour following the introduction of new infrastructure. The census and walking and cycling index measure modal shift and these will continue to gather data as the DLR cycle network is rolled out.
22	The scheme is welcomed, with the following observations: Is there an obvious enough delineation/segregation between the road and cycleway? It looks like it would be too easy for a motorist to drive partly on the cycleway. The roadway still isn't overly wide, and I am thinking that this might encourage drivers who want to speed along to drive partly in the cycle lane, to avoid having to look out for oncoming vehicles on their right. This would obviously place cyclists in danger. A higher kerb between the roadway and cycleway would help avoid this.	A 60mm step will be provided between the cycle lane and road carriageway.
23	The Hillcrest road is very narrow, kindly consider widening the road and adding safe cycle and walking lanes.	Noted: This is the intention of the proposed scheme.
24	(a) The pedestrian and cyclist priority are lost at the Hillcrest Downs junction. The cycle lane off road infrastructure converts to on road cycle lane at the Hillcrest Downs junction. The footpath is also lost to the roadway at this junction. The junction needs a raised table for pedestrians and cyclists similar to the other junctions along the route to denote priority	(a) Pedestrian paths and cycle lanes will be continuous and have priority when crossing over driveway entrances as well as road junctions.is. (b) Noted, this will be addressed during detailed design stage.

	for pedestrians and cyclists. (b) Junctions 35 evergreen/36 Thornfield/34 San Michelle do not transition to full kerb height segregation between the entrances, this compromises pedestrian and cyclist safety and will lead to vehicles mounting the kerb and/or illegal parking. The full kerb height segregation should be applied like other junctions, for example 15 woodland to 20 crossroads junctions. (c) Can the traffic island painted on roadway at the start of the scheme route be removed to allocate more space to pedestrians/cyclists and/or landscaping or the traffic island be converted to a pocket park to reduce vehicles speeds.	(c) Noted, extending the segregated pedestrian/cycle facilities will be reviewed during the detailed design stage.
25	The scheme is supported.	Noted.
26	In favour of the scheme.	Noted.
27	The scheme is welcomed, with the following observations: Will the Off-road cycle track be using the recommended Red-asphalt, it's very useful to have a visible colour so everyone can tell it's a cycle lane.	No, however the red colour asphalt will be used on the on-road cycle track.
28	This particular road is a nightmare for anyone with a somewhat medium to large car. Narrow and dangerous especially in peak hours.	Noted. This is a road improvement scheme designed to benefit all users.
29	Dublin Cycling Campaign welcome the upgrades proposed by the scheme.	Noted.

30	Set of improvements is long overdue and must be progressed. Pedestrians, cyclists, and indeed also motorists along this corridor risk collisions every day, so I'm looking forward to seeing the project completed to the benefit of my whole family. Having said that, I have one concern that may be only a matter of the engineering drawings lacking complete design details. On this stretch of Hillcrest Road, the new cycle lanes will cross a very large number of tightly packed driveways. The drawings indicated alternating kerb heights with short transitions between them, but they do not indicate any variations in the interior of the cycle lanes. I hope, for the proper operation of bicycles, that the design does not entail repeated changes in angle on the cycle lanes. It is essential that the guidance in the NTA Cycle Design Manual is adhered to.	Pedestrian paths and cycle lanes will be continuous and have priority when crossing over driveway entrances as well as road junctions.
31	(a) The proposed low walls will not be suitable and it is concerning to learn that such walls are part of the plan. Boundary walls need to be at least of equal height to the properties on the Sandford Village end of the road where paths have already been paved and new boundary walls built by the council. Trees will be felled, gardens will be closer to the road / footpath and vehicle & pedestrian traffic will increase substantially. Hillcrest Road will become a safer but also a much busier road. In order to help preserve the level of privacy currently enjoyed by the residents and also a suitable boundary between the properties and increased traffic / noise, it is essential to provide walls of suitable	(a) Boundaries for each property will be discussed with each landowner. The general principle is to reflect the existing boundary treatment. (b) Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. (c) The widths proposed are in accordance with the current design standards

	height as referenced above. (b) There is a reasonable slope from Birnam Wood onto the road. It is essential that the proposed works will not result in a steeper gradient. Please, would it be possible to provide details of the current gradient and the proposed gradient? (c) The proposed paths are 2 meters wide which is excessive and will require a larger portion of resident's gardens to be acquired. These paths are significantly wider than the paths on neighbouring roads which are 1.3 meters in width. Path width needs to be reviewed and brought in line with other paths in the area. (d) Unfortunately, mature trees will be felled as part of the project and sadly wildlife / birdlife will be impacted. There will also be a significant visual and ambient impact on the road. Birnam Wood boundary wall is lined by 6 beautiful birch trees which unfortunately will be felled, removing the lovely view from the property. It is essential that these and other trees on the road are replaced with mature trees of reasonable size for all the aforementioned reasons.	(d) Noted. Mitigation measures will be carried out to reduce the impact on the existing biodiversity.
32	Hillcrest road has a very special character made up of old stone walls and mature trees along with different types of hedges. Will Dlrcoo 1) replace these boundaries with mature trees and hedges 2) make our driveway wheelchair gradation friendly. 3) put back solid granite walls 4) put traffic calming measures in place 5) all upgrade work to local utilities be carried out with the road works.	Yes, all these measures have been incorporated into the proposed design and will be finalised during the detailed design stage.
33	Wish to retain existing boundary wall. Drawings indicate that the walls on the North side of the road are to be retained. The wall has been damaged last year by a bus	(a) Noted. Mitigation measures to avoid damage to existing structures will be put in place during construction.

	which caught the rear of the bus on the wall when it mounted the pavement to pass another bus travelling in the opposite direction. About eight feet of the wall collapsed and had to be repaired. The boundary walls of our houses are a feature of the road, house boundary on our side of the road are prominently of dry stone construction. (a) I fear that during construction machinery will damage the wall. I would like assurances that my boundary wall will be retained. (b) I note that the level of the road is to be increased, which indicates to me that rain water will run off the road into the driveway from the new level of the road, what measures are being taken to stop torrents from pouring down the driveway?	(b) A stormwater design will be undertaken during the detailed design stage which will address existing and predicted surface water issues.
34	(a) Many previous schemes in the county have had minor issues with quality and accessibility when it comes to kerbs changing height at vehicular entrances, despite in theory being in line with design standards. Please could extra note be taken here, that it is only kerbs that drop, and not the footway or cycleway, as well as taking care that, either the kerb is not entirely flush with the cycleway or carriageway, or that there is a steep enough gradient, in order to retain sufficient tactile difference for visually impaired people / white cane users. Hillcrest Downs is a very minor cul de sac side road, and its junction should be a continuous footpath (and cycle path, especially given it's not able to be set back from the carriageway here). If a continuous footpath is decided against, the carriageway should still be raised to meet the footpath, rather than the footpath dipping. (b) A stream runs under the road. Consider embracing this as a feature for wildlife, increasing its exposure on either side of the culvert, thereby also making it somewhat of a point of interest, or even possibly providing access to it from the footpath. In Kilgobbin Woods, the stream that runs through it contributes to the public realm and is even somewhere that kids can spend time besides, playing or observing wildlife. Natural water features can be a great public amenity when treated as such.	(a) Pedestrian/cycle paths will be continuous as per the National Transport Authority (NTA) Cycle Design Manual (CDM) guidelines. There will only be changes in kerbing to allow access for residents onto their properties or access to junctions. (b) Noted, this will be reviewed.
35	In favour of the scheme.	Noted.

36	The scheme is welcomed, with the following observations: (a) request that all the appropriate measures are put in place to manage the speed limit of this residential road and request that the council put in speed control measures immediately while the planning work on the development is being carried out. (b) Entrance to six houses "Crannach "D18E9P3 to be designed to facilitate emergency services, display the names of all the properties and provide a secure gate and railings. (c) Any new/ upgraded services are to include the 6 houses. (d) Water supply for the 6 houses be moved under the footpath of the South side of the road (currently on the far side) and it should clearly identify which house is being serviced by each meter. (e) All the six houses would like connection to the sewerage on Hillcrest Road. (f)All the six houses would like connection to natural gas. (g)All six houses would like connection to Fibre optic cable. (h)If electricity is being put underground, then all six house would like to be connected to the new underground line. (i)If telephone is being put underground then all six houses would like to be connected to the new underground line. (j)Would like addition connection options for further development as the next generation may wish to build on the lane.	(a) Noted; There will be a traffic Management Plan in place during construction. The Road is a 50 kph and will remain a 50kph road. Enforcement of speed limits falls under the responsibility of An Garda Síochána Speed. There are no plans to include speed control measures in the design. Traffic speeds will be monitored on the road once it is built to see if there is a requirement for speed controls. The road has been designed with improved sightlines at all entrances. (b)Noted; observations to be reviewed during the detailed design stage. (c),(d,) (e),(f),(g),(h),(l),&(j). Noted. To be reviewed during the detailed design. (k)Noted. To be reviewed. A project execution plan (PEP) will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration the management of traffic during construction. (l) The widths are as per National Transport Authority (NTA) Cycling Design Manual (CDM) and Design Manual for Urban Roads and Streets (DMURS) requirements. Any relaxations would need to be agreed with the Local Authority. (m) Noted. Boundaries for each property will be discussed with each landowner. The general principle is to reflect the existing boundary treatment.
----	--	--

	(k)The development of Hillcrest Road will take many years, so a good fair and well managed traffic management system must be top priority for easy access for ALL residence on Hillcrest Road. Currently it's physically difficult to get onto the road when traffic is built up. There needs to be a 24-hour hot line to contact traffic management if access become difficult. The proposed traffic management plan should be presented and agreed by the residence before development commences. (l) Appreciate the need to have Cycle lanes and foot paths but do they each need to be 2 meters wide? Perhaps this can be reviewed. (m)Hillcrest Road has traditionally been a road full of character, with its natural granite stone walls and trees. We would like this maintained with new natural granite walls (use the existing stones) and replanting of trees. (n)Would like council to keep residents of the 6 Houses informed of all stages of the development.	(n)Noted.
37	(a)Concerned that widening the road will mean access to adjacent properties will be compromised by making already steep driveways a lot steeper. (b)Will mains sewage be part of the development? (c)Presumably the widening process will involve some sort of compulsory purchase process. When is that likely to happen?	(a) Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. (b)Yes, this will be reviewed and further developed during the detailed design stage. (c) It is intended that individual meetings with residents will take place prior to the commencement of the Detailed Design and CPO process.
38	a)Replace boundaries with mature trees and hedges b)Make driveways wheelchair gradation friendly. c)Put back solid granite walls d)Put traffic calming measures in place e)All upgrade work to local utilities be carried out with the road works.	(a) Boundaries for each property will be discussed with each landowner. The general principle is to reflect the existing boundary treatment. (b) Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. (c)See (a)

		(d) The road has been designed with improved sightlines. The Road is a 50 kph and will remain a 50kph road. Enforcement of speed limits falls under the responsibility of An Garda Síochána Speed. There are no plans to include speed control measures in the design. Traffic speeds will be monitored on the road once it is built to see if there is a requirement for speed controls. (e)Noted.
39	(a)Resident seeking a high wall like neighbours. (b)In objection to the size of the cycle path and footpath. Neighbouring roads are 1.4m, 2 meters is excessive.	(a) Boundaries for each property will be discussed with each landowner. The general principle is to reflect the existing boundary treatment. (b) The widths are as per National Transport Authority (NTA) Cycle Design Manual (CDM) and Design Manual for Urban Roads and Streets (DMURS) requirements. Any relaxations would need to be agreed with the Local Authority.
40	Request that Dún Laoghaire-Rathdown County Council reconsider the excessive width provisioned for the cycle lanes and paths within the Hillcrest Road Improvement Scheme. A more nuanced approach, perhaps adopting the NTA's absolute minimums or exploring alternative design solutions that balance the need for improved infrastructure with the preservation of the road's residential character, would be greatly appreciated.	Noted. The widths are as per NTA CDM and DMURS requirements. Any relaxations would need to be agreed with the Local Authority.
41	Strongly urge Dún Laoghaire-Rathdown County Council to build into the plans a robust and immediate commitment to the replacement of these invaluable trees. This replacement should ideally involve the planting of mature trees wherever feasible. The swift re-establishment of mature trees is essential to quickly rebuild the lost beauty and character of our tree-lined residential neighbourhood and to restore crucial habitats for our local bird and bat populations.	Mitigation measures will be carried out to reduce the impact on the existing biodiversity and try to replicate the existing environment's aesthetic.

42	Urge the Council to view this road improvement scheme as a holistic opportunity to not only enhance the surface infrastructure but also to profoundly upgrade the essential underlying utilities. A coordinated approach, ensuring these crucial utility upgrades are fully committed to and integrated, will deliver long-term benefits for the residents of Hillcrest Road, contributing to a more sustainable, healthier, and connected community.	Noted. Utility upgrades to be reviewed during the detailed design stage.
43	(a)After seeing the disaster that was the installation of the cycle lanes along the Clonskeagh Road, it is important that the residents are protected in the event that an appointed contractor goes out of business. Collateral warrantees would be necessary, for each resident, to ensure that all contractual obligations are met and carried out in a timely manner, timeframes need to be committed to, as access to the residents' homes will be affected one way or another from the get-go of the project – the time frame of the project needs to be kept to a minimum. (b)The contractor is required to undertake a dilapidation survey of each property along the proposed works route. This scope of these dilapidation surveys is not shared with the residents. This needs to be done and these surveys need to be carried out and issued to each house owner prior to any work being carried out to ensure the necessary scope has been met, these surveys are to include photos, be presented in colour and include buildings, infrastructure, services and effected boundaries. (c)The Councils assertion that there are “desirable minimum widths for cycleways and footpaths” does not determine an absolute requirement for the proposed 2m widths across the board. Isolated sections of 2m width within the Councils overall cycleways networks does not pose a compelling argument for their implementation here. The multiplier effect of this 2m instead of 1.5m is 2m on the proposed width of the completed works. This additional 2m is enough to see the unnecessary removal of mature trees within the	(a)Noted. (b)It will be a requirement under the works contract for the Contractor to appoint an independent Chartered Engineer to complete both pre and post condition surveys and issue a report for both. Copies of the reports will be provided to each landowner. (c)Noted. The widths are as per NTA CDM and DMURS requirements. Any relaxations would need to be agreed with the with the Local Authority.. (d)Each resident will be provided with a layout of their property highlighting the proposed works and any re-instatement works required. Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients.. (e) Boundaries for each property will be discussed with each landowner The general principle is to reflect the existing boundary treatment. (f)A project execution plan will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration how access for residents will be provided.

existing established gardens of the effected property and our assertion is that this needs to be further considered by the Climate Change Department. (d)It is imperative that impacts on driveways are known, it is not clear (cross-section required) what the impact of the proposed re-alignment of the Hillcrest Road will have on the access and slope of the existing driveways. There appears to be conflict in what is proposed by the council, are driveways to be regraded and resurfaced over the length of the driveways or over the works effected areas or where? Are driveways going to be joined at the new to old at the determination of the appointed contractor for the works? This needs to be defined before any works start, and presumably before contracts are awarded, as this will form part of the scope of works. (e)Can the Council now confirm that they will (not hope to, not would like to) replace existing boundary walls to a minimum height and of similar finish and materials to the boundary walls they are intending to remove as part of the proposed works. (f)How is it proposed that residents access their home during the proposed works? An understanding of the inevitable disruption would avoid later frustration. (g)Privacy and security are currently provided by a combination of boundary structures and planting, the council has expressed its intention” to ensure that no landowner is left at a disadvantage as a result of the proposed scheme”, proposed	(g)Noted. Residents have been communicated with, and this communication will continue as the scheme progresses. It is intended that individual meetings with residents will take place prior to the commencement of the Detailed Design and CPO process. (h)A project execution plan will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration any temporary works to be done. (i)Yes, it is the intention to retain the existing aesthetic as much as possible. (j)Noted (k)Under the Contract with the Council and the Contractor there is a mechanism to deal with this if it should happen.
--	---

	discussions regarding individual boundaries were to be held with the respective landowners, this has (to date) not happened. (h)We understand that the appointed contractor will install temporary fencing around the works, this must be done in a manner that maintains the security of the individual properties during the works until such time as the permanent solution has been constructed. (i)Are the Councils intentions to maintain the current aesthetics of the subject properties including uniform driveways a contractual obligation with the scope of works defined for the proposed project. (j)As part of the Part 8 and CPO process there will be a necessary change to title documents for each individual property. Please confirm that, this will be expedited (and regularised with land registry) in tandem with the timeframe for the proposed works. It has the potential to affect future marketability of the various properties. (k)Please confirm that the landowners are indemnified from an insurance point of view for any accidents or incidents that may occur during the proposed works on lands that the Councils contractors will be working on that may not be in the ownership of the Council.	
44	Endorses the design standards implemented in this proposal, which are in line with the recommendations of the Cycle Design Manual, and the improvement in the vehicle exit/entry standards for the multiple private residences along this stretch, will increase general safety levels and sightlines for all road users.	Noted.

45	(a) We are concerned that the proposed dimensions for the road, cycle lanes and footpaths will be excessive and will have a detrimental impact on the roads character, increase the likelihood of speeding and may result in safety issues for residents and all road users. We would ask you to reconsider the proposed width and look to balance infrastructure needs with preserving the road's residential character and safety for all users and residents, perhaps by adopting the NTA's minimum requirements or alternative designs. (b) Concerns about the proposed felling and removal of trees and hedgerows, especially those on residential properties. The removal of mature trees and rich wildlife will profoundly impact the established "Sandyford village country community" character of Hillcrest Road. These risks transforming the road into a "cement-heavy urban through road" instead of its current verdant, residential feel. If we take our property we are particularly concerned about privacy, pollution, greenery and the wildlife. Our hedgerows, which are approximately 14 feet tall at their highest point and 4 feet wide, provide crucial privacy for our young family and their removal will lead to substantial exposure. The absence of these hedgerows will remove their natural noise-cancelling effect, leading to increased noise from higher traffic volumes on the widened road. There is also the wildlife aspect to consider, we currently have daily visits from squirrels, foxes and numerous birds to name but a few of the wildlife that frequent our garden. The hedgerows on our property are a huge part of the wildlife's	(a) Noted. The widths are as per NTA CDM and DMURS requirements. Any relaxations would need to be agreed with the Local Authority. (b) Noted. Mitigation measures will be carried out to reduce the impact on the existing biodiversity and try to replicate the existing environment's aesthetic. (c) Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. Discussions regarding individual properties will be held directly with the respective landowners and a layout highlighting the proposed works will be presented during these discussions. The drainage design will be finalised during the detailed design stage. (d) A project execution plan will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration any temporary works to be put in place and traffic management. (e) Discussions regarding individual boundary walls will be held directly with the respective landowners.
----	---	--

	homes and access to roam around and removing this will most likely have a huge impact on them. We request that you to commit to a robust and immediate plan for replacing the trees and hedgerows, ideally with mature trees/hedging wherever feasible, to quickly restore beauty, character, and habitats. (c)We are also particularly concerned about the finished road level and the impact this will have on our drive gradient. As you are aware there is already a significant drop between the road level and our home (as with other homes along the road) and this can lead to an ingress of water and dirt. How will this be dealt with? We need to see a detailed plan for the gradient issues. (d)As you are aware Hillcrest Road is an incredibly busy residential road and any developments to the road will cause significant disruptions for the residents. The removal of boundaries during the process will leave our homes exposed and increase safety risks in particular where young children are concerned. As such we would request details in relation to the proposed temporary boundaries to be put in place during the works to ensure the safety of our children, properties and our privacy. (e)There is a lack of information and clarity around the boundaries that are proposed to be installed for residents as part of the completion of the Proposed Development. As previously mentioned in our case our hedgerow which form part of the boundary for our property along the road reach up to 14feet in height. Our home is significantly lower than the current road height and these hedges provide privacy, significantly aid with the reduction of noise and pollution and provide safety for our family. We are seeking confirmation at this point that the replacement boundaries will be in keeping with the height, ascetics and performance of the current boundaries.	
--	---	--

46	(a) The proposed new road width, incl footpaths and cycle lanes is 14.73 metres, roughly three times the width of the current road, significantly changing the character of Hillcrest Road. The width of proposed footpaths and cycle lanes is wider than those on Blackglen Road. Why make Hillcrest Road footpaths and cycle lanes layout different to Blackglen? Blackglen is wide enough, and it works. (b) Why is there no traffic management plan in place to manage the proposed road widening project? Given the significant issues throughout Blackglen, a traffic management plan is critical for Hillcrest Road residents. (c) The road project will involve the removal of a significant number of trees. It is imperative that the trees are replaced to maintain the rural character of Hillcrest Road. Will this be given priority and will residents be made aware of the plan? (d) Will the project address services, utilities, connections etc to improve water pressure, facilitate gas network access, provide access to public sewage system as appropriate? (e) The proposed new road will be higher than the existing road. Given that Hillcrest Road is in fact a feeder route for the M50 motorway will the Council provide adequate granite faced walls and gates, in line with those provided on Blackglen Road? (f) Will the Council take full responsibility for the stream running between Clon Brugh and Hillcrest Downs, under Hillcrest Road and behind Lambs Brook? (g) Does the "Mail House" attenuation tank feed	(a)The widths are as per National Transport Authority, Cycle Design Manual and Design Manual for Urban Roads and Streets requirements. Any relaxations need to be agreed with the Local Authority. (b)A project execution plan will be drawn up ahead of any construction which will contain a construction and implementation strategy that will take into consideration traffic management. (c)Mitigation measures will be carried out to reduce the impact on the existing biodiversity and try to replicate the existing environment's aesthetic. It is intended that individual meetings with residents will take place prior to the commencement of the Detailed Design and CPO process. (d) Yes, updated utilities will be included in the scheme and additional utilities that was not previously proposed will be reviewed by the council and if possible they will be incorporated. (e) Boundaries for each property will be discussed with the landowner. The general principle is to reflect the existing boundary treatment.
----	---	--

water directly into the stream that runs under Hillcrest Road? Will this be impacted by Hillcrest Road widening project? (h) When will works in the immediate vicinity of the bridge be addressed as part of the overall project? (i) When works in and around the bridge are taking place will the Council ensure full transparency and communication with residents to avoid any safety and practical access/egress issues for residents? (j) What are the plans for the bridge? Given the pivotal position of the bridge in the scheme, can details of what is proposed be made clear to all residents on Hillcrest Road in advance of any works? (k) The widened road will inevitably lead to an increased volume of traffic which may increase problems for Hillcrest Downs residents entering and exiting on to Hillcrest Road. Will the Council consider increasing the current yellow box to full road capacity? (l) Will the Council ensure clear communication with ALL residents on Hillcrest Road throughout the project and will that method be agreed in advance of any works? (m) Will the Council ensure the CPO process actually works to avoid the fiasco with Blackglen, where some residents are still waiting on settlements from the Council?	(f) Any potential impact on the environment is an important aspect that has been looked at and identified during the early stages of the project life cycle. Mitigation measures will be put in place to avoid impact on the receiving environment. The AA/EIA assessments that forms part of the part 8 process discusses all potential impacts and was concluded that it would be minor and can be mitigated. (g) See (f) (h) This will be outlined at a later stage ahead of construction works. (i) Site notices will be placed around and along the site and temporary infrastructure works will be erected to provide additional warning and safety for all users. The traffic management plan will be outlined at a later stage ahead of construction works and will form part of the Project Execution Plan. (j) The bridge will be widened to tie in with the scheme. The extents were shown on the layout arrangement drawings which were made available to the public during the part 8 submission period. (k) New Road markings will form part of the works. (l) Yes, all residents will be kept updated throughout the project. The Council will meet with the residents prior to detailed design. Meetings will be arranged through call outs and letter drops (m) The CPO process is a statutory procedure and all measures will be taken to ensure that the CPO compensation will be dealt with in a timely manner.
--	---

47	(a) The need for collateral guarantees from DLR for every household on the road in case the contractor goes out of business. (b) The need for a dilapidation survey of each house on both sides of the road given the significant amount of blasting envisaged. (c) Reducing the 2m provision for cycleways and footpaths to 1.5m each thus reducing the land take by 2m and reducing the revised gradients of driveways, which would be a cost saving for Council and the Government. (d) Clarification on the new level of the new road particularly as it affects houses on the northern side and the proposed treatment of walls on the northern side given the anticipated new level of the proposed road. (e) Clarification on the proposed type and height of walls on the southern side. (f) Details of the proposed utility upgrade plan and a list of all utility vendors contacted by DLR. (g) Details of the traffic management measures in the light of anticipated increases in traffic volumes and greater range of types of vehicles likely to use the improved road (such as buses). (h) Details of measures to ensure that residents continue to enjoy current levels of privacy and safety. (i) Details of measures to ensure the security of properties during the entire construction period. (j) Guarantees that the current aesthetics of properties will be maintained included uniform driveways on each property. (k) A revised timeline for works and the payment of compensation, in light of delays with payments to Blackglen Road residents, and an assurance that similar delays will not occur with residents of Hillcrest Road.	(a) There is no requirement for this. Under the Contract with the Council and the Contractor there is a mechanism to deal with this if it should happen to ensure the works are completed. (b) It will be a requirement under the works contract for the Contractor to appoint an independent Chartered Engineer to complete both pre and post condition surveys and issue a report for both. Copies of the reports can be provided to each home / landowner. (c) These widths are as per NTA CDM and DMURS requirements. Any relaxations would need to be agreed with the Local Authority. (d) The road levels have been altered during the design improvement work process and adjacent driveways will need to be adjusted to accommodate the changes. Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. (e) Boundaries for each property will be discussed with the landowner. The general principle is to reflect the existing boundary treatment. (f) Part of the detailed design with discussions ongoing with the utility providers. (g) There are no plans to include speed ramps in the design. Traffic speeds will be monitored on the road once it is built to see if there is a requirement for speed controls. The road has been designed with improved sightlines at all entrances. (h) The intention is to ensure that no landowner is left at a disadvantage as a result of the scheme. Discussions regarding individual boundary walls will be held directly with the respective landowners. (i) The Contractor will install temporary fencing around the works. (j) That is the intention of the scheme.
----	--	--

		(k) Part 8 and CPO are statutory procedures and the steps and timelines for these procedures are set out therein.
48	Recommends that it should be a condition attached to any grant of permission for the proposed Hillcrest Road Upgrading to proceed: That all clearance of vegetation required to facilitate the undertaking of this project shall take place from September to February inclusive i.e. outside of the main bird breeding season. Reason: To avoid the destruction of bird nests, eggs and nestlings. It is in addition recommended, that in view of the misidentification of the Glasnalower or Maretimo Stream in the AA Screening Report and other documentation submitted in support of the present application referred to above, any analyses in the AA Screening Report and the other supporting documentation based on the misidentification of this stream should be modified to take account of the stream's correct identification and the hydrological connection it forms between site of the proposed project and South Dublin Bay.	Noted. Measures to be reviewed and incorporated during the detailed design stage.

49	(a) A dilapidation survey of each house will be carried out and a report will be issued to each household. Adequate time must be allowed for consideration of this report and to seek professional advice as necessary. (b) The cycleways and footpaths on Blackglenn road have been reduced to minimum widths. These seem adequate to cater for movements of cyclists and pedestrians on that road. A similar reduction on this road would be of benefit in reducing the gradients of the driveways on the North side of Hillcrest Road. (c) Every effort is necessary in the design process to maintain acceptable levels on the Northern side of the road. Special attention and treatment is needed to ensure safe egress during frosty and icy conditions. (d) No information or details of the facilities which are to be upgraded are provided. Does this include the sewage system. (e) It is alarming to read that there are no plans for traffic management once the scheme is built. As this is a residential road with a series of entrances on either side surely there is a need for a pedestrian crossing midway. (f) Mention is made of the height of walls in the new development that will ensure that the current levels of privacy and security will continue. However mature trees, shrubs, hedges and other plants will be removed during this phase of the work. What is the plan for replanting to counteract the efforts of air, noise and light pollution due to increased traffic. Noise and light pollution interference with the quality of life and also the environment birds, insects and animals are affected. (g) Is there a plan for the control of rodents which will be disturbed during the works?	(a) It will be a requirement under the works contract for the Contractor to appoint an independent Chartered Engineer to complete both pre and post condition surveys and issue a report for both. Copies of the reports can be provided to each home / landowner. (b) These are the desirable minimum widths for cycleways and footpaths and are in accordance with Cycle Design Manual and DMURS requirements. Significant updates to design standards have been published since the design of Blackglenn. (c) Level surveys were conducted on each individual driveway and multiple design options were developed to ensure that the resultant gradients are within the permitted standard gradients. Each resident will be provided a layout of their property highlighting the proposed works and any re-instatement works during discussions with individual residents ahead of detailed design. (d) The main design works has been outlined within the part 8 document, layouts outlining the proposed works were also included and were made available to the public during the stipulated submission period. Utilities will form part of the detailed design stage, with discussions ongoing with the utility providers. The design intent is to include as much as DLR can within the scheme. (e) No traffic management measures are proposed under this scheme. There are no plans to include speed ramps in the design. Traffic speeds will be monitored on the road once it is built to see if there is a requirement for ramps or other speed controls. To be noted increased road widths and splays on entrances provide improved sight lines to ensure safety of all residents entering and exiting their properties. (f) Any potential impact on the environment and biodiversity is an
----	---	--

		important aspect that has been looked at and identified during the early stages of the project life cycle. Mitigation measures will be put in place to avoid impact on the receiving environment. The AA/EIA assessments that forms part of the part 8 process discusses all potential impacts and was concluded that it would be minor and can be mitigated. (g)See (f).
--	--	---

In summary of the above responses, it is recommended that the following amendments be made to the scheme:

1. To incorporate Sandyford Village entrance route into the scheme by extending the proposed pedestrian/cycle facilities across the junction to provide better access and safety in line with the cycle design manual.
2. Junctions and residential accesses that are situated in close proximity to be separated where possible by transitioning from a dropped/splayed kerb to a battered kerb so as to avoid illegal parking in those sections.

10 RECOMMENDATION

The proposed Hillcrest Road Improvement Scheme is considered to be in accordance with the provisions of the 2022-2028 Dún Laoghaire-Rathdown County Development Plan and accords with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above approval, members are hereby notified in accordance with Section 138 of the Local Government Act, 2001, as amended, of the intention to proceed with the proposed development, subject to the amendments outlined above, and to any such minor or immaterial alterations to the plans and particulars of the development.

11 VERIFICATION

This report was compiled and verified by:

Zainab Bhamjee NDip (Civil Eng); BTech (Civil: Urban Eng)

Civil Engineer

O'Connor Sutton Cronin & Associates



Appendix A LIST OF PERSONS WHO MADE SUBMISSIONS

Submissions received during the Public Consultation Stage:

Name	
Richard Leahy	Sheila O'Hara
Clara Clark (<i>on behalf of Cycling Without Age Ireland</i>)	Oonagh Duggan (<i>on behalf of Birdwatch Ireland</i>)
Mark Riordan	Ger Walsh
Alan Connolly	Karen Daly
Andy Carr	Ruary Martin
Aoife Harrington	Peter Marshall
Paul Murphy	Elwin -
Frank Hurl	Muiris Ó Riada
Sarah Clandillon	Leo Donovan
Matthew Johnston	Greg Tyrrell
Fionnuala Callan	Robin Donovan (<i>on behalf of Nuala Donovan</i>)
Eoghan Clogher	Nadia and Johnny Quinn
Peter Ryan	Ambrose Munnelly
Steve Brennan	David O'Connor (<i>on belf of Department of Housing, Local Government and Heritage</i>)
Badri Nair	Niamh Mahon
Sean Parkes	Robbie McGreevy (<i>on behalf of Gerry McCormack</i>)
Shaun Grima	Robbie McGreevy (<i>on behalf of Ena McCormack</i>)
Daniel Walsh	Robbie McGreevy (<i>on behalf of Noel Keating</i>)
Christopher Maher	Barbara Kenny Keating
Felix Nzekwe	Colm Ryder (<i>on behalf of The Irish Cycling Campaign</i>)
Sean Barry (<i>on behalf of Dublin Cycling Campaign</i>)	Dawn and Ronan Martin and Margaret Byrne
Joel Franklin	Noreen Meleady
Ambrose Munnelly	Ms. Mary O'Sullivan
Gary Tennant	



O'CONNOR • SUTTON • CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

Head Office

9 Prussia Street
Dublin 7
Ireland
D07KT57

T: +353 (0)1 8682000

E: ocsc@ocsc.ie | W: www.ocsc.ie