

Errata Document B

14 January 2022

To CE Report on Submissions to the Draft Plan - Chapter 7 Sustainable Movement

Relating to issues raised in submissions on Whitechurch/Edmondstown

Errata in regard to Chapter 7 Sustainable Movement ‘Overarching Policies and Objectives’:

The following issues raised in submissions reference [SD-C195-52 - Edward Fox](#); [SD-C195-158 Simon Clear & Associates](#); [SD-C195-198 Dr JF Leader](#); [SD-C195-279 Ballyboden Tidy Towns Group](#) under Chapter 7 Sustainable Movement ‘Overarching Policies and Objectives’, while they had been assessed, were inadvertently omitted during the collation of the final PDF CE report published on the 7th of December 2021. The issues relate to the section in the CE Report in Chapter 7 on the area of Edmondstown/Whitechurch as set out below.

Note: A review of all sections of submissions and CE responses and recommendations relating to Chapter 7 has been carried out. All other sections, including the remainder of the section on Edmondstown/Whitechurch, have been accurately collated.

All Councillors will be made aware of this Errata and will be advised that they can discuss the issues with the Planning team as part of their consideration of the wider CE Report and to ensure that motions on the issues raised in the submissions can be made should they so wish.

Edmondstown/Whitechurch

A number of submissions have been received which relate to transport issues in the Edmondstown/Whitechurch area. For ease of reference in regard to the issues being raised, these submissions have been grouped and responses have been broken down under the following common headings:

- Public Transport: General;
- Road Network: Junction Upgrades;
- Walking and Cycling: Pedestrian Connectivity and Cycling Infrastructure.

Submission No.	Submission Summary	CE response and recommendation
SD-C195-52 - Edward Fox SD-C195-158 Simon Clear & Associates SD-C195-198 Dr JF Leader SD-C195-279 Ballyboden Tidy Towns Group	<p><u>Public Transport General:</u></p> <p>The submissions relate to zoned lands at Kilmashogue, Dublin 16 and request transport infrastructure improvements in the area to facilitate the development of the residential zoned lands. The subject lands have the potential to provide for residential and mixed-use developments.</p> <p>One submission is supportive of the provisions set out in SM4 SLO1;</p> <p>In regard to SM3 Objective 7 it is requested that this objective be supplemented by a statement that the council will seek to have bus services enhanced within that corridor should metro progress.</p> <p>It is also requested that SM3 Objective 12 be amended to also recognise the importance of large capacity housing sites: 'To work with the NTA to secure the expansion of the bus network to serve new development and</p>	<p>CE Response</p> <p><u>Public Transport General</u></p> <p>The content of the submissions with regard to public transport requirements for this area are noted with specific reference made to SM3 Objective 7 and SM3 Objective 12.</p> <p>SM3 Objective 7 seeks <i>“to support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure”</i>.</p> <p>It is considered that the wording of this objective is suitably broad facilitating Metro Southwest but also numerous other public transport interventions, including enhanced bus services which may be derived following more detailed design.</p> <p>SM3 Objective 12 seeks to work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including</p>

	<p>regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen, Newcastle and key housing capacity sites and where clusters of these occur.’</p> <p>The opposing notion highlights that no development should be granted before transport and infrastructural constraints in the area be resolved.</p>	<p>Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.</p> <p>The wording of the objective highlights key growth areas identified in the plan. It is not considered that the wording of this objective is restrictive or limits the scope of this work to the identified areas alone but places an emphasis on the future development of these identified key strategic growth areas. In this regard, it should be noted that South Dublin County Council will continue to work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas throughout the County where needs are identified.</p> <p>CE Recommendation</p> <p>No change to the Draft Development Plan.</p>
	<p><u>Road Network:</u></p> <p>The submissions request upgrades at Taylor’s Lane/ Whitechurch Road Junction, Scholarstown Road/Edmondstown Road Roundabout and Taylor’s Lane/Edmondstown Road Roundabout as part of the 6-year road programme.</p> <p>In addition, the following is stated:</p> <p>SLO1 text should be supplemented in SM4 with an infrastructure objective to provide a link road between Whitechurch Road and Edmondstown Road, with an indicative roads objective line on Map 10.</p>	<p>CE Response</p> <p><u>Road Network:</u></p> <p>With regard to the Road Network, the Council plans for the 6 Year Road Programme and the Medium to Long Term Road Programme, are set out in Table 7.5 and Table 7.6 of the Draft Plan.</p> <p>The proposed Roads programme does not restrict the potential to deliver other roads projects as may be required to unlock and support the delivery of development on lands where identified. In addition, other smaller road network and junction improvements can also be considered under annual Council Road improvement programs.</p> <p>With regards to SM4 SLO 1, which intends: <i>To ensure that development on these lands at Whitechurch/Edmondstown only occurs where it can be delivered in tandem with the necessary</i></p>

	<p>It is requested that these works be identified as SM objectives in Chapter 7 and on maps.</p>	<p><i>transport infrastructure, including provision for walking and cycling, to facilitate such development.</i></p> <p>As part of this County Development Plan, the delivery of this road is only considered necessary to unlock new development on these currently undeveloped residential zoned lands. The scope, design and delivery of a road in this location would be subject to any development planning application that may come forward on these lands.</p> <p>CE Recommendation</p> <p>No Change</p>
<p>SD-C195-52 - Edward Fox SD-C195-198 Dr JF Leader</p>	<p><u>Walking and Cycling:</u></p> <p>Pedestrian Connectivity</p> <p>The submissions request that active travel infrastructures such as cycling and pedestrian routes along Whitechurch Road and Edmondstown Road be part of the 6-year Road Programme.</p> <p>In addition, it requests that the pedestrian route connecting Whitechurch Road and Edmondstown Road via the subject lands form the following transport objective to be included in the Draft Plan:</p> <p>“To provide for a pedestrian route connecting Whitechurch Road and Edmondstown Road via the lands at Whitechurch/Edmondstown.”</p> <p>The submissions also requests the provision of a pedestrian and cycle path over the M50 linking the subject site to Edmondstown Road and to the school and</p>	<p>CE Response:</p> <p>Pedestrian Connectivity</p> <p>The Council has noted the overall constraints of the subject lands and support the delivery of infrastructure that has the potential to unlock and connect the subject lands to its wider context, using sustainable multi-modal forms of transportations including active travel and public transport. The preferred scope, design and location of such a new road would need to be progressed as part of redevelopment of these lands.</p> <p>The proposed Roads programme does not restrict the potential to deliver other roads projects as may be required to unlock and support the delivery of development on lands where identified. In addition, other smaller road network and junction improvements can also be considered under annual Council Road improvement programs.</p> <p>The Council has an agreed programme of Active Travel schemes across the County ‘Cycle South Dublin’. These projects are also</p>

	<p>emerging sports and recreational facilities south of the motorway should under a specific local objective for this area.</p>	<p>included in Section 7.5.2 of the County Development Plan. This list of projects is not exhaustive and in addition, policy SM2 Objective 8: To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations and policy SM2 Objective 9: To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County, generally support the provision of new walking and cycling infrastructure.</p> <p>The request in regard to a pedestrian and cycle path over the M50 is noted. The necessity and feasibility for the delivery of such works would need to be identified through a wider transport study for this area in conjunction with relevant transport bodies.</p> <p>In this regard SM2 Objective 9 should be noted where it is an objective of the plan 'To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County'.</p> <p>CE Recommendation</p> <p>No change to the Draft development Plan.</p>
<p>SD-C195-52 - Edward Fox SD-C195-198 Dr JF Leader</p>	<p><u>Cycle Infrastructure:</u></p> <p>The submission sets out that within the Templeogue/Walkinstown/Rathfarnham/Firhouse neighbourhood the Draft Plan identifies a comprehensive network of cycle lanes to be rolled out as a proposed solution to the area's issues. It highlights however, that there is no specific objective for the provision of cycle lanes throughout the SDCDP area and that an additional</p>	<p><u>Cycle Infrastructure</u></p> <p>Map 10 of the Draft Development Plan details the NTA Greater Dublin Cycle Network Plan for the Templeogue/Walkinstown/Rathfarnham/Firhouse Neighbourhood. With regards to the forthcoming cycle routes and cycling network for the County, the Draft Development Plan seeks to engage with the NTA to establish priority areas and funding schemes in addition to the NTA Greater Dublin Cycle Network Plan and the Cycle South</p>

	<p>objective should be contained within the emerging plan to address this.</p> <p>Furthermore, the submission suggests key areas for cycle route enhancement and extensions to be recognised for the area by way of an additional objective.</p> <p>The submission highlights that the NTA Greater Dublin Area Cycle Network proposes cycle lane provision on Edmondstown Road as part of a wider network and requests that this be explicitly supported by way of a specific objective in the SDCDP, as well as the inclusion of cycle upgrade in this area be include within Table 7.1 (Cycle South Dublin Routes and Projects).</p> <p>The submission also states that the Draft Plan includes an assessment of the rural uplands which identifies that there are no cycle lanes within that area and proposes to provide cycling facilities along safe and popular routes. An extension of the cycle lane provision further along Edmondstown Road and to Tibbradden would provide a cycling gateway to the area and serve the existing facilities, including the schools, and that too should be referenced in a location specific list of cycling objectives.</p>	<p>Dublin scheme. In this regard the following objectives should be noted:</p> <p>SM2 Objective 2: <i>To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.</i></p> <p>SM2 Objective 7: <i>To promote walking and cycling for school trips by implementing the following measures: à Identifying school sites that are as close as possible to the communities they serve; à Ensuring that multiple access points are provided to school sites for pedestrians and cyclists;</i></p> <ul style="list-style-type: none"> - <i>Ensuring that adequate and secure bicycle storage is provided within schools;</i> - <i>Promoting initiatives such as the Green Schools and Schools Streets projects;</i> - <i>Prioritising school routes for permeability projects and provision and enhancement of pedestrian and cycle ways; and</i> - <i>Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools.</i> <p>SM2 Objective 8: <i>To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations.</i></p> <p>SM2 Objective 9: <i>To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County.</i></p>
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