

PART 8 REPORT

Proposed works for the open space at Bewley Grove, Mount Bellew Way & St. Andrew's Fairway and the provision of car parking at Willsbrook Park, Mount Bellew Way and the R136 (Outer Ring Road)

1. Introduction

1.1 Purpose of the Report

The purpose of this Manager's Report is to present the outcome of the Part 8 consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

1.2 Structure of the Report

This report provides the following:

- An introduction including details on the purpose of the report and an outline of the public consultation programme that was carried out.
- The Proposed Development
- List of Submissions received
- A summary and categorisation of the issues raised in the submissions made during the consultation period
- The Manager's Responses to the issues raised during the Public Consultation Period
- Managers Recommendation
- Assessment as to whether or not the proposed development would be consistent with the proper planning and sustainable development of the area.
- Recommendation as to whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.
- Appendix A: Issues raised during public consultation period

1.3 Outline of Public Consultation Programme

1.3.1 Non – Statutory Consultation

In parallel with the statutory public consultation, the Planning Authority arranged the delivery of an information brochure to local residents in the area. The purpose of the leaflet was to inform residents of the proposed Part 8 and invite statutory submissions.

1.3.2 Statutory Consultation

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period of six weeks from **Tuesday 27th of August 2013 to Tuesday 8th October 2013**.

The closing date for receipt of written submissions via email to travelsmart@sducubincoco.ie or to Tony Shanahan, Administrative Officer, Economic Development and Transport Planning Department was **Wednesday 23rd October 2013** for receipt of written submissions from the public.

Copies of the plans were available at:

- South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between the hours of 9:00 am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday (Inspection and purchase)
- Clondalkin Civic Centre, Ninth Lock Road, Clondalkin, Dublin 22 between the hours of 9:00 am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday (Inspection only)
- Lucan Library, Superquinn Shopping Centre, Newcastle Road, Lucan, Co. Dublin between the hours of 9.45 am to 8 pm Mon to Thurs. 9.45am to 4.30pm Fri to Sat. Closed Saturdays and Mondays of Bank Holiday Weekends (Inspection only)
- The plans and particulars can be viewed on South Dublin County Council's website – www.sdcc.ie

A total of 400 submissions were received.

1.4 Legislative Background

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the manager of a local authority shall, after the expiration of the period during which submissions or observations with respect to the proposed development may be made, in accordance with regulations under subsection (2), prepare a written report in relation to the proposed development and submit the report to the members of the authority.

Section 179(3)(b) outlines that a report prepared in accordance with paragraph (a) shall—

(i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,

(ii) evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.

(iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),

(iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the manager thereto, and

(v) recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Planning and Development Act, members of a local authority shall, as soon as may be, consider the proposed development and the report of the manager. Following the consideration of the manager's report, the proposed development may be carried out as recommended in the manager's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the manager's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the manager's report.

2. Proposed Development

2.1 Description of the Proposed Development

The proposal consists of 2no. options:

Option A: Closure of right of way with provision of a fence and piers.

- Provision of a fence to match existing adjacent fence on Mount Bellew Way to be installed from the end of the existing fence running parallel to Mount Bellew Way to the end of the hedgerow at St. Andrew's Fairway. Concrete piers to be provided at intervals as required.
- All ancillary works

Option B: Enhancement of right of way & provision of car parking/ set downs

- Provision of a new 2m wide footpath/ walkway from Mount Bellew Way to Bewley Grove
- Provision of a new 2m wide footpath/ walkway from Mount Bellew Way to St. Andrew's Fairway
- New landscape design, public lighting in association with the new footpaths
- Provision of vehicular set down area along Mount Bellew Way (opposite the school), including realignment of existing footpath and provision of a raised pedestrian crossing
- Provision of new public car park at Willsbrook Park with new vehicular entrance from Willsbrook Road with associated works
- Provision of a vehicular set down area on the R136 (Outer Ring Road)
- All ancillary works

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

3. List of Submissions

A total of 400 written submissions were received during the consultation period, a list of all the persons/bodies that made the submissions is provided in Table 3.1 below.

Table 3.1 Submissions made during the consultation period

Person	Body Represented (if applicable)	Ref
Siobhan Cassidy		MtBellew0001
Eamonn O'Mahony		MtBellew0002
Derek Oakes		MtBellew0003
Anthony Morgan		MtBellew0004
Gary Gibson		MtBellew0005
Sandra Gibson		MtBellew0006
Jenifer Harte		MtBellew0007
Susan Cullen		MtBellew0008
David Deery		MtBellew0009
Catherine Deery		MtBellew0010
Laura Deery		MtBellew0011
Amy Deery		MtBellew0012
David Deery, Jnr		MtBellew0013
Leigh Ann Gilmore		MtBellew0014
Richard Varney		MtBellew0015
Trevor Phelan		MtBellew0016
Carole Lakes		MtBellew0017
Anna Gheorghescu		MtBellew0018
Damien DeSay		MtBellew0019
RÃ©altan NÃ© LeannÃ©in		MtBellew0020
SiubhÃ©n LeannÃ©i		MtBellew0021
John Bergin		MtBellew0022
Maureen Stokes		MtBellew0023
Pat Fortune		MtBellew0024
Catherine Tracey		MtBellew0025
John Paul Pearse		MtBellew0026
Jimmy Murray		MtBellew0027
Alan Scullion		MtBellew0028
Pauline Cauty		MtBellew0029
Ian Molloy		MtBellew0030
Fiona Wallace		MtBellew0031
Linda Moloney		MtBellew0032
Keith Tracy		MtBellew0033
Dave Caldwell		MtBellew0034
Seamus Wallace		MtBellew0035
Paula Maguire		MtBellew0036
Sandra Hughes		MtBellew0037
Karen Tuke		MtBellew0038
Joseph Busher		MtBellew0039
Brendan Ryan		MtBellew0040
Patricia Weldon		MtBellew0041
Joanne Birney		MtBellew0042
Dermot Porter		MtBellew0043
Harry Phelan		MtBellew0044
Carmel Earls		MtBellew0045
Niamh Fitzpatrick		MtBellew0046
Carloine Phelan		MtBellew0047

Person	Body Represented (if applicable)	Ref
Michael McShane		MtBellew0048
Kath Kelly		MtBellew0049
Damian O'Grady		MtBellew0050
Declan Lott		MtBellew0051
Donal Walsh		MtBellew0052
Patricia Kidd		MtBellew0053
Trudy Beagan		MtBellew0054
Eleanor Hollywood		MtBellew0055
Brian Kerins		MtBellew0056
Ronan Nolan		MtBellew0057
Grace Jordan		MtBellew0058
Conor Sweeney		MtBellew0059
John Doyle		MtBellew0060
B. Whyte		MtBellew0061
Anne Marie Fitzpatrick		MtBellew0062
Deirdre Moran		MtBellew0063
Aileen Duff		MtBellew0064
Tina Stallard		MtBellew0065
James McGovern		MtBellew0066
Joe Touhy		MtBellew0067
Carmel Hogan		MtBellew0068
Kirk Delaney		MtBellew0069
Karla Medina-McNamara		MtBellew0070
Lydia Butcher		MtBellew0071
John Harte		MtBellew0072
Aideen McCormack		MtBellew0073
Deirdre Cullen		MtBellew0074
Nicola Lacey		MtBellew0075
William Lacey		MtBellew0076
Niamh Kirk		MtBellew0077
Alan Lacey		MtBellew0078
Siobhan Lochhead		MtBellew0079
Deirdre O'Brien		MtBellew0080
Deirdre Hughes		MtBellew0081
Marie Rafferty		MtBellew0082
Lisa O'Donovan		MtBellew0083
Conor Swoones		MtBellew0084
Deirdre Miller		MtBellew0085
Brian Pyke		MtBellew0086
Gemma Rafferty		MtBellew0087
Jane Griffin		MtBellew0088
Eoin Flanagan		MtBellew0089
Mairead Flanagan		MtBellew0090
Deirdre Lavelle		MtBellew0091
Colm Farrell		MtBellew0092
Caitriona Flanagan		MtBellew0093
Gerard J Butcher		MtBellew0094
Jennifer O'Connell		MtBellew0095
Caroline Curran		MtBellew0096
Frances Fitzgerald		MtBellew0097
Angie Chong		MtBellew0098
Anne Marie Fitzpatrick		MtBellew0099
Sinead Fitton		MtBellew0100
Ed O'Brien		MtBellew0101
Melissa Byrne Collins		MtBellew0102
Phil Curran		MtBellew0103

Person	Body Represented (if applicable)	Ref
Michael Dever		MtBellew0104
Isabella Mulhall Dever		MtBellew0105
William Lavelle		MtBellew0106
Ann Murphy		MtBellew0107
James McGrath		MtBellew0108
David Fitzpatrick	LETNS Executive Committee (executive@letns.org)	MtBellew0109
Helen Moffitt		MtBellew0111
Stephen Moffitt		MtBellew0112
John Moylan		MtBellew0113
Sarah McGuinness		MtBellew0114
Damian O'Connor		MtBellew0115
C McGrath		MtBellew0116
G McGrath		MtBellew0117
Jenny Allis		MtBellew0118
Enda Molloy		MtBellew0119
Michael Sheary		MtBellew0120
Siobhan Sheary		MtBellew0121
John O'Donoghue		MtBellew0122
Carmel Hogan		MtBellew0123
Emma Hogan		MtBellew0124
George Hogan		MtBellew0125
Carole Bennett		MtBellew0126
Conor Sweeney		MtBellew0127
Resident		MtBellew0128
Amanda Freeman		MtBellew0129
Kathleen Kelly		MtBellew0130
Sister Carmel Earls osf		MtBellew0131
Resident		MtBellew0132
Resident		MtBellew0133
Dean Glennon		MtBellew0134
Brenda Glennon		MtBellew0135
Barry Glennon		MtBellew0136
Darragh Kinsella		MtBellew0137
Michaela Kinsella		MtBellew0138
Anne Kinsella		MtBellew0139
Holly Kinsella		MtBellew0140
Brian Kinsella		MtBellew0141
Sister Patricia Kidd osf		MtBellew0142
Audrey Sherry		MtBellew0143
Resident		MtBellew0144
Resident		MtBellew0145
Niall Wall		MtBellew0146
Brona Maguire		MtBellew0147
Niktorija Kukanauzcite		MtBellew0148
Marion Keegan		MtBellew0149
Sinead Byrne		MtBellew0150
ER Vanstaden		MtBellew0151
Clare Harnett		MtBellew0152
Stephen Lado		MtBellew0153
Margie O'Flynn		MtBellew0154
Liutauras Martiwuus		MtBellew0155
Anita Kayiais		MtBellew0156
Ann Boland		MtBellew0157
Padraic Marrfin		MtBellew0158
Alan McGilliney		MtBellew0159
Billy Day		MtBellew0160

Person	Body Represented (if applicable)	Ref
Megan Day		MtBellew0161
Ethan Brady		MtBellew0162
Caitlyn Brady		MtBellew0163
Tania Brady		MtBellew0164
Maeve O'Brien		MtBellew0165
Louise Dodd		MtBellew0166
Gavin Dodd		MtBellew0167
Resident		MtBellew0168
Jim Foley		MtBellew0169
Paul Teehan		MtBellew0170
Joan Mooney		MtBellew0171
Patricia Flynn		MtBellew0172
Cliff Quinn		MtBellew0173
Evelyn McElwaine		MtBellew0174
Denise Sheridan		MtBellew0175
Felix OKey		MtBellew0176
Marie Wall		MtBellew0177
Anne Whelan		MtBellew0178
Susan Mulrane		MtBellew0179
Deborah Grimes		MtBellew0180
Mary Ward		MtBellew0181
Yvonne Casserly		MtBellew0182
Caitrisne Cunningham		MtBellew0183
Adrian Stegarescu		MtBellew0184
Karen Millea		MtBellew0185
Maighread Curtin		MtBellew0186
Moya Sweeney		MtBellew0187
Giedrius Gudas		MtBellew0188
Anne Ryan		MtBellew0189
Kevin Allen		MtBellew0190
Sarah Halpin		MtBellew0191
Niamh Jordan		MtBellew0192
Siobhan O'Connell		MtBellew0193
Ann MacIntyre		MtBellew0194
Resident		MtBellew0195
Jeannine Galvin		MtBellew0196
Jeni Eilscel		MtBellew0197
Patricia Power		MtBellew0198
Lorcan Power		MtBellew0199
Patrick Okon		MtBellew0200
Hugh Strong		MtBellew0201
Cathal Daly		MtBellew0202
Deirdre Henry		MtBellew0203
John Cunningham		MtBellew0204
Deirdre Warfield		MtBellew0205
Gail Carroll		MtBellew0206
Sean Lacey		MtBellew0207
Liam Fitzpatrick		MtBellew0208
Resident		MtBellew0209
Niamh Cromwell		MtBellew0210
Chang Lice		MtBellew0211
Sergey Ivanov		MtBellew0212
Resident		MtBellew0213
Resident		MtBellew0214
Valerie Dunne		MtBellew0215
Resident		MtBellew0216

Person	Body Represented (if applicable)	Ref
Sheila King		MtBellew0217
Patrick F Kenny		MtBellew0218
Sandra Byrne		MtBellew0219
Shirley Battersby		MtBellew0220
Noreen Battersby		MtBellew0221
G Hyland		MtBellew0222
Anthony Battersby		MtBellew0223
Brendan Rooney		MtBellew0224
Brian Kerins		MtBellew0225
Jane Ryan		MtBellew0226
Arron O'Sullivan		MtBellew0227
Liam Spollen		MtBellew0228
Mark Hayes		MtBellew0229
Paula Spollen		MtBellew0230
Cian Spollen		MtBellew0231
Noel McDonnell		MtBellew0232
Shonagh Maher		MtBellew0233
Angela McDonagh		MtBellew0234
Martin Noctor		MtBellew0235
John Kane		MtBellew0236
Andrew LeStrange		MtBellew0237
Eoghan O'Carroll		MtBellew0238
Karen Trimble		MtBellew0239
Liz O'Gara		MtBellew0240
Anne Morris		MtBellew0241
David Penny		MtBellew0242
Grace Moloney Goslin		MtBellew0243
Paul Goslin		MtBellew0244
Khwezi Nozengu		MtBellew0245
Anthony Carroll		MtBellew0246
Ineta Morkinaite		MtBellew0247
Jordan Corbett		MtBellew0248
Chris Mooney		MtBellew0249
Tony Marneil		MtBellew0250
Mark Pittison		MtBellew0251
Anne Marie Killeen		MtBellew0252
Resident		MtBellew0253
Kenneth Pierce		MtBellew0254
Brenda Pierce		MtBellew0255
David Butler		MtBellew0256
P Lancaster		MtBellew0257
Declan Sherlock		MtBellew0258
Noel Kavanagh		MtBellew0259
Colette Drum		MtBellew0260
Tom Clery		MtBellew0261
Margaret Clery		MtBellew0262
Mary Cummin		MtBellew0263
David Smullen		MtBellew0264
Siobhan Smullen		MtBellew0265
Donna Redmond		MtBellew0266
Seamus Leonard		MtBellew0267
Aidan Tighe		MtBellew0268
Emma Tighe		MtBellew0269
Resident		MtBellew0270
Deirdre Lawless		MtBellew0271
Orla Gray		MtBellew0272

Person	Body Represented (if applicable)	Ref
Tom Gray		MtBellew0273
Vanessa Ogda		MtBellew0274
Elaine McGillicuddy		MtBellew0275
Nora Neville		MtBellew0276
Pat Nolan		MtBellew0277
Susan Markey		MtBellew0278
Ronald Reilly		MtBellew0279
Jane Parsons		MtBellew0280
Resident		MtBellew0281
Leanne McKenna		MtBellew0282
Lorcan Donnellan		MtBellew0283
Fiona Malone		MtBellew0284
Sam Kuan		MtBellew0285
Alfred Oot		MtBellew0286
Joseph Doyle		MtBellew0287
Louise Hanley		MtBellew0288
Michael Doyle		MtBellew0289
Alan De Lacy		MtBellew0290
Ciaran Wright		MtBellew0291
Ciara Kane		MtBellew0292
Karen McCabe		MtBellew0293
Aoife Fogarty		MtBellew0294
Marion Walshe		MtBellew0295
Aidan Lynch		MtBellew0296
Noleen McGinley		MtBellew0297
Liam O'Dwyer		MtBellew0298
Resident		MtBellew0299
Brian Whyte		MtBellew0300
Bashara		MtBellew0301
Sin��ad Smyth		MtBellew0302
John Egan		MtBellew0303
Shane Henry		MtBellew0304
Caitr��ona Fitzgerald		MtBellew0305
Nina O'Keeffe		MtBellew0306
Michael McShane		MtBellew0307
Philomena McShane		MtBellew0308
Olive Carroll		MtBellew0309
Rosemaree Danaher		MtBellew0310
Michelle Callanan		MtBellew0311
Lynda Butcher		MtBellew0312
Paula McMahon		MtBellew0313
Vincent O'Connor		MtBellew0314
Aidan Fox		MtBellew0315
Brenda Leys		MtBellew0316
Liz O'Donnell		MtBellew0317
Ian Hayes		MtBellew0318
Jennifer Fox		MtBellew0319
Ian Fitzpatrick		MtBellew0320
Denis Coffey		MtBellew0321
Denise Collins		MtBellew0322
Simon Dowling		MtBellew0323
Krzysztof Gortych		MtBellew0324
Jim Mulqueen		MtBellew0325
Denise Colleran		MtBellew0326
Resident		MtBellew0327
Dalia Sabaliauskaite		MtBellew0328

Person	Body Represented (if applicable)	Ref
Alan Byrne		MtBellew0329
Gerard Kessie		MtBellew0330
Karen Reehill		MtBellew0331
Kieran Goulding		MtBellew0332
Michael Treacy		MtBellew0333
Niall Mc Crory		MtBellew0334
Pamela Kearns		MtBellew0335
D Flynn		MtBellew0336
Jennifer O'Brien		MtBellew0337
Patricia Tierney		MtBellew0338
Cormac Mannion		MtBellew0339
Adele Kelly		MtBellew0340
Adrian Byrne		MtBellew0341
Brendan Kelly		MtBellew0342
Margaret Marshall		MtBellew0343
Resident		MtBellew0344
Ken Kearney		MtBellew0345
Amelia Murray		MtBellew0346
Resident		MtBellew0347
Sarah Coughlan		MtBellew0348
Susan Kane		MtBellew0349
Denise Walsh		MtBellew0350
Dermot O'Sullivan		MtBellew0351
Antoinette Cunningham		MtBellew0352
Samantha Nolan		MtBellew0353
Resident		MtBellew0354
Christy Burke		MtBellew0355
Basil Hudson		MtBellew0356
Resident		MtBellew0357
Sinead Raleigh		MtBellew0358
Derek Doyle		MtBellew0359
Marta Cieniuch		MtBellew0360
Brendan Lawlor		MtBellew0361
Avril Mullins		MtBellew0362
Sean Fitzgerald		MtBellew0363
Barry Power		MtBellew0364
Pavi Mongan		MtBellew0365
Penny Haughton		MtBellew0366
Mary Murphy		MtBellew0367
Isabel Young		MtBellew0368
Aileen McGovern		MtBellew0369
L. Dannesgoe		MtBellew0370
Deborah Monlague		MtBellew0371
Louise O'Reilly		MtBellew0372
Lisa Fitzgerald		MtBellew0373
M. O'Connor		MtBellew0374
Brendan Fitzgerald		MtBellew0375
A Hughes		MtBellew0376
I Hagerty		MtBellew0377
Mary Fagan		MtBellew0378
Helen Ryan		MtBellew0379
Harry Graigsbey		MtBellew0380
Mark Flynn		MtBellew0381
D Cullen		MtBellew0382
Alison Drew		MtBellew0383
Resident		MtBellew0384

Person	Body Represented (if applicable)	Ref
Resident		MtBellew0385
Barry Purcell		MtBellew0386
Keith Delaney		MtBellew0387
N. Judge		MtBellew0388
Ian Doyle		MtBellew0389
Eleanor Hollywood		MtBellew0390
Resident		MtBellew0391
B. Hollywood		MtBellew0392
Leanne Egan		MtBellew0393
Sean Egan		MtBellew0394
Lauren Egan		MtBellew0395
Vincent Smallhorne		MtBellew0396
Marie Peelo		MtBellew0397
Tom Anglim		MtBellew0398
Janet Wang		MtBellew0399
Nicole Ryan		MtBellew0400

4. Summary and Categorisation of Issues Raised

The Part 8 proposal consisted of 2no. options for public consultation and as such, a wide range of submissions were received outlining the positive and negative aspects for each option.

This section presents a summary of the issues for each option. The full summary of the issues is contained in the Appendix of this report.

Option A – Close Right of Way

1. In favour of Option A:

Issues raised:

- Antisocial Behaviour / Crime / Increased Footfall / Safety
- School Access & Traffic
- Access to Local Facilities
- Planning Permission

2. Against Option A:

Issues raised:

- Antisocial Behaviour / Crime / Increased Footfall in Estate/ Safety
- School Access & Traffic
- Access to Local Facilities & promotion of community and child safety, health and wellbeing

Option B – Enhance Right of Way & other measures

1. In favour of Option B:

Issues raised:

- Antisocial Behaviour / Crime / Increased Footfall in Estate/ Safety
- Access to Local Facilities
- School Access & Traffic

2. Against Option B:

Issues raised:

- Car Park at Willsbrook Park
- Antisocial Behaviour in Estates / Crime / Increased Footfall / Safety
- School Access & Traffic

Other / General Issues

5. Managers Responses

The responses of the Manager have been framed taking account of the statutory obligations of the Local Authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area

In accordance with Section 179 of the Planning and Development Act, the listed issues in Section 4 above are hereby responded to.

School Access & Traffic

Traffic congestion in both the immediately adjacent residential estates and the wider area and car parking (particularly in relation to drop-off car parking around school times) were particular issues raised during the public consultation stage.

To inform this issue, in 2013, the Planning Department initiated research into the existing right of way across the open space between Mount Bellew, Bewley Grove and St. Andrew's Fairways. The results of the research confirm that traffic and car parking problems are present in the area at school time.

The results of the user counts outlined the following:

- 477 trips were made on the tracks on May 2nd 2013 (between 7am and 7pm),
- 467 trips were made on the tracks on May 14th 2013 (between 7am and 7pm),
- 25% of the users were observed as arriving by car and then using the tracks
- 75% of users – did not arrive by car but were using sustainable modes of transport

The counts detailed that parking associated with the school is predominantly in St. Andrew's Fairway (69%). This outlines that the existing car parking/ set down issues at Lucan Educate Together School have resulted in the dispersion of the car parking and set down demand to the adjoining estates. The closing of the tracks would provide a barrier to this and would result in the deflection of some of the school related car parking to Mount Bellew (some will find a way over barrier). The Roads Department outlines that the exacerbation of the existing situation at the school with further traffic movements will create a traffic hazard in Mount Bellew.

Option A contributes to achieving Specific Local Objective No. 25: *Bewley Grove and Mount Bellew Way –Completion of Boundary Fence. Facilitate completion of the boundary fence that separates Bewley Grove and Mount Bellew Way running eastwards as far as the Outer Ring Road.*

Option B contributes to achieving Specific Local Objective No. 24: *Mount Bellew Way – Road Safety. Facilitate provisions to improve road safety at Lucan Educate Together, Mount Bellew Way.*

The Manager considers the closure of the right of way (Option A), will have an impact on the catchment area, including in particular:-

- The closure of a pedestrian route that facilitates sustainable (non car) journeys including walking to school. Increasing options for active forms of travel to school is considered important in encouraging active lifestyles and assisting in the combat of childhood obesity in particular.
- Current users of the route (surveyed at almost 500 a day, 350 of whom are using sustainable modes) who would no longer have the option of using the route and would face longer, more inconvenient and less safe journeys;
- The Lucan Educate Together School Community (c450 children and their parents); would no longer have the option of using the route and the area would face worse traffic congestion and potential hazard as a consequence;
- Mount Bellew Residents (c100 no. residential units), would face worse traffic congestion at the entrance road to their estate as well as potential parking problems;
- Users of Willsbrook Road, that will have to take more traffic;

- Bewley and St. Andrew's residents (c100 no. residential units each), who would no longer have the option of using the route to access Ballyowen Local Centre and the school.

The proposed package of measures (Option B) is intended to address the school car parking in the estates and antisocial behaviour concerns raised by the residents of the adjoining estates to the route. It is the view of the Manager that Option B will provide improvement for both adjoining residents and the wider community:

- The proposed new 2m wide footpath/ walkway with new landscape design, public lighting along the existing right of way between the estates would define, light, remove vegetation and provide CCTV would make the area more visible and deter anti-social activity;
- Provision of vehicular set down area along Mount Bellew Way (opposite the school), including realignment of existing footpath and provision of a raised pedestrian crossing would free up access for school users and Mount Bellew residents;
- Providing 'park and stride' parking at Willsbrook Park and on the ORR would provide alternative parking and set down options for school users to offset parking in the estates and provide much needed parking for the park.

Many submissions outlined concerns with existing car parking within St Andrews and Bewley estates associated with drop off and pick up from school. It was submitted during the public consultation that enhancing the pedestrian facilities across the Right of Way would encourage increased car flows into the estates for this purpose.

The existing right of way provides a well used route across a small area of open space that is used to gain access to schools, shops, local recreational facilities, bus routes etc. Its proposed closure is of particular concern considering its proximity to the school and the traffic management issues that arise in relation to school trips and would discommode school children and parents who use this route to walk or cycle to the local primary school. Closing the right of way is likely to lead to an increase in vehicular traffic in the area, particularly at school times.

The user count research indicated that the vast majority (75%) of the total users of the tracks are crossing the open space to access local facilities and not associated with car parking for the school. These users will be negatively impacted by the closure of the tracks as they provide well used routes that are used to gain access to schools, shops, local recreational facilities, bus routes etc for local residents. The closure would result in substantially longer travel distances for local residents to these facilities. For example, the distance from St. Andrew's Fairway to the school would increase from 140m to 930m. The school was part of the SDCC Travel Smart Communities initiative (2011-2012-2013) which outlined that 43% of students walked to the school and when 'Park & Stride' was encouraged, a 10% modal share increase for 'Park & Stride' (2% to 12%) was evident over a six month period. This illustrates the potential impact of a sustained 'Park & Stride' proposal with a designated car park.

The closure of the existing route, used daily for 450+ trips to access local facilities is contrary to the policies and objectives of the Council and conflicts with the Permeability Project program of the Council.

Policy T14 in the County Development Plan 2010 – 2016 Section 2.2.15.i Policy T14

'It is the policy of the Council to ensure sustainable forms of movement and the use of the street by pedestrians and cyclists and to promote permeable pedestrian and cyclist networks connecting to shops, community facilities, employment areas and desired places to go.'

Car Park at Willsbrook Park

The Manager acknowledges the level of concern raised in the submissions to the provision of a public car park in Willsbrook Park. Of the submissions received, 159 were received from the residents of the Elmbrook, Eskerwood and Willsbrook; all estates immediately adjacent to Willsbrook Park. These submissions predominantly raise objection to the car park. The

potential for antisocial behaviour, the loss of green space, the potential use of the car park and the local traffic conditions are the primary issues raised.

The proposed provision of a car park at Willsbrook Park; is proposed as part of the package of measures contained within Option B. As part of Option B the car park allows provision for 'park and stride' opportunities to the local school and thus assist in reducing traffic congestion on Mount Bellew Way and attempting to divert cars from entering the adjacent residential estates. However the proposal for car parking at Willsbrook Park is not intended solely for the purpose of such park and stride facilities.

The Manager is of the opinion that the provision of car parking for the park would primarily serve as an increase to the facilities within the park. The provision of a relatively small car park, 20 car park spaces with 2 extra spaces for disabled users and incorporated bicycle parking allows for increased use of the park, and assists in increasing universal access to the park for the wider community. Throughout the County, the Local Authority provides car parks within the public parks to facilitate increased usage of the parks and increased access to amenity facilities of the parks. The proposed car park provides for 22 spaces with an independent access onto Willsbrook Road. Having regard to the existing traffic conditions in the area and the projected trip generation of a 22 space carpark, it is considered that the impact of the additional traffic movements on the Willsbrook Road will be negligible.

The provision of car parking increases access to one of the few pedestrian and cycle bridges that cross the N4 and facilitate access towards Lucan village and the facilities therein. This existing N4 over-bridge is located at the north western boundary of Willsbrook Park. It is in the interests of promoting sustainable forms of transport that access to, and use of that significant piece of infrastructure is encouraged.

In relative terms to the overall park, the car park proposed is small in size and it is the view of the Manager that the benefits of providing the additional infrastructure outweigh the negative of the reduction in the green area of the park. The concerns raised in relation to the possibility of all day parking are noted and it is considered that all day 'commuter' parking would detract from the potential to encourage use of the park. The council would implement monitoring and management to prevent all day parking in the event of construction.

The Manager notes the submissions and in particular that the existing traffic situation on Willsbrook Road is providing frustration for local residents. The Council and the National Transport Authority (NTA) have initiated in 2014 a strategic 'Lucan Access Study' to examine the existing traffic flows with specific reference to the Outer Ring Road area. The aim of this study is to inform future transport policy within the Lucan area. The Manager recommends that the car park at Willsbrook Park be further considered in the context of the Lucan Access Study.

Antisocial Behaviour / Crime / Increased Footfall in Estate/ Safety

It is acknowledged that anti-social behaviour is one of the principal concerns of adjoining residents, both in Willsbrook Park and the residential estates adjoining the right of way.

In relation to the closure of the right of way, experience elsewhere, including throughout South Dublin County suggests that closing off an area with barriers and fences will provide a secure, safe haven for those intent on loitering, whereas providing a clearly defined, secure, lit route that is used by all, especially where visible and directly overlooked by housing, will actually discourage anti social behaviour.

The Manager notes that the potential for increased anti-social behaviour in Willsbrook Park is one of the concerns in the submissions from adjoining residents, there is no evidence however to suggest that the proposed car park in Willsbrook Park will increase the reported existing level of anti social behaviour. It is considered that opening up areas to public view and encouraging use will discourage anti social behaviour.

This experience is supported by the County Development Plan 2010-2013 of which the following is an extract from:

"The removal of any physical barriers to access and movement for parents, guardians or carers in the County for i.e. those with young children in buggies, is important for any new development or for the upgrading of the existing built environment. Therefore, level access to buildings, dished kerbs, parent-and-child parking facilities and baby changing and feeding facilities are important elements to consider. Access to services such as childcare, community facilities and public transport is also essential. The general public are also less likely to frequent environments that are perceived as unsafe e.g. unlit lanes or open spaces that are not informally supervised by housing. As such, good design is important in creating a more accessible environment which promotes personal safety. Guidelines for Designing out Anti Social Behaviour (2007) were produced by South Dublin County Council and provide criteria for proofing planning applications, local area plans, masterplans and planning studies against the potential for facilitating crime and anti-social behaviour. The premise for the guidelines is that in creating safe, secure and attractive environments the opportunity for crime and anti-social behaviour is minimised."

The following is noted from the "Guidelines for Designing out Anti-Social Behaviour" South Dublin County Council 2008:

Accessibility:

Consideration of walking distance to public transport and local services: - An environment that is more pedestrian-friendly generates more casual social interaction, informal supervision and thus, security.

Permeability:

Streets should form an integrated network. Cul-de-sacs terminating in blank walls without well-designed, well-lit and supervised pedestrian access (escape routes) should be avoided. While permeability is desirable, the number of routes through an area should be carefully considered. Too many routes through a small area will dilute activity levels, leaving areas vulnerable to anti-social behaviour. All routes should be necessary and should lead to somewhere people want to go.

The enhancement of the existing right of way by the provision of well surfaced, lit and accessible pathways will likely increase the use of the route by local residents accessing local facilities. The increased local footfall is a positive for the area and will increase passive surveillance and improve the existing situation in terms of anti social activity. The proposed works presented in Option B accommodate an existing and very persistent desire line. This desire line is currently inaccessible and inconvenient to those in wheelchairs, those with buggies and made unpleasant during wet and muddy conditions. By paving and lighting a direct route between the estates it is likely that pedestrians will be directed away from houses currently suffering from informal access points and routes and onto formal, lit routes that benefit from passive surveillance. Public lighting using white light (which increases facial recognition) is proposed as part of the project and will further enhance the security of the route and encourage usage.

Access to local facilities, promotion of community and child safety, health and wellbeing

These issues, promotion of a sense of community between estates and the promotion of child health and prevention of childhood obesity was raised in the context of encouraging and facilitating accessibility between the 3 adjacent estates. The issue of encouraging and facilitating access for residents to local facilities and parents and children who wish to avail of the option of walking or cycling to school was also raised. An issue was raised which objected to the closure of the Right of Way as it would decrease their and their children access to open space.

The proposed closure of the existing Right of Way increases distances to the local school and to other facilities and also requires school-going children who currently walk to school to change from the existing route through residential estates and public open space to a route adjacent to a busy road.

The following recommendations are noted from the strategy document published by the Department of Health Obesity-The Report of the National Taskforce on Obesity 2005

Education sector

Every child should receive a safe and active passage to school through the provision of safe walkways, cycleways or transport.

Physical environment

Local authorities, bearing in mind regional variations and the demography of their populations, should ensure that sports, recreational, leisure, and play facilities are available, accessible and equitable to all members of the public.

Local authorities should prioritise pedestrianisation and cycling and ensure that there is adequate provision for these amenities.

Local authorities in partnership with local communities and the Gardai should ensure the provision and maintenance of safe and accessible green spaces for physical activity. They should be supported by government in this and related work.

Planning Permission

It is noted that a number of submissions refer to the Planning history of the area. It is apparent that the existing Bewley, St. Andrews and Mount Bellew Estates were constructed more than seven years ago and are therefore outside the period for planning enforcement action.

The most recent planning permission (SD00A/0907) was for Mount Bellew and the landscape plan submitted indicates that 'access details to be confirmed by SDCC' at the boundary location in question. This indicates that the permission envisaged that access would continue to be provided.

It is also apparent that the areas of open space between the three estates through which the right of way exists, are provided as public open space.

Other General Issues:

The issues raised in this section are outside the scope of the current Part 8 proposals and public consultation process. Where appropriate, the issues raised will be re-directed to the relevant sections of the Council for their attention.

6. Managers Recommendation

With regard to the proposed works for the open space at Bewley Grove, Mount Bellew Way & St. Andrew's Fairway and the provision of car parking at Willsbrook Park, Mount Bellew Way and the R136 (Outer Ring Road) and following consideration of the received submissions, it is apparent that the local community is divided geographically in relation to Option A, albeit with more submissions in support of closing the route, overwhelmingly from residents to the north of the gap.

Option A will close an existing right of way across an area of public open space. Whilst this will divert school-going traffic out of the estates to the north, it will displace peak time traffic onto Willsbrook Road and Mount Bellew Way. It is noted that there are two conflicting Specific Local Objectives (24 and 25) of the County Development Plan in this regard.

Option B proposes to formalise and improve the existing right of way across an area of public open space together with measures to achieve the objective of diverting school going traffic from residential estates i.e. by encouraging walking and cycling in combination and supporting works together with significant monitoring and management initiatives. It is noted that this aligns with County Development Plan policy in relation to sustainable travel, mobility, permeability and healthy communities and is in accordance with the proper planning and sustainable development of the area.

In accordance with Section 179(4) of the Planning and Development Act 2000 as amended, the members of a local authority shall, as soon as may be, consider the proposed development (Option A & Option B in this instance) and the report of the manager. Following the consideration of the manager's report, the members may, by resolution, decide to vary or modify the development or decide not to proceed with the development.

APPENDIX A

Option A - Proposed Closure of Right of Way

1. In favour of Option A: Issues raised

In favour of A:

Strongly in favour of Option A for the closure of the Right of Way. ([MtBellew0070](#))

Submission in favour of option A to close right of way. ([MtBellew0325](#) [MtBellew0326](#)
[MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#) [MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#)
[MtBellew0333](#) [MtBellew0334](#) [MtBellew0111](#) [MtBellew0112](#) [MtBellew0113](#) [MtBellew0114](#)
[MtBellew0115](#) [MtBellew0116](#) [MtBellew0117](#) [MtBellew0118](#) [MtBellew0119](#) [MtBellew0120](#)
[MtBellew0121](#) [MtBellew0122](#) [MtBellew0123](#) [MtBellew0124](#) [MtBellew0125](#) [MtBellew0126](#)
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[MtBellew0175](#) [MtBellew0176](#) [MtBellew0177](#) [MtBellew0178](#) [MtBellew0179](#) [MtBellew0180](#)
[MtBellew0181](#) [MtBellew0182](#) [MtBellew0183](#) [MtBellew0184](#) [MtBellew0185](#) [MtBellew0186](#)
[MtBellew0187](#) [MtBellew0188](#) [MtBellew0189](#) [MtBellew0190](#) [MtBellew0191](#) [MtBellew0192](#)
[MtBellew0193](#) [MtBellew0194](#) [MtBellew0195](#) [MtBellew0196](#) [MtBellew0197](#) [MtBellew0198](#)
[MtBellew0199](#) [MtBellew0200](#) [MtBellew0201](#) [MtBellew0202](#) [MtBellew0203](#) [MtBellew0204](#)
[MtBellew0205](#) [MtBellew0206](#) [MtBellew0207](#) [MtBellew0208](#) [MtBellew0209](#) [MtBellew0210](#)
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[MtBellew0260](#) [MtBellew0261](#) [MtBellew0262](#) [MtBellew0263](#) [MtBellew0264](#) [MtBellew0259](#)
[MtBellew0265](#) [MtBellew0266](#) [MtBellew0267](#) [MtBellew0268](#) [MtBellew0269](#) [MtBellew0270](#)
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[MtBellew0299](#) [MtBellew0300](#) [MtBellew0301](#) [MtBellew0302](#) [MtBellew0303](#) [MtBellew0304](#)
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[MtBellew0288](#) [MtBellew0289](#) [MtBellew0315](#) [MtBellew0316](#) [MtBellew0317](#) [MtBellew0318](#)
[MtBellew0319](#) [MtBellew0320](#) [MtBellew0321](#) [MtBellew0322](#) [MtBellew0323](#) [MtBellew0324](#)
[MtBellew0047](#))

Submission is in favour of the closure of the right of way ([MtBellew0076](#) [MtBellew0077](#)
[MtBellew0090](#) [MtBellew0092](#) [MtBellew0093](#) [MtBellew0094](#) [MtBellew0100](#) [MtBellew0400](#)
[MtBellew0105](#) [MtBellew0397](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#) [MtBellew0104](#)
[MtBellew0089](#) [MtBellew0101](#) [MtBellew0095](#))

Supports Option A as the residents of Fairways Estate and Bewley Grove have expressed support for the option. ([MtBellew0089](#))

Expresses support for Option A (closure of the right of way with provision of a fence and piers) and objection to Option B. ([MtBellew0106](#))

Support Option A: Close the gap to Mount Bellew and address the problems at Bewley Grove and St Andrew's Fairway, as supported by local residents. ([MtBellew0054](#))

Expresses preference for Option A, the closure of the right of way and the provision of fencing between Bewley Grove and Mt Bellew Lucan ([MtBellew0058](#))

Supports the closure of the right of way with the provision of a fence and piers between Bewley Grove and Mount Bellew. ([MtBellew0035](#))

Support for Option A in this proposal. ([MtBellew0052](#))

As a resident of Bewley Avenue, myself and my wifes preference is towards Option A. We would be completely against option B. ([MtBellew0069](#))

Support the closing of the right of way through Mount Bellew Way, Bewley Grove and St Andrews Fairway. ([MtBellew0056](#))

Resident of St. Andrew's Fairway supports the closure of the gap to Mt. Bellow. ([MtBellew0045](#))

Anti- social behaviour / Crime / Increased footfall in Estate / Safety

All estates should be kept separate from one another and have either railings or a wall up high and have railings on the top of it with no gaps anywhere. The proposal I feel would also be an encouragement for people going home late at night from pubs etc. ([MtBellew0102](#))

Distance from the entrance to the Fairway estate to the school gate is only 24m less than the dedicated route along Willsbrook Road. ([MtBellew0089](#))

The original planning permission provided for a boundary at this location and Option A is a stop towards implementing the boundary. ([MtBellew0089](#))

The closing off of the fencing required in the original planning permission for Bewley estate should be completed immediately. The current lack of fencing is preventing the residents of Bewley from the full free use and enjoyment of their homes due to the increased traffic from other estates through it to access the Educate Together School and the incidences of anti social behavior that are a result of easy entrance to and egress from the estate through the open fencing. ([MtBellew0101](#))

Submission supports Option A and outlines that the residents from Bewley & St. Andrew estates make up 44% of users of the gap and that a majority of residents of Bewley & St. Andrews support Option A. These residents obviously feel they will not be disproportionately discommoded by implementation of Option A. Residents from these two estates can and do access the bus-stop at Willsbrook estate. ([MtBellew0106](#))

Submission supports Option A and outlines that the residents from Mount Bellew and Fforster estates can access the Outer Ring Road (including the bus-stop) and the school; without any need to use the gap proposed for closure in Option A. The impact on this user-group is negligible. ([MtBellew0106](#))

Submission supports Option A and outlines that residents walking to LETNS from east of Outer Ring Road, other than residents of Bewley & St. Andrews, the main source of users of

the gap are residents of Ballyowen, Larkfield and Liffey Valley Park estates, which are located east of the Outer Ring Road. ([MtBellew0106](#))

Submission rejects the view that the implementation of Option A would necessarily lead to 100 more cars being added to the road network. Instead implementation of Option A should be seen a disincentive to car-use and should in fact encourage further pedestrian/cycle activity as parents will seek to avoid traffic delays on Willsbrook Road. ([MtBellew0106](#))

It should be noted that for pedestrians from estates east of Outer Ring Road - who are mainly school children and parents walking/cycling to Lucan Educate Together - the increase in overall journey distance/time from their home estate (east of Outer Ring Road) to the schools by walking along Willsbrook Road to the Mount Bellew Way roundabout, as opposed to walking through St. Andrews estate is minimal, representing an increase of less than 10% in overall walking distance. ([MtBellew0106](#))

Supports closure of the right of way with the provision of a fence & piers between Bewley Grove & Mount Bellew due to the interference we have in our estate from people using the current access as a right of way through our estate by damaging property, noise hindrance, etc as they pass through ([MtBellew0017](#))

Health and safety concerns in relation to additional pedestrians wandering through the estates. ([MtBellew0325](#) [MtBellew0326](#) [MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#)

[MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#) [MtBellew0333](#) [MtBellew0334](#) [MtBellew0111](#)
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Crime levels may increase due to increased number of access points to the estate.

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In support of Option A as the opening has increased the number of people walking across the green in Bewley and littering. ([MtBellew0038](#))

Increased risk to the safety of the children due to increased traffic to the estate, speeding and erratic parking. ([MtBellew0325](#) [MtBellew0326](#) [MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#) [MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#) [MtBellew0333](#) [MtBellew0334](#) [MtBellew0095](#))

Gap in the fence between the estates should be closed immediately. In fact there should never have been a gap left by the builder in the first place when completing the estate in my opinion. My reasons for closing the gap are from a security point of view. My house over looks the green in the estate and I regularly watch large groups of youths not from the estate walking across the estate late at night and especially at weekends. I have observed same, walking with bags of beer bottles and slabs of beer, who use the estate as a cut through on their way else where. The volume of foot traffic is increasing all the time and it is not acceptable that the estate be used for walking through on the way to some other place. It is unsafe and also causes a danger to traffic who would not be expecting people walking out of the darkness off the green in Bewley onto the road and out of the estate. I observed that typically the people walking through the estate late at night are wearing hoodies with the hoods up and walk onto the road without looking left or right. They are placing themselves in danger of being knocked down by a car and the easiest option to prevent more and more

people walking through the green which is unlit causing a potential accident is to close the gaps and erect a fence. ([MtBellew0016](#))

The National Children's Policy seeks to safeguard children's opportunities for safe play and walking, and bringing additional cars into a residential area would seem to be contrary to this. ([MtBellew0092](#))

Support expressed for Option A and strong objection to Option B. As a resident of St. Andrew's I have often used the gap to access Mt. Bellew Way however in order to address the problems faced by residents as a result of school time traffic, nuisance parking and anti-social behaviour I am happy to support closure of the gap. This will add negligible increase in the time taken to walk to the Mt. Bellew roundabout. ([MtBellew0091](#))

Support erection of permanent boundary fence and closing of the through way to prevent increased footfall, cars dropping children off, anti-social behaviour between different groups, etc. ([MtBellew0024](#))

Whilst I do understand that there has been issues raised over cars parking for drop off and pick up to the Educate Together school, I am lead to believe that it is anti-social behaviour at the gap that is the most concerning matter for those living in the area, and closing it would seem to be the most cost effective solution for this. ([MtBellew0030](#))

The closing off of the fencing required in the original planning permission for Bewley estate should be completed immediately. The current lack of fencing is preventing the residents of Bewley from the full free use and enjoyment of their homes due to the increased traffic from other estates through it to access the Educate Together School and the incidences of anti social behavior that are a result of easy entrance to and egress from the estate through the open fencing. ([MtBellew0101](#))

School Access & Traffic

Chairpersons of the Board of Management and the Executive Committee for Lucan Educate Together NS outlines that the closure of the right of way will have minimal impact on the school community. On the other hand, the provision of footpaths through this area proposed in Option B is likely to increase the use of the area by parents as it will provide a clean route through the right of way. While this will benefits road users, it is likely to cause conflict with local residents. ([MtBellew0065](#) [MtBellew0109](#))

Chairpersons of the Board of Management and the Executive Committee for Lucan Educate Together NS outlines that the new set down area on Mount Bellew Way will lead to parking in that area and likely to see an increase in U-turns. No safe turning area is created and the residents will still experience difficulties with the amount of traffic accessing the roadway. This is unlikely to benefit any of the road users to a significant degree. ([MtBellew0065](#) [MtBellew0109](#))

I would like to strongly express my opposition to Option B, the observed numbers of people accessing through to Mount Bellew and the National School has grown exponentially over the years. This has resulted in increased footfall, cars dropping children off, anti-social behaviour between different groups, etc. However, of more concern is that the level of traffic has made the estate quite dangerous at peak times given that the estate is basically designed for residential use, not through traffic use. Therefore I strongly support Option A – the erection of permanent boundary fence and closing of the through way. ([MtBellew0024](#))

Supports measures to close the gap between Moulton Bellew and Bewley Grove as opposed to building a car park in what is a beautiful green area in Willsbrook Park. ([MtBellew0030](#))

For the safety of children and adults I choose OPTION A: the closure of right of way at St. Andrew's Fairway and Bewley Grove ([MtBellew0049](#))

In favour of Option A as this has the most positive impact on the local community. Option B favours keeping Bewley and St Andrews as rat runs for those accessing the school and drinking in Willsbrook Park. Placing footpaths through the area proposed in Option B is likely to increase the use of the area by parents of Lucan Educate Together NS as it will provide a more usable route through the area. While this benefits these parents, it will place them in conflict with local residents in St Andrews and Bewley, by blocking access to our houses with inconsiderate parking. It will cause increased danger to our children who need to cross the roads in the estate. Typically those rushing to the school have no regard for pedestrians in the estate. ([MtBellew0040](#))

Support Option A: Close the gap to Mount Bellew and address the problems at Bewley Grove and St. Andrew's Fairways. ([MtBellew0053](#))

I am writing as a resident in the above area and wish to support Plan A. This is to close the opening between St Andrews and Bewley. This is by far the safest option and indeed in these recessionary times the most economical. This will cut out rat running into a small estate and causes delays for residents exiting St. Andrews Fairways. ([MtBellew0027](#))

Chairperson of Board of Management and Executive Committee for Lucan Educate Together NS outlines that while the Board appreciates the efforts made to address the problems in the surrounds of the school, these proposal make little impact on safety, traffic, parking or access to the school and should be revisited with a more joined up plan for the area. ([MtBellew0065](#)
[MtBellew0109](#))

School traffic - which has been highlighted on many occasions - causing major problems for residents at times and is very unsafe for both children and motorists. ([MtBellew0048](#))

The estate was built as a small cul-de-sac estate and was to be quiet with only residential access. The current arrangement means that many parents are driving into our estate to drop off children. This has brought much unnecessary traffic into a small estate which was not designed to be a drop off site for a school. As a resident in the Bewley Estate I object to this traffic coming in and out in the morning and afternoon. There should be better parking facilities at the school for parents which is a fault with the initial planning for the school. ([MtBellew0035](#))

Bewley estate was built as a small cul-de-sac estate and was to be quiet with only residential access. The current arrangement means that many parents are driving into our estate to drop off children. This has brought much unnecessary traffic into a small estate which was not designed to be a drop off site for a school. As a resident in the Bewley Estate I object to this traffic coming in and out in the morning and afternoon. There should be better parking facilities at the school for parents which is a fault with the initial planning for the school. ([MtBellew0036](#))

Traffic has made the estates quite dangerous at peak times given that the estate is basically designed for residential use, not through traffic use. ([MtBellew0024](#))

This is a quiet housing estate and is being treated like a car park by parents dropping their children off to the Lucan Educate Together School. There are tailbacks getting out of the estate during school drop off and pick up times, and a number of neighbours located right beside the fencing have had occasions where their driveways are obstructed by people using the road as a pick up and drop off point. This is an area with a high volume of young children and there are cars speeding in at the last minute with scant regard for these young children's safety. Research has shown that 33% of users of the gap are residents of Ballyowen, Larkfield and Liffey Valley Park estates. All of these estates are easily within walking distance of this school and there are pathways, lights or lollipop people along the route where roads must be crossed. In particular, Larkfield and Ballyowen are less than a 10 minute walk, with

the driving time somewhat similar due to traffic. In line with the promotion of healthy living and SDCCs policy of encouraging walking/cycling closing this gap would help to encourage parents to walk their children to school. ([MtBellew0090](#))

In support of Option A as the amount of traffic in Bewley estate dropping children off at the shortcut is a safety issue. ([MtBellew0038](#))

Support for Option A. Option B will do nothing to alleviate the chronic and dangerous traffic situation in St. Andrews Fairways. In excess of 50 cars and mini buses enter the estate every morning. This traffic denies residents a right of way to their property and is dangerous. Submission included photos. ([MtBellew0039](#))

As a resident of St.Andrews estate I wish to offer my support to Option A. Option A will relieve the residents of St.Andrews and Bewely estates from the constant barrage of nuisance parking during drop off time in the school term. The impatience and lack of consideration shown by some dropping off children to school in the morning has caused delays and upset to me and my fellow neighbours. The situation can only be relieved by closing the right of way between Mount Bellows St.Andrews and Bewleys Estates. ([MtBellew0068](#))

Support expressed for Option A and strong objection to Option B. As a resident of St. Andrew's I have often used the gap to access Mt. Bellew Way however in order to address the problems faced by residents as a result of school time traffic, nuisance parking and anti-social behaviour I am happy to support closure of the gap. This will add negligible increase in the time taken to walk to the Mt. Bellew roundabout. ([MtBellew0091](#))

Favour option A as the Council own a large derelict site at the school which is a more suitable site. ([MtBellew0061](#))

Support erection of permanent boundary fence and closing of the through way to prevent increased footfall, cars dropping children off, anti-social behaviour between different groups, etc. ([MtBellew0024](#))

The closing off of the fencing required in the original planning permission for Bewley estate should be completed immediately. The current lack of fencing is preventing the residents of Bewley from the full free use and enjoyment of their homes due to the increased traffic from other estates through it to access the Educate Together School and the incidences of anti social behavior that are a result of easy entrance to and egress from the estate through the open fencing. ([MtBellew0101](#))

Access to Local Facilities

Walking around the perimeter fence is relatively short and is not seen as an unrealistic alternative and is supported by the majority of the local residents. ([MtBellew0075](#) [MtBellew0076](#) [MtBellew0100](#) [MtBellew0400](#) [MtBellew0105](#) [MtBellew0397](#) [MtBellew0396](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#))

Walking around the perimeter fence is relatively short and is not seen as an unrealistic alternative and is supported by the majority of the local residents. ([MtBellew0325](#) [MtBellew0326](#) [MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#) [MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#) [MtBellew0333](#) [MtBellew0334](#) [MtBellew0111](#) [MtBellew0112](#) [MtBellew0113](#) [MtBellew0114](#) [MtBellew0115](#) [MtBellew0116](#) [MtBellew0117](#) [MtBellew0118](#) [MtBellew0119](#) [MtBellew0120](#) [MtBellew0121](#) [MtBellew0122](#) [MtBellew0123](#) [MtBellew0124](#) [MtBellew0125](#) [MtBellew0126](#) [MtBellew0127](#) [MtBellew0128](#) [MtBellew0129](#) [MtBellew0130](#) [MtBellew0131](#) [MtBellew0132](#) [MtBellew0133](#) [MtBellew0134](#) [MtBellew0135](#) [MtBellew0136](#) [MtBellew0137](#) [MtBellew0138](#) [MtBellew0139](#) [MtBellew0140](#) [MtBellew0141](#) [MtBellew0142](#) [MtBellew0143](#) [MtBellew0144](#) [MtBellew0145](#) [MtBellew0146](#) [MtBellew0147](#) [MtBellew0148](#) [MtBellew0149](#) [MtBellew0150](#) [MtBellew0151](#) [MtBellew0152](#) [MtBellew0153](#) [MtBellew0154](#) [MtBellew0155](#))

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MtBellew0240	MtBellew0241	MtBellew0242	MtBellew0243	MtBellew0244	MtBellew0245
MtBellew0246	MtBellew0247	MtBellew0248	MtBellew0249	MtBellew0250	MtBellew0251
MtBellew0252	MtBellew0253	MtBellew0254	MtBellew0255	MtBellew0256	MtBellew0257
MtBellew0258	MtBellew0260	MtBellew0261	MtBellew0262	MtBellew0263	MtBellew0264
MtBellew0259	MtBellew0265	MtBellew0266	MtBellew0267	MtBellew0268	MtBellew0269
MtBellew0270	MtBellew0271	MtBellew0272	MtBellew0273	MtBellew0290	MtBellew0291
MtBellew0292	MtBellew0293	MtBellew0294	MtBellew0295	MtBellew0296	MtBellew0297
MtBellew0298	MtBellew0299	MtBellew0300	MtBellew0301	MtBellew0302	MtBellew0303
MtBellew0304	MtBellew0305	MtBellew0306	MtBellew0307	MtBellew0308	MtBellew0309
MtBellew0310	MtBellew0311	MtBellew0312	MtBellew0313	MtBellew0314	MtBellew0274
MtBellew0275	MtBellew0276	MtBellew0277	MtBellew0278	MtBellew0279	MtBellew0280
MtBellew0281	MtBellew0282	MtBellew0283	MtBellew0284	MtBellew0285	MtBellew0286
MtBellew0287	MtBellew0288	MtBellew0289	MtBellew0315	MtBellew0316	MtBellew0317
MtBellew0318	MtBellew0319	MtBellew0320	MtBellew0321	MtBellew0322	MtBellew0323
MtBellew0324	MtBellew0047				

Difference in time of walking to the bus stop or the school if the gap is closed would be 3 minutes and I don't feel that it is too much to ask for some people who don't live in Bewley Grove to have to do for the peace of mind for those of us who DO live here! ([MtBellew0071](#))

The walk around the perimeter fence is minimal (less than 2 minutes) when compared to walking through the gap. Option A does not present hardship to pedestrians. ([MtBellew0044](#))

Planning Permission

Favour option A as the developer was allowed to get away without a dwarf wall under the railings along the frontage of Willsbrook road and Mount Bellew Way on the Planning permission drawings. This is only estate in Lucan without a decorative dwarf wall. ([MtBellew0061](#))

Favour Option A as the boundary fence should have been completed as per the planning permission dwgs before Bewley estate green area was taken in charge. ([MtBellew0061](#))

The closing off of the fencing required in the original planning permission for Bewley estate should be completed immediately. The current lack of fencing is preventing the residents of Bewley from the full free use and enjoyment of their homes due to the increased traffic from other estates through it to access the Educate Together School and the incidences of anti social behavior that are a result of easy entrance to and egress from the estate through the open fencing. ([MtBellew0101](#))

2. Against Option A –

Antisocial Behaviour / Increased Footfall in Estate / Crime / Safety

Option A is unacceptable, building fences will not solve any problem. Therefore, I think that option B is the best choice ([MtBellew0018](#))

I believe that Option A will not solve the traffic issues or the anti-social behavior problems that the people doing the travel survey mentioned as a reason for the fence. A greater sense of community is needed to solve anti-social behavior and a fence is a barrier to community. ([MtBellew0103](#))

We believe that continuing the fencing and blocking pedestrian access between Bewley and Mount Bellew would have little or no impact on any anti-social behaviour that has been reported by some residents in the area. And I say this as a victim of a burglary – the person who climbed up the drain pipe at the back of my house and climbed through a small bathroom window to rob my house would have no trouble hopping over a fence! ([MtBellew0015](#))

Resident of Mount Bellew outlines that children also use the green in Bewley to play and the access between the estates provides a safe route to the green. They also have friends in Bewley and St Andrew's. Erecting a fence is literally putting a divide in their social development and the development of the local community. ([MtBellew0066](#))

School Access & Traffic

Option-A does nothing to improve the traffic problems or safety around the school and would be a waste of SDCC resources. ([MtBellew0103](#))

Option A will make the current traffic worse and access to the school more difficult and increase the traffic through Mount Bellew Way. ([MtBellew0096](#))

The school traffic 'situation' as described by some co-residents of Bewley will not be solved by simply closing the right of way. The school will still be there. It will still attract traffic. This traffic will need to be accommodated. Extinguishing the right of way will not change that and traffic will continue to park – as is their right – on the public road, both inside and outside the confines of Bewley estate. ([MtBellew0020](#))

The provision of Option A will only create even more traffic problems in the area. ([MtBellew0033](#))

Option A would force all the traffic into Mount Bellew Crescent and provide no other alternatives for parents bringing their children to school. ([MtBellew0066](#))

I believe that Option A will not solve the traffic issues or the anti-social behavior problems that the people doing the travel survey mentioned as a reason for the fence. A greater sense of community is needed to solve anti-social behavior and a fence is a barrier to community. ([MtBellew0103](#))

Fence will not stop anti social behaviour as the trees will still provide cover and a fence will provide even more cover from the other side. A fence will also mean that all school related traffic, both pedestrian and vehicular will have to use Mount Bellew Way which is already heavily congested at school drop off and collection times. ([MtBellew0096](#))

Option A in my opinion would only resolve the parking problem for the estates of Bewley and St. Andrews and subsequently force that same problem into the depths of Mount Bellew which is already an existing problem caused by people living within walking distance who seem to think our estate is a "park and ride" estate. ([MtBellew0108](#))

Access to Local Facilities and Health

As a resident of the Mount Bellew estate, both are unpleasant options - option A closes any pedestrian access between the various estates forcing increased car usage, and option B eliminates much of the green space in the area. Of the two, Option A is the more tolerable. Therefore if changes must be made and a choice must be made between the two options, Option A is the least objectionable. ([MtBellew0057](#))

Regularly use this right of way for a number of reasons and have witnessed many others do so too especially during school drop off and collection times. ([MtBellew0096](#))

Resident of Mount Bellew Crescent and Assistant Professor, Head of Children's Nursing Discipline, Trinity College Dublin expressed significant concerns regarding option A. The provision of a fence will prohibit walkway access from Mount Bellew Way to Bewley Grove. A concern which I have with this proposal relates to child safety, health and wellbeing. Option A will compromise child health and wellbeing by preventing many children from participating in the daily exercise routine of walking to and from their school. Option A will compromise child safety in particular when travelling to and from LETS as traffic congestion will dramatically increase. ([MtBellew0055](#))

The fencing-off of this area goes against the spirit of community we currently enjoy with our neighbouring estates. I have friends in the adjacent estates, as do my children, and the closure of this gap would impact greatly on accessibility and the daily flow, not to mention the effect a physical barrier would have at this location, practically privatising both Bewley and St. Andrew's estates. Surely this goes against the ethos of the County Development Plan ([MtBellew0064](#))

Resident of Mount Bellew outlines that children also use the green in Bewley to play and the access between the estates provides a safe route to the green. They also have friends in Bewley and St Andrew's. Erecting a fence is literally putting a divide in their social development and the development of the local community. ([MtBellew0066](#))

Closure of this right of way would force me to use a different bus stop and add at least ten minutes walk to both journeys daily, adding a minimum of twenty minutes to my working day. Those of us who use the bus to commute have no other option other than a bus stop on the outer ring road. ([MtBellew0020](#))

OPTION B – Enhancement of Right of Way & additional measures

1. In favour of Option B

Supports measures to enhance the right of way and not close it. ([MtBellew0096](#))

Supports Option B, the enhancement of the right of way option. ([MtBellew0020](#))

I would like to vote for Option B of this project, enhancement of right of way & provision of car parking/set downs ([MtBellew0399](#))

Support option B, the enhancement option. ([MtBellew0021](#))

Submission would prefer to see Option B (enhancement of right of way etc) implemented. ([MtBellew0033](#))

The residents of Mount Bellew, Lucan would like Option B on the plans for Mount Bellew and Bewley with regards to leaving our walkway open. ([MtBellew0074](#))

Antisocial Behaviour / Connectivity

The more open and utilised the pedestrian access is, the less likely there will be anti social behaviour. In fact, I believe the fence along Mount Bellew way, far from being extended, should in fact be removed altogether as it really serves no useful purpose and promotes separation and segregation, rather than community and integration. ([MtBellew0028](#))

Option A is unacceptable, building fences will not solve any problem. Therefore, I think that option B is the best choice ([MtBellew0018](#))

Resident of Mount Bellew Crescent and Assistant Professor, Head of Children's Nursing Discipline, Trinity College Dublin expressed significant concerns regarding option A. The provision of a fence will prohibit walkway access from Mount Bellew Way to Bewley Grove. A concern which I have with this proposal relates to the local community integration. The provision of fences, in general, creates a divide physically and culturally between communities and will therefore have a direct negative impact on local community spirit and culture. As a resident of Mount Bellew I often walk with my family through local estates to visit neighbours and friends and I believe it is extremely important that this connection between neighbouring estates is maintained in order to preserve the positive community spirit which currently exists. Fences by their nature create barricades and obstruct people from integrating with one another therefore go against the whole idea of 'community' and togetherness. ([MtBellew0055](#))

Closure of such pedestrian accesses is at odds with efforts to get people to leave their cars behind to reduce congestion and help reduce environmental impacts. Surely our Council should be introducing measures to encourage rather than discourage walking. I would suggest that if the concern is anti social behaviour from teenagers walking through well, they will merely jump or break this fence to continue availing of a possible shortcut. Meanwhile (less audacious) people from the adjacent estates will be forced around a much longer route to drop their children to the LET school or to access the 25a bus stop on the outer ring road again discouraging environmentally friendly practices (i.e. Using public transport). The more open and utilised the pedestrian access is, the less likely there will be anti social behaviour. In fact, I believe the fence along Mount Bellew way, far from being extended, should in fact be removed altogether as it really serves no useful purpose and promotes separation and segregation, rather than community and integration. ([MtBellew0028](#))

Submission from residents of Mount Bellew Estate in favour of Option B (enhancement of opening, car park etc) due to the facilities it would provide to schoolgoers and residents within the estate. The proposal promotes safety, parking facilities for an expanding school and community spirit. ([MtBellew0368](#) [MtBellew0369](#) [MtBellew0370](#) [MtBellew0371](#) [MtBellew0372](#) [MtBellew0373](#) [MtBellew0374](#) [MtBellew0375](#) [MtBellew0376](#) [MtBellew0377](#) [MtBellew0378](#) [MtBellew0379](#) [MtBellew0380](#) [MtBellew0381](#) [MtBellew0382](#) [MtBellew0383](#) [MtBellew0384](#) [MtBellew0385](#) [MtBellew0386](#) [MtBellew0387](#) [MtBellew0388](#) [MtBellew0389](#) [MtBellew0390](#) [MtBellew0391](#) [MtBellew0392](#))

The enhancement of the right of way would improve the immediate vicinity, creating an open and inviting public space rather than create an end-point within the estates which could bring other problems in relation to anti-social behaviour. ([MtBellew0064](#))

Enhancing the right of way by adding a proper footpath and decent lighting would considerably improve the quality of our lives. ([MtBellew0015](#))

School Access & Traffic

Option B that will make child safety in the nearby school a reality. The situation at the moment is chaotic and dangerous, as anyone who stands and observes the school at start and finish of the day can easily observe. The proposed enhancements will help both the school community and the local community. ([MtBellew0020](#))

Submission from residents of Mount Bellew Estate in favour of Option B (enhancement of opening, car park etc) due to the facilities it would provide to schoolgoers and residents within the estate. The proposal promotes safety, parking facilities for an expanding school and community spirit. ([MtBellew0368](#) [MtBellew0369](#) [MtBellew0370](#) [MtBellew0371](#) [MtBellew0372](#) [MtBellew0373](#) [MtBellew0374](#) [MtBellew0375](#) [MtBellew0376](#) [MtBellew0377](#) [MtBellew0378](#) [MtBellew0379](#) [MtBellew0380](#) [MtBellew0381](#) [MtBellew0382](#) [MtBellew0383](#) [MtBellew0384](#) [MtBellew0385](#) [MtBellew0386](#) [MtBellew0387](#) [MtBellew0388](#) [MtBellew0389](#) [MtBellew0390](#) [MtBellew0391](#) [MtBellew0392](#))

Blocking the right of way would not lead to less traffic in the estate. People would still park and walk around to the school. I think for this to be rectified the school needs to implement parking for the parents. Additionally, the parking in the estate is done at collection and drop off times and it doesn't inflict upon us residents too much. ([MtBellew0021](#))

Submission outlines that resident has had children attending Lucan Educate Together since 2005. For the last 8 years we have been walking through the gap in the hedge between Bewley Grove and Mount Bellew Way. We also use this route when walking to and from the bus stop on the ring road and when going to and from the shops near Eurospar etc. With school bags and shopping it is by far our preferred route on foot, despite the muddy shoes and lack of lighting and footpath etc. For years, we have been asking for the right of way to be kept open. We would see it as a major inconvenience to pedestrians if this route was closed off. ([MtBellew0015](#))

Welcomes option B as a proposal to resolve the lengthy and on-going issues which for us and the residents of the surrounding estates of Lucan Educate Together National School are a daily occurrence. ([MtBellew0108](#))

The set down areas are a good idea, especially on the outer ring road keeping traffic out of the Willsbrook area. ([MtBellew0001](#))

Submission would welcome the proposed drop-off arrangement on Mount Bellew Way. Concerns raised regarding funding. ([MtBellew0106](#))

Option B is the better solution for everyone living close to the school. The additional set down areas and car park should help the traffic problem around the school. ([MtBellew0096](#))

Chairperson of Board of Management and Executive Committee for Lucan Educate Together NS welcomes the raised crossing outside the school. ([MtBellew0065](#) [MtBellew0109](#))

As a resident of Mount Bellew estate in Lucan, I support option B in the recent proposal circulated as part 8 of public consultation. It would help the problem of traffic around school hours in the estate for residents. ([MtBellew0050](#))

I understand that some residents of Bewley and St. Andrews have an issue with a number of parents dropping children of LETNS off in their estates and using the gap to walk through. In my opinion, the provision of those works outlined in option B, in particular some much needed set-down parking on Mount Bellew Way (with raised pedestrian crossing to school), along with installation of proper footpaths and public lighting at the gap would do a great deal to solve this problem. ([MtBellew0064](#))

The other items within option B would of course help alleviate the situation - many parents I know currently use the pedestrian access into Mount Bellew at the R136 both to drop off children and on foot. A proper set-down area would greatly improve safety in this regard. ([MtBellew0064](#))

Submission outlines that there is a great deal of support for Option A, as a number of residents do not want a car park nearby. Although we have no objections to the provision of car parking facilities, I am quite annoyed that the council have combined so many changes into Option B. The change that affects us the most is the right of way and this has been the only change that has been debated over the years. The additional suggestions are attracting quite a lot of controversy and I imagine that option A will be favoured by the majority as a result. ([MtBellew0015](#))

The set down area on Mount Bellew Way eliminates parking on this stretch and allows safe two way traffic for both cars and if ever the need, emergency vehicles. ([MtBellew0108](#))

In my opinion and many of other Mount Bellew residents, Option B would offer alternatives for school parking that would reduce traffic volume in peak school times out of all the surrounding estates. The benefits of the enhancement of right of way & provision of car parking / set downs far outweigh closing the right of way to Bewley & St Andrews. ([MtBellew0066](#))

Option B is the best choice, as this is what is needed - providing new public car park ([MtBellew0018](#))

Access to Local Facilities

Resident of Mount Bellew outlines that children also use the green in Bewley to play and the access between the estates provides a safe route to the green. They also have friends in Bewley and St Andrew's. Erecting a fence is literally putting a divide in their social development and the development of the local community. ([MtBellew0066](#))

As a resident of Mount Bellew, a parent of a child attending LETS and a professional who is deeply interested and concerned about all aspects of child health and wellbeing it is clear to me that the only sensible and viable proposal is option B. I hope that my concerns are raised at committee level and I am available to present my concerns to the committee if necessary. ([MtBellew0055](#))

Closure of this right of way would force me to use a different bus stop and add at least ten minutes walk to both journeys daily, adding a minimum of twenty minutes to my working day. Those of us who use the bus to commute have no other option other than a bus stop on the outer ring road. ([MtBellew0020](#))

A proper walkway from my estate through to Mount Bellew would eliminate the muck ([MtBellew0020](#))

Require the right of way to access bus stop to commute to city centre. ([MtBellew0021](#))

Surface upgrade of right of way is required to remove mud ([MtBellew0021](#))

In favour of Option B on the proposed works affecting the Bewley Estate, Mount Bellew, St. Andrews and surrounding estates in Lucan and strongly to Option A. Option B allows access to the bus stop, to the shops (Eurospar) for those not having a car from Bewley. ([MtBellew0041](#))

If the access is closed between Bewley and Mount Bellew, bus commuters will be forced to use the Ballyowen bus stop and have less chance of getting on a bus as buses constantly pass this bus stop full at peak travel times, This bus stop is much further from Bewley as there is no access out of Bewley except by the main entrance. Is there a possibility that a pedestrian walkway could be cut into the end of Bewley Drive where it meets the main road? We have school children constantly jumping the fence there for access to Bewley Estate, and the same will happen if the current right of way is closed between Bewley and Mount Bellew, unfortunately jumping the fence is not an option for the older much put upon bus commuter. ([MtBellew0041](#))

Loss of this right of way will add another 30 mins to my working day and it will add another 30 mins travelling time for my teenage children attending college, cut off access to local shops and businesses and further strain the bus commuter on the already curtailed bus service to this area of Lucan. ([MtBellew0041](#))

2. Against Option B

Antisocial Behaviour in estates / Crime / Increased Footfall in estate/ Safety

Option B increases the risk to the safety of Children due to increased traffic to the estate, speeding and nuisance parking. ([MtBellew0044](#))

Option B substantially increases Health and Safety risks to our children from increased pedestrian traffic through our estate. ([MtBellew0044](#))

Option B runs contrary to both SDCC policy to encourage walking/cycling to school and the efforts of the Lucan Educate Together and the parents-led campaign to encourage walking/cycling to school and to dissuade drop-off outside the school and in adjoining residential areas. ([MtBellew0106](#))

Option B proposal will adversely impact on the residential amenity and safety of St Andrews Fairway by increasing access to the estate, safety and loss of open space to footpaths. ([MtBellew0095](#))

Proposal gives little consideration to the health and safety of the existing residents of Bewley. It would also appear the same can be said for the school children. ([MtBellew0037](#))

Green area at St Andrews Fairway is a residential amenity for the residents and is safe. The provision of concrete paths will destroy the amenity and is a direct contradiction of the County Development Plan 2010 – 2016 to 'protect and enhance residential amenity' ([MtBellew0089](#))

Option B would adversely impact on residential amenity of St Andrews Fairways and this loss of residential amenity is contrary to the County Development Plan 2010 - 2016 ([MtBellew0095](#))

By providing more facilities by way of car parks, set down areas SDCC will be also actively promoting an unhealthy lifestyle for children by travelling short distances by car. Schools are local because they are for local residents so why build car parks. ([MtBellew0027](#))

These submissions outline that the enhancing of the existing right of way gap (and not closing it off) will encourage and exacerbate the existing anti social behaviour throughout our estate and would show a lack of consideration for the existing residents. ([MtBellew0148](#)

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[MtBellew0075](#) [MtBellew0076](#) [MtBellew0094](#) [MtBellew0102](#) [MtBellew0105](#) [MtBellew0397](#)
[MtBellew0396](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#))

Crime levels may increase due to increases number of access points to the estate. ([MtBellew0075](#) [MtBellew0076](#) [MtBellew0397](#) [MtBellew0396](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#))

The current gap is a gathering point for youths. There is significant anecdotal evidence that this is leading to problems of anti-social behaviour (public order) and criminal damage. Implementation of Option A would mitigate the problem. Implementation of Option B would exacerbate the problem. ([MtBellew0106](#))

Health and safety concerns in relation to additional pedestrians wandering through the estates. ([MtBellew0075](#) [MtBellew0076](#) [MtBellew0397](#) [MtBellew0396](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#))

School Access & Traffic

Objection expressed to the proposal to formalise the position of the cul-de-sac at Bewley Grove and St Andrews Fairways as school drop off points. ([MtBellew0025](#))

This area is currently a lovely safe area for the local residents to play in but a path would encourage parents of pupils in the Educate Together to use the estates as a drop off area. ([MtBellew0093](#) [MtBellew0095](#))

With respect to other elements of Option B, concerns raised in relation to the demand for the Outer Ring Road drop-off location or what benefit it would bring in seeking to divert traffic from dropping off in St. Andrew's Fairway and Bewley Grove, as I note the traffic counts indicated no children being dropped off by car coming from estates to the South of the school, which would travel northbound on the outer Ring Road to reach the school. ([MtBellew0106](#))

Option B runs contrary to both SDCC policy to encourage walking/cycling to school and the efforts of the Lucan Educate Together and the parents-led campaign to encourage walking/cycling to school and to dissuade drop-off outside the school and in adjoining residential areas. ([MtBellew0095](#))

Option B will do nothing to alleviate the chronic and dangerous traffic situation in St. Andrews Fairways. In excess of 50 cars and mini buses enter the estate every morning. This traffic denies residents a right of way to their property and is dangerous. Submission included photos. ([MtBellew0039](#))

Support expressed for Option A and strong objection to Option B. As a resident of St. Andrew's I have often used the gap to access Mt. Bellew Way however in order to address the problems faced by residents as a result of school time traffic, nuisance parking and anti-social behaviour I am happy to support closure of the gap. This will add negligible increase in the time taken to walk to the Mt. Bellew roundabout. ([MtBellew0091](#))

Difficult for residents to access in and out of their property due to illegal parking and traffic volumes at school pick up times. ([MtBellew0272](#) [MtBellew0273](#) [MtBellew0290](#) [MtBellew0291](#)

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[MtBellew0400](#) [MtBellew0105](#) [MtBellew0396](#) [MtBellew0095](#))

Increased risk to the safety of the children due to increased traffic in the estate, speeding and erratic parking. ([MtBellew0333](#) [MtBellew0111](#) [MtBellew0148](#) [MtBellew0149](#) [MtBellew0150](#) [MtBellew0151](#) [MtBellew0152](#) [MtBellew0153](#) [MtBellew0154](#) [MtBellew0155](#) [MtBellew0156](#) [MtBellew0157](#) [MtBellew0158](#) [MtBellew0159](#) [MtBellew0160](#) [MtBellew0161](#) [MtBellew0162](#) [MtBellew0163](#) [MtBellew0164](#) [MtBellew0165](#) [MtBellew0166](#) [MtBellew0167](#) [MtBellew0168](#) [MtBellew0169](#) [MtBellew0170](#) [MtBellew0171](#) [MtBellew0172](#) [MtBellew0173](#) [MtBellew0174](#) [MtBellew0175](#) [MtBellew0176](#) [MtBellew0177](#) [MtBellew0178](#) [MtBellew0179](#) [MtBellew0180](#) [MtBellew0181](#) [MtBellew0182](#) [MtBellew0183](#) [MtBellew0184](#) [MtBellew0185](#) [MtBellew0186](#) [MtBellew0187](#) [MtBellew0188](#) [MtBellew0189](#) [MtBellew0190](#) [MtBellew0191](#) [MtBellew0192](#) [MtBellew0193](#) [MtBellew0194](#) [MtBellew0195](#) [MtBellew0196](#) [MtBellew0197](#) [MtBellew0198](#) [MtBellew0199](#) [MtBellew0200](#) [MtBellew0201](#) [MtBellew0202](#) [MtBellew0203](#) [MtBellew0204](#) [MtBellew0205](#) [MtBellew0206](#) [MtBellew0207](#) [MtBellew0208](#) [MtBellew0209](#) [MtBellew0210](#) [MtBellew0211](#) [MtBellew0212](#) [MtBellew0213](#) [MtBellew0214](#) [MtBellew0215](#) [MtBellew0216](#) [MtBellew0217](#) [MtBellew0218](#) [MtBellew0219](#) [MtBellew0220](#) [MtBellew0221](#) [MtBellew0222](#) [MtBellew0223](#) [MtBellew0224](#) [MtBellew0225](#) [MtBellew0226](#) [MtBellew0227](#) [MtBellew0228](#) [MtBellew0229](#) [MtBellew0230](#) [MtBellew0231](#) [MtBellew0232](#) [MtBellew0233](#) [MtBellew0234](#) [MtBellew0235](#) [MtBellew0236](#) [MtBellew0237](#) [MtBellew0238](#) [MtBellew0239](#) [MtBellew0240](#) [MtBellew0241](#) [MtBellew0242](#) [MtBellew0243](#) [MtBellew0244](#) [MtBellew0245](#) [MtBellew0246](#) [MtBellew0247](#) [MtBellew0248](#) [MtBellew0249](#) [MtBellew0250](#) [MtBellew0251](#) [MtBellew0252](#) [MtBellew0253](#) [MtBellew0254](#) [MtBellew0255](#) [MtBellew0256](#) [MtBellew0257](#) [MtBellew0258](#) [MtBellew0260](#) [MtBellew0261](#) [MtBellew0262](#) [MtBellew0263](#) [MtBellew0264](#) [MtBellew0259](#) [MtBellew0265](#) [MtBellew0266](#) [MtBellew0267](#) [MtBellew0268](#) [MtBellew0269](#) [MtBellew0270](#) [MtBellew0271](#) [MtBellew0272](#) [MtBellew0273](#) [MtBellew0290](#) [MtBellew0291](#) [MtBellew0292](#) [MtBellew0293](#) [MtBellew0294](#) [MtBellew0295](#) [MtBellew0296](#) [MtBellew0297](#) [MtBellew0298](#) [MtBellew0299](#) [MtBellew0300](#) [MtBellew0301](#) [MtBellew0302](#) [MtBellew0303](#) [MtBellew0304](#) [MtBellew0305](#) [MtBellew0306](#) [MtBellew0307](#) [MtBellew0308](#) [MtBellew0309](#) [MtBellew0310](#) [MtBellew0311](#) [MtBellew0312](#) [MtBellew0313](#) [MtBellew0314](#) [MtBellew0274](#) [MtBellew0275](#) [MtBellew0276](#) [MtBellew0277](#) [MtBellew0278](#) [MtBellew0279](#) [MtBellew0280](#) [MtBellew0281](#) [MtBellew0282](#) [MtBellew0283](#) [MtBellew0284](#) [MtBellew0285](#) [MtBellew0286](#) [MtBellew0287](#) [MtBellew0288](#) [MtBellew0289](#) [MtBellew0315](#) [MtBellew0316](#) [MtBellew0317](#) [MtBellew0318](#) [MtBellew0319](#) [MtBellew0320](#) [MtBellew0321](#) [MtBellew0322](#) [MtBellew0323](#) [MtBellew0324](#) [MtBellew0047](#) [MtBellew0075](#) [MtBellew0076](#) [MtBellew0400](#) [MtBellew0397](#) [MtBellew0396](#) [MtBellew0395](#) [MtBellew0393](#) [MtBellew0394](#))

Estate not designed as a drop off and is too narrow to accommodate the number of cars ([MtBellew0400](#))

Option B proposal would formalise a mass vehicular drop-off and pick up point for the general public, which is simply absurd in concept and logic, would serve to completely ruin the safe and quiet enjoyment of our private estate. ([MtBellew0105](#))

Option B proposal looks to use our estate to compensate for lack of proper planning regarding school traffic by pushing the problem formally into our estate. ([MtBellew0105](#))

Chairperson of Board of Management and Executive Committee for Lucan Educate Together NS welcomes attempts to address the local traffic and safety issues that impact our pupils and the local community. Opinion of the Board that either option will bring little benefit to the traffic or safety of road users in the vicinity of the school. ([MtBellew0065](#) [MtBellew0109](#))

Option B will encourage more traffic into the estates and incentivise school parking and drop off which degrades residential amenity. ([MtBellew0089](#))

Whilst the alleviation of the problems facing the residents of Mt. Bellew due to the traffic to and from the estate must be dealt with, the current proposals do not allow this without continuing the inconvenience and disruption to day to day living of the residents of Bewley. ([MtBellew0101](#))

It would seem that the primary purpose of Option B is to formalise the position of St. Andrew's Fairway and Bewley Grove as a vehicular drop-off point for children attending Lucan Educate Together and to outrageously seek to incentivise more school traffic to drop-off at St. Andrew's Fairway and Bewley Grove. This will poses a further deterioration in residential amenity and road safety at both of these residential cul-de-sacs. ([MtBellew0106](#))

Option B is contrary to the County Development Plan in that it encourages the use of unsustainable modes of transport for short local journeys to school. I believe that it is contrary to County Development Plan Policy T1 in that it encourages the use of cars for the school run, while walking is a more sustainable alternative and more appropriate form of transport for this trip. ([MtBellew0092](#))

Option B proposals encourage local residents to drive to the drop offs and are contrary to SDCC policy to encourage walking/cycling to school ([MtBellew0089](#))

Difficult for residents to access in and out of their property due to illegal parking at school pick up times. ([MtBellew0325](#) [MtBellew0326](#) [MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#) [MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#) [MtBellew0333](#) [MtBellew0334](#) [MtBellew0221](#) [MtBellew0222](#) [MtBellew0223](#) [MtBellew0224](#) [MtBellew0225](#) [MtBellew0226](#) [MtBellew0227](#) [MtBellew0228](#) [MtBellew0229](#) [MtBellew0230](#) [MtBellew0231](#) [MtBellew0232](#) [MtBellew0233](#) [MtBellew0234](#) [MtBellew0235](#) [MtBellew0236](#) [MtBellew0237](#) [MtBellew0238](#) [MtBellew0239](#) [MtBellew0240](#) [MtBellew0241](#) [MtBellew0242](#) [MtBellew0243](#) [MtBellew0244](#) [MtBellew0245](#) [MtBellew0246](#) [MtBellew0247](#) [MtBellew0248](#) [MtBellew0249](#) [MtBellew0250](#) [MtBellew0251](#) [MtBellew0252](#) [MtBellew0253](#) [MtBellew0254](#) [MtBellew0255](#) [MtBellew0256](#) [MtBellew0257](#) [MtBellew0258](#) [MtBellew0260](#) [MtBellew0261](#) [MtBellew0262](#) [MtBellew0263](#) [MtBellew0264](#) [MtBellew0259](#) [MtBellew0265](#) [MtBellew0266](#) [MtBellew0267](#) [MtBellew0268](#) [MtBellew0269](#) [MtBellew0270](#) [MtBellew0271](#) [MtBellew0047](#))

Oppose Option B: Formalising the position of the cul-de-sacs at Bewley Grove and St. Andrew's Fairway as drop off points for the school will not solve the problems residents are having as it will only incentivise more motorists to use the housing estate as drop off points for the school. I live on St Andrews Fairway and the number of cars already coming in through the estate is dangerous. I struggle to get out of the estate in the mornings and encouraging more cars to come in will only make it worse - it's it dangerous for young children already using the estate to walk through as a short cut as cars are everywhere and it is difficult to see children crossing the road through so much traffic. ([MtBellew0054](#))

To put a vehicular set down area on the outer ring road is dangerous as children will be let out onto a busy road. ([MtBellew0060](#))

As a resident of Bewley estate, I am constantly subjected to vehicles whose ultimate destination is the school entering and exiting the estate. A large proportion of these drivers have little concern for the safety of the residents with their speeding and erratic driving. This volume of school traffic through our estate leaves us as residents with a situation where cars are abandoned blocking residents driveways juxtaposed with the extra large volume of children this incorporates, results in a constant health and safety issue. The closure of the cul-de-sac at Bewley Grove must be implemented in order for the residents and their children to live in a safe environment. At present we are residing in an environment that is dominated by school traffic causing nuisance to our everyday lives. Unless option A is implemented your proposal of Option B will only exacerbate this issue as more vehicles and children will be encouraged to use Bewley as a car park for the school. ([MtBellew0037](#))

The proposal to place a Vehicular Set Down area on the R136 (Outer Ring Road) is flawed. As this is a link road from Tallaght to Lucan the volume of vehicles on this road is high. The safety of the school children must be a priority. ([MtBellew0037](#))

With regard to the new set-down area on Mt Bellew Way. This road is already very unsafe. Drivers are likely to see this new set down area as an easy parking area and with the widened road will lead to increased U-turn's as drivers attempt to leave the area more quickly. There is

no safe turning area around the school and the residents of Mt Bellow will still experience difficulties with the amount of traffic accessing the roadway. This proposal is unlikely to benefit any of the road users in a significant way ([MtBellew0040](#))

Option B will encourage more traffic through our private estates which in turn will cause more disruptions, more delays, and nuisance parking to us the residents. This will further add to the road safety risks associated with the increase traffic flow through private estates. ([MtBellew0068](#))

Option B does not address the difficulties facing resident's access in and out of their property due to illegal parking at school pick up times. ([MtBellew0044](#))

Car Park at Willsbrook Park

Favour option A as Willsbrook road is gridlocked from traffic lights to Castle road roundabout and it is ridiculous to propose an entrance/ car park opposite or adjacent to Bewley Avenue. ([MtBellew0061](#))

As a resident of the Mount Bellew estate, both are unpleasant options - option A closes any pedestrian access between the various estates forcing increased car usage, and option B eliminates much of the green space in the area. Of the two, Option A is the more tolerable. Therefore if changes must be made and a choice must be made between the two options, Option A is the least objectionable. ([MtBellew0057](#))

Objection expressed to all proposals to alter the right of way as well as any other provision which would include creating a car park facility in Willsbrook Park which would affect the Residents in Willsbrook Place ([MtBellew0009](#) [MtBellew0011](#) [MtBellew0012](#) [MtBellew0013](#) [MtBellew0010](#))

Objects strongly to Option B as traffic is already at a critical situation along the Willsbrook Road as it is. Why can't the school be given the strip of wasteland beside them for parking for teachers & allow current car park for drop off. ([MtBellew0017](#))

Object to the proposal. The travel time in the morning to get from Elmbrook to Woodies roundabout and N4 is now 35 minutes minimum. With the closure of the entry onto the N4 there is only 1 exit from Elmbrook, Willsbrook, Bewley not to mention all of the other surrounding estates. Proposal can only make a bad situation even worse. ([MtBellew0059](#))

The provision of a car-park in this area would bring additional non-local motorists, including from as far away as Leixlip/Celbridge, who would use the car park as a park and ride point which would bring substantial additional passenger numbers to an already exceptionally busy bus stop at Ballyowen/Willsbrook. This will conflict with the Dublin Bus capacity on this route and at this point. ([MtBellew0023](#) [MtBellew0032](#))

Option B will escalate the huge traffic problem on the Willsbrook Road. It took me 20 mins to reach the main junction this morning. ([MtBellew0052](#))

It currently takes me up to 30 mins to get to the lights around school time due to cars leaving the Educate Together School, a car park, not only an eye sore instead of a beautiful park that we use on a daily basis but this will add to the traffic in the area in the mornings ([MtBellew0001](#))

Suggests that people should just continue parking in Bewley and the surrounding estates and walk from there. The little effect a car park with 22 spaces will have on parents dropping off their children (10 mins twice a day) is not worth the people living in the area putting up with a car park 24/7 and during school and the cost of building and maintaining it and hiring

somebody to open and close gates, along with the trouble it brings with anti social behaviour. ([MtBellew0001](#))

Any car park will lead to a park & ride for the 25a & 25b buses. 23 car spaces could become 230 in no time and even one car space is a space too many. Any over spill will affect the surrounding estates. ([MtBellew0002](#))

Flow of traffic on Willsbrook road is bad enough without adding a carpark, we will also be losing out on a public park which is small enough as it is, we will have people leaving their cars while they get a bus which will possibly bring in vandalism, a dumping site. I am totally against it. ([MtBellew0004](#))

Car park may be used as a drop and ride facility for those wishing to get the bus into the city centre. ([MtBellew0005](#) [MtBellew0006](#))

Sincere concerns raised about the impact a car park would have on the area with respect to additional traffic in an already heavily congested area. ([MtBellew0007](#))

Traffic currently is caotic and always at a standstill at the entrance to Willsbrook Place.`Any additional traffic in the Willsbrook area will be detrimental to my son and my family ([MtBellew0009](#) [MtBellew0011](#) [MtBellew0012](#) [MtBellew0010](#))

Disagree with the idea of erecting a 23 space car park off Willsbrook Road. The road cannot cope with the volumes of traffic on it between 7:30 am and 9:30 and again at school closing times in the afternoon and again at the rush hours of 4pm to 7pm daily. The tail back from the lights at the junction with the outer ring road are suffocating the area and causing cars to have to que in the mornings just to exit the estate! Building a car park will just add to the daily gridlock and grind of using the road. ([MtBellew0016](#))

Serious concerns regarding the proposed carpark in Willbrook Park. As a resident of Willsbrook Park I am already struggling with traffic issues and worry that traffic using the carpark will cause more congestion and risks to pedestrians. If the issues are with residents on the opposite side of the road I think the carparking should be provided opposite the school and only open during school times ([MtBellew0029](#))

Due to the closing of Esker Lane as well as other issues, Willsbrook Road is at a traffic standstill at mornings, school closing times and evenings – a car park along it will surely add to this. ([MtBellew0030](#))

I am disabled and I drive a Wheelchair suitable adjusted vehicle and I require access at all times from my home. Traffic currently is caotic and always at a standstill at the entrance to Willsbrook Place. Any additional traffic in the Willsbrook area will be detrimental to me causing me more problems and prevent me from travelling to find employment - this is against my rights as a disabled person, will cause additional stress to my family and not in the light of current government policies regarding the disabled. ([MtBellew0013](#))

Submission objects to the proposal to construct a car park at Willsbrook Park ([MtBellew0335](#) [MtBellew0336](#) [MtBellew0337](#) [MtBellew0338](#) [MtBellew0339](#) [MtBellew0340](#) [MtBellew0341](#) [MtBellew0342](#) [MtBellew0343](#) [MtBellew0344](#) [MtBellew0345](#) [MtBellew0346](#) [MtBellew0347](#) [MtBellew0348](#) [MtBellew0349](#) [MtBellew0350](#) [MtBellew0351](#) [MtBellew0352](#) [MtBellew0353](#) [MtBellew0354](#) [MtBellew0355](#) [MtBellew0356](#) [MtBellew0357](#) [MtBellew0358](#) [MtBellew0359](#) [MtBellew0360](#) [MtBellew0361](#) [MtBellew0362](#) [MtBellew0363](#) [MtBellew0364](#) [MtBellew0365](#) [MtBellew0366](#) [MtBellew0367](#) [MtBellew0078](#) [MtBellew0079](#) [MtBellew0080](#) [MtBellew0081](#) [MtBellew0082](#) [MtBellew0083](#) [MtBellew0084](#) [MtBellew0085](#) [MtBellew0086](#) [MtBellew0087](#) [MtBellew0097](#) [MtBellew0398](#) [MtBellew0003](#))

The provision of a car park in Willsbrook Park will have an excessive influence on local area traffic. Usage of the car park will be low by parents who will insist on dropping children as close to the school as possible in inclement weather. ([MtBellew0272](#) [MtBellew0273](#))

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[MtBellew0006](#) [MtBellew0089](#))

Proposed car parking is a contradiction to local area plans to increase pedestrian/ cycle use. ([MtBellew0100](#))

Chairperson of Board of Management and Executive Committee for Lucan Educate Together NS outlines that the proposed car park may be used by a small number of parents however getting to this car park is almost impossible with the weight of traffic on Willsbrook Road. In addition, it is likely to be filled by commuter parking. ([MtBellew0065](#) [MtBellew0109](#))

Objection to the proposed provision of a car park in Willsbrook Park and I wish to convey the overwhelming opposition of the local community in surrounding estate to this proposal. ([MtBellew0106](#))

It is noted that provision of a 'park-and-stride' facility to serve Lucan Educate Together is designed to divert traffic from dropping off in St. Andrew's Fairway and Bewley Grove. If that is so then logic would suggest that this is to primarily serve parents and children living east of the Outer Ring Road. I do not believe this a necessary objective as I submit that implementation of Option A should be seen as a disincentive to car-use and may result in encouraging further pedestrian/cycle activity as parents of children living east of the Outer Ring Road will seek to avoid traffic delays on Willsbrook Road. ([MtBellew0106](#))

Concerns that this car-park would become subject to all-day parking by bus-users. ([MtBellew0106](#))

Increased traffic around the vicinity of Willsbrook Park and Willsbrook Road. Currently it is almost impossible for us to get out of our Estate, Willsbrook Park, in the morning due to the volumes of traffic passing by our entrance. ([MtBellew0005](#))

Car park would become a park and ride place for people getting the bus to work then in the evening it would become a hangout area for the local youth's to congregate. ([MtBellew0019](#))

The provision of a car park in Willsbrook Park will have an excessive influence on local area traffic. Usage of car park will be low by parents who will insist on dropping children as close to the school as possible in inclement weather. ([MtBellew0325](#) [MtBellew0326](#) [MtBellew0327](#) [MtBellew0328](#) [MtBellew0329](#) [MtBellew0330](#) [MtBellew0331](#) [MtBellew0332](#) [MtBellew0333](#) [MtBellew0334](#) [MtBellew0221](#) [MtBellew0222](#) [MtBellew0223](#) [MtBellew0224](#) [MtBellew0225](#) [MtBellew0226](#) [MtBellew0227](#) [MtBellew0228](#) [MtBellew0229](#) [MtBellew0230](#) [MtBellew0231](#) [MtBellew0232](#) [MtBellew0233](#) [MtBellew0234](#) [MtBellew0235](#) [MtBellew0236](#) [MtBellew0237](#) [MtBellew0238](#) [MtBellew0239](#) [MtBellew0240](#) [MtBellew0241](#) [MtBellew0242](#) [MtBellew0243](#) [MtBellew0244](#) [MtBellew0245](#) [MtBellew0246](#) [MtBellew0247](#) [MtBellew0248](#) [MtBellew0249](#) [MtBellew0250](#) [MtBellew0251](#) [MtBellew0252](#) [MtBellew0253](#) [MtBellew0254](#) [MtBellew0255](#) [MtBellew0256](#) [MtBellew0257](#) [MtBellew0258](#) [MtBellew0260](#) [MtBellew0261](#) [MtBellew0262](#) [MtBellew0263](#) [MtBellew0264](#) [MtBellew0259](#) [MtBellew0265](#) [MtBellew0266](#) [MtBellew0267](#) [MtBellew0268](#) [MtBellew0269](#) [MtBellew0270](#) [MtBellew0271](#) [MtBellew0047](#))

The increased volume of traffic entering and exiting the car-park would clearly result in a very traffic congested section of the road in the area, where there is already severe congestion at peak commuting times and at school pickup and drop off times, will have a negative impact on the recent increased number of cyclists and pedestrians using the road, and in particular young school -going pedestrians and cyclists. ([MtBellew0023](#) [MtBellew0032](#))

The site is located in a residential area and the use of the site as a public car-park introduces a diverse element that by reason of its use will result in noise, disturbance and nuisance to the residential and amenity areas and also in the compromising of public safety for local pedestrians and cyclists of diverse ages. ([MtBellew0023](#) [MtBellew0032](#))

The very large volume of traffic every morning and evening will only worsen the by the chaotic traffic trying to get in and out of this car park in peak traffic times and children crossing the road at a very busy juncture. ([MtBellew0054](#))

A proposed car park in Willsbrook Park....are Dublin Co Council not aware of the total gridlock that already exists on Willsbrook Road? It can take 20 -30 mins in the mornings to access the N4 from Willsbrook Road. A car park would only exacerbate this problem. ([MtBellew0048](#))

Car park will be used as a park and ride and by the time children go to school it will be full ([MtBellew0060](#))

The traffic is already very heavy from 7.30 until after school time and also in the evenings and it is very difficult to get out of Willsbrook estate. To re-direct traffic to Willsbrook road will make this much worse. ([MtBellew0060](#))

Oppose the proposed car park in Willsbrook Park due to the impact on traffic in the area especially in the mornings. ([MtBellew0056](#))

The car park used as a car park for people using it as a park and ride. ([MtBellew0056](#))

Provision of a car park at Willsbrook Park would not, in my opinion, be particularly useful to parents accessing our school by car but could benefit, say, pupils attending secondary schools at Lucan Village or those using the Park for recreational purposes. ([MtBellew0064](#))

Oppose the building of a car park in Willsbrook Park as the car parking spaces would most likely be taken up by commuters. ([MtBellew0067](#))

The Car Park is simply unnecessary. The Park has no facilities other than a GAA pitch which is only used by minor teams and does not attract a large amount of cars. I walk in the park

most days and it is primarily used by walkers and joggers and as a right of way to and from the footbridge. ([MtBellew0067](#))

If for some reason parking must be provided at the Park, there is a simpler, better and cheaper option. On the Elmbrook Road and on the Esker Park sides of Willsbrook Park there is a large grass verge with no footpath. There is enough space to provide parking without reducing the size of the park and thus not lose valuable green space ([MtBellew0067](#))

Oppose the building of a car park in Willsbrook Park as the proposal will add to the existing traffic congestion ([MtBellew0063](#))

Oppose the building of a car park in Willsbrook Park as it would serve no use to parents as the car park will fill up with Park & Ride commuters. ([MtBellew0010](#))

Usage of car park will be low by parents who will insist on dropping children as close to the school as possible in inclement weather. ([MtBellew0010](#))

I would have serious objections to the proposal for the provision of carparking at Willsbrook Park and Outer Ring Road. The provision of carparking at Willsbrook Park is unnecessary and will cause massive traffic disruption on a road that is already a bottle-neck. During school runs it can take 30 mins to get from one end of Willsbrook Road to the other end. If people try to use this car park during school run then it will create chaos and a traffic hazard. I cant understand why there is a need for this car park as most people (including myself) who use the park, walk there. ([MtBellew0022](#))

Alternative car parking sites available on Esker side for the park and the vacant site near the school for school parking. ([MtBellew0022](#))

With regard to proposals to build a car park adjacent to the Outer Ring Road, this will also create a traffic hazard on a very busy road and will detract from the amenity of mature parkland next to residential houses in that area. ([MtBellew0022](#))

Expresses concerns that there will be sufficient car park spaces (20 plus 2 disabled spaces) to address the car parking problems. ([MtBellew0108](#))

Objection to car park ([MtBellew0107](#))

Submission strongly opposes the Option B regarding Willsbrook Park/ Mount Bellew. The area is traffic logged already without adding more ([MtBellew0031](#))

Willsbrook Road caters for a large volume of vehicles and as the entrance/exit to the proposed car park is on the opposite side of the road to the school and directly opposite the entrance/exit to Bewley estate we yet again have a health and safety issue with regards to children running across an already busy road to get to and from school. ([MtBellew0037](#))

As a resident of Bewley despite the placement of a yellow box it is difficult at the best of times to enter and exit the estate. If option B is implemented this will exacerbate the situation as school traffic join the queue of residents entering and exiting. The fact that the entrance/exit to the proposed carpark will be opposite the entrance/exit to Bewley the residents of Bewley will become prisoners in our own estate. ([MtBellew0037](#))

Alternative locations should be considered for parking, the first location is directly to the west of the school and adjacent to the school boundary. The second location is directly adjacent to that patch of land and the roundabout. Whilst I believe that patch of land closest to the roundabout is in the ownership of a private developer it would surely for health and safety, convenience for the school and ease of mind for parents of the school going children to locate the car park on these patches of lane. ([MtBellew0037](#))

Objects to the car parking at Willsbrook Park as it is a total waste of valuable money and would only increase the traffic along that road which at peak times is already a huge issue in Lucan. ([MtBellew0038](#))

Opposes car park in Willsbrook Park as Lucan educate together has a fine drop off and collection area. ([MtBellew0042](#))

Objection to the proposed car park as the area would most likely be used as a park and ride facility by early commuters and therefore not available for the proposed purpose. ([MtBellew0046](#))

Objection to the proposed car park in Willsbrook Park. I strongly feel that this proposal will have an adverse effect on the local area and exasperate the traffic congestion in area as it will encourage more people to drive to the school, the council should be encouraging walking to school. It could also lead to traffic accidents. ([MtBellew0046](#))

The ridiculous idea that taking part of the Willsbrook Park for people to park in and walk their children to school would cause even more chaos on the Willsbrook road each morning and it is extremely congested there anyway! ([MtBellew0071](#))

The proposed car park in Willsbrook Park is interesting. If it allows the Gardai and park staff to enter the park safely and possibly remove the drinking areas in the park then it is a welcome addition. If however if it intended to encourage parents of LETNS to use the estate as a route to the school then not so. ([MtBellew0040](#))

Parents who drive into Bewley Grove don't even get out of their cars but let their children out to walk unaccompanied through the gap so they are hardly going to park in Willsbrook Park and walk the extra walk if they can still drop their children in Bewley Grove??? ([MtBellew0071](#))

Objection to the proposed car park in Willsbrook Park as I strongly feel that this proposal will have an adverse effect on the local area and exasperate the traffic congestion in area as it will encourage more people to drive to the school, the Council should be encouraging walking to school. The area would also most likely be used as a park and ride facility by early commuters and therefore not available for the proposed purpose. It could also lead to traffic accidents. ([MtBellew0051](#))

Strongly objects to the proposed carpark in Willsbrook Park. ([MtBellew0091](#))

Support Option A, i.e. closure of gap to Mt Bellew as we are concerned about the increase in traffic in local estates should a car park be built in Willsbrook Park estate. ([MtBellew0098](#))

Objection to car park ([MtBellew0099](#))

Supports Option A as the Option B provision of a car park in Willsbrook Park will exacerbate the existing unacceptable traffic levels on Willsbrook Road. Local residents regularly experience 20 minutes driving time on Willsbrook Road during the school term period. ([MtBellew0044](#))

The local view that the usage of the Option B proposed car park will be low by parents/guardians who will continue to drop children as close as possible to the school door. ([MtBellew0044](#))

Objection to car park in Willsbrook Park as the proposal will exacerbate traffic problems ([MtBellew0062](#))

Favour option A as Willsbrook road is gridlocked from traffic lights to Castle road roundabout and it is ridiculous to propose an entrance/ car park opposite or adjacent to Bewley Avenue. ([MtBellew0061](#))

These submissions outline that a public car park in Willsbrook Park would provide a risk for increased anti-social and illegal activities and a convenient place for burglars, vandals and thieves to gather and hide. Submissions expressed a range of concerns in relation to anti social behaviour including dumping, drug pushing, loitering, fires, drinking etc. ([MtBellew0007](#)

[MtBellew0026](#) [MtBellew0016](#) [MtBellew0023](#) [MtBellew0032](#) [MtBellew0040](#) [MtBellew0046](#)
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[MtBellew0303](#) [MtBellew0304](#) [MtBellew0305](#) [MtBellew0306](#) [MtBellew0307](#) [MtBellew0308](#)
[MtBellew0309](#) [MtBellew0310](#) [MtBellew0311](#) [MtBellew0312](#) [MtBellew0313](#) [MtBellew0314](#)
[MtBellew0274](#) [MtBellew0275](#) [MtBellew0276](#) [MtBellew0277](#) [MtBellew0278](#) [MtBellew0279](#)
[MtBellew0280](#) [MtBellew0281](#) [MtBellew0282](#) [MtBellew0283](#) [MtBellew0284](#) [MtBellew0285](#)
[MtBellew0286](#) [MtBellew0287](#) [MtBellew0288](#) [MtBellew0289](#) [MtBellew0315](#) [MtBellew0316](#)
[MtBellew0317](#) [MtBellew0318](#) [MtBellew0319](#) [MtBellew0320](#) [MtBellew0321](#) [MtBellew0322](#)
[MtBellew0323](#) [MtBellew0324](#) [MtBellew0062](#) [MtBellew0047](#) [MtBellew0072](#) [MtBellew0075](#)
[MtBellew0076](#) [MtBellew0088](#) [MtBellew0400](#) [MtBellew0397](#) [MtBellew0396](#) [MtBellew0395](#)
[MtBellew0393](#) [MtBellew0394](#))

Concerns regarding anti- social behaviour in the car park expressed. ([MtBellew0065](#)
[MtBellew0109](#))

Willsbrook Park already suffers from serious problem of anti-social behaviour and drinking parties. I fear this proposed car park will only exacerbate the problems ([MtBellew0106](#))

Increased possibility of illegal dumping as some car parks I've seen are full of bags of rubbish left there by people who won't pay for their bins to be collected. ([MtBellew0005](#) [MtBellew0006](#))

A car-park at this site would become another site for refuse dumping. ([MtBellew0023](#) [MtBellew0032](#))

Oppose the building of a car park in Willsbrook Park as the car park would attract dumping. ([MtBellew0067](#))

SCR49 of the County Development Plan in that it fails to maintain the green areas currently in open space use, and instead turns them into parking space, and breaches SCR45 in that this open space is failed to be protected. ([MtBellew0092](#))

Building of a car park in Willsbrook Park would be most detrimental to the area due to the limited amount of green area in Lucan and the car park may impinge on the pedestrian safety of the park. ([MtBellew0093](#))

Submissions outline that the development of a car park in Willsbrook Park will considerably reduce the park as a facility to the locals who use this park and object to the reduction in park space in the Lucan area. ([MtBellew0094](#) [MtBellew0398](#))

Objection to car park as I feel the green areas should not be taken away and used for car parking areas or bays. ([MtBellew0102](#))

Opposes any development that involves building a car park in Willsbrook Park, as part of any solution to traffic/access to/from Bewley or St. Andrews estates. The park is there for the use of quiet a large population of Lucan and does not need to be reduced in size. It is a protected area and we look to South Dublin County Council to protect it for us. ([MtBellew0002](#))

Flow of traffic on Willsbrook road is bad enough without adding a carpark, we will also be losing out on a public park which is small enough as it is, we will have people leaving their cars while they get a bus which will possibly bring in vandalism, a dumping site. I am totally against it. ([MtBellew0004](#))

Loss of the green area which is supposed to be protected. ([MtBellew0005](#) [MtBellew0006](#))

Objection to plan to convert part of Willsbrook Park in Lucan into a car park. As a homeowner in Willsbrook estate for almost nine years the resident believes that Willsbrook Park is a vital amenity for the community. In such a densely populated area as Lucan, parks are a vital resource and to lose part of Willsbrook Park would be of serious detriment to the community. ([MtBellew0007](#))

I live in Willsbrook Estate and enjoy this lovely facility every day, I feel a public car park will have a very negative effect on this lovely facility ie youth hanging around it, rubbish being dumped etc. ([MtBellew0008](#))

If the park was granted, people from outside the Willsbrook Area would be gaining access to the park. ([MtBellew0009](#) [MtBellew0011](#) [MtBellew0012](#) [MtBellew0013](#) [MtBellew0010](#))

The Green Area of Willsbrook Park would be affected ([MtBellew0009](#) [MtBellew0011](#) [MtBellew0012](#))

Loss of a certain amount of green area for the purposes of a car park for this particular situation is unwarranted. This is largely due to the fact that I witness on a daily basis, parents who are unwilling to even park around the corner at Mount Bellew Crescent, preferring to try and park on the yellow zigzag lines or near the pedestrian walkway just to be directly opposite

the school. I feel a car park at Willsbrook Park will not address the issue as I fear it will be seen as 'too far away' by such parents. ([MtBellew0014](#))

One of the reasons I moved to Willsbrook in Lucan was for the use of this park. In my opinion, it's not a very big park as it is for local people walking around with families and trying to keep our children away from traffic on cycling bikes or sports games. In the summer time, this park does be full of activity and every corner is valuable to the local community. Myself and family are very much against this idea of a car park, and that I fear will also be used for a dumping site for rubbish or the possibility of attracting the wrong kind of people as a hang out location for selling drugs. ([MtBellew0026](#))

Serious concerns regarding the proposed carpark in Willbrook Park. Lucan is built up enough and we should retain the parklands which still remain in the area. ([MtBellew0029](#))

Car park would attract groups to hang out in and lead to an increase in antisocial behaviour. Bought our house specifically for the designated green area in front of us. ([MtBellew0030](#) [MtBellew0013](#))

Objection to the public car park within Willsbrook Amenity Park because the development is not suited to the location. The destruction of a significant portion of one of the smallest local public parks that is Willsbrook Amenity Parks which serves even greater population numbers than lived in the area at the time of its establishment about two decades ago, is contrary to the County Development Plan 2010 – 2016. ([MtBellew0023](#) [MtBellew0032](#))

The reduction of the size of this small public park will reduce the area of parkland within which local people walk their dogs, run and play with children. ([MtBellew0023](#) [MtBellew0032](#))

The proposal by reason of its siting would be out of keeping with and detrimental to the character and appearance of the small green belt section provided by Willsbrook Amenity Park as a public green amenity. It is inconceivable to consider the removal of a large piece of this small park to create a car-park prioritising the convenience of motorists from outside the local area, ahead of people who have lived here and enjoyed this park for over two decades ([MtBellew0023](#) [MtBellew0032](#))

There is not enough green space in Lucan for the amount of people who live here so we object to part of the park being turned into a car park ([MtBellew0060](#))

The loss of the green area which is a green area. This could lead to further areas of the park used for other use. ([MtBellew0056](#))

Oppose the building of a car park in Willsbrook Park as it would reduce the size of the park which is a valuable resource for local residents. ([MtBellew0067](#) [MtBellew0010](#))

Oppose the building of a car park in Willsbrook Park as it would reduce the size of the park which is a valuable resource for local residents. ([MtBellew0063](#))

Opposes taking some of Willsbrook Park to create a car park. Parents will not park there and walk over to the school anyway. ([MtBellew0035](#))

The reduction in the park is just scandalous - you should be adding to it eg a playground , not taking from it ([MtBellew0031](#))

The reasoning behind removing some of our precious Willsbrook Park to provide a parking facility for the school is beyond comprehension. This park is a valuable amenity used by many residents. The option to build a car park is nothing short of scandalous. ([MtBellew0037](#))

Objection to the proposal to build a car park in Willsbrook Park ([MtBellew0043](#))

As a parent of small children I would appeal to the Council to maintain this supposedly protected green area as is so mine and other children and residence could continue to enjoy this facility for bike riding, footballing etc in a safe environment. ([MtBellew0046](#))

Opposes taking some of Willsbrook Park to create a car park. Parents will not park there and walk over to the school anyway. ([MtBellew0036](#))

As a parent of small children I would appeal to the Council to maintain this supposedly protected green area as is so mine and other children and residence could continue to enjoy this facility for bike riding, footballing etc in a safe environment. Also, taking away recreational area that adults and children alike can use for keeping fit and healthy and replacing it with a car park can only have a detrimental effect on everyone. ([MtBellew0051](#))

Supports Option A and believes Option B would have an adverse effect on Willsbrook Park & the surrounding housing estates. ([MtBellew0073](#))

Strong objection to car park in Willsbrook Park as a valuable local amenity would be destroyed. ([MtBellew0062](#))

Objection to loss of green open space for car park ([MtBellew0089](#))

The proposal to place a car park in Willsbrook Park will have an adverse affect on this amenity and on the residents of the estates surrounding it. ([MtBellew0101](#))

I would feel that the park should be subject to a more strategic and comprehensive masterplan, that would seek to improve the amenity of the park and address the negatives associated. This could include provision for parking or drop-off. However this once-off proposal, independent of any further masterplan, is at stage most unwise. ([MtBellew0106](#))

Other / General Issues

Residents requested some playground facilities some years ago which was not on the county council of important decisions, and for the young families this would be more important than a car park. ([MtBellew0003](#))

The conditions in which I purchased my property would be altered dramatically ([MtBellew0009](#) [MtBellew0011](#) [MtBellew0012](#) [MtBellew0013](#) [MtBellew0010](#))

Money for car park could be better spent on maintaining and improving the park including the clearing of hedging to aid increased visibility, widening of paths, provide public lighting, installing exercise equipment, install a wooden playground, signage, increased emphasis on history of park, remove kissing gates, litter bins, benches and other seasonal opportunities. ([MtBellew0038](#))

Proposals give little consideration to the health and safety of the existing residents of Bewley. It would also appear the same can be said for the school children ([MtBellew0038](#))

It would also be useful if the council could seek fit to address the undeveloped land next to LETNS. This is now rodent infested and a danger to locals. The fencing is falling down and waste is being dumped there on a regular basis. A more community based use for this land would be more welcome than creating a set down area on the roadway outside. ([MtBellew0040](#))

Submission suggests removing fence between St Andrews Drive and Bewley Avenue to reduce the journey time for parents travelling to school. ([MtBellew0039](#))

When South Dublin County Council were approached re building a solid wall or a wall up so high and then railings on top of the wall the answer given was there was no funds to do same. So if you had or have no funds to do this where are ye getting the money to fund the proposal for car parking spaces and open space? It will cost just as much if not more to fund the car parking bays and open area as it would to put a solid wall or a wall up so high with railings on the top. ([MtBellew0102](#))

There is a gap in the wall from the New Outer Ring road which takes you into FForster and Mount Bellew Estates, of which in my opinion should have a gate up and unless you have a swipe card and you live in either estates you can not gain access and get in through this particular gap. There again it was left wide open and the people living in the Estates were not even considered when this was done. You have people getting and coming off Dublin buses, people out walking and cycling all stop off if in need of going to the toilet and they come in through the gap and go to the toilet at the trees that divide Fforster and Mount Bellew. ([MtBellew0102](#))

It is incumbent upon the local authority to provide housing communities which are safe, accessible, which retain as best as possible their value and which provide amenities to be enjoyed by the residents of those communities. The current consultation has given two separate groups of residents a choice which is likely to leave one set aggrieved and this is a situation which the local authority should avoid in the future. ([MtBellew0101](#))

Proposes the use of the piece of ground beside the school for car parking and set down. ([MtBellew0077](#) [MtBellew0088](#) [MtBellew0093](#) [MtBellew0400](#) [MtBellew0398](#) [MtBellew0089](#) [MtBellew0095](#))

Suggests the slip road from Esker lane onto the N4 be reopened to alleviate this traffic congestion instead of planning a car park to add to the traffic. ([MtBellew0088](#) [MtBellew0400](#))

Questions decision to narrow the roundabouts on Willsbrook road which has now in fact slowed the traffic even further ([MtBellew0088](#) [MtBellew0102](#))

In addition to the effect that Option B will have on residents in the estates concerned, the traffic situation in Lucan in the mornings has already become unsustainable. Encouraging people to use their cars for these short journeys and particularly along this part of Ballyowen Road which is already over congested, is unsustainable. ([MtBellew0092](#))

Absence of measures to alleviate the traffic problems in the area enclosed by the outer ring road/ N4 and Newcastle/Adamstown Road. ([MtBellew0065](#) [MtBellew0109](#))

No proposal to open the access to the N4 from Esker Lane. ([MtBellew0065](#) [MtBellew0109](#))

Proposal missing any plans to complete the cycle routes to the school. ([MtBellew0065](#) [MtBellew0109](#))

The Board of Management for Lucan Educate Together NS and schools Park Safe committee have made submissions to SDCC and the Department of Education and Skills (DES) to have the land adjacent to the school converted to community space which could be used to house a safe set down and turning space, a community resource space and parking area. This is the preferred option for the school. ([MtBellew0065](#) [MtBellew0109](#))

Traffic on Willsbrook road is extremely bad at rush hour times and very bad at normal times it's only when you live in this area that you are frustrated by the traffic as Willsbrook road is the only way to gain access to Lucan village or the N4 ([MtBellew0019](#))

There is an area of council land directly beside the school which would be an ideal location for a car park to accommodate school traffic. ([MtBellew0048](#) [MtBellew0047](#) [MtBellew0060](#) [MtBellew0010](#))

Asks if it is possible to build a small roundabout at the turnaround area at the apartments on Mount Bellew Way as some drivers seem to think they have the right of way when turning their cars on the guided route? ([MtBellew0108](#))

Several enquiries have been made regarding the barren land between Lucan Educate Together (Mount Bellew Way) & the apartments in Fforster Estate. Could this land be developed as a car park, thus eliminating the traffic congestion?? ([MtBellew0108](#))

Submission suggest that it would be a better and easier solution to turn the waste land between the Educate Together School and Fforster Square into a car park for the school ([MtBellew0033](#))

Questions why the staff car park isn't opened as a drop off if needs be? ([MtBellew0042](#))

There is no mention in the proposals are any plans to complete the local cycle routes. These should have been considered with the rest of the plans. If the work in option B goes ahead it is unlikely that the lanes will ever be completed and the space on the roadway at Mt Bellew Way will be gone. ([MtBellew0040](#))

Residents of Mt Bellew are regularly unable to leave their estate due to school traffic gridlock and something should be done to address this problem. Placing a safe turning space at the school would help this greatly. ([MtBellew0040](#))

Proposals to reopen access to the N4 from Esker Lane are also missing. In the past the NRA have objected to this opening yet it needs to be reassessed. ([MtBellew0040](#))

It is disappointing that the proposals do not seek to address local traffic problems. Local residents are regularly trapped inside the Outer Ring Road as the traffic lights on the junctions of Willsbrook and Castle Road with the Ring Road are totally out of sync with others in the area. Addressing these lights would make everyone's lives better in the area. The original objections to the Outer Ring Road highlighted this as a potential problem. This has come to pass but the council does not seem to care about the impact to this traffic on local residents. These lights need to be managed in a more proactive manner. ([MtBellew0040](#))

Congestion and traffic in St Andrews is caused by the traffic problems on Willsbrook Road which are caused by the traffic light sequencing and the closure of Esker Lane. ([MtBellew0039](#))

On a separate issue, the new widened roundabouts and removal of the two lanes (i.e. a lane to turn left, and a lane to go straight or turn right) in the nearby roundabouts (Willsbrook Road & Castle Road junction and Esker Manor & Griffeen Road junction) has made the traffic situation in the surrounding streets even worse than previous between 8:30-9:30 am on weekdays. It now takes me up to 30 minutes to leave my estate and access either the N4, the outer M50, or any other main road. This has not improved the traffic flow or improved the area. ([MtBellew0057](#))

Should SDCC wish to develop car parks / school drop off points I would challenge that the SDCC should use the vacant council-owned land directly adjacent to the Lucan Educate Together School and protect established green amenity park space for local residents. ([MtBellew0044](#))

There is a wide footpath and dedicated off-road cycle-path along Willsbrook Road between the entrance to St. Andrews and the Mount Bellew Way roundabout. This area is currently subject to design studies as part of the Willsbrook Road Cycle scheme, ahead of an upcoming and separate Part 8 planning process and a funding application to the NTA. If measures are required to further increase safety for pedestrian and cyclists along Willsbrook Road from the entrance to St. Andrews and the Mount Bellew Way roundabout then they should and can be implemented as part this scheme. ([MtBellew0106](#))

Recommends reopening the small escape road onto the N4 west at Esker park this would take about 30% away from the queues trying to get onto the N4 or gain access to Lucan Village ([MtBellew0019](#))

Expressed concerns about widening of roundabouts between Willsbrook road and Griffeen road ([MtBellew0019](#))

Welcomes the fact that South Dublin are beginning to spend money on facilities for Pedestrians / cyclists in the Lucan area at last, as we have been neglected over the years compared to the rest of south Dublin County Council as money was spent in all other areas of the Council during the good times i.e Lucan has been left behind in terms of facilities . I feel the current available funding could be better targeted. ([MtBellew0038](#))

Submission is in relation to Willsbrook Rd/Grange Castle Rd Junction. On countless occasions after exiting the estate I have been met by oncoming traffic coming down the wrong side of the road in order to skip the traffic and get to the traffic lights. Submission requests the Council to ensure that what ever changes are made to the Willsbrook Rd/Grange Castle Rd Junction the bollards between the entrances to both estates are not removed as they have improved the situation. Another area of concern is the visual impact that increasing the number of lanes may cause. At present there is a grass margin and mature trees on each side of the road which greatly enhances the look of the area but we are concerned that the margin and trees may be removed in order to make space for an additional lane. The same thing happened when the council widened the outer ring road and turned it into a barren eyesore. With regard to the petition to reopen the Esker lane-N4 link I would encourage the Council to consider this proposal as it would also help alleviate the gridlock at the Willsbrook Rd/Outer Ring Rd junction by providing cars travelling west on the N4 with alternative access to that road. ([MtBellew0034](#))

Fire engine came into Mount Bellew estate on a routine drive and the driver had major difficulties getting through. ([MtBellew0108](#))

It could also be an idea, should these improvement works be carried out, to have double yellow lines (with allocated times) painted at the border points of Bewley Grove and St. Andrew's Drive to discourage parents using these roads for temporary or set down parking ([MtBellew0064](#))