

**Job Title**  
Rosemount District Centre  
Enhancement Programme

**Report Type**  
Part 8 Planning

**Prepared for**  
South Dublin County Council

**Date**  
1 September 2023



## Part 8 Planning

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Report Ref. 2822-CIV-REP-XX-R-C-0001

Issued 1<sup>st</sup> September 2023

Revision P02 Part 8 issue

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## 1. Introduction

The purpose of this report, in accordance with the requirements of the Planning and Development Regulations 2001 (as amended), is to describe the nature and extent of the proposed public realm enhancements and principal features of the scheme. South Dublin County Council (SDCC) appointed Civic Engineers to lead and manage a multi-disciplinary team for the redesign and upgrade of the public realm in and around the Rosemount Shopping Centre in Ballyroan, Dublin.

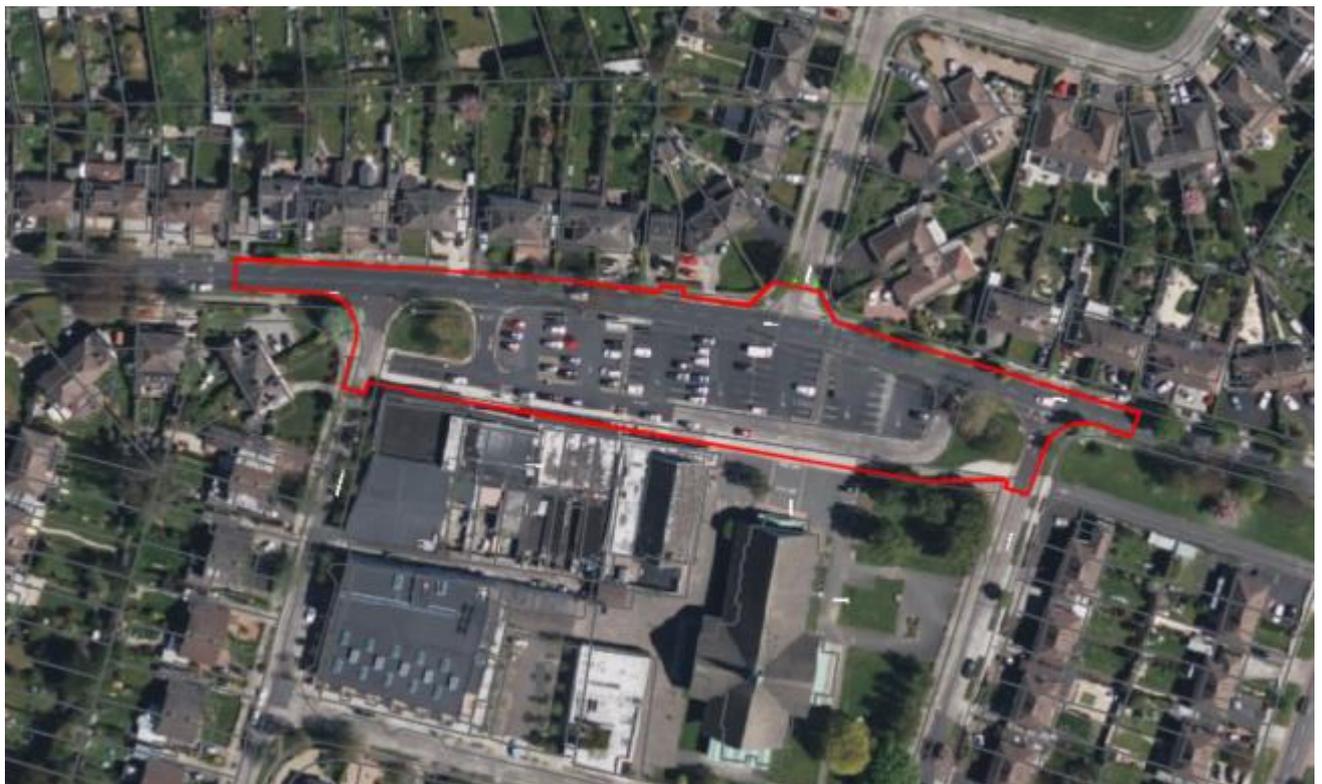
### 1.1 Background

SDCC has been delivering District Enhancement schemes for several years including in Tallaght, Rathfarnham and Palmerstown and are actively progressing the next set of schemes of which Rosemount District Centre is part.

The intention of the District Enhancement scheme is to enhance local communities to make them more accessible, sustainable, and attractive for residents, businesses, and visitors.

The works covered within this report include the proposed improvements to the car park, traffic calming measures, promotion of active travel, and introduction of landscaping and Sustainable Drainage Systems (SuDS) at Rosemount district centre.

Location Plan:



Rosemount District Centre is a busy retail centre located on Marian Road in a predominantly residential area of Rathfarnham.

The centre contains 11 businesses with a varied range of services. The centre also includes important community facilities such as the Ballyroan Community Centre, Ballyroan Library and Ballyroan Parish Church, and Parish Pastoral Centre.

The car park contains 84 parking spaces laid in seven sections, not all formally demarcated, with further unassigned spaces providing up to 17 spaces in front of the Ballyroan Community Centre and parade of shops. The car park is owned by SDCC and pay and display parking operates, introduced to deter all day commuter parking with the first 30 minutes free to use.

The site is served by two bus stops located on Marian Road. The 15B and 15D connect to the city centre to the north and to Stocking Avenue and Whitechurch to the south.

Marian Road links Ballyroan Road to the south, and Butterfield Avenue to the north and provides access to the site. The road is signed as 30km/h Slow Zone, equipped with speed humps.

To the south, the area is connected via a shared walking and cycling path across Ballyroan Road to link to Colasite Eana, Scoil Naom Pdraig and Sancta Maria schools.

## 1.2 Policy Context

The public realm enhancement proposals have been developed in the context of:

- Project Ireland 2040: National Planning Framework
- The Eastern and Midlands Regional Spatial and Economic Strategy 2019-2031,
- Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020
- Cycle South Dublin

SDCC Development Plan 2022 - 2028

The South Dublin County Development Plan sets out the framework to guide future development where a focus is placed on the places we live, the places we work, and how we interact and move between these places while protecting our environment. The aim is to progress to a more sustainable development pattern for South Dublin in the immediate and long-term future up to 2040 and beyond.

The Development Plan aims to Promote the development of an integrated Green Infrastructure network for South Dublin County working with and enhancing existing biodiversity and natural heritage, improving our resilience to climate change, and enabling the role of GI in delivering sustainable communities to provide environmental, economic and social benefits.

GI1 Objective 4 is relevant to the proposals.

To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential, commercial, and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.

## 1.3 Proposed Scheme

The current centre of the community is a retail space with community centre and church but is largely dominated by the concrete and asphalt of the car parking areas servicing the centre.

The proposed scheme aspires to upgrade the urban space to make the area more inviting to residents, businesses, and visitors.

The layout of the carpark has been examined as part of the scheme and the proposal is to reconfigure the carpark to maximise its functionality whilst also improving pedestrian links to and through the District Centre.

The footpath fronting the businesses is to be rearranged to create a plaza.

Green space is created around the car park and some of this space has been considered for the implementation of biodiversity measures / SUDS and/or landscaping.

Marian Rd is the link between Ballyroan Rd. and Butterfield Ave. The road whilst predominantly serving the surrounding residential areas is also used as a rat run for traffic travelling north/south. Marian Road is to incorporate traffic calming measures along it within the area of the district centre.

#### 1.4 Need for the Scheme

South Dublin County Council, have a mission to make the county one of the most liveable, equitable, and sustainable in Ireland. The country is living through climate and health crises, County wide only a small share of trips are made by walking, wheeling, or cycling. Environmentally there is a need for improved flood resilience and biodiversity and green spaces for people to enjoy.

The proposals have been developed in response to the brief set out by SDCC, a site appraisal including walkthroughs, review of traffic and utilities data, and feedback from community three community engagement workshops held in May, June and August 2023 and SDCC officer input.

#### 1.5 Proposed Scheme Objectives

The scheme looks to improve the sense of place, add climate resiliency, and provide facilities to encourage people to make healthy, sustainable choices in how they get to Rosemount. For those who need to travel by car, the scheme looks to simplify the parking and servicing arrangements and provide for older and disabled users.

The proposed scheme aspires to upgrade the car dominated urban space to make the area more inviting to residents, businesses, and visitors. Works proposed to achieve the brief and feedback received from the community include;

- Incorporating soft landscaping and SuDS within the area – bringing a green edge to the area to encourage people to visit and use the area.
- Providing a new vehicle-free active travel link at the centre – providing an off-road connection to existing shared use path to the south of the site, and to a potential future route north.
- Introducing new pedestrian footways and road surfacing – providing safer access to the shopping parade from Marian Road.
- Upgrading existing car parking facilities – formalising parking area in the north of the site. Redesigning existing formal parking to provide space for pedestrian access and landscaping without compromising existing parking provision.

- Formalising Goods vehicles loading bay –goods vehicles currently offload on Orchardstown Avenue, the development seeks to locate a formalised loading bay within the car parking area of the centre which in turn will lower congestion in the Orchardstown Avenue area.

## 1.6 Options Considered

Several options were considered, with main differences between these options surrounding car parking layout and greenspace provided for the area these options are outlined below.

Options provided between 49 and 80 marked bays in comparison to the 84 bays within the existing layout, main differences within these options are zonal and longitudinal parking.

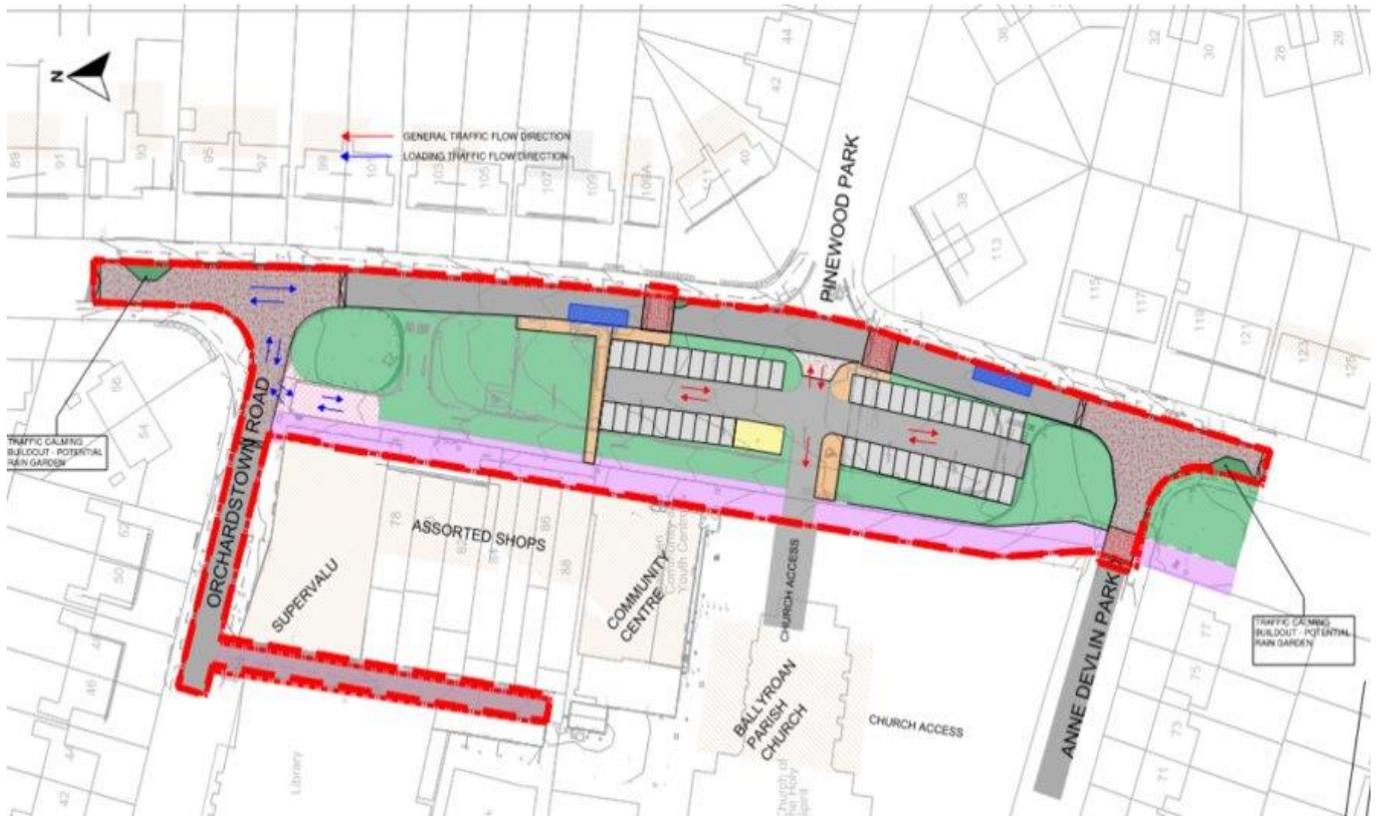
The green space provided within options was correlated to how much parking was provided. The preferred option is the option which was shown to have the greatest greenspace to parking ratio of all options considered.

Amended 2020 Plan – 68 marked bays with 2 accessible





Increased public space option – 49 marked bays with 2 accessible



## 2. Environmental Considerations

### 2.1 Overview of Environmental Impact Assessment

EIA Screening completed by Greengage – Report ref 552485ob31Aug23DV01\_EIAR

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

### 2.2 Screening for Appropriate Assessment

AA Screening completed by Greengage – Report ref 552485JB23JUL23DV01\_AA

In carrying out the AA screening, mitigation measures have not been taken into account. Standard best practice construction measures which could have the effect of mitigating any effects on any European Sites have similarly not been taken into account.

On the basis of the screening exercise carried out above, it can be concluded that the possibility of any significant impacts on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available.

### 2.3 Biodiversity

The current area the site occupies is of limited significance regarding biodiversity and ecological value. Additional greenspace and SuDS are to be provided as part of the proposed project and biodiversity enhancing options are to be considered at this stage. These greenspaces will be specified to be planted with native, ecological driving species.

### 2.4 Flooding

Flooding data held by the Office of Public Works indicates that the area is not vulnerable to potential flooding from river, coastal or groundwater sources. There are also no previous flood events located within 500m of the site held within the OPW database.

### 2.5 Population and Human Health

New public focused infrastructure and enhanced greenspaces within the area will make active travel more attractive in the area and should contribute to the overall health of the population.

### 2.6 Landscape and Sites of Historical, Cultural or Archaeological Significance

There are no sites of historical, cultural or archaeological significance located in the area of the proposed development.

### 3. Preliminary Design

#### 3.1 The Scheme

All proposed works for the proposed development will include a fully integrated landscape plan and will accommodate all required services or service diversions, if any.

#### 3.2 Proposed Road Cross Section

6m wide vehicular carriageway retained on Marian Road.

New 4m wide shared use path.

#### 3.3 Sustainable Transport and Smarter Travel

The bus waiting environment at the Rosemount SC stop 7063 and the connections through the car park will be improved, providing adequate widths to accommodate all users. Overall, the scheme looks to improve the pedestrian experience by providing an enhanced public realm in front of the shops, and improved permeability and a traffic calmed crossing facility at Orchardstown Avenue. The enhanced public realm space allows a shared pedestrian priority surface which will be of adequate width of 4m, allowing considerate use by cyclists. Additional traffic calming measures will be provided on Marian Road to support the posted Slow Zone which is currently not being adhered to. This will help create a self-enforcing speed limit of 30km/h, improving the condition for cyclists using Marian Road to access local facilities and schools.

Alongside the two accessible bays provided for in the new car parking arrangement, two age friendly parking bays have been included to serve the development. These age friendly parking bays are situated in more accessible positions to the adjacent shops, as the accessible bays are, but do not require a blue parking card and have the same dimensions as a standard car parking space.

There are currently nine Sheffield bike stands situated within the site. These will be replaced with new bike stands as part of the development.

Two new EV chargers are to be incorporated into the development, with each of these serving two spaces in the car park.

#### 3.4 Road Lighting

Existing lighting within the site is to be retained.

#### 3.5 Surface Water Drainage

The proposed works seek to utilise the majority of surface water drainage infrastructure within the site, whilst bringing forward improvements with Sustainable Drainage solutions.

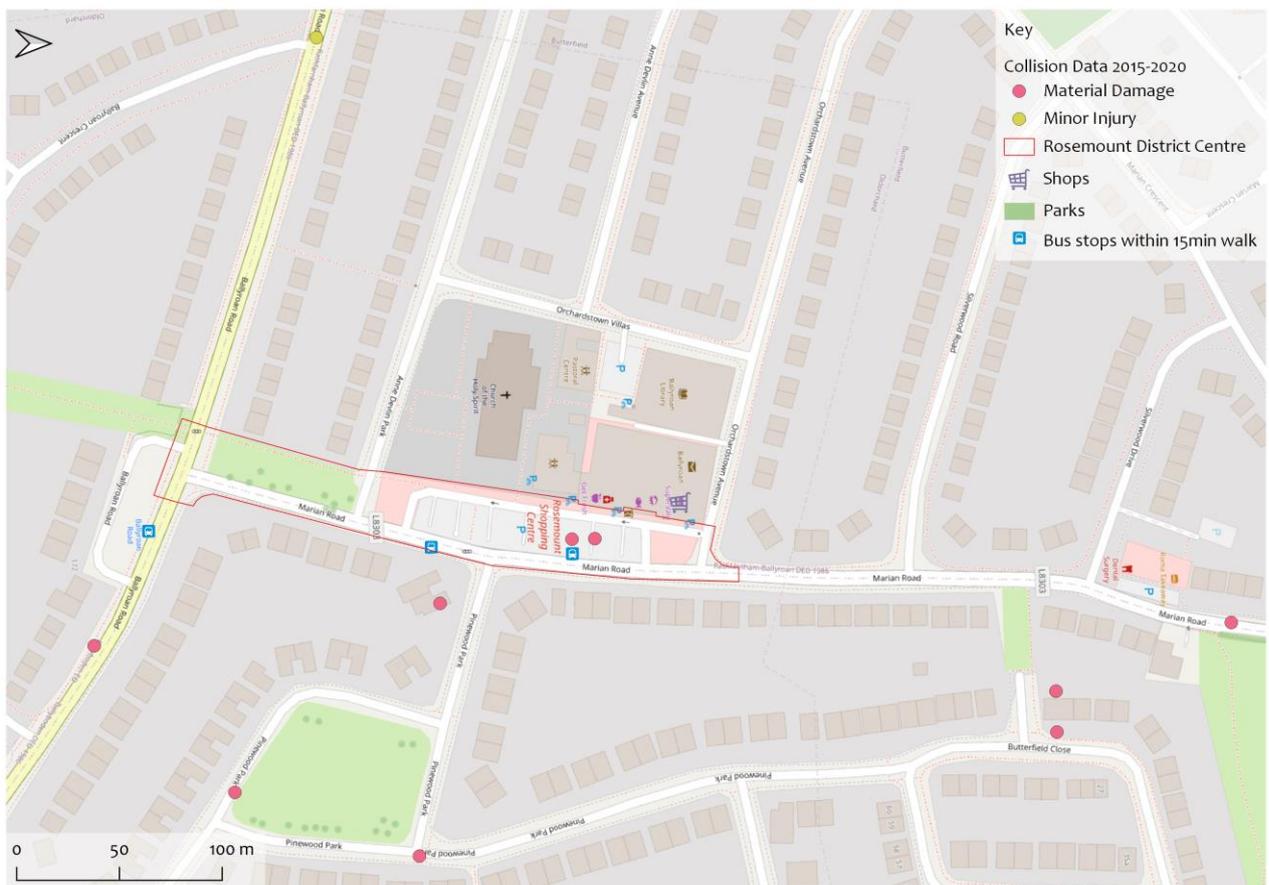
The development hard landscaping will be graded to fall to a linear bioretention / rain garden sustainable drainage feature. This will act to improve surface water quality and volume before discharging to the existing below ground piped drainage network. The bioretention solutions will also deliver improvements in relation to amenity and biodiversity creating better places for people and wildlife. The incorporation of a raised carriageway tables at the junctions within the scheme will require gullies additional road gullies to be incorporated into the scheme.

### 3.6 Utilities

It is anticipated that existing service covers and frames will be removed and reinstated at new cover level where applicable. Some works to utilities may be required following detailed design of the site.

### 3.7 Collision Data

Historic available collision data from 2015 to 2020, for the site and adjacent junctions has been reviewed. There were two recorded incidents of material damage occurring within Rosemount Shopping Centre car park. From the date here is no discernible pattern to collisions in the area. The collisions have been plotted and presented below:



### 3.8 Road Safety Audit

A combined Road Safety Audit Stage 1 and 2 will be undertaken following the statutory consultation period allowing for any amendments to the design to be incorporated ahead of the audit.

### 3.9 Detailed Design

The design if approved will be subject to change during the process of detailed design. These changes may be as a result of the public consultation, liaison with SDCC or local businesses, design standards, NTA requirements, RSAs or generally as a result of a more detailed analysis of the scheme and the proposals. The works to the area will be subject to final agreements and approvals from all involved parties.

## 4. Transport Assessment

### 4.1 Introduction

To understand the existing movement condition at Rosemount District Centre and adjacent junctions, a series of traffic surveys were undertaken in 2022. The surveys comprised:

- Automatic Traffic Count (ATC) to record 24 hour north-south movement on Marian Road over a week period which also captured speed data
- Automatic Number Plate Survey (ANPR) survey to determine the number of 'rat runners' using Marian Road
- Classified Turning Count Survey of movements entering, exiting, and passing through the shopping centre car park.

### 4.2 Existing Condition

#### Rosemount Shopping Centre Car Park

The car park contains 84 parking spaces provided in seven segments. Not all bays are formally demarcated, and vary in widths, with the majority being the standard 2.4m x 4.8m, wide. This width has caused problems arising from the increasing size of cars and the difficulty entering/exiting end bays. Parking is also unrestricted and available along the frontage of the Ballyroan Community Centre and parade of shops providing spaces for up to 17 vehicles if assuming a 5-metre length per car. Parking within the area is subject to pay and display with the first 30 minutes being free. A lack of signage noting the parking conditions and poor location of ticket machines has led to misunderstanding and frustration. Due to the proximity to the church, that car park can reach capacity with overspill parking occurring on grass verges and on adjacent residential roads.

#### Servicing

To understand how the Shopping Centre is serviced, evidence was gathered from observations on site visits in May and June 2023. A questionnaire survey was sent to local businesses asking to detail typical delivery frequency and vehicle type. Businesses are served by a mix of light goods vehicles (vans) and larger Heavy Goods Vehicles (HGVs). These HGVs range in size from 10m rigid trucks up to the largest 16m articulated lorries which serve the SuperValu.

A service yard is provided to the rear of the shopping centre accessed from Orchardstown Avenue. Due to the width, this yard is used primarily by vans. The larger HGVs use Orchardstown Avenue to unload from and the 10/12m rigids use the area within the car park, if space is available.

### 4.3 Surveys

ATC survey was undertaken on Marian Road from Tuesday 27 September 2022 to Monday 03 October 2022.

- The average recorded daily traffic two-way flow was 3,336 vehicles per day.
- Northbound traffic recorded an 85%percentile speed of 43Km/h

- Southbound traffic recorded an 85%percentile speed of 41Km/h

To note, Marian Road is signed as a slow 30km/h road.

The ATC data is summarised in Table 1.

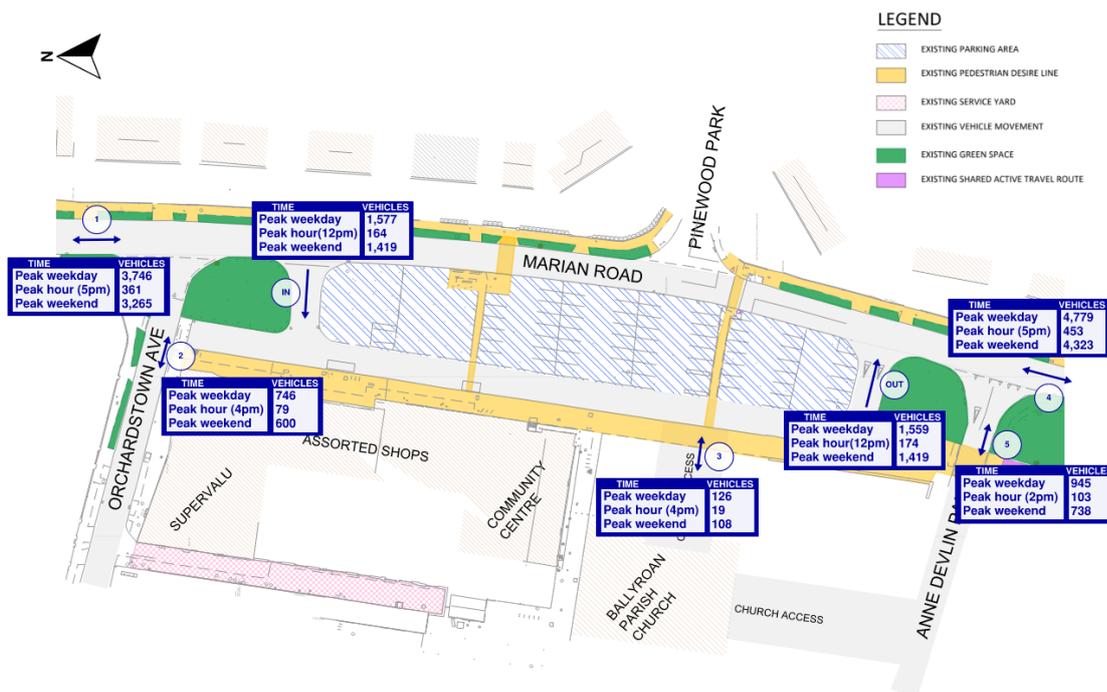
Table 1 ATC

Automatic Traffic Count- Marian Road			
ATC Location:		Marian Road	
Date:		Tue 27 Sep 2022 – Mon 03 Oct 2022	
Northbound	No. Vehicles week	12,278	85% speed 43.07KPH
			Max speed – 82.05kph
	No. Vehicles day (average over 1 week)	1942	Peak day Thursday 29 September
Southbound	No. Vehicles week	11287	85% speed 41.39KPH
			Max speed – 70.74KPH
	No. Vehicles day (average over one week)	1,919	Peak day Friday 30th September

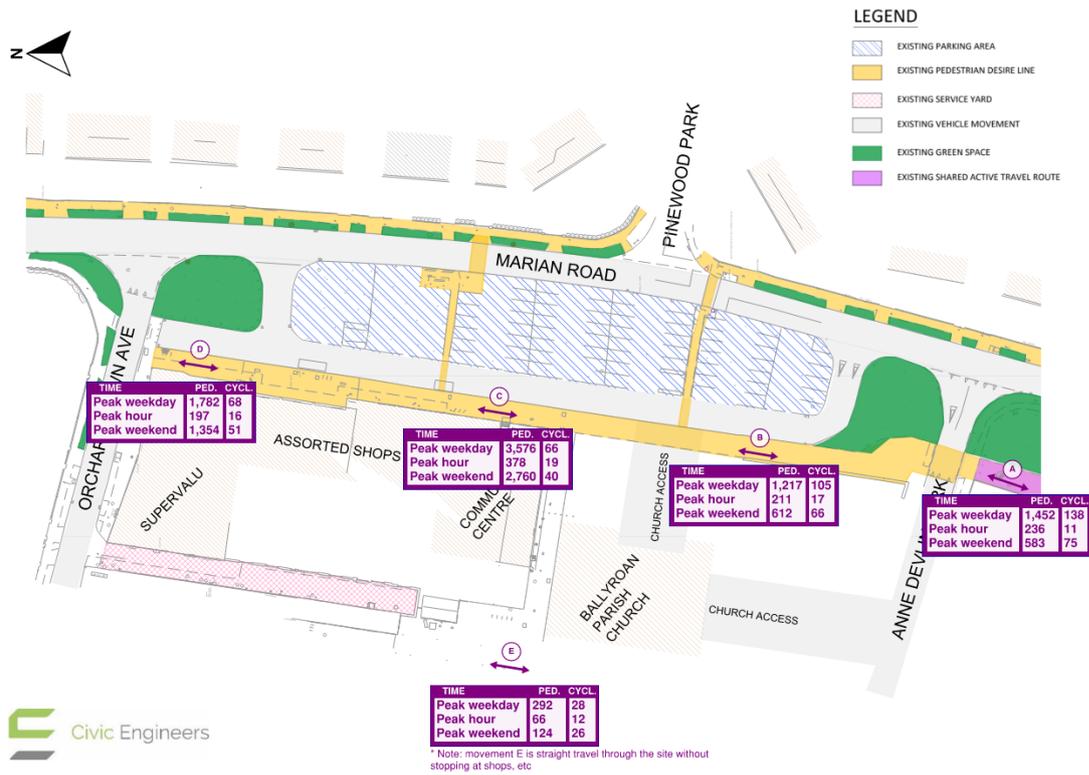
#### 4.4 Turning and Movement Counts

Classified turning and movements counts were undertaken between 15.06.2022 - 21.06.2022.

The peak weekday vehicle counts recorded 1,577 vehicles entering the car park & 1,559 exiting the car park. The main vehicular are movements are summarised in below:



Non-motorised users transversing the site were also recorded during the survey period from 15.06.2022 to 21.06.2022. The peak weekday movement in front of the shops (location C) recorded the highest number of pedestrian movements, 3576. The second highest movement was recorded travelling north south in front of SuperValu equating to 1,782 peak weekday movements. The highest cycle movements were recorded south of Anne Devlin Road where 138 two-way movements were recorded. The highest number of two-way cycle movements on the peak day travelling north-south in front of the church was 105. The main pedestrian and cycle movements are summarised and presented in below:



#### 4.5 Car Park Use

The survey data does not provide dwell times of vehicles in the car park, only the entry and exit data. During the survey period from 15.06.2023 to 21.06.2022, on the peak weekday 1577 vehicles entered and 1559 exited the car park.

To determine an occupancy rate, the difference of vehicles entering and exiting the site per hour on the peak day was interrogated. By adding the remaining vehicles from previous hours, an assumption can be made of numbers of vehicles dwelling for longer than an hour within the site to provide a high-level occupancy rate. The highest number of remaining vehicles was recorded at 11am when 74 vehicles 'remained' on site. This data suggests that outside of events associated with the church, when the car park is fully occupied, that there is capacity within the car park.

OUT			IN			REMANENCE	
TIME	Period total	% of 24hr Total	TIME	Period total	% of 24hr Total	TIME	Period total
00:00	2	0%	00:00	4	0%	00:00	2
01:00	3	0%	01:00	5	0%	01:00	4
02:00	2	0%	02:00	1	0%	02:00	3
03:00	1	0%	03:00	1	0%	03:00	3
04:00	1	0%	04:00	1	0%	04:00	3
05:00	2	0%	05:00	2	0%	05:00	3
06:00	5	0%	06:00	6	0%	06:00	4
07:00	16	1%	07:00	21	1%	07:00	9
08:00	60	4%	08:00	74	5%	08:00	23
09:00	97	6%	09:00	116	7%	09:00	42
10:00	110	7%	10:00	116	7%	10:00	48
11:00	119	8%	11:00	147	9%	11:00	76
12:00	174	11%	12:00	164	10%	12:00	66
13:00	134	9%	13:00	120	8%	13:00	52
14:00	122	8%	14:00	129	8%	14:00	59
15:00	139	9%	15:00	137	9%	15:00	57
16:00	162	10%	16:00	153	10%	16:00	48
17:00	163	10%	17:00	151	10%	17:00	36
18:00	102	7%	18:00	93	6%	18:00	27
19:00	69	4%	19:00	66	4%	19:00	24
20:00	44	3%	20:00	40	3%	20:00	20
21:00	14	1%	21:00	16	1%	21:00	22
22:00	12	1%	22:00	8	1%	22:00	18
23:00	6	0%	23:00	6	0%	23:00	18
<b>Total</b>	<b>1559</b>	<b>100%</b>	<b>Total</b>	<b>1577</b>	<b>100%</b>	<b>Total</b>	

#### 4.6 ANPR Survey

The ANPR survey was undertaken on 1<sup>st</sup> of October 2022 and the purpose was to determine the number of vehicles using Marian Road to connect from Ballyroan Road to the south and Butterfield Avenue to the north. The ANPR survey recorded 28.7% of vehicles did not originate from Marian Road or from connecting side roads, so were not local, but used Marian Road to access Butterfield Avenue originating from Ballyroan Road and 37% of vehicles used Marian Road to access Ballyroan Road from Butterfield Avenue.

ANPR - Roselawn & Marian Road Origin Destination	
Site:	1 Marian Rd / Ballyroan Rd
Site:	2 Marian Rd / Butterfield Avenue
Date:	01/10/2022
Northbound site 1 to site 2	28.7% out of 1853 recorded vehicles as rat runners using Marian Rd to access Butterfield Ave from Ballyroan Rd
Southbound site 2 to site 1	37.14% of 1295 recorded vehicles as rat runners using Marian Road to access Ballyroan Road from Butterfield Ave

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