

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

13th December 2021

Item No. 6

Report submitted in accordance with Part XI, Section 179(3) of the Planning and Development Acts, 2000 (as amended), Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the Local Government Act 2001 (as amended).

Proposed Development of Killiney Hill Park Accessible Entrance, Killiney Hill Road, Killiney, Co. Dublin within the Curtilage of Protected Structures (Killiney Hill Park Entrance Piers, Gates & Gate Tower)

1. PC/PKS/02/21

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 the 16th September 2021. Plans and particulars of the proposed development were made available for inspection from the 16th Sep 2021 to the 28th October 2021 on the DLR Consultation Hub, on the Council's website www.dlrcoco.ie

Submissions and observations with regards to the proposed development could be made up to and including the 28th October 2021.

<https://dlrcoco.citizenspace.com/parks/proposed-construction-of-killiney-hill-park-univer/>

2. SITE LOCATION AND DESCRIPTION:

The site is located along the western boundary to Killiney Hill Park, adjacent to Killiney Hill Road. The entrance is approximately 1.4km south of Dalkey Village and is the primary entrance to access the park Tearooms & associated toilet facilities. The entrance is known as the Victorian or Tearooms entrance. The site area (identified in red boundary in dwg No. DLR-PK-2445-001) is approximately 0.096ha.

The aim of the project is to create a universally accessible entrance while enhancing and celebrating the existing Victorian Architecture. Although the topography of the park does not allow universal access throughout, the proposed project will enable universal access to the tearooms and the seating area & toilet facilities associated with it. It will also enhance the overall appearance of the existing entrance, improve on circulation and define a legible and structured arrival space. The general upgrade works will include new paving and kerbs, seating, public lighting, soft landscaping, cycle parking, fabrication & installation of new entrance gateway, construction of steps and accessible pathway and minor earthworks. The rationale behind creating a contemporary entrance is to make an honest, modern intervention

that reflects the 21st century and contributes to the evolving narrative of the park.

3. ZONING AND OTHER OBJECTIVES

3.1 Zoning:

The site zoning is Objective F – to preserve and provide for open space with ancillary active recreational amenities. The proposed works aim to enhance the accessibility to the existing open space and in doing so, is entirely consistent with zoning objective F. The impact on the Protected Structures is assessed in section 3.5 below. The designation for the Proposed Natural Heritage Area (pNHA) falls within the Dalkey Coastal Zone and Killiney Hill and is considered in the AA and EIAR screening reports. There are several policies within the County Develop Plan (CDP) 2016-2022 which support this project, and these are outlined in section 3.4 below.

3.2 Strategy:

The proposed development aligns strongly with the DLR Age Friendly Strategy which aims to create an inclusive, equitable society in which older people can live full, active, valued and healthy lives.

3.3 Policy:

The development of Killiney Hill entrance will tie in with the relevant national and regional policy, in particular the NTA's July stimulus initiative to support pedestrian and cyclist movement and enhance accessibility. It will also align with the following specific policies as outlined in the Dun Laoghaire Rathdown County Council County Development Plan 2016-2022;

Policy ST4: Accessibility

It is Council policy to support suitable access for people with disabilities, including improvements to buildings, streets and public spaces

Policy ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

Policy OSR4: Future Improvements

It is Council policy to continue to improve, landscape, plant and develop more intensive recreational and leisure facilities within its parks and open spaces insofar, as resources will permit, while ensuring that the development of appropriate complementary facilities does not detract from the overall amenity of the spaces.

Policy ST10: Street Lighting

It is Council policy to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice.

Policy OSR7: Trees & Woodlands

"It is Council policy to implement the objectives and policies of the Tree Strategy for the County - "Dlr Trees 2011 – 2015" - 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'".

Policy E18: Sustainable Drainage Systems

It is Council policy to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).

Policy EI 21: Light Pollution:

It is Council policy to ensure that the design of external lighting schemes minimise the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the residential amenity of surrounding areas.

Policy UD1: Urban Design Principles:

It is Council policy to ensure that all development is of high-quality design that assists in promoting a 'sense of place'. The Council will promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013) and will seek to ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.

Policy AR1: Record of Protected Structures:

It is Council policy to:

- ii. Protect structures included on the RPS from any works that would negatively impact their special character and appearance.
- iii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the Department of the Arts, Heritage and the Gaeltacht 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011).
- iv. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure.

3.5 Protected Structures:

The Entrance Piers, Gates as well as the Gate Tower are Protected Structures (ref:1637). The impact of the proposed development is considered positive on these Protected Structures. The existing gateway measures 12.75m wide with piers that are in excess of 1.5 times the height of the proposed entrance structure. The proposed gateway structure measures 3.7m, making the existing entrance greater than 3 times the size of the proposed entrance. This is a significant scale difference, leaving no doubt as to the most prominent entrance. The CGI image and elevation drawing illustrates and supports this assessment. The design is a reflection of an architectural style typical of its era with simple, clean and sharp lines utilised. Concrete is widely used as a contemporary material and is an important constituent of modern architecture/construction.

4. PROPOSED WORKS:

The nature and extent of the proposed development is outlined below. This description of the proposed development should be read in conjunction with the supporting drawings and reports. This proposal will fundamentally alter the access into the park, creating a structured, legible and safe gateway entrance, greening and softening and enhancing a sense of place.

The existing Victorian gated entrance is a beautiful example of a public park entrance of its time. The wrought iron gates and railings and cut stone piers project a sense of arrival. Unfortunately, the apron to the entrance fails to

respond in an appropriate manner, mainly due to the materials and general arrangement of the space. Unauthorised and ad-hoc vehicular parking detract from the original entrance, resulting in a disorganised and cluttered appearance. A conflict between pedestrians, cyclists and vehicles has developed due to the unstructured arrangement. The overarching aim is to celebrate and showcase the Victorian entrance and create a new contemporary entrance that is accessible for all and is age-friendly in design.

The site topography means that accessibility is difficult and challenges visitors with weakened or constrained physical abilities, or those wheeling bicycles or buggies. Together with the user conflict the entrance/arrival space is hostile and unreceptive to pedestrians and cyclists. In addition, Killiney Hill Road does not have the width to accommodate footpaths on both sides of the road, meaning that all pedestrians from the local area must cross the road in order to access the park.

The proposal includes for level access from Killiney Hill Road footpath, located on the opposite side of the park, across to the entrance. This creates a safer and more welcoming approach for pedestrians. Terraced planters will generate a structured arrangement, ensuring an unobstructed arrival space to the park entrance. Suitable planting will provide colour and interest, appropriately framing the Victorian gateway entrance. The terrace planters also aim to address the ad-hoc parking, creating a safer environment for both pedestrians and cyclists. The existing brick kerb edging and concrete flag paving will be replaced with a defined road kerb. New line markings will delineate additional parking bays along the park boundary wall, this will include a designated disabled bay with drop kerb.

An alternative, universally accessible entrance is proposed south of the Victorian entrance. This new entrance will be contemporary in design and off-set from the original entrance to avoid detracting from the historic setting. A 2m wide footpath will link the park arrival area to the proposed entrance. A bespoke guardrail positioned along the Killiney Hill Road will provide a protective barrier between the pedestrian & vehicular movement. A reconstituted stone gateway structure will mark the entrance to the universal accessible path and ambulant accessible steps. The gateway structure will be engraved with the park's name in both Irish and English. Minor earth form manipulation is required for the sloped embankment to accept the proposed steps and accessible path. The embankment will be planted with suitable native / pollinator friendly species.

The upper seating space associated with the Tearooms will be resurfaced and additional seating introduced. A planting scheme will supplement the existing native woodland environment and create interest with selected specimen species strategically positioned to establish maximum impact. Lighting is proposed in a subtle manner to highlight the entrances while reducing light spill. Additional cycle racks and seating will be provided at appropriate locations.

5. APPROPRIATE ASSESSMENT

Having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC), the Council caused an AA screening report to be prepared (by CAAS Ltd).

Taking account of the findings of the AA screening report, the Council has determined that the proposed development will not give rise to any

significant effects on designated European sites, alone or in combination with other plans or projects. Consequently, a Stage Two AA / Natura Impact Statement is not required for the project.

The AA screening report and determination are appended to this Part 8 report (as appendices 3 and 4).

6. ENVIRONMENTAL IMPACT ASSESSMENT REPORT

The Council carried out a preliminary examination of the proposal in accordance with Article 120(a)(1)(a) of the Planning and Development Regulations 2001 (as amended). Based on the nature, size and location of the development, the Council considered based on that, there was significant and realistic doubt regarding the likelihood of significant effects on the environment. Consequently, and in accordance with Article 120(a)(1)(b)(ii) of the Regulations (as amended), the Council caused an EIA screening report to be prepared (by CAAS Ltd).

Taking account of the findings of the EIA screening report, the Council has determined that there is no real likelihood of significant effects on the environment arising from the proposed development. As a result, the proposal does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report needs to be prepared for it.

The EIA screening report and determination are appended to this Part 8 report (as appendices 1 and 2).

7. IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

It is considered that the proposed development will provide much improved access into the Killiney Hill Park.

The site zoning is Objective F – to preserve and provide for open space with ancillary active recreational amenities. The proposed development aims to enhance the accessibility to the existing park including toilets and tearooms and in doing so, is entirely consistent with zoning objective F.

An EIA screening has been carried out and it has been determined that an EIAR is not required, as there is no real likelihood of significant environmental effects.

AA screening has been carried out and has concluded that an AA is not required as the proposal will not have a significant effect on any European sites, individually or in combination with other plans or projects.

The proposed development provides for a new contemporary universally accessible entrance to the toilets and tearooms which also enhances and celebrates the existing Victorian Architecture.

In conclusion, the use proposed is acceptable in principle and accords with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2016 – 2022 and the proper planning and sustainable development of the area. It is a development that will greatly benefit the local community and help to foster a sense of ownership and inclusion.

8. INTERNAL REPORTS

Community and Cultural Development

In correspondence dated 17th August 2021, confirmed no objection to the proposed development.

Forward Planning Infrastructure

In correspondence dated 31st August 2021, confirmed no objection to the proposed development.

Housing Department

In correspondence dated 31st August 2021, confirmed no objection to the proposed development.

Planning Department

In correspondence dated 20th August 2021, confirmed no objection to the proposed development.

Infrastructure and Climate Change – Capital Projects & Transportation Planning

In correspondence dated 7th September 2021, confirmed no objection to the proposed development.

Infrastructure and Climate Change – Estates Officer

In correspondence dated 9th September 2021, confirmed no objection to the proposed development.

Infrastructure and Climate Change – Environment Enforcement

In correspondence dated 2nd September 2021, confirmed no objection to the proposed development.

Infrastructure and Climate Change – Climate Action Officer

In correspondence dated 7th September 2021, confirmed no objection to the proposed development.

Architects Department

In correspondence dated 9th September 2021, the Architect's response identified a concern with the scale and materials being proposed. In response to those concerns, the height of the entrance structure was reduced in line with the existing boundary wall and granite aggregates reflective of local stone used in the reconstituted stone structure. A conservation architectural report has been prepared to accompany this report, it outlines the positive impact of the proposed entrance.

Municipal Services – Drainage Planning

In correspondence dated 6th September 2021, confirmed no objection to the proposed development subject to the following conditions;
Filter drains, with the footpath cambered towards them, that allow for all run-off from the path to infiltrate locally and with no discharge or overflow to the public sewer would be an acceptable SuDS solution.

Municipal Services – Road Maintenance

In correspondence dated 7th September 2021, confirmed no objection to the proposed development. Roads Maintenance will require consultation at detail design stage in relation to finishes to footpaths.

Municipal Services – Traffic and Road Safety

In correspondence dated 31st August 2021, confirmed no objection to the proposed development subject to consultation at detail design stage.

Municipal Services – Biodiversity Officer

In correspondence dated 7th September 2021, confirmed no objection to the proposed development subject to the following conditions;

Ensure that ecologically sensitive receptors such as red squirrel, breeding birds, bats etc are not impacted by the proposal e.g. tree/scrub removal; Given that lighting is proposed at the entrance the following is requested:

- a) The flood lighting of the tower is removed to avoid any further impact on the woodland and any associated protected species of Killiney Hill such as bats
- b) Lighting is limited to the entrance only and will not spill into surrounding areas including the woodland, treelines etc.
- c) Any lighting provided follows the Bat Conservation guidance on artificial lighting (see UK guidance attached and also website here <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting> and previous reports by Bat Conservation Ireland https://www.batconservationireland.org/wp-content/uploads/2013/09/BCIrelandGuidelines_Lighting.pdf
- d) Lighting is on a timer to ensure that it is switched off at least one hour after dusk or when the park closes (if later). Lighting times to be agreed with the Biodiversity Officer.
- e) If any tree removal is proposed, it will be checked for bat roosts by a suitably qualified specialist. If any bat roosts are confirmed, a derogation licence will be obtained from NPWS.
- f) Vegetation or tree removal will not occur during the bird breeding season.

9. STATUTORY BODIES/ORGANISATIONS

There were no submissions received from any of the statutory bodies.

10. SUBMISSIONS/OBSERVATIONS

10.1 Submissions

In accordance with Part 8, Article 81 of the Planning Regulations, 2001 (as amended) the Council gave notice of the proposed development in the Irish Times on 16-09-21 indicating that submissions would be accepted up to and including 28-10-21. A site notice, in the prescribed format, was also erected on the site and maintained in place for the prescribed period.

10.2 TABLE A: List of persons/bodies who made submissions

44 no. submissions were received within the stipulated time period, which are listed as follows:

1	James Barry	ANON-5YUP-P1AF-U
2	Alan McDonagh	ANON-5YUP-P1AW-C
3	John Miller	ANON-5YUP-P1AK-Z
4	Paul	ANON-5YUP-P1AR-7

5	Clare Salley	ANON-5YUP-P1AN-3
6	Mary Mc Cormack	ANON-5YUP-P1A7-C
7	Darragh	ANON-5YUP-P1AP-5
8	Lou Bolger	ANON-5YUP-P1AZ-F
9	Aisling Curley	ANON-5YUP-P1A4-9
10	Michael Dunleavy	ANON-5YUP-P1AA-P
11	Saoirse Dobbyn	ANON-5YUP-P1A6-B
12	George O'Connor	ANON-5YUP-P1AV-B
13	Maurice O'Connell	ANON-5YUP-P1A2-7
14	Niamh	ANON-5YUP-P1A5-A
15	Mary Kelly	ANON-5YUP-P1AJ-Y
16	Gearóid Dardis	ANON-5YUP-P1AE-T
17	Duncan Sheppard	ANON-5YUP-P1AT-9
18	Kirsten Briggs	ANON-5YUP-P1AM-2
19	Tony Randles	ANON-5YUP-P1AQ-6
20	Mark Langton	ANON-5YUP-P1AG-V
21	Steve Cooper	ANON-5YUP-P1A3-8
22	Renate McIntyre	ANON-5YUP-P1AS-8
23	Rebecca O'Sullivan	ANON-5YUP-P1A1-6
24	Christina Noonan	ANON-5YUP-P1AU-A
25	Donal O'Carroll	ANON-5YUP-P1A8-D
26	Amy Battigan	ANON-5YUP-P1A9-E
27	Margaret Marren	ANON-5YUP-P1AB-Q
28	Annette Cooper	ANON-5YUP-P1RF-C
29	Clodagh Minall	ANON-5YUP-P1RW-W
30	Aaron Daly	ANON-5YUP-P1RK-H
31	Garret Baldwin	ANON-5YUP-P1RR-R
32	Brenda Clausard	ANON-5YUP-P1RN-M
33	Keith Brady	ANON-5YUP-P1R7-W
34	Andrew Wilson	ANON-5YUP-P1RD-A
35	Glenn Cran	ANON-5YUP-P1RZ-Z
36	Vic Saunders	ANON-5YUP-P1R4-T
37	Bryan Maguire	ANON-5YUP-P1RA-7
38	Gavin Doherty	ANON-5YUP-P1R6-V
39	John G	ANON-5YUP-P1R2-R
40	Michelle Earle	ANON-5YUP-P1R5-U
41	Duncan Sheppard	ANON-5YUP-P1RJ-G
42	Eamonn Keogh	ANON-5YUP-P1RE-B
43	Stuart Masterson	ANON-5YUP-P1RT-T
44	Bairbre Stewart	ANON-5YUP-P1RH-E

10.3 Summary of the issues raised in the submissions/ observations received

A total of 44 submissions were received, 44 via the citizen space. Of the submissions received, these are generally categorised as follows;

Support the Proposed Development	20
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Do Not Support the Proposed Development	17
Other/Queries/Neutral	7

Support the Proposed Development (45%):

Of the 20 submissions received in relation to the support for the project, these are a mix of local residents, local resident associations and local businesses.

Do not Support the Proposed Development (39%):

Of the 17 submissions received who do not support the project, many are from individual local residents concerned with the development for the following reasons; waste of money, loss of car parking spaces, a fear of the road width changing, not in favour of the proposed entrance appearance, lack of disabled parking bays, the siting of cycle parking, no need for the new entrance, the impact on existing vegetation, efforts & resources should be directed towards the main car park instead and a concern with increased anti-social activity.

Other/Queries/Neutral (16%):

Of the other/queries/neutral submissions, many of these are suggestions and questions from local people about the process and use of the facility.

The submissions (and the detail pertinent to the respective submissions) are duly noted and have been assessed accordingly.

The pertinent issues raised and the Chief Executive's responses are summarised as follows:

A summary of submissions/observations is outlined below;

Submission/Observation	Chief Executives Response
<p>Support for the Proposed Development (Sample number only):</p> <p>Of the 20 submissions in favour received, a sample of the submissions/ observations relating to the support are outlined below;</p> <p>'Excellent proposal - badly needed. Proposed pedestrian entrance matches the new one close to Killiney Castle Hotel. Absolutely no impact on the existing entrance.'</p> <p>'The design is great. Much more inviting than the parked cars usually there. Also, a lot safer for pedestrians.'</p> <p>'This is a fabulous plan I love it.'</p> <p>'I strongly support this proposal. It will enhance the entrance while making it safer for all and more attractive to look at.'</p> <p>'Visually the proposal looks great and does enhance the entrance to Killiney Hill Park. All enhancement work carried out by DLRCoCo, and that includes works to Killiney Beach, has been great in enhancing and improving our local area and the naturally beautiful landscape for all. It will be great to see a removal of spurious parking around the entrance and very good that disability parking will be included.'</p>	<p>These submissions/observations are noted.</p>
<p>Purpose of the Entrance:</p> <p>What is the purpose of this entrance and is it really needed?</p> <p>This would be a most disappointing use of DLRCoCo's resources.</p> <p>An entrance has only recently been constructed further north, why is another entrance required?</p>	<p>The proposed park entrance works forms part of strategic urban design improvements coordinated by Dún Laoghaire Rathdown County Council. Section 5.5 'Promoting Active Travel: Cycling & Walking' as set out in the dlr County Development Plan 2016-2022 aims to promote active travel throughout the county. The proposal will be financed by the NTA stimulus package aimed at</p>

Submission/Observation	Chief Executives Response
	<p>supporting pedestrian and cyclist movement and to enhance accessibility and as such the new entrance will be delivered as a strategic response to improved accessibility to Killiney Hill Park for the local community. Dlr endeavour to provide universal access to all facilities & services and improving accessibility to all members of our community regardless of physical or intellectual ability is deemed a creditable allocation of funding.</p>
<p>Loss of (Disabled) Car Parking Bays:</p> <p>The new entrance will result in the loss of parking spaces.</p> <p>Additional parking should be provided as part of this proposal at the existing playground area car park.</p> <p>Why have a universal ramped access when no designated parking bays are being provided for the elderly & disabled.</p> <p>Any parking provision in this location should be for either disabled bays or parking for families with very young infants.</p> <p>The parking arrangement along the side of the road difficult to negotiate if elderly, disabled or have children given the proximity to the road.</p> <p>The reduction in parking spaces will lead people to use Claremont Road which already requires traffic management.</p>	<p>The proposed dedicated car parking provision will increase the number of current parking bays by one disabled designated bay. Currently, unauthorised parking occurs on the pavement in front of the Victorian gated entrance, making the task of traversing the space as a pedestrian or cyclist a difficult and hazardous one. The proposed arrangement aims to control parking in the area to eliminate incidents of ad-hoc, unauthorised parking, making the arrival space a safer, more navigable and a more pleasant environment. The two parking bays closest to the entrance are designated disabled parking bays.</p> <p>The available space between the edge of Killiney Road and the park boundary wall limits the number of spaces considered appropriate parking bays for users requiring increased space for embarking / disembarking a vehicle i.e. elderly, disabled or parents with young children. Beyond the two bays identified for disabled parking, the remaining parking bays do not have adequate space to cater for the aforementioned users requiring it.</p> <p>Claremont Road & Rock Lodge, like all publicly managed residential streets throughout the county are governed by national Road Traffic legislation which clearly outlines parking of vehicles on a public carriageway. The Road Traffic (Traffic and Parking) Regulations 1997, Section 36 (2) (g), states that "A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for</p>

Submission/Observation	Chief Executives Response
<p>Concern that the loss of car parking spaces impacting business associated with the tearooms.</p>	<p>vehicles to or from a premises, save with the consent of the occupier of such premises. Therefore, if car parking is causing difficulties navigating the street or access/egress to a property they will be in breach of Road Traffic Regulations.</p> <p>As part of improving universal accessibility, the need to control unauthorised parking on the pavements is necessary. Although 2 bays were lost during the delivery of the new entrance by the Holy Trinity Church, the proposed entrance will increase structured parking by one. The four spaces referred to in the feedback, are unauthorised parking and currently impede free movement for pedestrian & cycle users of all abilities along the section of the pavement in front of the Victorian gates.</p>
<p>Appearance & General Arrangement:</p> <p>The existing Victorian entrance should not be removed or altered in any way.</p> <p>The proposed design is not universally accessible.</p> <p>The appearance of the proposed entrance is not sympathetic with the Victorian entrance.</p> <p>Planting is unsympathetic to the Victorian gate.</p>	<p>The proposal will not alter the Victorian gates or any of the associated architectural elements in any way. The proposed new entrance will be located within a newly built section of the stone boundary wall.</p> <p>The entrance design has been based on the national Part M building regulations and the 'Building for everyone' guidance by the National Disability Authority.</p> <p>The design rationale behind creating a contemporary entrance is to make an honest, modern intervention that reflects the 21st century and contributes to the evolving narrative of the park and as such, an appropriate design response in terms of its form. We aim to avoid the creation of a pastiche intervention by replicating the original entrance. The section of the wall where the proposed entrance will be sited is a recent replacement and does not date back to the Victorian period. The proposed entrance will use aggregates within the reconstituted stone structure consistent with local materials.</p> <p>The ornamental planting scheme will be selected to ensure that they suitable for the local micro-climate and ground</p>

Submission/Observation	Chief Executives Response
<p>The form of the ramp is too angular, a flowing arrangement would be more suitable.</p> <p>Could the middle terrace in front of the Victorian entrance changed from planting to a congregation space.</p> <p>Would the council consider upgrading and widening the avenue up to the car park associated with the playground.</p>	<p>conditions. Many of the plants will have been plants introduced into Ireland by Victorian plant hunters / collectors.</p> <p>In order to avoid an arduous and lengthy universal access ramp, the decision was taken to design the quickest means of traversing the contours. Achieving a design that delivered first and foremost on the functionality for the end-user, while also being cognisant of the aesthetics of the design. It means that certain aesthetic qualities were conceded but we feel that other supporting elements of the design such as, planting and materials will abate those concessions.</p> <p>Retaining a strong simple approach to the design has always been the intention. The space where the proposed planted terraces are, is relatively small and the introduction of a hard-standing meeting space would undermine that simple but strong design concept.</p> <p>Comments have been noted.</p> <p>Additional Document: A Conservation Report has now been undertaken to support the design and confirm the positive impact on the Protected Structures.</p>
<p>Cycle Parking:</p> <p>Can the proposed bike stands along the road edge be relocated into the park.</p> <p>The proposed arrangement reduces the total usable footpath width to less than 1.8m.</p> <p>Can the proposed bicycle parking facilities be increased? Can alternative areas be explored to help</p>	<p>The purpose for locating the cycle parking along the roadside is to aid in the control of car parking and direct pedestrian / cycle circulation while providing short stay cycle parking.</p> <p>The entrance design has been based on the national Part M building regulations and the 'Building for everyone' guidance by the National Disability Authority. Although a narrowing of the pavement occurs adjacent to the cycle parking, it conforms to best practice guidance.</p> <p>The rationale behind positioning the cycle parking as shown was to provide short-term cycle parking but also to aid in the</p>

Submission/Observation	Chief Executives Response
<p>increase cycle parking provision. Can root fixed cycle Sheffield stands be used.</p>	<p>control of unauthorised parking by reducing the space available. When detailed construction drawings are being prepared quantity & siting of cycle parking can be reviewed again to explore improved pedestrian circulation. The comment on root fixing the Sheffield racks has been noted.</p> <p>PROPOSED CHANGE: Siting of short-term cycle parking will be increased & relocated to avoid pinch points along the pavement.</p>
<p>Pedestrian Crossing:</p> <p>Can the safety of the pedestrian crossing be improved? Can the use of solar powered demountable Belisha beacons / a zebra crossing with flashing globes be used?</p>	<p>The proposed crossing is categorised as an uncontrolled courtesy crossing similar to the crossing accessing the new entrance adjacent to the Holy Trinity Church. The crossing table will ensure level access from footpath to footpath. Blister paving will identify the crossing points both visually and from a tactile perspective. Traffic will be consulted about the feasibility of a controlled crossing at this location and detailed design of the crossing will be prepared following consultation with the Traffic department and all options to make the crossing safer will be explored.</p> <p>PROPOSED CHANGE: Detail design of the pedestrian crossing will be coordinated with Traffic and Roads to maximise safety.</p>
<p>Other Observations / Suggestions:</p> <p>Full access for emergency services must be maintained.</p> <p>For the installation of a bus stop at the entrance be considered.</p> <p>Barriers - Should consideration be given to extending the barrier separating the ramp from the road,</p>	<p>Full access for all emergency vehicles will be possible at all times.</p> <p>There are two bus stops in the vicinity of the entrance, one 197m south of the entrance and the other 158m north. Based on an average walking speed 1.4/1s, calculates the walking time less than 2.5mins from either bus stop. To introduce another bus stop would bring the distance between bus stops far below the average.</p> <p>The arrival space has been designed for all end-users which must also incorporate emergency & service vehicles. The</p>

Submission/Observation	Chief Executives Response
<p>down as far as the crossing point?</p> <p>The seating has been placed on the platform for the sculpture. This denigrates this piece of public art. An alternative seating area is needed to keep the area surrounding the sculptural piece clear. It is also important to provide seating for public use, and not solely for the use of cafe patrons.</p>	<p>guardrails line the full extent of the ramped access but have terminated in the location shown in the drawings to allow emergency & service vehicles to access through the Victorian gated entrance.</p> <p>The paved terrace in which the sculptural piece is sited was indeed a space intended to anchor the art piece. However, recent demand for outdoor seating & eating has resulted in a change of use in the space. Whether this new use of the space is welcomed or not, it undoubtedly avoids cluttering the lower circulation space with tables and chairs. In order to ensure free movement through the lower circulation space, it is important to limit, strategically select & position site furniture. Alternative outdoor eating spaces will be explored.</p> <p>PROPOSED CHANGE: To provide a dedicated outdoor café space to the (west)side of the tearooms. This will reduce the need for seating & tables being located on the terrace with the sculptural piece as per suggestion submitted.</p>

11. RECOMMENDATION:

The proposed development is considered to be in accordance with the provisions of the 2016 - 2022 Dún Laoghaire-Rathdown County Development Plan and 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, 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 any such minor or immaterial alterations to the plans and particulars of the development.

**Therese Langan, Director of Community & Cultural Development
Department**

APPENDICES

Appendix A – Revised Layout Drawing

Appendix B – Conservation Report