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- (a) **Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)**
(b) **Local Government Act 2001 (as amended)**
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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 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

Application No: 4214/18

Proposal: LAW: Planning and Development Act 2000 (as amended)

Planning and Development Regulations 2001 (as amended) - Part VIII

Applicant: Dublin City Council, Environment and Transportation Department.

Location: Belmayne Main Street and Belmayne Avenue, Dublin 13.

Proposal: Pursuant to the requirements of the above, notice is hereby given of the completion of the unfinished Belmayne Main Street and refurbishments on Belmayne Avenue.

A breakdown of the works includes the following:

- **Construction of carriageway, footpaths and cycleways.**
- **Bus lane facilities, including a new bus-gate link to the Malahide Road.**
- **On-street parking, public lighting and other utilities.**
- **Signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road.**
- **Pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street.**
- **Landscaping works including planting of appropriately sized trees.**

An Environmental Impact Assessment Screening Report has been prepared and it has been determined that an Environmental Impact Assessment is not required.

Location: Belmayne Main Street & Belmayne Avenue, Dublin 13

Applicant: DCC Environment & Transportation Department

Location/Description

Belmayne Main Street and Belmayne Avenue, Dublin 13.

The site is within the Belmayne portion of the Belmayne-Clongriffin LAP area.

The study area for the scheme includes a section of Belmayne Avenue from the junction with Parkside Boulevard to immediately south of the junction with Main Street. The scheme also includes the partially constructed Belmayne Main Street. This is to be completed and extended both east to New Priory and west to the Malahide Road as shown in the image below.

This overall scheme aims to extend and provide a new 'Main Street' in Belmayne that links the Malahide Road in the west to New Priory in the east.

Zoning & Designations

2016-2022 City Development Plan

The area of the subject project is zoned Z14 Strategic Development and Regeneration Area* *To seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant uses.*

*SDRA 1. North Fringe (including Clongriffin/Belmayne)

The western end of the project is located within the West North Fringe Key District Centre 1.

The Development Plan notes that in the case of Z14 lands that are identified as KDCs, all uses identified as permissible uses and open for consideration uses on Z4 lands will be considered

There are no recorded protected structures on or adjacent the lands.

The closest Record of Monuments and Places sites to the proposed scheme are located within Balgriffin Park. This recorded monument is recorded as a 12th century castle (Record Number DU015-062002/3) that was reputed to have been located on lands associated with Balgriffin Park

There are no open water courses on the project lands. Surrounding development is drained to attenuation tanks which drain to the River Mayne in the north which flows into Baldoyle Bay which is a Natura 2000 site.

Baldoyle Estuary lies approximately 2km distant to the east of the Masterplan boundary. It is a designated Special Area of Conservation, Special Protection Area, proposed Natural Heritage Area, a Statutory Nature Reserve and a Ramsar (wetland preservation) site. UNESCO has designated Dublin Bay as a Biosphere.

The proposers report notes that the lands lie within Flood Zone C catchment

Clongriffin – Belmayne Local Area Plan 2012-2018 (Extended by resolution to December 2022)

Policy MTP1 To facilitate completion of the existing road infrastructure network

The western end of the project will be located within the proposed Belmayne Town Square masterplan which forms part of the LAP's Key Sites Development Strategy

The project is located within Belmayne Next Phase 4 & Belmayne Next Phase 5 of the LAP where the completion and connection to the R107 is a listed infrastructure requirement.

Site Description/History

The subject lands are located at Belmayne to the north east of the Malahide Road Junction R107/R139, Dublin 13. The lands form part of Clongriffin / Belmayne (also known as the North Fringe) which is a new settlement area located at the north eastern boundary of Dublin City Council's administrative area.

The former agricultural lands, which are broadly flat in nature are characterised by the existing roads infrastructure located there and by the established and developing urban character of the surrounding area. Built structures on the site comprise: roads and related infrastructure, other service infrastructure and remnants of past construction work.

Under the parent applications (DCC Reg. Ref. 0354/02 and Reg. Ref. 4315/030) permission was granted by ABP included a c.880m long road some 25m in width running from the western boundary of current day New Priory to Grange Road Extension (near the Malahide Road Junction). The approved road comprises 4 lanes (including bus lanes for QBC), footpaths, cycle lanes, parallel parking and a median and a bus gate at the Grange Road (Extension).

The approved road was substantially constructed, in that c.570m of the c.880m length of road was undertaken. Different sections are at varying stages of completion and have different states of usability. Consequently, today Main Street as conceived under the original permission is incomplete

Proposal

The project will see the completion of Main Street linking the western North Fringe KDC with New Priory but ultimately connecting the eastern and western KDC North Fringe nodal centres. When complete, Belmayne Main Street will provide a direct link between Malahide Road and Clongriffin and will provide for sustainable modes of travel including walking facilities, cycling facilities as well as bus lane facilities along the route. The proposal also involves traffic safety improvements to Belmayne Avenue.

The 130m section of the approved but unconstructed Main Street between Churchwell Crescent and Churchwell Avenue is to be completed to a new road design. The overall length of the road is not increasing as such, however, the c.180m section of the approved road (including Bus Gate) which was never constructed, is to be realigned / rerouted. Instead of connecting with Grange Road, the road (with bus gate) is now to connect to the Malahide Road. Approx. 100m of the referred 180m section of road to be rerouted is to have 4 lanes and c.80m is to have 2 lanes. In brief the project comprises road widening and / or redesign / completion, as appropriate, in respect of the approved 4 lane 700m stretch of road. In the case of the new road the project comprises the provision of a 180m length of road of 2 to 4 lanes. The proposal and its constituent elements have been informed by an option selection process.

The project will be co-funded by Dublin City Council, the National Transport Authority and the Local Infrastructure Housing Activation Fund (LIHAF), as part of the Rebuilding Ireland programme. The route is on the Clongriffin Core Bus Corridor which is part of the NTA's BusConnects programme.

The proposal is presented in four main sections:

Section 1 - Belmayne Avenue:

This section of the scheme proposes to retain the existing parking on both sides of the street with the exception of parking on the eastern side of the road adjacent to the proposed school campus. At the junction of Belmayne Avenue/Parkside Boulevard, it is proposed to retain the junction as priority controlled and to provide a signalised toucan crossing on the western arm of Parkside Boulevard to accommodate pedestrians from Belmayne into the existing park.

Belmayne Avenue is retained as per its existing facilities, therefore no bus or cycle facilities are proposed along this section.

Cycle facilities can be provided and are sought under the LAP Smarter Travel Plan, however, they do not form part of this scheme and may be provided in the future. A new signal controlled pedestrian crossing is located along Belmayne Avenue to serve access to the proposed schools; The existing 3-arm priority junction of Belmayne Avenue/Belmayne Main Street is proposed to be upgraded to a 4-arm signalised junction to incorporate the extension of Main Street to New Priory.

Section 2 - Main Street from Belmayne Avenue to New Priory:

This section of the scheme proposes a bus lane in both directions and one traffic lane in both directions. Cyclists will be accommodated within a dedicated cycle track facility both sides of the road. A central median island is proposed along its length with landscaping proposed, subject to detailed design. Parking is not proposed along this section of the street. This section proposes 3.25m wide footpaths on both sides of the street. Section 2 adjoins the junction with Belmayne Avenue.

Section 3 - Main Street from Belmayne Avenue to Churchwell Crescent:

This section of the scheme, which is currently in use as a single carriageway road, was subject to a separate options assessment and multi-criteria analysis(MCA) report, appended to this report in Appendix B, that determined the optimal facilities along this section of the route. The options report concluded that the optimal layout of the street was Option 3. This option provides a 2m footpath on the southern side of the street and a 3m footpath on the northern side of the street, 2.4m parking bays both sides of the street, 1.75m cycle tracks both sides of the street, 3m bus lanes as well as 3m traffic lanes. There is a 2m median island proposed within the carriageway with landscaping proposed, subject to detailed design

Section 4 - Main Street from Churchwell Crescent to Malahide Road:

This section of the scheme is proposed within the Masterplan for Belmayne as the 'Town Centre Square'. It is envisaged that the surrounding area will be dedicated as a civic space with a mix of retail, commercial and residential developments. As such, it is proposed to provide 3m footpath on the southern side of the street and 4m wide footpaths along the northern side of the street in this location. Parking is continued on both sides of the street and cycle lane facilities are proposed on both sides of the street as per Section 3 outlined above. A 2m median island is proposed along the length of the street. A bus gate is also proposed along this section out on to the Malahide Road with vehicular traffic having to divert north or south off Main Street before this via local roads to be constructed at a future date when the town centre proposals are developed. This proposed bus gate will tie in

with future proposals along the Malahide Road regarding the NTA's Core Bus Corridor along here. The bus gate along Main Street requires the conversion of the existing 3 arm priority junction of the Malahide Road/Mayne River Street to a 4 arm signalised junction.

It is noted that cycle facilities will be provided on Malahide Road as part of the future NTA Bus Connects scheme and do not form part of the subject scheme proposals.

Planning History

ABP Condition 3 of Reg. Ref. 0354/02 and ABP Condition 3 of Reg. Ref. 4315/03 gave permission for Main Street to be constructed as part of overall parent proposals for Belmayne. It is noted that both permissions have expired Reg. Ref. 0354/02 in 2008 and Reg. Ref. 4315/03 in 2014.

The proposer's report however notes that Section 40(2)(iv) of the P&D Act 2000 (as amended), allows, in the case of a development which has not been completed and where the permission has expired, for the provision of approved roads and services etc. which are necessary to the completed buildings.

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development and the recommendation of the Planning Department at its meeting's on 15th October and 21st January respectively.

Submissions/Observations

Four 3rd party submissions have been received to date:

- Tommy Broughan TD, Dail Éireann
- McGill Planning (on behalf of Cairn Homes), 45 Herbert Lane Dublin 2
- Alexander Shigin, Parkside Mews, Balgriffin, Dublin 13
- Adrian & Patricia Sharkey (Radiance) 42 Main St Belmayne, Dublin 13

The submissions mainly relate to design, traffic, parking and access issues of the proposal. Additional junctions are sought along Belmayne Avenue and to open lands south of Belmayne Main Street. There is reference to the benefits to the wider North Fringe area of such works and need for cooperation among the local authorities, including the aspiration for future objective for a direct road link eastwards across the railway line into the Stapolin area in FCC.

DCC's Transport Planning Division note that the NTA have made a submission on the Part 8 proposal and have also reviewed the 3rd party submissions made to date. (See report below).

Response to Submissions

Thomas P Broughan TD

- *The applicability of the speed limit of 50kph*

Response:

It is proposed that the ordinary speed limit of 50kph in built up areas will apply.

- *Does the proposed design apply to New Priory?*

Response:

The redevelopment of New Priory is near completion. It is not proposed to alter the street design at New Priory as part of this Part 8 application. The same speed limit will apply to New Priory as the rest of Main Street.

- *Why does Main Street become so narrow at the junction with Malahide road and Moyne River Avenue?*

Response:

Main Street narrows at the junction with Malahide Road as this is a Bus-gate. Access to and egress from Main Street for general traffic will not be allowed at this location.

- *Long term objective for Malahide Road bypass.*

Response:

This is outside the scope of the subject project but remains an objective in the Development Plan and LAP.

It is also noted that Fingal Co. Council are carrying out a transport study for DCC North Fringe and FCC South Fringe areas. It is understood that this study is nearing completion and that Fingal officials will hold a joint meeting for elected representatives from both councils early next year at which they will present the study.”

- *Concerns regarding the introduction of a new junction onto the Malahide Road and adding to traffic gridlock*

Response:

It is noted that only buses will be permitted to access and egress from Main Street to Malahide Road and as such the proposal will not generate significant additional traffic on to Malahide Road. It is also noted that Fingal County Council are carrying out a transport study for the DCC North Fringe and FCC south fringe areas. This study is nearing completion and will address the transport infrastructure requirements in the area.

- *Preferable if there was an east-west cross-rail link into Fingal County council area*

Response:

The aspiration for street linkage over the railway line into FCC is acknowledged but is outside the scope of this project.

Again it is noted that Fingal Co. Council are carrying out a transport study for DCC North Fringe and FCC South Fringe areas. It is understood that this study is nearing completion and that Fingal officials will hold a joint meeting for elected representatives from both councils early next year at which they will present the study.”

- *Traffic calming should be provided.*

Response:

Belmayne Avenue is currently in the ownership of a private developer and therefore minimum interventions are proposed on this road. Main Street will be designed with carriageway widths and landscaping that is compatible with low speeds. Further traffic calming measures should not be required but this will be reviewed post construction.

- *Additional provision of junctions within scheme*

Response:

Additional junctions along Belmayne Avenue will be provided as and when the adjoining lands are developed. It is noted that developers can independently apply for planning permission

McGill planning for Cairn Homes

- *The signalised junction and toucan crossing identified on the northern side of Main Street at the eastern end should be identified as indicative on the submitted drawings. This would allow a level of flexibility on the precise location of the junction should it need to move slightly to facilitate building elements in the adjoining schemes.*

Response:

It was intended that there be a degree of flexibility regarding the exact location of the signalised junction and toucan crossing referred but it will be accommodated in consultation with Cairn Homes at the detailed design stage. It should be noted that future planning applications by developers can 'supersede' indicative junction locations

- *The width of the footpath on either side should be reduced from 3.25m to 2.5 at the interface with residential development. This would be sufficient to provide for pedestrian footfall and would allow for defensible space in front of buildings.*

Response:

It is not proposed to reduce the footpath width on Belmayne Main Street between Belmayne Avenue and New Priory. It is anticipated that this will be a strategic pedestrian link with moderate to high levels of activity, fronted by medium density development. It is also anticipated to be a busy bus route, will have a primary school on the northern side and may be fronted by a large secondary school on the southern side. “

Alexander Shigin, Parkside Mews:

- *A smoother transition to the existing Main Road on the northern side and the existing greenways should be provided.*

Response:

Response:

In relation to the transition from Parkside greenway to the Belmayne Avenue junction, the proposed transition as shown is more appropriate in terms of pedestrian and cyclist safety

- *Cyclists should be able to transition from Parkside greenway to a junction on Belmayne Avenue without dismounting.*

Response:

Belmayne Avenue is currently in the ownership of a private developer and therefore minimum interventions are proposed on this road. However, the suggestions made by Mr. Shigin will be incorporated if feasible at the detailed design stage.

Adrian & Patricia Shanley (Radiance)

- *Concerns regarding access to parking during construction and once the development is complete. Dedicated car parking for businesses should be provided.*

Response:

Works during construction will be phased to ensure that access to businesses will be maintained. Businesses will be consulted and accommodated as much as possible and some customer parking will be maintained during and post construction.

Consultees

Irish Water: No response

National Transport Authority: Submission received. Confirmed that the scheme meets the NTA's objectives in terms of bus and cycle priority. Further comments below under *Traffic Assessment*.

Fingal County Council: No response

Dublin Bus: No response

C.I.E: No response

Minister for Arts Heritage & Culture: No response

Interdepartmental Reports

Archaeological & Built Heritage Constraints

A desktop Archaeological and Built Heritage Assessment of the study area was undertaken. The assessment noted that there are no recorded archaeological sites within the extents of the proposed scheme.

The City Archaeologist comments on the proposal as follows:

Section 11.1.5.15 CHC9: states it is the policy of Dublin City Council: To protect and preserve monuments.

It is noted that the proposed development is close to the Zones of Archaeological Constraint for the Recorded Monuments DU015-012 (church site), DU015-062 (castle, dwelling enclosure possible) and DU015-068 (enclosure site possible) which are listed on the Record of Monuments and Places (RMP) and are subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. These RMP sites indicate the proposed development will take place within an archaeological landscape.

It is the recommendation therefore of this office that a condition of archaeological monitoring, as described below (see report attached), shall be attached to any grant of planning permission for this application.

Flooding Constraints/Drainage Issues

A Site Specific Flood Risk Assessment (SSFRA) was undertaken in April 2018. The scope of the SSFRA related only to the proposed road infrastructure and its immediate surroundings. It was determined that the Site is within Flood Zone Category C as defined by the 'The Planning System & Flood Risk Management – Guidelines for Planning Authorities' DCC's *Drainage Division comment as follows:*

- Further consideration of surface water management strategy required –

- *There is no surface water sewers indicated on our GIS system so the condition of the existing surface water infrastructure referred to in Part 8 would need to be confirmed.*
- *From reviewing the area on the GIS, there appears to be a number of 'open drains' or ditches' along the proposed route or adjacent to it. Has it been considered how these will managed?*

Deliverables

Surface Water Management Plan (SWMP) incorporating the proposals for sustainable drainage for this area (minimum 2 stage treatment train). This shall include a report, a proposed surface water layout drawing and layout clearly indicating integration with proposed landscape plan. Consideration of Parks Department requirements should be considered here.

Section Drawings;

- *Section details of proposed SuDs devices*
- *Longitudinal section drawings along route of integrated wetland and connection points with conventional drainage system*

Traffic Assessment

Vehicular traffic along Main Street will be mostly internal residential movements since there is no through route along this section to the Malahide Road.

A report has been received from DCCs Transport Planning Division as follows:

"NTA – No objection subject to recommendations.

Dublin Bus – No response received at the time of report writing.

Third Parties

4 no. third party submissions received within the statutory timeframe. The following issues are of relevance to this division:

- *The overall design approach is welcomed.*
- *The signalised junction and toucan crossing identified on the northern side of Main Street at the eastern end should be identified as indicative on the submitted drawings. This would allow a level of flexibility on the precise location of the junction should it need to move slightly to facilitate building elements in the adjoining schemes.*
- *The width of the footpath on either side should be reduced from 3.25m to 2.5 at the interface with residential development. This would be sufficient to provide for pedestrian footfall and would allow for defensible space in front of buildings.*
- *Concerns regarding the introduction of a new junction onto the Malahide Road.*
- *Traffic calming should be provided.*
- *A smoother transition to the existing Main Road on the northern side and the existing greenways should be provided.*
- *Cyclists should be able to transition from Parkside greenway to a junction on Belmayne Avenue without dismounting.*
- *Concerns regarding access to parking during construction and once the development is complete. Dedicated car parking for businesses should be provided.*

These issues have been taken into account in the assessment of this application.

Transport Planning Division Comments as follows:

Belmayne Main Street is currently partly constructed between the junction of Belmayne Avenue and Churchwell Crescent. As a result, there is currently no through route to Malahide

Road. There is also currently no through route to New Priory travelling eastbound along Main Street as the street currently terminates at Belmayne Avenue.

As outlined above permission is sought for the completion of the unfinished Belmayne Main Street and Belmayne Avenue in order to link Clongriffin Station to Malahide Road. The proposed works include:

- Construction of carriageway, footpaths and cycleways.
- Provision of bus lane facilities, including a new bus-gate link to the Malahide Road.
- Provision of on-street parking, public lighting and other utilities.
- Provision of signalised junctions at Belmayne Avenue/ Belmayne Main Street and at Belmayne Main Street/ Malahide Road.
- Provision of pedestrian/ toucan crossings for the new school on Belmayne Avenue, the park at Parkside Boulevard and at three locations on Belmayne Main Street.
- Landscaping works including planting of appropriately sized trees.

The completion of this route will provide for sustainable modes of travel including walking, cycling and bus lane facilities and will provide an axis linking the west and east town centres along a central civic route. The completion of this road will facilitate the development of adjacent housing development and development of a mixed use urban quarter at Belmayne. The completion of the road network is being funded under the Local Infrastructure Housing Activation Fund (LIHAF).

The NTA submission in relation to the proposed development indicates that the proposals for Main Street meet the NTA's objectives in terms of bus and cycle priority within the Clongriffin-Belmayne Local Area Plan lands. In relation to the details of the design the NTA has requested that the Local Authority consults with them regarding the location and layout of bus stops and that the links to the existing greenways and the associated crossings be fully aligned so as to minimise interactions between pedestrians and cyclists to ensure that access to and from the greenways across each junction is direct.

Recommendations

This division has no objection to the proposed development subject to the following conditions:

1. *Prior to the finalisation of the detailed design of the proposed development the applicant shall consult with the National Transport Authority in relation to the location and layout of bus stops.*
2. *The links to the existing Greenways and the associated crossings shall be fully aligned so as to minimise interactions between pedestrians and cyclist and to ensure that access to and from the Greenways across each junction is direct.*
3. *Prior to construction of development, the signal arrangement, layout and ducting shall be agreed in writing with the ITS Section of the Environment and Transportation Planning Department. The applicant shall note that ducting will be required the length of the project for current and future fibre connections.*
4. *Prior to commencement of development the applicant shall contact the Traffic Advisory Group (TAG) in the Environment and Transportation Department to ascertain their requirements regarding the proposed development."*

EIAR Screening

The EIAR Screening report notes that the parent permission was previously subject to an EIS. The proposer has submitted a detailed EIAR screening for the subject roads proposals. The report notes that due to the location of the site and the nature and extent of authorised

development including works carried out to date and given the nature and extent of proposed works including amendments, the project falls below the thresholds set out under Annex II (13) (a) of the Directive - *for any change or extension of projects listed in Annex I or Annex II, already 'authorised', executed in the process of being executed*. The EIAR screening report also sequentially considers that the subject proposal as a sub threshold development is not likely to have significant impacts upon the environment as per the nature, size or location criteria set out in Schedule 7 of the Planning & Development Regulations 2001(as amended). Therefore an EIA of the project is not required in this instance.

The planning authority has noted the content of the report and concurs with the conclusion of the report.

Appropriate Assessment

A Screening Report for Appropriate Assessment of the Road Development has been prepared and included with the draft Part 8 proposal. The report notes that proposed/amended roads will provide for vehicular traffic, cycle lanes and pedestrians. It will include artificial lighting and provision of drainage works.

The report notes that the proposed development is not located within or directly adjacent to any SAC or SPA but pathways do exist to a number of these areas. An assessment of the aspects of this project has shown that significant negative effects are not likely to occur to these areas either alone or in combination with other plans and projects
The planning authority has noted the content of the report and concurs with the conclusion of the report.

Conclusion

The Planning & Property Development Department notes that the completion of the Main Street axis to the R107 Malahide Road is a key objective of the Clongriffin / Belmayne LAP 2012-2018 (as extended to 2022). The rerouting element of the proposal has been supported by the NTA.

It is noted that the project will provide an axis linking the west and east town centres within the development urban area of the City's North Fringe along a central civic route with the potential for upgraded sustainable transport provision (including potentially a Core Bus Corridor).

The completion of this road will facilitate the development of an adjacent residential development at Belmayne and the development of a new mixed use urban quarter at Belmayne Town Square.

It is not considered that the proposal on completion will have an adverse impact on the amenities of the area.

The proposed project does not materially contravene the current Dublin City Development Plan.

In conclusion, the Planning & Property Development department have no objections and recommend that the development proceed subject to the recommendations outlined below.

Recommendations

The proposer is advised to consider accommodating the recommendations of the DCC departments and that of the NTA into their proposal as follows:

DCCs Transport Planning Division:

- *Prior to the finalisation of the detailed design of the proposed development the applicant shall consult with the National Transport Authority in relation to the location and layout of bus stops.*
- *The links to the existing Greenways and the associated crossings shall be fully aligned so as to minimise interactions between pedestrians and cyclist and to ensure that access to and from the Greenways across each junction is direct.*
- *Prior to construction of development, the signal arrangement, layout and ducting shall be agreed in writing with the ITS Section of the Environment and Transportation Planning Department. The applicant shall note that ducting will be required the length of the project for current and future fibre connections.*
- *Prior to commencement of development the applicant shall contact the Traffic Advisory Group (TAG) in the Environment and Transportation Department to ascertain their requirements regarding the proposed development.*

City Archaeologist:

- 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. The archaeologist shall provide an Archaeological Impact Assessment of the proposed development (including temporary and enabling works) to the Planning Authority prior to monitoring.
- The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.
- The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.
- The archaeologist shall consult with and forward their Method Statement in advance of commencement to the Planning Authority.
- 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 Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Department of Culture, Heritage and the Gaeltacht) shall determine the further archaeological resolution of the site.
- Two copies of a written report and a digital report (on compact disc) containing the results of the archaeological monitoring shall be forwarded on completion to the Planning Authority and National Monuments Service, Department Arts Heritage and Gaeltacht.
- Following submission of the final report to the Planning Authority, 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.

DCC's Drainage Division:

Further consideration of the surface water management strategy is required as follows:

- Confirm the location and the condition of the existing surface water infrastructure referred to in the Part 8 and outline proposals for the management of any open drains or ditches along or adjacent to the proposed route.
- Provide a Surface Water Management Plan (SWMP) incorporating the proposals for sustainable drainage for this area (minimum 2 stage treatment train). This should have regard to the requirements of the Parks Department and shall include a report, a proposed surface water layout drawing and layout clearly indicating integration with the proposed landscape plan.
- Provide the following drawings: Section details of proposed SuDs devices
 - o Longitudinal section drawings along route of integrated wetland and connection points with
 - o conventional drainage system

Planning Department

The proposer is recommended to delineate locations of proposed fencing and agree height and treatment of temporary fencing with DCC's Parks & Landscape Division.

Project Finances

The project is to be co-funded by the Local Infrastructure Housing Activation Fund (LIHAF), Dublin City Council levies and the National Transportation Authority (NTA). The estimates cost of the project is €8m. €2.25m has been committed by LIHAF and the balance will be funded by the NTA and Dublin City Council levies. Belmayne Main Street is a key part of the Clongriffin Core Bus Corridor which is a main route on the NTA's BusConnects programme.

It is intended to commence construction later in 2019. The construction period is estimated to be one year.

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development.

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

Resolution:

"That Dublin City Council notes Report No 53/2019 and hereby approves the contents therein."

Owen P. Keegan
Chief Executive

Date: 12th February 2019

Appendix 1 Third Party Submissions/Observations:

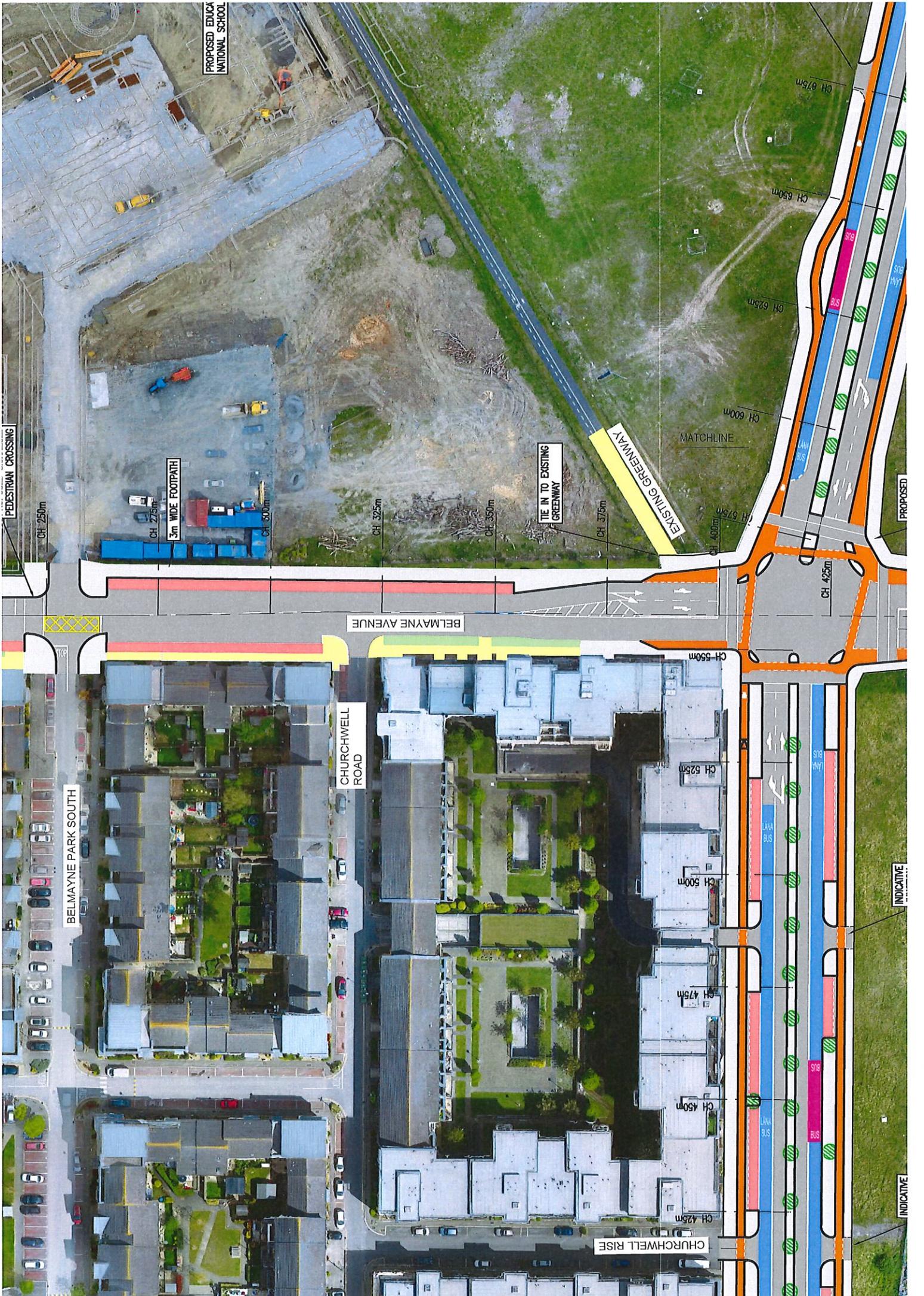
National Transport Authority

Tommy Broughan TD Dail Eireann

Mc Gill Planning (On behalf of Cairn Homes) 445 Herbert Lane Dublin 2.

Alexander Shigin

Adrian & Patricia Sharkey



PROPOSED EDUCATIONAL NATIONAL SCHOOL

PEDESTRIAN CROSSING

3m WIDE FOOTPATH

TIE IN TO EXISTING GREENWAY

EXISTING GREENWAY

MATCHLINE

PROPOSED

BELMAYNE AVENUE

BELMAYNE PARK SOUTH

CHURCHWELL ROAD

CHURCHWELL RISE

INDICATIVE

INDICATIVE

CH 250m

CH 275m

CH 300m

CH 325m

CH 350m

CH 375m

CH 400m

CH 675m

CH 650m

CH 625m

CH 600m

CH 575m

CH 550m

CH 525m

CH 500m

CH 475m

CH 450m

CH 425m

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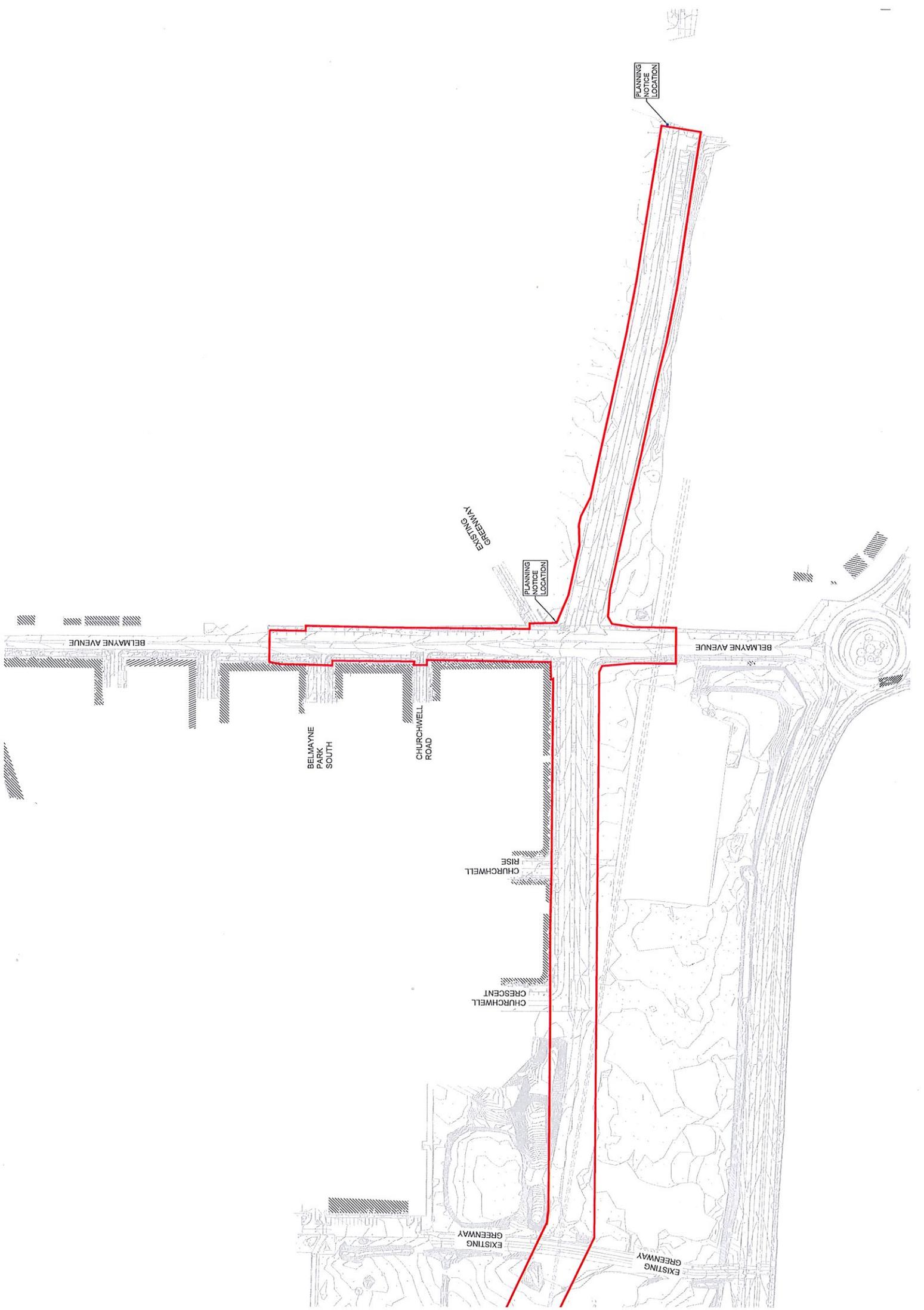
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PLANNING
NOTICE
LOCATION

PLANNING
NOTICE
LOCATION

EXISTING
GREENWAY

BELMAYNE AVENUE

BELMAYNE AVENUE

BELMAYNE
PARK
SOUTH

CHURCHWELL
ROAD

CHURCHWELL
RISE

CHURCHWELL
CRESCENT

EXISTING
GREENWAY

EXISTING
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