



Chief Executive's Part VII Planning Report

Dunhill Village Urban Improvement Scheme, Co. Waterford.

**REPORT PREPARED PURSUANT TO THE
REQUIREMENTS OF SECTION 179 OF THE
PLANNING AND DEVELOPMENT ACT, 2000
(AS AMENDED)**

Roads Department,
Waterford City & County Council

May, 2022

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1 INTRODUCTION

Waterford City & County Council intends to carry out an urban road and footpath improvement scheme along the Local Primary Roads L4011 and L4007 within Dunhill Village in County Waterford in the townlands of Ballynageeragh and Dunhill. This scheme will link the village centre with Dunhill Wetlands, Anne Valley Walk, Dunhill Enterprise Centre and GAA grounds to the East and Cois Cille Estate to the South. The implementation of this scheme will create a safer route and environment for all road users with a strong emphasis on non-motorized road users and encourage a modal shift from private car use to more sustainable and active travel options.

The proposed works will consist of a road alignment in order to facilitate a new footpath to the South, and an upgrade of existing footpaths, new footpath construction, controlled pedestrian crossing points with a raised table, build outs, road markings and road signage.

2 SCHEME LOCATION

The scheme is located along the local primary road L4011 and L4007 within Dunhill Village. The scheme encompasses and links directly on to the School located to the North (L4011), Dunhill Wetlands to the East (L4007) and Cois Cille Estate to the South (L4007).

The current road layout is a two way traffic flow, bounded by a housing estate, residential houses, a school and a pub. The South East section along the L4007 is adjacent to agricultural lands and one residential property.



Figure 1 – Location of the Proposed Development

3 ENVIRONMENTAL ASSESSMENT

Screening for both Appropriate Assessment and Environmental Impact Assessment was undertaken by Waterford City and County Council (WCCC). Screening concluded that an EIAR or NIS were not required. No potential for significant effects and No further assessment required.

4 PROPOSED WORKS

The overall length of works is approximately 600 metres and is confined to the village. The works involve road realignment for approximately 200 metres to the existing road infrastructure along the L4007 to facilitate a new footpath.

The works will include realignment of road, upgrade of existing defective footpaths, widening of existing footpaths, new footpath construction, controlled pedestrian crossing points with raised table, bike parking area, build outs, new road markings, upgraded road signage, services diversions, new surface water drainage system, new boundary treatments, accommodation works, and all ancillary works necessary for completion.

5 DESCRIPTION OF THE WORKS

The project works comprises of:

- Road realignment
- Additional parking linear parking spaces
- Upgrade defective footpaths
- Widening existing footpath
- Four controlled crossing points with a raised table
- Build out areas
- Bike park area
- A new surface water drainage system form part of project with kerbing
- A new low energy LED public lighting scheme
- Landscaping
- Fencing
- Road Marking, signage and road texture surface
- Any other associated works

6 PUBLIC CONSULTATION

The Part VIII was advertised for public consultation in the Dungarvan Leader and the Munster Express on 23rd February, 2022. The project was on public display in the Customer Services Departments and also on the Council's website. Submissions were invited and could be made up to 4pm on 5th April, 2022. Submissions made and responses to the issues raised are set out in Appendix 1 to this report.

7 CONCLUSION

Having considered all of the submissions made, this scheme will now include a controlled crossing near GAA/Dunhill Enterprise Centre, and the four controlled Zebra Crossings will be replaced at the village centre crossroads with uncontrolled crossings. The extents of the raised table is reduced along the School Road (L4011) and Church road, the footpath towards the Church will be removed as far as the raised table and additional traffic calming measures to be implemented near Ballynageeragh junction will be in the form of kerbing and build outs.

This proposal will benefit the town by providing safe connectivity and a much needed link from the urban centre with the outskirts of the town and will become a safe route link to the GAA sports grounds. The implementation of this scheme will create a safer environment for all road users with a strong emphasis on non-motorized road users and encourage a modal shift from private car use to more sustainable, active travel options such as walking, bus transport and cycling.

8 RECOMMENDATION

Your approval to proceed with the above scheme with the above changes is recommended.

**Fergus Galvin,
Director of Services,
Roads, Water & Environment.
18th May, 2022.**

9 - PART 8 DUNHILL VILLAGE URBAN IMPROVEMENT SCHEME – TABLE OF SUBMISSIONS/RESPONSES

No.	Submission made by	Summary of Main Points/Issues Raised	Response
1	Dunhill Community Hall Committee	<p><u>School area down to crossroad at Harneys</u></p> <ol style="list-style-type: none"> 1. Take out the Pedestrian crossing proposed in the plan below the school and instead introduce a speed bump above the school at the 1.8m mark. 2. The vicinity of school, squash court, community hall would benefit from a pedestrian crossing (not controlled). 3. The bike stand proposed in the plan in this area to be moved where the bottle bank now exists... 4. Less obvious parking lines\road marking in the car parking area might be more sympathetic to the character of the village. <p><u>Crossroads</u></p> <ol style="list-style-type: none"> 5. The distance of the road between Harneys and Power’s house needs to be examined. 6. New wall outside house is too high and should be stepped so as not to obscure this historic thatched cottage from public view. 7. Is the proposal to colour this area RED (as in neighbouring village), this would be of concern as this would not be in keeping with the area. <p><u>Pedestrian crossings</u></p> <ol style="list-style-type: none"> 8. The use and number of controlled pedestrian crossings is more in keeping with an urban environment than the rural character of the village. 9. Is a pedestrian crossing (not controlled) required at each entrance point to the raised road area? 	<p><u>School area down to crossroad at Harneys</u></p> <ol style="list-style-type: none"> 1. The controlled pedestrian crossing below the school will be replaced with uncontrolled crossings closer to the junction. WCCC will install alternative engineering measures like build outs and kerbing above the school. 2. The controlled pedestrian crossing below the school will be removed and an uncontrolled crossing will be put in place closer to the junction. 3. The bike stand area is located by the school and community centre can be reduced and some bike stands can be installed where bottle banks exists. 4. The function of road markings on the surface of the road is to control, warn, guide or provide information to all road users and in accordance with Chapter 7 of Traffic Signs Manual. Delineating parking spaces will guide drivers to park effectively and not to use up more space than is warranted. <p><u>Crossroads</u></p> <ol style="list-style-type: none"> 5. The Cross section 01 indicates a road width in excess of 6.5 metres between proposed and widened footpaths. The new road width will be sufficient to cater for various vehicle types. 6. When the new footpath is constructed, this will reduce the visible height of wall, the wall will be at a minimum of 1.1 m high for safety reasons where there is a drop inside, and where the ground is at same level WCCC can consider reducing it further with landowner agreement. 7. The red surfacing coloured appearance is far more effective at reducing speeds and encourages drivers to slow down. <p><u>Pedestrian crossings</u></p> <ol style="list-style-type: none"> 8. The four proposed controlled pedestrian crossings will be replaced with uncontrolled crossings. The raised table area will remain but the overall extent will be reduced on the School Road (L4011) and Church Road. The raised table will slow down the general traffic flows throughout the day in this area. 9. The four proposed controlled pedestrian crossings will be replaced with uncontrolled crossings.

	<p><u>Graveyard-Church lane area</u></p> <ol style="list-style-type: none"> 10. The footpath by Graveyard as proposed to be removed after proposed Pedestrian Crossing as it would hinder parking for funeral services. 11. Instead install a footpath to complete the connection to the village between the footpath that runs from GAA Centre to Anne Valley. <p><u>Cois Cille area</u></p> <ol style="list-style-type: none"> 12. Move proposed bike stand to where bottle bank is presently situated. Recommend reducing number of bike stand spaces to maximum of 12. 13. Move bottle bank from current location to Irish water area with CCTV to help address risk of illegal dumping/littering. 14. Consider replacing existing planting area that is between Grotto and Cois Cille footpath with an easier to maintain solution. 15. Enquire about the area where the retaining embankment is proposed. Further clarity required on what this will look like and how it will be finished. 16. Consider installing a stone wall Groves house to village. 17. Speed ramp needed on southside of Cois Cille 20 yards down from Groves' house. 18. Consider installing speed bumps/ramps in Cois Cille housing estate – request from residents. <p><u>Ballynageeragh Close area</u></p> <ol style="list-style-type: none"> 19. It is noted that the plan does not include any provision for the road/footpath or traffic calming measures from entrance to village on this road to the cross by the school. Request that Council Engineers include this area in the 	<p><u>Graveyard-Church lane area</u></p> <ol style="list-style-type: none"> 10. WCCC has reviewed and will remove the proposed footpath to the West side by Church grounds and reduce the extent of the raised table area. 11. WCCC will consider extending footpath to Anne Valley subject to landowner agreement. <p><u>Cois Cille area</u></p> <ol style="list-style-type: none"> 12. The Council will provide some bike stands at this location where the bring banks exists. Bike parking locations to be reviewed and provided where possible as part of this scheme. 13. Relocation of bring banks to Irish Water site is outside the scope of this project and not in Council ownership. WCCC would of the view that the location suggested is isolated and may encourage illegal dumping. 14. Soft landscaping can be considered during implementation phase of this scheme and in consultation with Dunhill Community Hall Committee, tidy towns and other interested groups. 15. The embankment will be standard road grassed sloped bank with fencing on top and bottom. 16. This is outside the scope of this project and funding for this scheme. 17. On the South side approach road will have new gate way signs with build outs and the proposed widening of footpath will be part of the traffic calming measures being implemented in this area. 18. This housing estate is not taken in charged by the Council. In relation to housing estates that are taken in charge, the statutory speed limit is 30 kph and is the appropriate signage in place. WCCC policy is not in favour of speed ramps within an estate. <p><u>Ballynageeragh Close area</u></p> <ol style="list-style-type: none"> 19. This is outside the scope of this scheme, WCCC notes that an existing footpath is in place between Ballynageeragh Estate and school. 20. Noted. 21. Raised table is proposed at village centre and WCCC will look at installing
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		<p>overall proposal.</p> <p>20. It is noted that land is zoned for significant residential development in this area which will in time increase the volume of traffic (pedestrian and vehicular) in this area.</p> <p>21. Consider installing a speed ramp/bump in at an appropriate location on this road.</p>	<p>kerbs at L4009/L4011 junction to narrow roadway which will have a traffic calming effect at this locations.</p>
2	<p><i>Susan Gallagher BA BAI, MSc, CEng MIEI Programme Leader – BEng (H) in Sustainable Civil Engineering Department of the Built Environment Waterford Institute of Technology</i></p>	<p>I would like to express my support for this scheme.</p>	<p>WCCC acknowledges your support for this scheme.</p>
3	<p>Eamon McGrath, Cois Cille Residents Association</p>	<ol style="list-style-type: none"> 1. At least one speed ramp, or other traffic-calming measure, is required between the inbound/outbound gateway and the entrance to Cois Cille. 2. Cois Cille itself requires speed reduction measures within the estate. 3. Cois Cille is almost twenty years in existence. In this time, it has had no maintenance to the public spaces. As such, all footpaths, roadways, drainage, and lighting require attention. 4. CROSS-SECTIONS 04 and 05 – A stone wall may be aesthetically more appropriate at the top of the proposed embankment rather than a fence. Planting should also be provided at this location. 5. The area immediately south of the proposed pedestrian crossing may be a more suitable location for the bicycle parking as it is a more level site. 6. The recycling facility should be removed from the 	<ol style="list-style-type: none"> 1. On the South side approach road will have new gate way signs with build outs and the proposed widening of footpath and new footpath will be part of the traffic calming measures being implemented in this area. Widening footpath by Cois Cille estate entrance will improve visibility when exiting. 2. This is outside the scope of this scheme and this housing estate is not taken in charged by the Council. Also WCCC policy is not in favour of speed ramps within an estate. 3. This housing estate is not taken in charged by the Council. In relation to housing estates that are taken in charge, the statutory speed limit is 30 kph is the appropriate signage in place and WCCC policy is not in favour of speed ramps within an estate. Taken in charge is considered separately under planning section of WCCC. 4. The embankment will be standard road grassed sloped bank with fencing on top and bottom. Planting can be considered as part of this scheme. 5. The Council will provide some bike stands south of the proposed pedestrian crossing near where bring banks are situated. Other bike parking locations can be reviewed and provided where possible as part of this scheme.

		<p>centre and placed in a more inconspicuous area (i.e., Irish Water facility to the east of the village) and disguised/concealed, as it is an eyesore.</p> <p>7. The junction at the north-west corner of the sheet requires traffic-calming measures to be introduced (i.e., ramps, flashing amber lights at school start/finish times, 30km/h zone). This would increase safety for children at school time and encourage more to travel to school on foot.</p> <p>8. Consideration should be given to providing public charging in the village for electric vehicles, thus catering to the growing demand nationally for such infrastructure.</p> <p>9. The village requires more public bins. There is a lack of bins to dispose of rubbish, leading to littering...</p>	<p>6. Relocation of bring bank to Irish Water site is out of the scope of this project and not in Council ownership. WCCC would be of the view that the location suggested is isolated and may encourage illegal dumping.</p> <p>7. WCCC will look at installing kerbs at L4009/L4011 junction to narrow roadway which will have a traffic calming effect at North West area.</p> <p>8. In the absence of electric vehicle charging, installing any infrastructure is premature.</p> <p>9. WCCC supports and encourages the 'Leave No Trace' principles, we currently have villages and amenity areas frequently used and do not provide bins at these locations. Generally they are kept clean and tidy by the general public.</p>
4	Rachel White Secretary CLG Dun Áill	<p>1. In addition to the proposal, we at Dunhill GAA Club feel the need for a controlled pedestrian crossing between the entrance of the Dunhill Enterprise Park & the Dunhill GAA grounds. We host games on a regular basis and in the interest of keeping cars off the road, patrons park in the Dunhill Enterprise Park & cross the road to the Dunhill GAA grounds. With regular juvenile games taking place (as we are the home ground of Na Gael juvenile club & St Anne's camogie and ladies football) we feel the need to improve safety measures for our pedestrians. This is a very busy road with cars & farm machinery with many Dunhill Enterprise business users also entering and leaving.</p>	<p>1. WCCC will consider additional controlled crossing at Dunhill Enterprise centre.</p>
5	Damian Finn, Anne Valley Walk & The Graveyard Committee/The School BOM/The Cois Cille Committee/The Hall Committee/The	<p><u>School area down to crossroad at Harneys</u></p> <p>1. Take out the Pedestrian crossing proposed in the plan below the school and instead introduce a speed bump above the school at the 1.8m mark.</p> <p>2. Flashing amber lights at school times on the 2 Ballinageeragh roads needed and consider a</p>	<p><u>School area down to crossroad at Harneys</u></p> <p>1. The controlled pedestrian crossing below the school will be replaced with an uncontrolled crossing closer to the junction. WCCC will install alternative engineering measures like build outs and kerbing above the school.</p> <p>2. The controlled pedestrian crossing below the school will be replaced with an uncontrolled crossing closer to the junction. Alternative traffic calming measures like installation of kerbing and build outs can be implemented at</p>

<p>Anne Valley Committee/Tidy Villages Committee</p>	<p>pedestrian crossing outside entrance of community hall. Also speed controls should be installed on Ballynageeragh Road outside back of school</p> <ol style="list-style-type: none"> 3. The bike stand proposed in the plan in this area to be moved where the bottle bank now exists. 4. Less obvious parking lines\road marking in the car parking area might be more sympathetic to the character of the village. <p><u>Crossroads</u></p> <ol style="list-style-type: none"> 5. The distance of the road between Harneys and Power’s house needs to be examined. 6. Is it necessary to raise the road here? Clarification needed. 7. New wall outside Power’s house is perhaps too high and could be stepped so as not to obscure this historic thatched cottage from public view. 8. Mirror to be reinstated on Power’s house to help the view coming from church 9. Needs to be parking space outside Powers house. <p><u>Pedestrian crossings</u></p> <ol style="list-style-type: none"> 10. There are 4 Pedestrian Crossings on the proposed plan. These pedestrian crossings don’t need controlled lights in a small village <p><u>Graveyard/Footpath</u></p> <ol style="list-style-type: none"> 11. If installing footpath up by Graveyard it would be better to take out hedge & build a low stone wall as this wouldn’t impinge on parking in the area. Otherwise a footpath would hinder 	<p>this location. Ballynageeragh Road is outside the scope of this scheme and can be considered under future funding schemes.</p> <ol style="list-style-type: none"> 3. The bike stand area can be reduced in this area and some of these can be relocated to other locations within this scheme where possible. 4. The function of road markings on the surface of the road is to control, warn, guide or provide information to all road users and in accordance with Chapter 7 of Traffic Signs Manual. Delineating parking spaces will guide drivers to park effectively and not to use up more space than is warranted. <p><u>Crossroads</u></p> <ol style="list-style-type: none"> 5. The Cross section 01 indicates a road width in excess of 6.5 metres between proposed and widened footpaths. The new road width will be sufficient to cater for various vehicle types. 6. The extents of the raised table will be reduced and is required to slow down vehicles as they approach junction cross roads. 7. When the new footpath is constructed, this will reduce the visible height of the wall, the wall will be at a minimum of 1.1 m high for safety reasons where there is a drop inside, and where the ground is at same level WCCC can consider reducing it further with landowner agreement. 8. The raised table will reduce the speed in this area and footpath will improve visibility. WCCC is not in favour of installing mirrors. 9. Parking will be catered for outside landowners house as part of this scheme <p><u>Pedestrian crossings</u></p> <ol style="list-style-type: none"> 10. The four proposed controlled pedestrian crossings will be replaced with uncontrolled crossings. The raised table area will remain but the overall extent will be reduced on the School Road (L4011) and Church Road. The raised table will slow down the general traffic flows throughout the day in this area. So it is beneficial to have ramp at this location to facilitate all types of road users. <p><u>Graveyard-Church lane area</u></p> <ol style="list-style-type: none"> 11. WCCC has reviewed and will remove the proposed footpath to the West side by Church grounds to retain the parking in the area however removal of the ditch as suggested and installation of a new footpath on private land can be given consideration subject to agreement with the landowner.
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		<p>parking on its own. The width of the footpath must only be 1.5m.</p> <p>12. Install a footpath to complete the connection between the GAA Centre and the Village inside the ditch in the Irish water area.</p> <p><u>Cois Cille area</u></p> <p>13. Move bike stand to where bottle bank is presently situated and reduce the size of the original bike stand to cater for 12 bikes. Perhaps place the extra bike stands in the Irish Water area down by bridge.</p> <p>14. Move bottle bank to Irish water area with CCTV</p> <p>15. New planting needed where existing planting is situated</p> <p>16. A wall needed on top of embankment not a fence. What type of planting is envisaged here?</p> <p>17. Speed ramp needed on southside of Cois Cille 20 yards down from Brendan Groves' house as a traffic calming measure</p> <p>18. All footpaths, roadways, drainage and lighting need attention in the estate</p> <p><u>Raised part of Crossroads</u></p> <p>19. Is the proposal to colour this area RED? (as in neighbouring village) – this would be of concern as this would not be in keeping with the area</p>	<p>12. WCCC will consider extending footpath to Anne Valley subject to landowner agreement.</p> <p><u>Cois Cille area</u></p> <p>13. The Council will provide some bike stands at this location where bring banks are situated. Other bike parking locations to be reviewed and provided where possible as part of this scheme.</p> <p>14. Relocation of bring banks to Irish Water site is out of the scope of this project and not in Council ownership. WCCC would of the view that the location suggested is isolated and may encourage illegal dumping.</p> <p>15. Soft landscaping can be considered during implementation phase of this scheme and in consultation with Dunhill Community Hall Committee, tidy towns and other interested groups.</p> <p>16. The embankment will be standard road grassed sloped bank with fencing on top and bottom. Soft landscaping and planting can be considered during implementation phase of this scheme</p> <p>17. On the South side approach will have new gate way signs with build outs and with widening of footpaths will have a traffic calming effect.</p> <p>18. This housing estate has not been taken in charged by the Council.</p> <p><u>Raised part of Crossroads</u></p> <p>19. The red surfacing coloured appearance is a far more effective at reducing speeds and encourages drivers to slow down.</p>
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