



(a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)
(b) Local Government Act 2001

In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001, I hereby notify you that it is proposed to carry out the following works:

(A) The Site

The site forms part of the Clontarf to City Centre Cycle Route, Clontarf Road/ Alfie Byrne Road, Dublin 3 to Amiens Street/ Talbot Street, Dublin 1

(B) The Proposal

The proposed works shall comprise of the construction of circa 2.7 km of high quality cycle facilities, improved footpaths and landscaping from Clontarf Road/ Alfie Byrne Road to Amiens Street/Talbot Street, via Clontarf Road, Marino Mart, Fairview, Annesley Bridge Road, North Strand Road and Amiens Street.

The scheme will also include provision of a portion of the Tolka Valley Greenway linking Alfie Byrne Road with Annesley Bridge Road. The route shall traverse underneath Clontarf Road Railway Bridge, North Strand Road Railway Bridge and Amiens Street Railway Bridge (Protected Structures) and over Annesley Bridge at the Tolka River and Newcomen Bridge at the Royal Canal (Protected Structures).

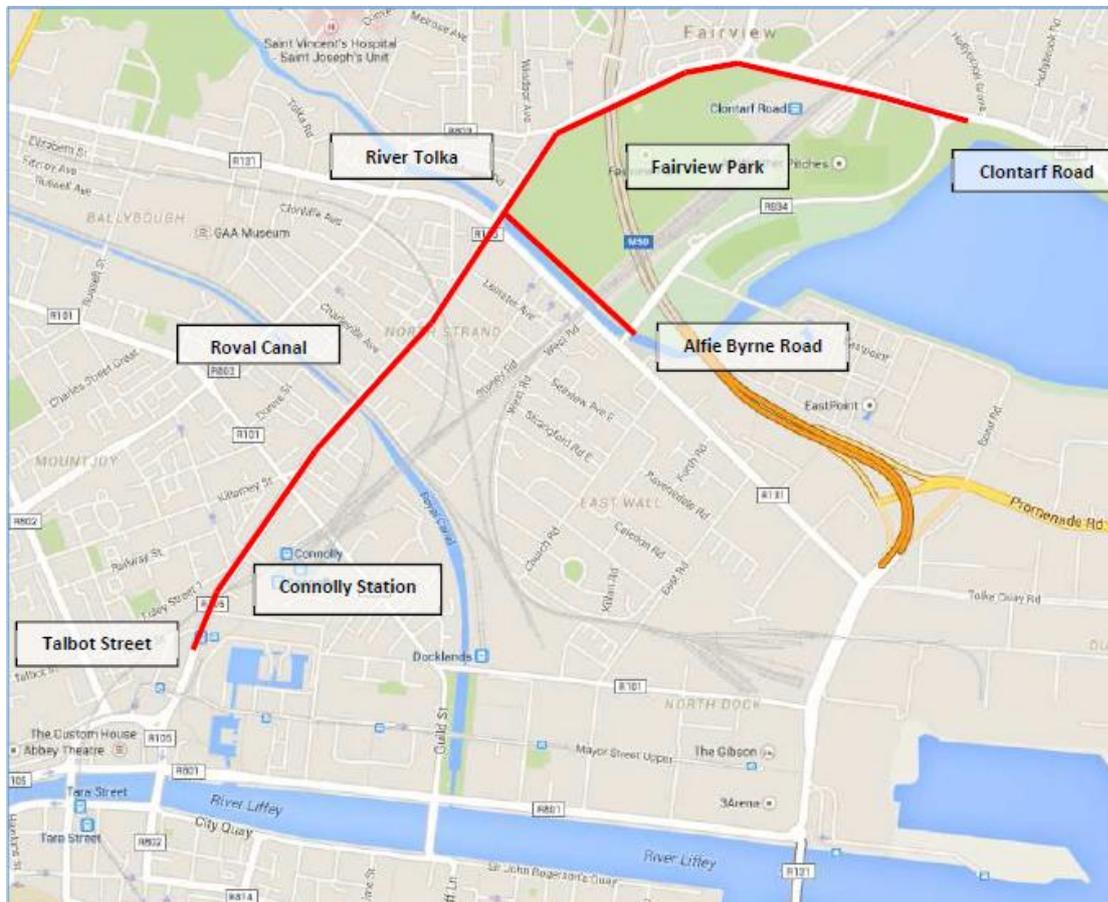
New toucan (pedestrian and cycle) crossings shall be provided at the following locations: Marino Mart (at Malahide Road); future proofing for crossing at Marino Mart (at Marino College); Fairview (near footbridge); Annesley Bridge Road/ Cadogan Road; North Strand Road/ Charleville Mall (Royal Canal Greenway Route).

Existing pedestrian crossings shall be upgraded to toucan crossings at the following locations: Clontarf Road/ Alfie Byrne Road; Clontarf Road/ Howth Road; Clontarf Road/ Malahide Road; Annesley Bridge Road/ Fairview Strand; North Strand Road/ East Wall Road; North Strand Road/ Annesley Place; North Strand Road/ Waterloo Avenue; North Strand Road/ Newcomen Avenue; Amiens Street/ Portland Row (5 Lamps); Amiens Street/ Buckingham Street Lower; Amiens Street/ Talbot Street.

In addition, the proposed works shall include landscaping, a "greenway" along the front of Fairview Park; improved public lighting and CCTV; cycle parking in Fairview Park; relocation

of some bus shelters; removal and relocation of car parking spaces; relocation of road side retaining wall on the east side of North Strand Road, north of Ossory Road; alteration to boundary wall of Iarnród Éireann Head Office, Connolly Station, Amiens Street (Protected Structure) and other ancillary services along the route.

Map of the Proposed Cycle Route (approx 2.7km in length)



(C) Planning History

No relevant planning history recorded.

(D) Area Committees

The North Central & Central Area Committee's were informed of the initiation of the Part 8 planning process for the proposed development at its meeting on the 8th September 2015.

(E) Statutory Submissions

A total of 192 submissions have been received in relation to the project, including observations from Clontarf and Marino Residents Associations, Dublin Cycling Campaign and other cycle groups, a number of elected representatives, Dublin Bus, Transport Infrastructure Ireland, a number of business operators along the route, commuters and other residents. A full list of persons/bodies that made observations in respect to the proposed development are listed in Appendix 1.

The submission received from Cian Ginty, editor of IrishCycle.com included a petition from 1,495 people requesting that the cycle route be constructed as a two-way segregated cycle path.

Summary of issues raised in the Submissions/Observations

- Preference for a two-way track along one side rather than one-way tracks on either side
- Need for segregation along the route
- Concerns with bus stop layout
- Reduction in parking spaces in Fairview
- Removal of trees in Fairview Park
- Traffic congestion
- Junction layouts
- Concern about the use of shared space
- Traffic calming and introduction of 30 km/h speed limit
- Retention or removal of the footbridge in Fairview
- Safety of pedestrians at toucan crossings
- Improvement of public lighting and CCTV
- Design details to be considered in implementing the scheme

The submissions received have been considered in the assessment of this application.

A. Two-way versus one-way cycle routes

A large number of observations received related to the provision of one-way cycle facilities along either side of the scheme, with many submissions requesting that a two-way facility along the eastern side of the scheme would be a better solution. 75 of the submissions received raised this issue.

Response: Roughan & O'Donovan Consulting Engineers prepared a report in October 2012, titled '*North Strand Road Cycle Route Concept Design / Option Selection Report*', which examined the existing route and cycle facilities from Clontarf Road to Amiens Street and developed options for improved cycle facilities. Options examined in the report included a two-way raised adjacent cycle track on the eastern side of the road (Option 1) and upgrade of the existing cycle lanes and provide cycle tracks where possible (Option 2), with the findings of the report concluding that Option 1 was the recommended preferred option. The report concluded that Option 1 provided the highest quality of service and also scored highest when assessed under the five appraisal criteria; Environment, Economy, Safety, Accessibility and Social Inclusion, and Integration. Furthermore, the report suggested that south of the Five Lamps along Amiens Street there would be little benefit in continuing the two-way cycle track and recommended the existing cycle lanes be retained. The report stated that Option 2 was also consistent with the Dublin Cross City Premium Cycle Route and would also be compatible with the proposed Royal Canal Cycleway.

RPS were appointed to provide consultancy services for the design of the scheme and, prior to commencing the preliminary design, carried out a review of the *North Strand Road Cycle Route Concept Design / Option Selection Report*. RPS prepared a report titled '*Options Review and Feasibility Report*', which assessed the options as presented in the October 2012 report. The findings of the RPS review of Option 2 found that this option could be developed further from that presented in the 2012 report, such that the quality of service achieved for Option 2 would be similar to that of Option 1.

The further development of Option 2 looked to upgrade the existing cycle lanes to raised cycle tracks, with increases in width and improved crossings and connectivity. Option 1 will

be positive, but lower compared to Option 2 as cyclists will need to cross the carriageway to access/egress the two-way cycle track more compared to the two by one-way cycle lanes. Also, Option 1 has the additional cyclist safety risk at side road conflicts due to the unexpected contra-flow cyclist movement.

When assessed under the five appraisal criteria, the developed Option 2 was ranked the highest. Options 1 and 2 ranked equally in relation to Environment, Economy and Accessibility and Social Inclusion, but Option 2 ranked higher in relation to Safety and Integration. Option 2 is considered the safer option.

The assessment concludes that Options 1 and 2 rank positively in terms of integration as they follow the existing route corridor and integrate better with existing Transportation Plans and Policy. Option 2 is ranked slightly higher than Option 1 as it caters better for outbound commuter cyclists by providing facilities on the outbound carriageway which is a bit more natural and expected for these cyclists.

The Environment and Transportation Department has given serious consideration to the provision of a two-way cycle track on one side of the road/route. However, it is considered that a two-way cycle track cannot work efficiently along a route comprising of multiple uncontrolled side-roads and major signalized junctions without negatively impacting on the traffic volume capacity of the road. There are 13 uncontrolled side roads on the east side of this route. Traffic signals would be required on uncontrolled side-roads due to complex traffic movements from both vehicles and cyclists at these junctions. There are 9 signalized junctions along the route. An additional traffic signal stage would be required at these junctions (i.e a green light for pedestrians and cyclists where all motorised vehicles are stopped) to enable pedestrians and cyclists to cross safely. Providing "green time" for cyclists and pedestrians at the above junctions would slow traffic on Amiens Street, North Stand Road, as far as Clontarf Road, resulting in additional congestion for traffic on what is already a very busy commuter route. The additional signals required to facilitate a two way cycleway would have a huge detrimental effect on bus journey times in particular for the Malahide and Howth Road QBCs.

A one-way cycle track works more efficiently in built-up areas as uncontrolled junctions do not need traffic signals. Motorists exiting the side road do not have to deal with two-way cyclists as well as two-way traffic. Potential conflict at side roads is reduced. Traffic on the main road is therefore not slowed by the introduction of additional traffic signals. Cyclists are still segregated from traffic by a raised track and can cross at proposed toucan crossings with pedestrians. Cyclists can continue through signalized junctions with traffic, provided traffic signals are in their favour, resulting in a reduced overall travel time. In addition the proposed one way cycle track proposal will significantly improve bus priority along the route resulting in improved bus performance and journey times.

B. Segregation

A number of submissions related to segregation, with observers outlining the need for the cycle facility to be segregated from traffic along the route. Approximately 50% of submissions received referred to segregation along the scheme, with many wishing to see a cycle track completely separated from the carriageway.

Response: Segregated cycle facilities are provided wherever possible along the route. Raised cycle tracks are provided along most of the length of the route, except where the facility transitions to on-road at bus stop locations, through major junctions and pedestrian crossings. The transition from raised to on-road sections of the cycleway are in accordance with the layout in the National Cycle Manual, with the length of sections of on-road lanes as outlined in the manual. Vertical segregation is provided by means of a 50mm upstand kerb, with the cycle track raised from the level of the adjoining roadway.

C. Bus stop layout

A number of submissions raised concerns about the layout at bus stop locations and the need for island bus stops wherever possible.

Response: The design considered the arrangements at bus stops outlined in the National Cycle Manual. The use of island bus stops, which would allow the continuation of the cycle track behind the bus stop, was considered but was found not to be feasible along most of the route due to constrained space when widening the roadway between existing building lines. Furthermore, as the bus stops have been indented to allow for the possible future bus rapid transit (BRT) route, insufficient space exists to construct island bus stops.

To accommodate an island bus stop, sufficient space is required such that an island is adequately sized to accommodate passengers waiting for and getting on and off the buses and a sufficient width of track is provided around the island to allow safe movement of cyclists past the stop and the safety of pedestrians needing to cross the track to get to the island. The exceptions to this are at the Fire Station inbound on North Strand Road and outbound on North Strand Road on the approach to the East Wall Road junction, where sufficient space is available to provide an island bus stop on the inbound side.

Bus stops along the scheme have been indented from the bus lane. This means that buses stopped at a stop do not impede other buses wishing to by-pass the stop, resulting in less delay to bus services, including the future BRT.

At bus stops, the cycle facility is on-road through the stopping area. The cycle track is transitioned on-road a minimum of 10m in advance of the stop to establish the cyclists on the roadway such that bus drivers are aware of their presence when turning into the stop. Cyclists must yield priority when a bus stops, which means that cyclists may have to wait for buses at the stop or may be able to overtake the stopped buses. Cyclists overtaking a stopped bus will need to enter the bus lane to do so, but will not need to enter the busy general traffic lanes.

D. Bus stop locations

Dublin Bus submitted an observation which queried the position of some bus stop locations and questioned the width of the bus lanes at some locations.

Response: Consultation with Dublin Bus will take place during the Detailed Design phase of the project in relation to all the bus stops along the scheme and to review the lane widths along the route.

E. Parking in Fairview

A number of submissions were received from business operators in the Fairview area, who raised significant concerns for the viability of their businesses with the reduction of parking spaces in Fairview.

Response: The concerns regarding the loss of car parking are noted. In order to address this concern and the loss of trees along Fairview Park, which shall be discussed later in this report, the Environment and Transportation Department now propose to reconfigure the existing traffic lanes along Fairview Village. The proposed alterations to the Part 8 scheme lane configuration along Fairview (loss of a section of inbound general traffic lane) will avoid the need for any parking loss either inbound or outbound. Further additional parking is proposed on Merville Avenue and Marino Mart to strengthen the existing parking capacity.

F. Removal of trees in Fairview Park

A number of observations questioned why trees were being removed from Fairview Park.

Response: The concerns regarding the loss of trees are noted. In order to address this concern the Environment and Transportation Department now propose to reconfigure the existing traffic lanes along Fairview Village. The proposed alterations to the Part 8 scheme lane configuration along Fairview (loss of a section of inbound general traffic lane) will avoid the necessity to remove the substantial majority of kerbside mature trees along the roadside boundary of the park. Four roadside trees will need to be removed at an isolated pinch point location circa 100m west of Fairview Footbridge. Of these four, two trees are in poor condition and are already recommended for removal, one is in fair condition (life expectancy of up to 20 years) and one is in good condition (life expectancy of 40+ years).

G. Traffic congestion

Concern was raised that the provision of additional crossing points along the route will result in traffic congestion, particularly through Fairview, and will result in drivers using rat-runs through residential areas, such as Marino Mart, to avoid traffic delays.

Response: The provision of new toucan crossings in the Fairview area will connect Fairview Village and Fairview Park and provide safer crossing facilities for pedestrians and cyclists. The phasing of the traffic signals at the mid-block crossing locations and the adjacent junctions will need to be linked such that any delay to traffic will be minimised along this section of the route. Dublin City Council Environment and Transportation Department are able to adapt traffic signal performance to observed traffic conditions, assisted by observed delays based on automatic vehicle location systems in partnership with Dublin Bus, to allay concerns that additional crossings would cause increased delays and congestion for traffic. The reconfiguration of lanes at Fairview resulting in the removal of an inbound lane from the Malahide Road junction will result in some additional queuing for traffic during the peak AM inbound commute. To reduce the impact of this, it is proposed to remove the planned toucan crossings located at Marino College and on the inbound side of Malahide Road junction. Ducting provision for these crossings will be provided now as part of the scheme delivery, and the traffic flows can be monitored during operation of the new road layout to determine if it is feasible to install these two crossing locations in the future.

Improved enforcement is needed to prevent rat-running through residential areas, such as anecdotal evidence of drivers illegally making right-turn manoeuvres from Marino Mart onto Haverty Road.

H. Junction layout – corner turning radius

Some observations submitted questioned the corner turning radii at junctions along the scheme, such as at Fairview Avenue Lower, Malahide Road, Howth Road, etc.

Response: In accordance with Design Manual for Urban Roads and Streets, a number of junction are proposed to be tightened by reducing the corner turning radius to slow traffic turning into and out of side streets. A number of observers questioned whether some junctions can be tightened further from that presented on the scheme layout plans. The corner radii and geometric design of each junction will be further reviewed at the Detailed Design phase of the project.

I. Junction layout – slip lane

Some observations were made in relation to left-turn slips along the scheme, which are proposed to be retained; e.g. at East Wall Road and Alfie Byrne Road.

Response: Guidance in Design Manual for Urban Roads and Streets recommends that left-turn slip lanes not be included at junctions. A number of existing junctions along the scheme have left-turn slip lanes in their current layout, some of which it is proposed to retain. The design of the layout of these junctions will be reviewed during the Detailed Design phase of the project.

J. Junction layout – provision of yellow boxes

Submissions were received which requested yellow boxes be provided at the following locations along the scheme: Cadogan Road, Addison Road and Merville Avenue.

Response: Access from the side roads onto the main road will be reviewed at Detailed Design phase of the scheme.

K. Junction layout – staggered crossings

Submissions received questioned the retention of staggered pedestrian crossings along the route.

Response: There are a number of staggered pedestrian crossings along the route, some of which are to be straightened, while others are to be retained as per the existing layout. The staggered crossing at East Wall Road is to be retained to provide sufficient storage for pedestrians on the traffic island while maintaining the left-turn slip lane. Removal of the left-turn slip lane would reduce the capacity of East Wall Road for inbound traffic. However, the design of this junction will be reviewed in the Detailed Design phase of the project. Similarly, the staggered crossing at Malahide Road will be reviewed at Detailed Design.

L. Junction layout – additional crossings

Some observations queried why additional crossings are not included on each arm of intersecting roads at junctions along the scheme.

Response: Guidance in Design Manual for Urban Roads and Streets recommends providing pedestrian crossings on each arm of a junction. Observers queried the crossing layout at Five Lamps, North Strand/Annesley Place, Annesley Bridge, Howth Road and Alfie Byrne Road junctions.

The existing layout at Five Lamps junction has crossings on three arms of the junction but not on the southern side of the junction. Provision of a pedestrian crossing on the south side of the Five Lamps junction was considered, however, the capacity of the junction would be considerably reduced as an additional signal phase would have to be introduced to facilitate the crossing. At present, the pedestrian crossing on the north side of the junction can operate at the same time as north-south traffic on Seville Place / Portland Row. This would not be possible with a new crossing on the south side of the junction. Introducing an additional phase for the junction would reduce the time for traffic and increase congestion at a junction that is already at saturation level.

At the junctions of North Strand/Annesley Place Junction, Howth Road and Alfie Byrne Road an additional pedestrian crossing is considered not warranted. It is not feasible to provide new pedestrian crossings at all junctions as this would severely reduce the capacity of the main traffic route.

The existing layout at Annesley Bridge junction has crossings on three arms of the junction but not the northern side, which will be reviewed during the detailed design phase of the project.

M. Shared Space

A number of observations raised concerns about the use of shared space along the route and respondents felt that shared space should be avoided.

Response: Shared space is proposed at one location along the scheme; at Amiens Street Railway Bridge. The pinch point is caused by the existing bridge structures exist at both locations as a result of the position of the railway bridge columns. The existing route consists of wide footways (including the railway bridge columns), two outbound traffic lanes and a

wide 5.0m (under the bridge) inbound traffic lane. A number of options were considered, including originally a bus gate arrangement, which varied between reducing traffic lanes, providing bus lanes, individual facilities and/or shared space. Three options were developed to cater for an outbound bus lane through the pinch point, which included (1) providing a 2m outbound cycle lane, with 3m bus lane and 3m traffic lane outbound and one 3m inbound traffic lane with a shared space for inbound cyclists and pedestrians, (2) outbound cyclists sharing the bus lane, with 3m traffic lanes outbound and inbound and 2m inbound cycle lane and (3) providing 2m outbound cycle lane with 3m bus lane and 3m traffic lane outbound, with 3m inbound traffic lane and 2m inbound cycle lane behind the bridge columns and new 2m wide footpath located within private Irish Rail land.

However, following consultations between DCC and the City Council Area Committee Members, reduced traffic lanes, particularly inbound, were not considered practical. The concern would be an increase in traffic congestion in this area during peak periods. As a result, the option brought forward includes, an outbound bus lane and traffic lane, a wide traffic lane inbound which becomes two lanes after the railway bridge columns, similar to the existing situation. As a result, a shared pedestrian/cyclist facility is proposed on the outbound side under the railway bridge.

Shared facilities are disliked by both pedestrians and cyclists, but where proposed the areas will be signposted as 'shared areas', ensuring the pedestrian has priority at all times, and no delineation markings will be provided as this only gives cyclists an incorrect sense of having dedicated cycle space.

N. Retain/Remove Fairview Footbridge

A number of observations were received in relation to Fairview Footbridge. Some submissions highlighted the need to retain the footbridge, while others stated that the bridge should be removed.

Response: A scheme layout was developed with a proposal to remove the footbridge in Fairview, which was presented to North Central Area and Central Area Committees in June and July 2015. Concerns were raised at these presentations that removal of the footbridge would increase the risk to pedestrians wishing to cross the road. As a result, it was agreed to retain the footbridge and to monitor its usage on implementation of the Clontarf to City Centre Cycle Route scheme. A survey of the existing conditions is to be carried out prior to construction of the scheme with a further survey carried out approximately 18 months following completion of the scheme. If the before and after survey indicate a reduction of 75% in pedestrian usage for the footbridge and that the nearby toucan crossing at Marino Mart show no safety implications, Dublin City Council Environment and Transportation Department would recommend to the elected members that consideration should be given to removing the bridge. It has been agreed that the support of North Central Area and Central Area Committees would be required prior to removal of the footbridge.

O. Pedestrian Safety at Toucan Crossings

Some observations raised safety concerns related to toucan crossings.

Response: The safety issues raised in the observations received relate to the crossings in the Fairview area. There appears to be a misinterpretation by some respondents of a toucan crossing as the suggestion that motorists would not stop at the crossings was mentioned. Toucan crossings are signalled crossing locations where traffic is required to stop on a red light.

Another submission related to pedestrians being struck by cyclists passing through waiting areas at crossing locations. The existing situation along Fairview Park has cyclists and pedestrians travelling side-by-side at the pathway, resulting in conflicts between waiting pedestrians and straight-through cyclists at crossing locations, such as at Fairview Strand.

The proposed scheme will provide a cycle facility which will separate cyclists from the pedestrian footpath, thus cyclists travelling straight-through at toucan crossings will be on the road and separated from pedestrians waiting on the footpath. Straight-through cyclists will be required to stop on a red light when pedestrians/cyclists are crossings the toucan crossing. Any areas where cyclists and pedestrians will need to mix will be signed and marked as shared areas, with the pedestrian always having priority.

The submission received from Marino Residents Association suggested that the proposed toucan crossing at Marino College is unnecessary as other crossings are proposed along this section

P. CCTV and Public Lighting

Some observations identified the need for improved CCTV and public lighting as part of the scheme.

Response: Part of the scheme will involve relocating public lighting columns along the route where affected by the proposed works. New public lighting is to be installed along the esplanade in Fairview Park.

The scheme will make provision for CCTV in Fairview Park. CCTV can be installed in the future along the pathway through the park.

Q. Traffic Modelling

Some observations received queried the level of traffic modelling undertaken as part of the scheme.

Response: Traffic assessments were carried out as part of the scheme development. Traffic surveys were undertaken in May 2015 to record junction turning counts and pedestrian movement at all major junctions along the route. This information was analysed, along with traffic junction count data available from Dublin City Council.

Parking surveys were carried out in March 2015.

R. Dublin Cycling Campaign

Dublin Cycling Campaign prepared a detailed submission highlighting a number of issues they see with the proposed scheme.

Additional consultation was carried out with Dublin Cycling Campaign on May 31st 2017. Issues were wide ranging and included additional segregation; location, number and type of bus stops; extension of bus lanes, provision of right-turning facilities for cyclists at major junctions; retention of slip roads at certain junctions, design detail and location for toucan crossings, lane width at junctions, cycling in shared areas, linking cycle lanes with existing taxi rank location, review of parking spaces, provision of buffers where cycle track is off-road; review of traffic signal operation.

Response: The issues raised in the submission of Dublin Cycling Campaign, as outlined above, will all be considered during the Detailed Design phase of the scheme.

S. Detailed Design Considerations

A number of other design issues were raised in submissions to be considered in the detailing of the scheme. Some of the issues raised are as follows:

- Adequate signage at all pedestrian crossings to warn cyclists
- Bicycle lights that provide a few seconds headstart at junctions
- Ensure cycle path passing inside parked cars adequately illuminated
- Flexible pillars/posts restricting illegal parking on footpaths
- Install new railing on Fairview Park boundary
- Traffic calming from Malahide Road to Alfie Byrne Road
- Use coloured tarmac for all sections of cycle path as visual indication
- Where path returns on-road, use flexible pillars/posts as physical barrier and LEDs as visible warning
- Reduction of speed limit to 30 km/h
- Absence of physical barriers to avoid door zone hazard for cyclists at parking bays

Response: The issues raised in the submissions will be reviewed and considered further at Detailed Design phase of the scheme.

Lack of public consultation

A number of submissions contend that there was a lack of public consultation of the scheme.

Response: The proper Part VIII consultation procedures were followed.

The proposal was presented to the North Central Area and Central Area Committees prior to the lodgement of the proposal on the following dates:

North Central Area Committee	June 15 th 2015
Central Area Committee	July 14 th 2015
North Central Area Committee	July 20 th 2015
Joint Central/North Central Area Committees	September 8 th 2015

A newspaper notice appeared in The Irish Times on 12th January 2017 and site notices were erected along the route advising of where the proposal could be viewed.

The proposal was on display for six weeks from Thursday 12th January 2017 to Thursday 23rd February 2017 at:

- Dublin City Council, Public Counter, Planning and Property Development Department, Block 4, Ground Floor, Civic Offices, Wood Quay, Dublin 8;
- Central Area Office, 51-53 Lower Sean MacDermott Street, Dublin 1;
- North Central Area Office, Bunratty Road, Coolock, Dublin 17;
- Charleville Mall Library, Charleville Mall, North Strand, Dublin 1;
- Marino Library, 14 – 20 Marino Mart, Fairview, Dublin 3.

Plans and particular were also available to view online at www.dublincity.ie and www.cycledublin.ie.

A Public Information Session was held at Charleville Mall Public Library on Saturday 11th February 2017.

In further response to this issue, the Environment & Transportation Department carried out Community Engagement forums as follows:

- Evening time Consultation on 19th June 2017 from 18:00 to 20:00 at Fairview Park
- Daytime consultation on 20th June 2017 from 10:00 to 11:00am at Fairview Park (Business community) and from 2.00pm to 4.00pm at Charleville Mall Library

Letters were issued to all submission respondents (with the exception of anonymous submissions made), notifying them of the above consultation dates and inviting them to meet with DCC Staff on a one-to-one basis. All above forums were well attended.

(F) Evaluation

A Development Plan Policy

Policy SC3: To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.

Policy MT1: To support the sustainability principles set out in the following documents
- National Cycling Policy Framework and National Cycle Manual

Policy MT7: To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with Green Infrastructure Objectives and on foot of (*inter alia*) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policy GI5 and objective GIO18.

Objective MTO9: To develop, within the lifetime of this plan, the Strategic Cycle Network for Dublin city - connecting key city centre destinations to the wider city and the national cycle network, and to implement the NTA's Greater Dublin Area Cycle Network Plan; to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives.

Objective MTO10: To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.

Policy SI27: To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets and highways i.e. use of low level bollard lighting along cycle paths

Objective GIO4: To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.

Policy CHC16: To preserve, repair and retain in situ, historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 7 and 8 of the Development Plan, and promote high standards for design, materials and workmanship in public realm improvements. Works involving such elements shall be carried out in accordance with the Department of Arts Heritage and the Gaeltacht Advice Series: Paving, the Conservation of Historic Ground Surfaces.

Appendix 7 Stone Setts to be Retained, Restored or Introduced

Appendix 8 Paved Areas / Paved Areas and Streets with Granite Kerbing

Section 10.5.7 Trees

Policy GI29: To adopt a pro-active and systematic good practice approach to tree management with the aim of promoting good tree health, condition, diversity, public amenity and a balanced age-profile.

Policy GI30: To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.

B Development Plan Zoning

The majority of the route will take place on existing footpaths along the road corridor from Amiens Street to Clontarf Road.

Fairview Park is Zoned Z9 with an objective to 'To preserve, provide and improve recreational amenity and open space and green networks'

The proposal is also supported by the following strategic plans and framework:

C Dublin City Public Realm Strategy

This strategy applies to the historic, cultural and commercial core of the City between the Royal Canal and Grand Canal. This strategy identifies the public spaces vital to how the City functions, its attractiveness, movement, identity and character. It gives an historical summary of the development of Dublin City's public realm, identifies the challenges to be addressed and provides clear guiding principles and aims.

The historic approach routes and North and South Circular Roads are major routes for moving around and navigating the inner suburbs. Secondary public spaces are flexible and multifunctional spaces capable of becoming significant destinations within the city. North Strand Road, Amiens Street is a historic approach route to Dublin City Centre. Future proposals should protect the historic character and emphasise the importance of these streets and spaces.

D National Cycling Policy Framework 2009

In recognising cycling as one of the most important forms of sustainable transport the Department of Transport published a National Cycling Policy Framework in April 2009. The policy framework emanates from the Government's New transport Policy for Ireland 2009-2020 Smarter Travel - A Sustainable Transport Future.

The framework sets out many policies and objectives in relation to cycling, with the ultimate aim of increasing cycling's share of the total travel market from 2% to 10% by 2020.

The National Cycle Policy Framework emphasises that the development of high quality cycling infrastructure will play an important part in helping to achieve a new culture where cycling is seen as an attractive mode of transport, particularly for short trips in urban areas. It is stated that a new approach to the design of urban roads in which the car does not dominate is required with a greater focus on the "Hierarchy of Solutions" including traffic reduction, traffic calming, junction treatment and traffic management, redistribution of the carriageway, cycle lanes, cycle tracks and cycleway (public roads for the exclusive use of cyclists and pedestrians). The NCPF states that the development of any cycle network must adhere to the five main requirements for cycling: safety; coherence; directness; comfort and attractiveness.

The proposal is considered to have been developed and adheres to the five main requirements for cycling: safety; coherence; directness; comfort and attractiveness. The route will be both legible and practical.

E National Transport Authority's (NTA) Greater Dublin Area Cycle Network Plan 2013

To ensure cycling as a transport mode and to achieve national targets the NTA, with the Councils of Greater Dublin, have published a Cycle Network Plan. This plan examined existing facilities, ranked the Quality of Service (QoS) and identified improvements along the

routes in terms of importance and likely cycle demand. The GDA Cycle Network Plan, from an analysis of cycling demand, identified 13 primary radial routes. Radial Route No. 1 is from Fairview – North Strand – Amiens Street – Beresford Place to Matt Talbot Bridge, linking Dublin North Central and North East to the City Centre. The plan identifies the route as one of the busiest cycle route in the city. The route will link to the future Royal Canal Cycle Route and the East Coast Trail at Clontarf and the Sutton to Sandycove (S2S) Cycleway.

F Design Manual for Urban Roads and Streets (DMURS)

DMURS outlines practical measures to support and encourage more sustainable travel patterns in urban areas. The conventional approach has been to focus on traffic demand and forecasting and minimising travel time. The approach outlined in DMURS is balancing the needs of all road users, giving priority to pedestrians, cyclists, public transport and lastly traffic.

Interdepartmental Reports

Roads and Traffic Planning Division

Report received 24/07/2017: the detailed report states that the Environment and Transportation Department fully support the proposed development. The Clontarf to City Centre Cycle Route is considered to be an important step in improving infrastructure for cycling and for encouraging more cycling throughout the city. The report concludes that the Department has no objection to the proposed works subject to two amendments relating to additional car parking being provided in certain locations and extensive tree planting to be carried out in Fairview Park.

Parks & Landscape Services

Report received 19/07/2017; the report states that the overall concept of improving cycling along this route is supported however; there are a number of issues of concern to Parks & Landscape Services.

Recommendations are made in regard to additional tree planting to mitigate the loss of trees in Fairview Park, Complimentary landscaping to enhance the linkage between Fairview Park and the village. It is also recommended that cycle parking provision should be provided within the park at this vicinity to serve the functionality of this facility.

City Conservation Officer

No objection to the proposed development. The report notes that the works require the removal of historic kerb stones that are located within the zone of the construction works. The route approximately follows an eighteenth and nineteenth century street pattern. The earlier section of road is closer to the city and the later road construction accessed by the building of Annesley Bridge. These historic street surfaces are now well buried below success layers of later toppings. Amiens Street has a number of protected structures, the Five Lamps (protected structure) is a significant piece of cast iron and well known landmark and Newcomen and Annesley Bridges are also listed. There will be no direct impact on any of these protected structures.

Setting of protected structures will be affected by signage and other street furniture required by the cycle lane but there is already a great deal of this along the road and the proposed additional elements will be designed rather than piled in ad hoc. A rare milestone located at the junction of Bayview Avenue will not be affected by the works. There will be impact on surviving granite footpath kerb stones which have already been lifted and reset over the years. The report concludes by stating that no streets within Appendix 7 are located within the zone of the subject application. Amiens Street is listed in Appendix 8B due to its traditional granite kerbing which continues along North Strand Road to Newcomen Bridge. It

also has examples of cast iron coal hole covers and granite paving slabs under the railway bridge at Amiens Street. In the proximity of the bridge a low random rubble wall at the side of the road is capped with curved granite coping.

Recommendations are made in regard to conservation issues.

Archaeology Department

No objection. However it is noted that the proposed development is partially within the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City), which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. Further, the site in question is partially located partially within the Zone of Archaeological Interest in the Dublin City Development 2016-22.

It is noted that attached to the application is an archaeological assessment entitled '*Archaeological and Built Heritage Assessment of a propose cycle way from Amiens Street to Clontarf, Dublin 1*' by Faith Bailey and Rob Goodbody of IAC dated March 2015. The report recommends archaeological monitoring of all excavation works in excess of 0.4m and the lifting and re-setting of stones on a new alignment in the above scheme. Given the above information it is stated that the site should be archaeologically monitored and a number of recommendations are made in regard to Archaeological monitoring along the route during any excavations.

Drainage Division

No objection subject to the proposed development complying with a number of recommendations.

General

The proposal is considered to be an important step in improving infrastructure for cycling and for encouraging more cycling throughout the city. The proposed scheme is for all types of cyclists including children, recreational, occasional cyclist's tourists and more experienced commuter cyclists. It is hoped that the scheme will attract new cyclists and increase cycling modal share as outlined in the National Cycle Policy Framework 2009 – 2020.

Talbot Street to Buckingham Street Lower

A dedicated cycle lane is to be provided along the eastern side of the road for inbound cyclists. This cycle lane will be on-road through the junction with Buckingham Street Lower, before being raised to the segregated level on a 50mm kerb, to the northern entrance of Irish Rail before continuing as a raised track under the railway bridge. The width of the cycle track is 1.75m under the railway bridge with a 0.5m buffer provided from each of the bridge columns, and the width of the footpath is 2.0m. This provision is made possible by setting back the existing wall and railing along the boundary of the adjacent Irish Rail property, with a new retaining wall to be constructed. After the bridge columns, the cycle lane reverts to on-road at the junction with Lower Sherriff Street and adjacent taxi rank outside Connolly Station. The cycle lane finishes at the upgraded toucan crossing on the south side of Talbot Street.

Outbound, a shared space is to be provided along the existing footpath under Amiens Street Railway Bridge. The cycle route through the shared space extends north past the proposed on-street parking before joining the roadway (on-road) to the south of the toucan crossing near Buckingham Street Lower. Through the shared space under the bridge a minimum overall width of 3.0m is provided at the tightest point adjacent to the bridge columns.

On the existing northbound carriageway two traffic lanes are provided. Under this scheme it is proposed to convert one traffic lane to a bus lane and retain one lane for outbound traffic.

At Buckingham Street junction there is one bus lane and one traffic lane inbound. On the approach to Amiens Street Railway Bridge the bus lane terminates and a wide single lane is provided under the bridge, as per the existing situation. After the bridge two inbound traffic lanes, which widen to accommodate the right turn lane into Talbot Street, are provided. There is a loss of one parking space on the outbound side with three parking spaces retained. The loading bay is retained on the outbound side. Also retained are the existing taxi ranks on the inbound side adjacent to Connolly Station. Where existing granite kerbs are proposed to be relocated as part of the reconfiguration of the road, it is proposed that they will be reused.

Buckingham Street Lower to the Five Lamps

The inbound cycle lane is on-road as it crosses Seville Place. The proposed cycle lane is raised and located behind the proposed parking area. After the parking area the cycle lane remains on-road through the proposed bus stop before becoming segregated vertically as the lane continues inbound past the service station. Appropriate drop kerb detailing in accordance with the National Cycle Manual will be required at the service station entrance and exit. At Preston Street, the cycle lane remains segregated and hence a drop kerb detail will be required at this location also. After Preston Street the cycle lane is on-road to negotiate the proposed bus stop and junction at Halpins Row.

The outbound cycle lane is on-road through the junction with Buckingham Street and raised from the junction to the bus stop. After the bus stop the cycle lane is to be raised and located behind the proposed parking area. In advance of the junction at the 'Five Lamps', the cycle lane reverts to on-road to facilitate left turning traffic at the 'Five Lamps'. The outbound cycle lane remains on-road through the junction at the 'Five Lamps' and is raised at the left-turn slip road.

One bus lane and one traffic lane are proposed in each direction through this section of the scheme. On the outbound side, a loading bay and 4 parking bays are proposed to be removed, north of Buckingham Street. The existing 24 parking spaces south of Portland Row are proposed to be reconfigured to provide 22 parking spaces in total for outbound traffic. There are 17 existing parking spaces on the inbound route, which will be reduced to 6 spaces as a result of the proposed scheme. To accommodate the proposed cycle route there will be a net loss of 1 loading bay and 17 parking bays along this section of the scheme.

Five Lamps to Newcomen Bridge

On the inbound side, the cycle lane is to be raised on Newcomen Bridge at the location of the existing footpath so as to minimise potential adverse impact on existing utilities. Pedestrians are accommodated on the newly constructed footbridge over the canal adjacent to the existing bridge. After Newcomen Bridge, the inbound cycle lane is on-road through the toucan crossing at Charleville Mall and then raised through Guildford Place before dropping back on-road at the proposed bus stop, after which the cycle lane becomes raised and segregated to the approach to Seville Place.

The outbound cycle lane is raised and segregated until going on-road at the proposed bus stop location. After the bus stop, the lane again is raised before going on-road at the toucan crossing at Charleville Mall and then raised to cross the existing Newcomen Bridge. Due to existing utilities crossing Newcomen Bridge, it is proposed to retain the existing kerbs in place.

A new toucan crossing is proposed to the south of Newcomen Bridge (Charleville Mall) and is proposed to connect to the Royal Canal Cycle Route.

Newcomen Bridge to Annesley Bridge

On the inbound side of the road, the proposed cycle lane is to be on-road through the junction with East Wall Road. It is then segregated behind the parking area and the wide area in front of the Fire Station on North Strand Road. It would then revert to on-road at the proposed toucan crossing and then to a segregated section under the Maynooth Line railway bridge. Following this, the cycle lane would be on-road at a proposed toucan crossing and relocated bus stop after Strandville Avenue, with a short raised section between the crossing and bus stop. It is proposed to segregate the cycle lane for another section before the proposed toucan crossing at Ossory Road, where the cycle lane reverts to on-road again to the tie in to Newcomen Bridge.

The outbound cycle lane is raised from Newcomen Avenue to Charleville Avenue. After the proposed bus stop, the cycle lane is to be segregated and located behind the proposed parking bays north of Bayview Avenue. The cycle lane remains segregated until the approach to the toucan crossing at Waterloo Avenue and is segregated again until Nottingham Street and the bus stop at the Maynooth Line railway bridge where the lane goes on-road. After the bus stop the cycle lane is raised through the junction with Annesley Place. North of Annesley Place the cycle lane is initially on-road through the proposed toucan crossing and is then segregated behind the proposed parking bays, continuing behind the proposed bus stop island before again reverting to on-road at the approach to the junction with Poplar Row. An island of 1.8m width is proposed at the bus stop, with the cycle track reduced to 1.2m through the stop and the footpath width reduced to 1.8m. The bus cage width is proposed to be 2.8m.

One bus lane and one traffic lane are proposed in each direction. The outbound traffic lane widens to two lanes on the approach to the junction with Poplar Row. The inbound bus stop at Strandville Avenue is to be relocated from its existing location north of the junction to the southern side. All other bus stops are retained at their existing locations.

In relation to parking along this section, the existing arrangement provides for 13 parking spaces and two loading bays for outbound traffic and 18 parking spaces inbound. As a result of the proposed scheme outbound parking provisions would be reduced to eight parking spaces with the retention of the two loading bays, while inbound parking will be reduced to five spaces.

Annesley Bridge to Howth Road

An inbound cycle lane is to be provided adjacent to the bus lane substantially to cater for the commuting cyclists. It is on-road through the junction with Howth Road and is a raised facility between this junction and Malahide Road junction. It is on-road through the Malahide Road junction and is raised and off-road located within the two lines of trees along Fairview Park. There is raised cycle lane from edges corner before going on-road at the junction with East Wall Road.

The outbound cycle lane is initially raised after the junction with Poplar Row, before reverting to on-road at a proposed toucan crossing and bus stop. It is to be segregated behind the proposed parking area, south of Fairview Strand. The cycle lane reverts to an on-road cycle lane through the junction with Fairview Strand, before being raised for the section through Fairview Avenue Lower; and back on-road through the proposed bus stop. The cycle lane is raised again where the cycle track is aligned behind the parking area, and continues through the junction with Merville Avenue and under the footbridge before reverting to on-road at the proposed toucan crossing south of Marino Mart. The cycle lane is raised through the junction with Marino Mart.

At Malahide Road junction, a particular difficulty exists with regard to the safe passage of straight ahead cyclists negotiating the junction as there is considerable conflict with left turning traffic. The proposed scheme incorporates a separate signal control for the cycle

movements, including the straight ahead movement which will be held on red until a separate phase of cyclist green time is allocated to this movement. The outbound cycle lane remains on-road through the Malahide Road junction and is raised in between this junction and the Howth Road junction. It reverts to on-road through the Howth Road junction. Again, at the Howth Road junction a separate signal control for the cycle movements is proposed.

The scheme will retain on-street parking facilities along this section of the scheme. Additional parking is proposed on Merville Avenue and Marino Mart. Three new spaces are proposed on Merville Avenue and eight new spaces are proposed on Marino Mart.

The proposed works will result in retention of 42 of the 46 roadside trees along Fairview Park. In addition, the footpath width on the village side of Fairview, from Poplar Row to Fairview Strand will be reduced to a minimum width of 1.8 metres at its narrowest section.

It is stated that if these works are approved the number of trees lost should be reduced to the minimum possible. In addition, protection measures must be put in place to all retained trees. Excavations should not be allowed to encroach under the canopy footprint of any tree without the permission of the Parks & Landscape Services Department. The proposed revisions give effect to this.

In addition to the proposed cycle route, the scheme also provides for a greenway esplanade for shared pedestrian and cyclist use along the northern edge of Fairview Park. This facility will be landscaped and lit to create a facility for leisure cycling and walking. There will be increased connectivity between the proposed roadside facilities to increase accessibility to this facility from the substantially residential area on the opposite side of the road. The proposed esplanade will facilitate two way cycle movements together with pedestrians. It will link frequently with the internal network of footways and cycle routes within Fairview Park.

Along the route of the esplanade, there is an opportunity to provide a cycling hub with the addition of bicycle parking and possibly other attractions such as coffee shops, etc. Such facilities would increase the attractiveness of the area and would be a significant enhancement of this particular location.

Howth Road Junction to Clontarf Road/Alfie Byrne Road Junction

On the inbound side the cycle lane is to be on-road at the junction with Alfie Byrne Road, followed by a short raised section, followed by an on-road section at the proposed bus stop at the car park. The cycle lane is then raised as it passes through the entrance to Clontarf Road DART Station and under the rail bridge. There is a bus stop on the west side of the bridge and the proposed cycle lane drops to on-road and then remains on-road through the junction with Howth Road.

The outbound cycle lane remains on-road from the junction with Howth Road to the proposed bus stop immediately to the east of the junction. It is then raised until the junction with Alfie Byrne Road where it reverts to on-road at the toucan crossing. The outbound cycle lane terminates at the proposed upgraded toucan crossing at the junction.

At the junction with Alfie Byrne Road, the proposed scheme links to the Sutton to Sandycove (S2S) cycle route. To minimise potential for cyclist/pedestrian conflict in the area, the scheme includes for widening of existing shared areas and the provision of an additional cycle track to link in the eastbound direction to the S2S cycle track.

Annesley Bridge to Alfie Byrne Road

The scheme includes a shared pedestrian and cycle path linking Annesley Bridge Road to Alfie Byrne Road along the southern boundary of the park by the River Tolka as part of the Tolka Valley Greenway. The scheme would also provide for the re-opening of the existing

path under the rail bridge over the River Tolka. The existing gates, fences and vegetation under the rail bridge are to be removed to provide the new link along the river bank.

This new route will provide an alternative route for pedestrians and cyclists from the Clontarf Road to City Centre route to the Alfie Byrne Road and onward to Clontarf using the existing cycle /pedestrian facilities on Alfie Byrne Road. The route increases general cycle connectivity and route option choice. It would also open up an amenity route in Fairview Park along the River Tolka for recreational use.

Appropriate Assessment

An Appropriate Assessment (AA), undertaken by RPS on behalf of Dublin City Council (DCC), was prepared in accordance with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) on Conservation of Natural Habitats and of Wild Fauna and Flora, the Planning and Development (Amendment) Act 2010, and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011). The screening exercise concluded that there is no potential for significant impacts on the European sites within a 15km range of the proposed site. Therefore the structure and functioning of the biological communities and habitats for which they are designated will remain intact. Therefore, the screening report concluded that a stage 2 Appropriate Assessment is not deemed to be required.

Recommendation:

The proposed development has been assessed and it is considered that it would be consistent with the Dublin City Development Plan 2016 – 2022 and with the proper planning and sustainable development of the area. Therefore, it is recommended that the proposed development should proceed subject to the following recommendations and considerations and subject to the requirements of the respective Divisions and Sections of the City Council provided below.

The proposed development shall be modified/adhere to the following:

1. Details of the finishing materials including colours and textures, for all surfaces, including the cycle lanes and pedestrian paths, to be agreed in writing with the Planning Authority, prior to the commencement of development.
2. The following recommendations of the Parks & Landscape Services Department of Dublin City Council shall be complied with in the development:
 - a) Complimentary landscaping shall be provided in a manner that further enhances the linkage between Fairview Park and Fairview Village & Marino.
 - b) The boundary railings to Fairview Park shall be retained or replaced with new railings located on the road side of the promenade.
 - c) Where more than seven linear parking bays are proposed in a cluster, one bay shall be replaced by a 5m length of greening enhancement to include tree provision.
 - d) Cycle parking provision shall be provided within Fairview Park in the vicinity of the existing parks depot which is to be developed as a visitor facility so as to serve the functionality of this future facility. Details of parking stands shall be agreed in advance with the Parks & Landscape Services Department.
 - e) The proposed plaza details/paved area as identified on CSR landscape drawing 15373-2-210 should be curtailed and the remaining shared pedestrian and cyclist space softened through the introduction of further landscaping and planting.

3. The frequency of street furniture such as lighting, CCTV poles, signage, bollards and gateway crossings shall be kept to be a minimum and the locations of same shall be agreed in writing with the Planning Authority, prior to the commencement of development.

4. Adequate tree protection measures, to a recognised EU standard, shall be provided for all trees, directly adjoining the route, in accordance with details to be agreed in writing with the Planning Authority prior to the commencement of development and such measures shall remain in place for the duration of the development. In cases where the work does impact on street and roadside trees, the local District Parks Officer should be contacted one week prior to works commencing.

5. During the construction phase, the proposed development works shall be completed in accordance with Eastern Regional Fisheries Board '*Requirements for the protection of Fisheries Habitat during construction and Development Works at River Sites*'

6. Iarnrod Eireann shall be contacted prior to the commencement of development with regard to the proposed works at the locations where the proposal interfaces with the railway.

7. The following recommendations of the Dublin City Conservation Officer shall be complied with in the development:

a) Any works that impact on historic street paving or artefacts shall be carried out with input of specialist expertise from a conservation architect and in accordance with the *Architectural Heritage Protection Guidelines* and the Advices issued by the Department of the Arts Heritage and Gaeltacht.

b) All historic granite kerb stones that are removed to facilitate the construction shall be carefully lifted, numbered and stored for re-use in a location close to their original position. They shall be re-bedded using a suitable lime based mortar.

8. The following recommendations of the Dublin City Drainage Division shall be complied with in the development:

a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

b) There are existing public sewers running through the site. A clear distance of three metres shall be maintained between sewers and all structures on site. The exact location of the pipelines must be accurately determined onsite prior to construction work commencing. No additional loading shall be placed on sewers.

c) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off.

d) Dublin City Council's Drainage records are indicative and must be verified on site. The Developer must carry out a comprehensive site survey to establish all drainage services that may be on the site. If drainage infrastructure is found that is not on Dublin City Council's records the Developer must immediately contact Dublin City Council's Drainage Division to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of the public drainage network; in both hard and soft copy in an approved format; are to be submitted by the Developer to the Drainage Division for written approval. See section 5 of the above-mentioned Code of Practice for more details.

9. The following recommendations of the Dublin City Archaeologist shall be complied with in the development:

a) The developer shall retain a suitably qualified licensed-archaeologist to advise regarding the archaeological implications of site clearance, demolition and/or construction methodology and to make appropriate recommendations for mitigation including detailed survey as necessary.

b) The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.

c) Historic granite kerb stones should be carefully lifted and re-set within the new alignment.

d) The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works exceeding 0.4m.

e) The archaeologist shall consult with and forward their Method Statement in advance of commencement to the City Archaeologist.

f) In the event of archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including if necessary the archaeological excavation of such features. In the event of significant archaeological features on site, the archaeologist retained by the developer shall immediately contact the City Archaeologist. The City Archaeologist (in consultation with the National Monuments Service, Department of Arts Heritage and Gaeltacht) shall determine the further archaeological resolution of the site.

g) A written and digital report (on compact disc) containing the results of the archaeological monitoring shall be forwarded on completion to the City Archaeologist and National Monuments Service, Department Arts Heritage and Gaeltacht.

h) Following submission of the final report to the City Archaeologist, where archaeological material is shown to be present, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the *Dublin City Archaeological Archive Guidelines* (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, 138-44 Pearse Street, Dublin 2.

10. Prior to commencement of significant works on site a Traffic Management Plan, a Construction Methodology Plan and an Environmental Management Plan, shall be provided to the satisfaction of Dublin City Council.

11. The following recommendations of the Dublin City Environment & Transportation Department shall be complied with in the development:

a) The existing traffic lanes through Fairview Village shall be reconfigured in order to retain the majority of mature roadside trees along Fairview Park and the retention of existing on street parking. The amendments to the carriageway shall necessitate the loss of a general traffic lane over a section of the inbound route between Malahide Road Junction to a point approximately 100 metres south of Fairview Footbridge.

b) 42 No. of the 46 No. roadside trees at Fairview Park proposed for removal shall be retained.

This report is submitted to the City Council pursuant to Section 138 of the Local Government Act, 2001 and Section 179 of the Planning and Development Act, 2000 subject to provisions of Section 139 of the Local Government Act, 2001.

Owen Keegan
Chief Executive

28th August 2017

Appendix 1 –full list of persons/bodies that made observations with respect to the proposed development

- Martha Woolmington, Howth Road Mixed National School, Clontarf Road
- Michael Pyne, Costello's Pharmacy, 25 Marino Mart
- Rory Gallagher, Gallagher Quigley Estate Agents, 27/28 Marino Mart
- Eamonn Leahy, Leahy O'Riordan Chartered Accountants, 1/2 Marino Mart
- Liam McGovern, Regency Glass Co. Ltd., 13 Marino Mart
- Michael Dowling, Dowling Financial, 21 Fairview
- Eva & Ciarán Gahan
- Gerry Noble, Marino Post Office, 3 Marino Mart
- Damian & Paul Martin, Martin's Off-Licence and Fine Wines, 11 Marino Mart
- A. Green
- Brophys Opticians, 19-20 Annesley Bridge Road
- Stephen Kelly
- Brendan O'Regan
- Marian Kelly
- Cathal Mortesen
- Eoibhlin Ní Neill
- E O'Connell
- Lisa Moran
- Damian Duggan, Duggan Jewellers, Fairview
- Weidong Wang, Four Star Pizza, 7 Marino Mart
- Lorraine Hickey
- Luigi Rocca, Fairview Grill, 25 Annesley Bridge Road
- Niamh Burke
- Matthew D. O'Donohoe, O'Donohoe Solicitors, 11 Fairview
- Sinéad Foley
- Trevor Keppel
- Jo Bolton, Comerford & Brady, 1A Merville Avenue
- Damian Duggan, Duggan Jewellers, 29 Annesley Bridge Road
- Victor, F. Edge & Sons, 2 Fairview Corner
- Andy Chen, Freshly Chopped Ltd., 13-15 Main Street, Fairview
- Peter Taylor, Home Instead Senior Care, 7 Marino Mart
- J.P. Buckley, John Paul Photography Ltd., 9 Fairview
- David Moran, Moran's of Marino Family Butchers, 3A Marino Mart
- David Moran, Moran's of Marino Family Butchers, 3A Marino Mart
- Niamh Morgan, Morgan's Pharmacy, 2-4 Fairview Strand
- Paul Menton, Quillsen, 13-15 Fairview
- Sean Haughey TD
- Lil Courtney, Spar Fairview, 25/27 Annesley Bridge Road
- Stephen Kelly
- Nicky Smith, The Fresh Market, 6 St Aidans Park Road, Marino
- Ray & Margaret Malone, Tubs & Suds, 23 Annesley Bridge Road
- Alan Bracken, Fianna Fáil
- Catherine Carragher
- Kix Vaping & E-Cigarettes, Annesley Bridge Road, Fairview
- Cathal McHugh, McHugh Kinsella Ltd., Garadice House, 3-4 Fairview
- Stephen Kavanagh
- Olivia Morgan, Transport Infrastructure Ireland
- Adeline Tuffy

- Garrett McGann, Annesley Dental Clinic, 18 Annesley Bridge Road
- Paul Gilsean
- Cll Damian O'Farrell & Finian McGrath TD
- Adeline Tuffy
- Sadhbh O'Dwyer, Department of Agriculture, Food & the Marine
- Eileen Kelly
- Ciaran Kissane
- Ciaran Dolan
- Cillian O'Morain
- David Smyth
- Deirdre Tobin, Clontarf Residents Association, 35 Castle Avenue, Clontarf
- Cllr Ciarán Cuffe, Green Party
- Cian Ginty, IrishCycle.com
- Donal O'Rathaille
- Mary Poynton
- Donna Cooney, Clontarf Green Party Representative
- Sieneke Hakvoort
- Fiona Fitzgerald
- Dr Ian Richardson
- Cllr David Healy, Fingal County Council
- Mark Crowther, Marino Residents Association, Carleton Hall, Marino
- Tadhg Daly, Manahan Planners (on behalf of Bank of Ireland Group Property), 26 Marino Mart
- Lucy Pyne
- Eric Conroy, An Taisce & Dublin Cycling Campaign
- Dermot Sellars
- Rose Michael
- Cathy Michael, Lamination Services
- Morgan McDonagh
- Will Andrews
- Stephen McManus
- Richard Strahan
- David Ó Laigheanáin
- Annemarie Sheehan
- John O'Neill
- Kieran Ryan
- Jamie Moran
- Stephen O'Callaghan
- Nigel Clarke
- Brian Hogan
- Fergus
- Jack Hyland
- Len Smith
- Cllr Naoise O Muiri, Fine Gael
- Anne Bedos
- Colin McGovern
- Tara Russell
- Michael J. Walsh
- Enid Bebbington
- Daniel McKay
- John Arrigan
- Conor Kearney

- Lukas Rajtar
- Deirdre Black
- Clara Clark, S2S Team, Cycling Without Age
- Richard Bloomfield
- Wojciech Jerzy Wieczorek
- Conor Hughes
- Stephen Doran
- Colm McDermott
- John Power
- Ed Carty
- Mairead Forsythe
- Julie Stafford
- Damian Murphy
- Frances Emmett
- Irene Yeriskin
- Susan Pike
- Eamonn Clarke
- Philip Murray
- Conor
- Keith Mc Quillan
- Ronan McDonnell
- Brian Christensen
- Heikki Vesanto
- Anne Marie
- Deirdre O'Sullivan
- Darana O'Callaghan
- Alan Laycock
- Claudine Chen
- Paddy Seery
- Clare Sullivan
- Ronan Buckley
- Domhnall Egan
- Suzanne Collins
- Aoife Mac Eoin
- Alan Wolfe
- David Richards
- Shea Carroll
- Sylvia O'Sullivan
- Joe Mooney
- Jan
- Gerard Daly
- Sara Berntsson
- Eric Conroy
- Pdraig O'Dwyer
- Samir Eldin
- Hugh Raftery
- Kevin O'Farrell
- Gordon Kavanagh
- Heidi Kelly-Hogan
- John Singleton
- Martina Mullin
- Martina Mullin, Health Promotion Officer, Trinity College Dublin

- Marguerite Smith
- Colm Ryder, Dublin Cycling Campaign
- Dermot Dempsey
- Ronan McGoldrick
- Peter Branigan
- Ray Donnellan, Dublin Bus
- Cian Ginty, IrishCycle.com
- John Cronin and Marguerite O'Brien
- David Kenny
- Terry O'Floinn
- David McCaffrey
- Stephen McCullagh
- Richard Strahan
- Cillian Rossi
- Niamh O'Connor
- Joan Connellan
- Mary Mac Namara
- Deirdre Finlay
- Kieran Coyle

All other observations received on the proposed scheme were submitted by unnamed respondents.





