

**Job Title**

Rosemount District Centre  
Enhancement Programme

**Prepared for**

South Dublin County Council

**Report Type**

Public Consultation Summary

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6 November 2023



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## Public Consultation Summary

**Prepared by** Chris Murphy

Reviewed by Ross Murphy

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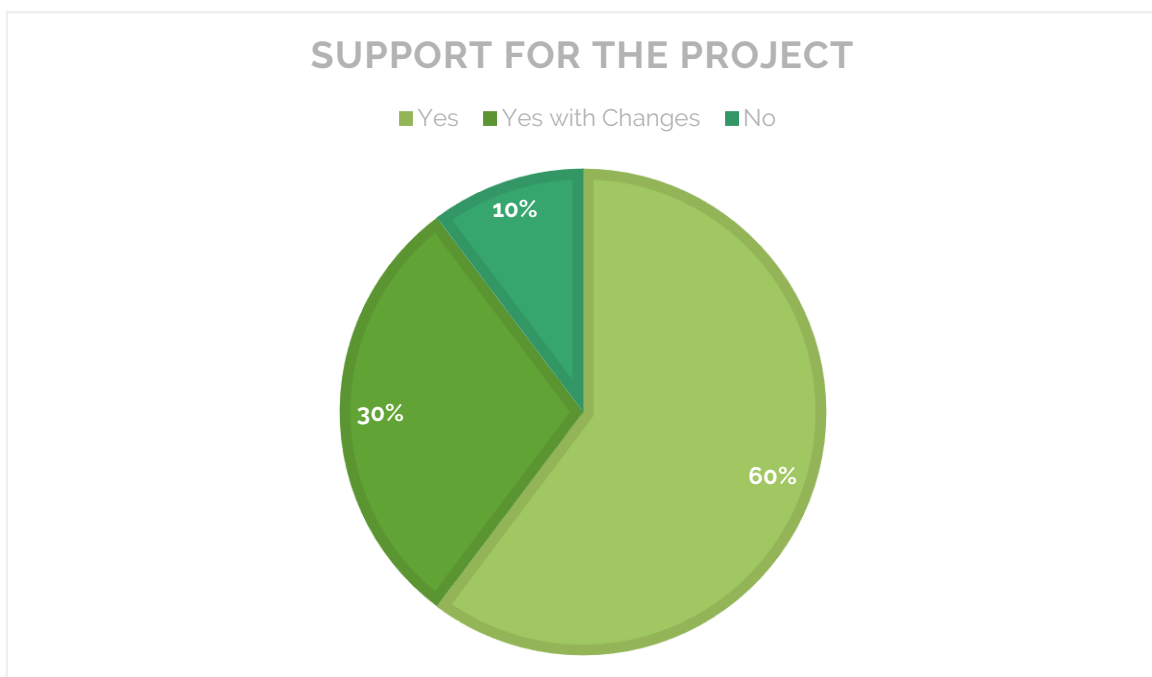
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## Executive Summary

Civic Engineers are currently engaged with South Dublin County Council (SDCC) for the development of plans to improve Rosemount District Centre. These plans include: the realignment of parking bays, creating a safer layout with active travel provisions, as well as installing raingardens to improve the current environment in this area.

The following report has been created to respond to comments received from the public consultation event which includes written and online submissions as well as responses from an online survey that was issued by SDCC.

The graph below shows the overall percentage of those that do support the project, those that do support the project with changes, and those that do not support the project from the online survey. There was also one response that did not select either supporting or not supporting.



Excluding the response that made no selection, 10.26% of respondents were not supportive, 29.49% were supportive with changes and 60.26% were supportive.

The top 5 most noted comments were as follows:

- 1. Parking Concerns.**
- 2. Traffic Calming Concerns.**
- 3. Heavy Goods Vehicle (HGV) access/Loading Bay Concerns.**
- 4. Request for Cycle Parking/Storage Facilities (including for cargo bikes).**
- 5. Request for more seating and bins.**

## 1. Introduction

The purpose of this report is to respond to comments received during the public consultation event held by SDCC. These comments were received either by written submissions, direct online submissions or from the online public survey.

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. The following document will briefly detail the proposed project that included the changes to Rosemount District Centre and outline comments received on these changes.

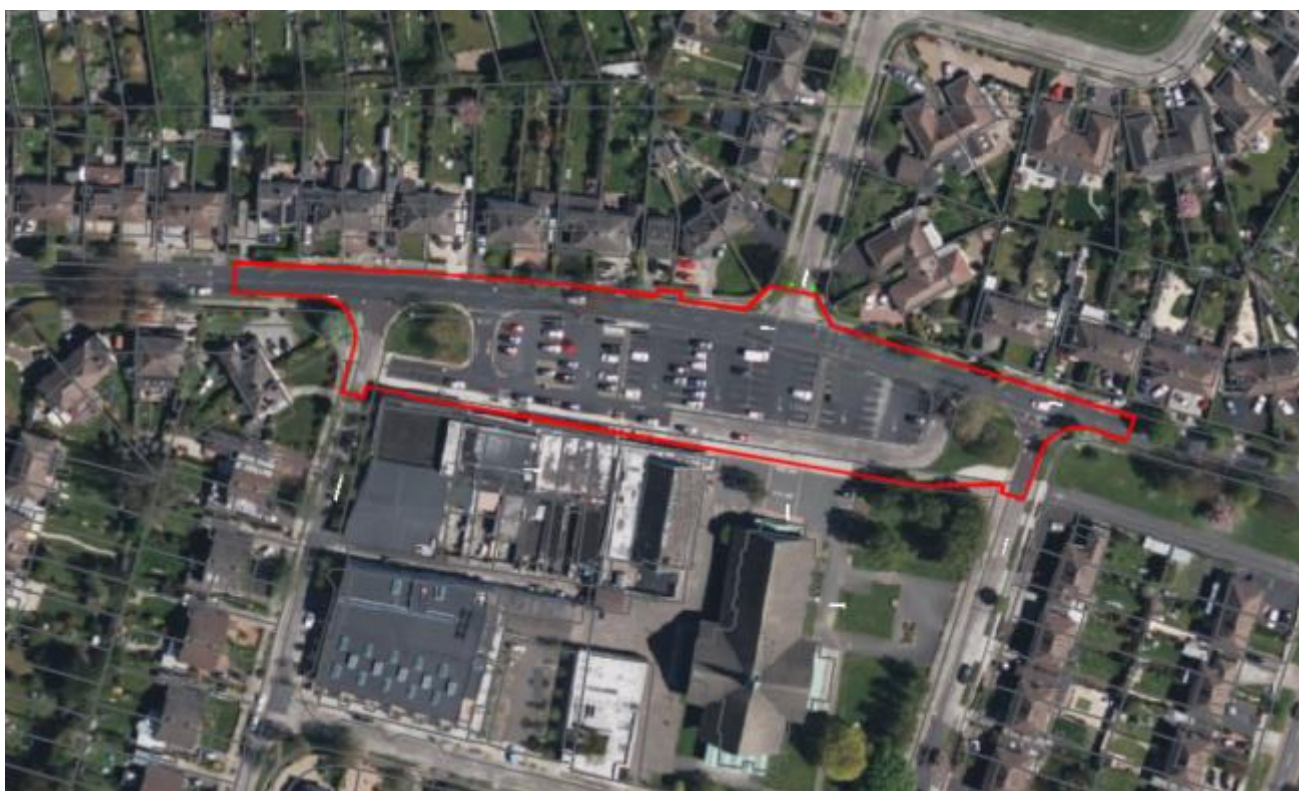
### 1.1 Background

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 in the charge of SDCC with pay and display parking in place. This was 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 Coláiste Éanna, Scoil Naomh Padraig and Sancta Maria schools.

## **1.2 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.

## **1.3 Environmental Considerations**

The below outlines the environmental considerations that may affect the project.

### **1.3.1 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.

### **1.3.2 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.

Based on 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.

### **1.3.3 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.

### **1.3.4 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.

### **1.3.5 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.

### **1.3.6 Landscape and Sites of Historical, Cultural or Archaeological Significance**

There is one site listed on the National Inventory of Architectural Heritage (NIAH), The Catholic Church of the Holy Spirit which is of Regional Importance. The church, c. 1965, is richly decorated in modern materials and reflects Ireland's architectural and ecclesiastical heritage.

There are no archaeological sites listed on the National Monuments Service (NMS) within or immediately adjacent to the proposed development.

## **1.4 Services**

All major existing services runs have been identified for the design. Local alterations may be required when on site investigations establish the precise location of utilities.

It is anticipated that existing service covers and frames will be removed and reinstated at new cover level where applicable.

## **1.5 Legislation**

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

- Planning and Development Act 2000
- South Dublin County Development Plan 2022-2028
- Planning & Development Regulations 2001

Under Article 82 of Part 8 (Planning & Development Regulations 2001), the development is

required to notify certain bodies. In accordance with the regulations, a notification email was sent to the prescribed bodies and groups outlined below:

- As I Am
- Disabled Women Ireland
- Irish Deaf Society
- Independent Living Movement of Ireland
- National Platform of Self Advocates
- Physical Impairment Ireland
- Invisible Disability Ireland
- Voice of Vision Impairment
- Inclusion Ireland
- Disability Participation and Consultation Network
- Irish Blood Transfusion Service
- Failte Ireland
- National Monuments Service
- An Taisce
- Dublin Bus
- Go Ahead Ireland

## **2. Public Consultation Event**

Two public Stakeholder engagement workshops were held (in May and June) to receive input and feedback and to inform the design development. These were attended by local businesses, residents and Councillors.

The Part 8 Public Consultation commenced on 8<sup>th</sup> September 2023 and ran for 6 weeks until 20<sup>th</sup> October 2023 and invited written and online submissions to be made relating to the scheme. There was also an online survey which allowed respondents to answer specific questions relating to the scheme.

## **3. Methodology**

Upon receiving the submissions, they were filed and referenced according to the name of the submitter. Following this, the submissions were read, and the issues raised were recorded. Each submission was given a reference number by SDCC with names and contact details then hidden for privacy of information.

## **4. General Comments Received by SDCC and CE Responses**

### **4.1 General Comments**

The following are general comments which were either received directly by SDCC through post, email, online submissions or via the online survey. These comments have been deemed as the most frequently asked.



#### 4.1.1 General Comment 1

##### **Parking Concerns.**

Concerns regarding the reduction of parking spaces and further concerns that a reduction in parking will lead to excess parking on Marian Rd/Orchardstown Ave/Anne Devlin Park. Concerns also relating to number of accessible parking space. There were 29 comments relating to this which is around 25% of all comments received.

##### **CE Response 1: Parking Concerns.**

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 improve 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, this creates amenity and biodiversity improvements to the district centre.

From a weeklong car park survey the peak demand for car parking was 76 spaces and this occurred for a single hour during the week. The normal daily peak was 66 car park spaces. This scheme will meet the demand for parking for 95% of the time and with Active Travel improvements it is envisaged an increased number of people will walk or cycle to the shops which will further reduce the demand on parking.

The current proposal has 71 standard parking bays and two accessible bays. There were requests to provide additional spaces for EV charging, age friendly and family friendly spaces. At detailed design stage the parking spaces will be reviewed to incorporate these requests, and this may reduce the overall number of parking spaces by 2 due to the increased bay dimensions.

As part of this detailed design a further Road Safety Audit will be completed and if any changes are recommended then these changes will be incorporated into the final design. This could result in minor changes to the parking arrangements on safety grounds.

##### **CE Recommendation:**

At the detailed design stage, a review of the number of accessible, EV, family friendly and age friendly spaces can be done with spaces allocated for these functions within the overall amount of car parking spaces.

As part of this detailed design a further Road Safety Audit will be completed on the detailed design and if any changes are recommended then these changes will be incorporated into the final design. This could result in minor changes to the parking arrangements on safety grounds.

#### 4.1.2 General Comment 2

##### **HGV Access/Loading Bay Concerns.**

Concerns regarding HGVs using the new loading bay. Comments requesting to restrict access to HGVs and comments requesting more access for HGVs. Comments also expressing concerns relating the distance between the loading bay and play area. There were 22 comments relating to this which is around 20% of all comments received.

### **CE Response 2: HGV Access/Loading Bay Concerns.**

A number of options regarding the layout of loading bays have been proposed and discussed with the community throughout the design process. The design team has examined all these options and have determined that the proposed location provides the most balanced outcome to the situation.

The chosen option provides a practical solution to the issue of loading while retaining the existing mature trees in the grass area and maximising the public realm area available.

Please refer to accompanying File Note – 01 for full Designer's Response on this issue.

#### **CE Recommendation:**

Minor alterations to the layout of the loading bay will be made at detailed design stage to address safety concerns raised at the public consultation. This will include providing a barrier/separation between the adjacent green space the loading bay.

### **4.1.3 General Comment 3**

#### **Requests for Cycle Parking/Storage Facilities.**

Request for cycle parking/storage facilities including comments regarding space for cargo bikes. There were further requests for these facilities to be sheltered and secured. There were 19 comments relating to this which is around 17% of all comments received.

### **CE Response 3: Requests for Cycle Parking/Storage Facilities.**

Following requests for additional cycle parking/storage, at the detailed design stage additional Cycle Parking/Storage facilities to be incorporated into the scheme at detailed design stage.

#### **CE Recommendation**

Cycle Parking/Storage facilities to be incorporated into the scheme at detailed design stage.

### **4.1.4 General Comment 4**

#### **Traffic Calming Concerns.**

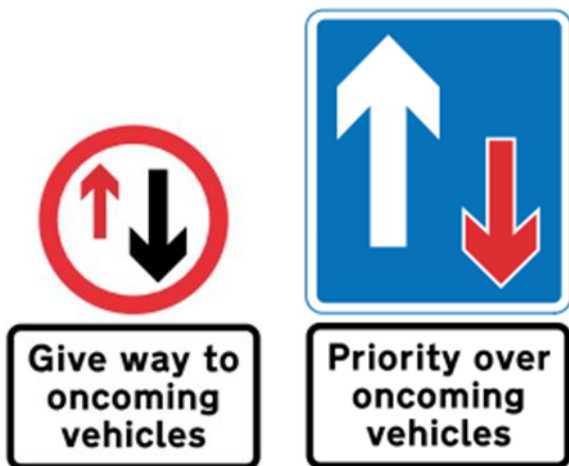
Concerns regarding the installation of traffic calming measures on Marian Rd and whether this will affect residents exiting their driveways and increase in traffic volume. Comments of the style of traffic calming measures being implemented were also noted as a concern. There were 26 comments relating to this which is around 23% of all comments received.

### **CE Response 4: Traffic Calming Concerns.**

Please see below for extract from completed ATC Surveys showing vehicle volume and speeds along Marian Road. Marian Road is signed as 30kph, however, as seen below, average speeds have been recorded higher than this at 43.07kph.

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

Traffic calming interventions along Marian Road are required in order to ensure traffic speeds are lowered in line with the speed limit. It is the Designer's intention to retain the proposed islands in order to help lower traffic speeds. Yield signage and road markings can be installed on appropriate lanes. Discussion on whether "Priority" Signage could be installed. This signage is part of the UK TSM, but not in the Irish TSM. These signs would be appropriate for this layout.



CE CE Recommendation

No change recommended.

#### 4.1.5 General Comment 5

##### **Accessing and Parking for the Church.**

Concerns regarding accessing Ballyroan Parish Church. Further concerns regarding parking for weddings/funerals. There were 11 comments relating to this which is around 10% of all comments received.

##### **CE Response 5: Accessing and Parking for the Church.**

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

The layout of the church access has been examined as part of the scheme and the proposal is to provide an access which links to the Church directly, avoiding the need to navigate a car parking area. The proposed layout will create a more direct access into the church. The car parking has been rationalised to create a more user-friendly layout.

An effective review of parking is essential to encourage more people to choose more sustainable modes of transport including walking and cycling instead of having to rely on the use of their private vehicles where possible.

##### **CE Recommendation**

No change recommended.

#### 4.1.6 General Comment 6

##### **Vandalism and Anti-Social Behaviour Concerns.**

Concerns regarding increase in vandalism and anti-social behaviour around new park. There were 6 comments relating to this which is around 5% of all comments received.

##### **CE Response 6: Vandalism and Anti-Social Behaviour Concerns.**

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 improve 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.

The improvements that the development offers with active travel in the area bringing more people with the use of various modes of transport. This increased activation will improve passive surveillance.

People walking and wheeling feel safer if others are able to see them, such as from windows overlooking the street or as they enter or leave buildings throughout the day.

This is called 'passive surveillance'. Having 'more eyes on the street' reduces crime and makes an area feel more welcoming.

For example, waiting for a bus in the dark feels safer if you're next to a late-night opening shop, because you can ask for help.

Having other people around, even in passing vehicles in car parks, sometimes improves the situation.

So, as well as street features, the way areas are designed and used – influenced by national and local planning policies – can have a direct impact on how safe places feel.

### **CE Recommendation**

No change recommended.

#### **4.1.7 General Comment 7**

##### **Request for more seating and litter bins.**

Requests were put forward for additional seating areas and litter bins to help alleviate any existing littering issues. There were 8 comments relating to this which is around 7% of all comments received.

##### **CE Response 7: Request for more seating and litter bins.**

There were several requests for additional seating and litter bin facilities to be incorporated into the scheme at detailed design stage. These measures would help to deliver a better scheme.

### **CE Recommendation**

At the detailed design stage, the team will identify where additional seating and litter bins can be incorporated into the scheme.

#### **4.1.8 General Comment 8**

##### **Request for Security Measures.**

Requests for security measures in the form of more street lighting around dark areas, CCTV (including around cycle parking/storage facility), fencing around play park. There were 7 comments relating to this which is around 6% of all comments received.

##### **CE Response 8: Request for Security Measures.**

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 improve 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.

The improvements that the development offers with active the area bringing more people with the use of various modes of transport. This increased activation will improve passive surveillance.

People walking and wheeling feel safer if others are able to see them, such as from windows overlooking the street or as they enter or leave buildings throughout the day.

This is called 'passive surveillance'. Having 'more eyes on the street' reduces crime and makes an area feel more welcoming.

For example, waiting for a bus in the dark feels safer if you're next to a late-night opening shop, because you can ask for help.

Having other people around, even in passing vehicles in car parks, sometimes improves the situation.

So, as well as street features, the way areas are designed and used – influenced by national and local planning policies – can have a direct impact on how safe places feel.

Several comments were also made in relation to the provision of additional street lighting and CCTV cameras. At the detailed design stage, the Council will further consider the number and location of street lighting with a view to locating street lighting to reduce the opportunity for anti-social behaviour and improve safety.

The local authority has no statutory ability to provide CCTV cameras for the purpose of the Council monitoring anti-social behaviour and so cannot proceed with this request.

### **CE Recommendation**

At the detailed design stage, the Council will further consider the number and location of street lighting with a view to locating street lighting to reduce the opportunity for anti-social behaviour and improve safety.

### **4.2 Individual Comments Received by SDCC**

All comments received directly by SDCC by post, email or through the online submission portal can be found in Appendix A.

### **4.3 Individual Comments Received Through the Online Survey**

All comments received through the online survey can be found in Appendix B.

### **4.4 Late submission**

There was one late submission.

In the interest of following due process, we have not included it in the counts or stats, but the comments have been acknowledged and considered in the response given to other submissions.

The response is in support of the proposed redevelopment. It highlights the main issue with the current arrangement is the car park arrangement and layout.

The proposed development layout would address some of the concerns raised.

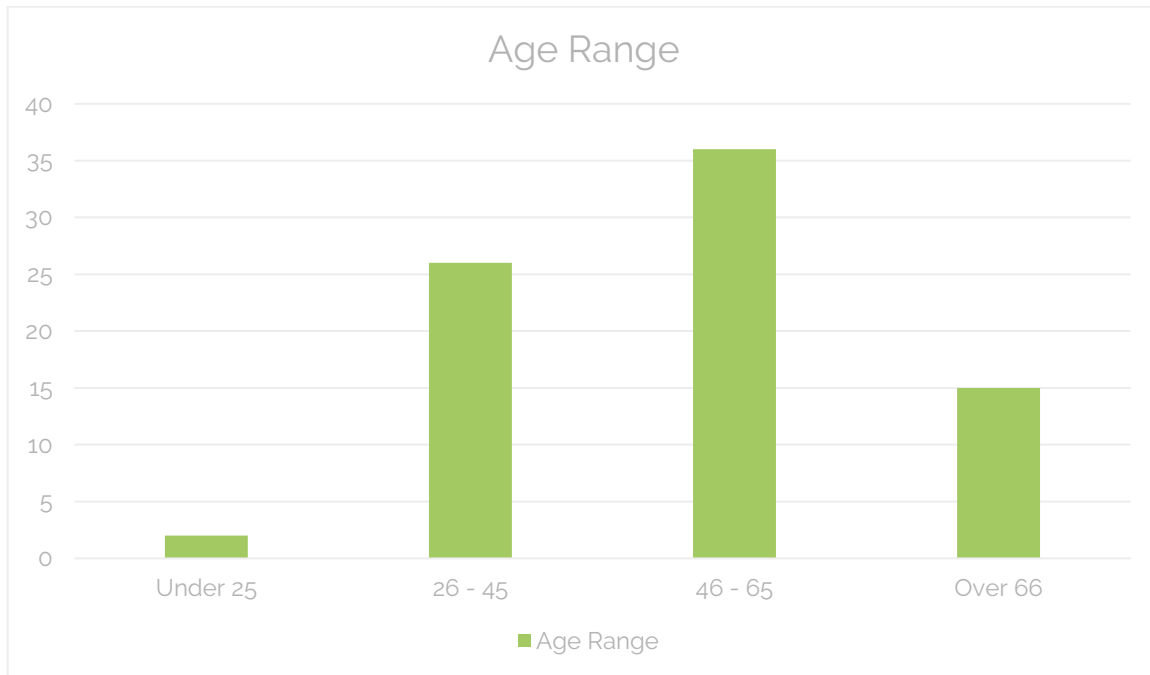
There are concerns on parking numbers, although they have noted that the parking charges system is excellent.

## 5. Additional Information from the Online Survey

Below are graphs showing the demographic of users to the area and their interest to the project. It should be noted that these are from the online survey only.

### 5.1 Age Range

The graph below shows the age range of responders.



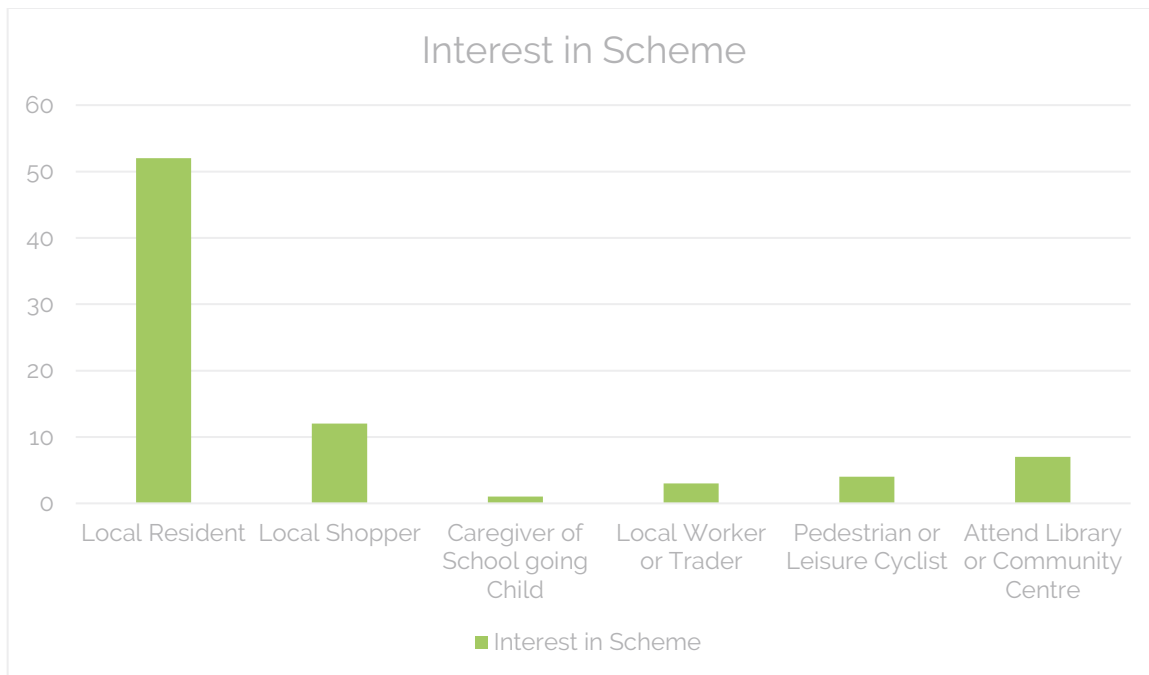
### 5.2 Distance from Scheme

The graph below shows the distance from Rosemount District Centre to responders' addresses.



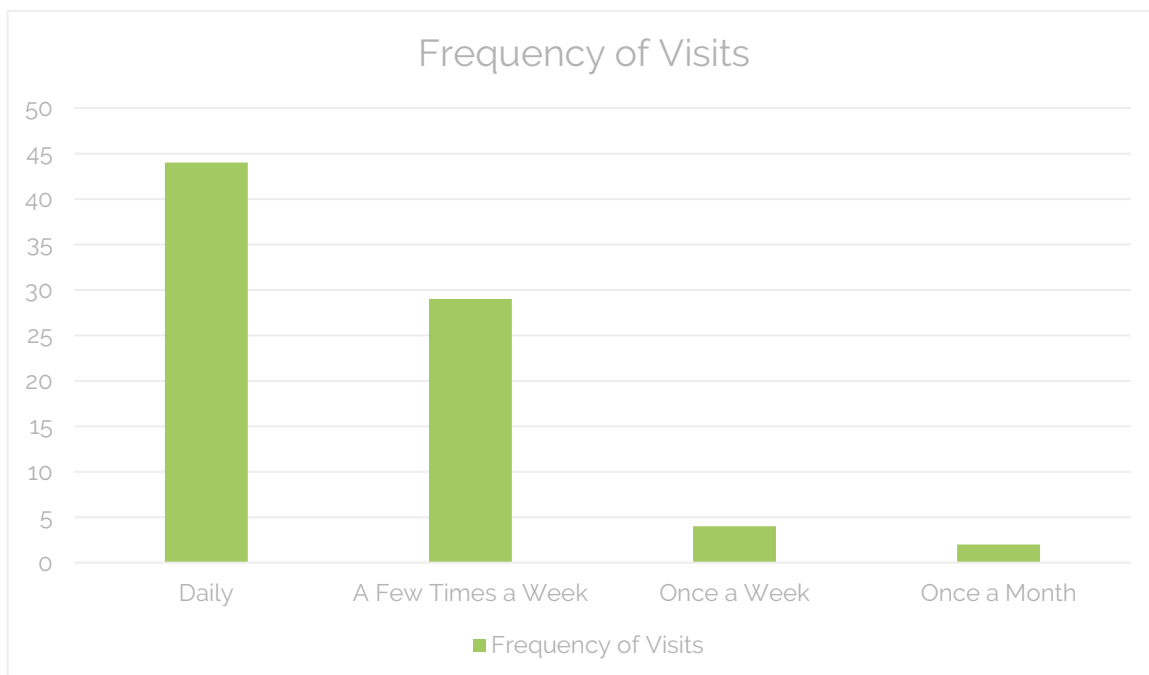
### 5.3 Interest to the Scheme

The graph below shows the interest responders have to the scheme.



### 5.4 Frequency of Visits

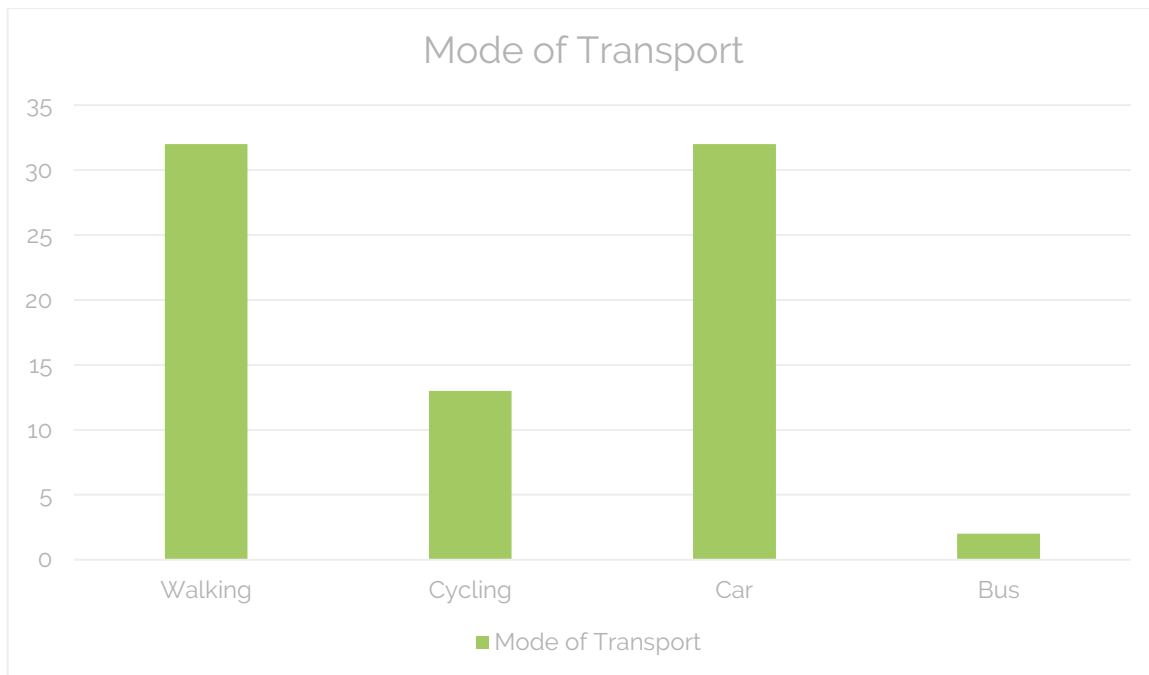
The graph below shows the frequency at which responders visit Rosemount District Centre.





## 5.5 Mode of Transport

The graph below shows how responders regularly travel to Rosemount District Centre.



## 6. Conclusion / CE Recommendation

Overall, the majority of responders were in favour of the proposed plans to Rosemount District Centre. Where there were concerns, the majority of these related to the reduction of parking spaces, the installation and type of traffic calming being provided, and the provision being made for HGV access and its proximity to the proposed play area.

Taking the practical steps in reading the feedback from this Public Consultation exercise, we are now able to look at this project and make any amendments that could improve the current design.

Key amendments to the design are review the allocation of parking spaces to provide age and family friendly spaces, the addition of Cycle Parking/Storage Facilities (including for cargo bikes) the inclusion of more seating and bins and consideration as to the number and location of public streetlights.

# Appendix A

URN	Theme	Type	Body
<b>SD-C291-1</b>	Traffic	Individual	I support the final option presented with the condition that the proposed reversing of delivery vehicles into a loading bay be abandoned on the grounds that it would cause a traffic safety hazard on Marian road. The suggestion by bdra of a dedicated loading zone entering from Orchardstown Ave and exiting to Marian road should be adopted
CE Response			Please refer to accompanying File Note – 01 for Designer's Response.
CE Recommendation			Current proposals to be taken forward to detailed design stage.
<b>SD-C291-2</b>	Traffic	Individual	Rosemount District Centre Enhancement Scheme - traffic calming Dear SDCC, I wish to make the following submission regarding the Rosemount District Centre Enhancement Scheme: I welcome the proposed plan in all aspects. However, it is likely that the proposed traffic calming measures on Marian Road will drive additional traffic onto Butterfield Park, which runs parallel to Marian Road, between the busy Butterfield Avenue and Ballyroan Roads. Butterfield Park is already used as a rat run between the Butterfield Avenue and Ballyroan Roads, particularly during rush hour, and the proposed development at Rosemont is likely to exacerbate this situation. I therefore submit that SDCC should consider implementing stronger traffic calming measures on Butterfield Park or blocking through traffic entirely. There are 'speed bumps' on Butterfield Park, but quite frankly these are a joke as they are very mild and do not slow traffic effectively.
CE Response			Refer to section 4.1 CE Response 4 Traffic Calming Concerns
CE Recommendation			Traffic calming to be implemented as per current proposals

<b>SD-C291-3</b>	roads	Individual	Upgrade works in public realm seem OK. Given extent of public investment will owners of SC be upgrading the buildings to match new public works. Building badly in need of an upgrade. Has SDCC engaged with owners to try and achieve this?
<b>CE Response</b>			The shopping centre buildings are privately owned and are the responsibility of individual owners. However, SDCC do offer support to assist businesses such as the Shop Front Grant which can assist with the costs of such improvements.
<b>CE Recommendation</b>			SDCC to publicise support mechanisms which are available to businesses.
<b>SD-C291-4</b>	Traffic	Individual	Will parking restrictions, to include double-yellow lines, be put in place along the entirety of Anne Devlin Park to mitigate non-resident street parking on this residential road? Non-resident parking on Anne Devlin Park has increased significantly since the introduction of Pay and Display parking measures at the Rosemount shops carpark. Non-resident motorists are parking daily along both sides of Anne Devlin Park and along the grass verges, making it difficult for two-way traffic and larger vehicles to navigate the road. Please can you clarify if parking spaces will be increased or decreased with the new scheme from the current number of parking spaces at Rosemount shops carpark.
<b>CE Response</b>			Anne Devlin Park not part of scheme boundary
<b>CE Recommendation</b>			Potential to consider as future works

<p><b>SD-C291-5</b></p>	<p>Traffic</p>	<p>Individual</p>	<p>In relation to the proposed scheme to enhance both the parking, traffic management and pedestrian access at Rosemont SC can the following be considered</p> <ol style="list-style-type: none"> <li>1. Bus stop opposite 109/109A, can a recesses bus set down are be incorporated to minimise congestion of traffic backing up towards pinewood park and new entry/exit to Rosemount.</li> <li>2. Can consideration be given to moving bus stop outside 113/115 or move pedestrian lights to opposite side of Pinewood Park junction. Regular occurrences of pedestrians crossing behind bus.</li> <li>3. Improved street lighting along new section of works on Marian Road</li> <li>4. Consider a bollard or other means to ensure cars cannot park or get access to grass area at the junction of Ann Devlin &amp; Marian Road</li> <li>5. Improved enforcement of double parking on Ann Devlin Road and Orchardstown Avenue</li> <li>6. Consider an island on junction of Orchardstown Avenue &amp; Marian Road to stop vehicles cutting the corner</li> <li>7. Will a barrier or wall be formed around the proposed green area outside Spar</li> <li>8. Provide adequate lighting within the new carpark scheme</li> </ol>
<p><b>CE Response</b></p>			<p>No changes proposed to bus stop arrangement. Lighting to be considered at detailed design stage. Bollards to be considered at detailed design stage. Anne Devlin Park and Orchardstown Ave not part of proposed scheme boundary. Raised table introduced at junction between Orchardstown Avenue &amp; Marian Road. Park perimeter to be considered at detailed design stage.</p>
<p><b>CE Recommendation</b></p>			<p>As above.</p>
<p><b>SD-C291-6</b></p>	<p>roads</p>	<p>Individual</p>	<p>This is a very busy area. The current car parking provision is insufficient to cater for the level of activity in the area. The existing carparking for the Library is totally inadequate given the number of people who use the services of the library on a daily basis. The Church requires carparking spaces especially when conducting funerals and for Sunday Mass. On occasions the cars spill over on to adjacent streets and the proposals do not seem to take that into account. A number of streets have been lined with no parking yellow lines. Given the fact that Rathfarnham and surrounding areas have an aging population, there is a need for more parking not less in order to access the businesses including pharmacy, supermarket, community centre, church and pastoral centre to mention but a few. More disabled spots are required also.</p> <p>please review the proposals in the light of the above.</p>



<b>CE Response</b>			Refer to report section 4.1 CE Response 1 Parking Concerns.
<b>CE Recommendation</b>			No changes to current proposals.
<b>SD-C291-7</b>	Traffic	Individual	It's currently VERY difficult to get parking in the vicinity of Rosemount Shopping Centre (and the library) when there is a funeral service taking place in the church. By reducing the number of parking spaces the issue will be exacerbated. What steps will be taken to accommodate parking for mourners who are unable to get there by public transport ?
<b>CE Response</b>			Refer to report section 4.1 CE Response 1 Parking Concerns and 3.2.5 CE Response 5 Accessing and Parking for the Church.
<b>CE Recommendation</b>			No changes to current proposals.

<b>SD-C291-8</b>	roads	Individual	Hi SDCC, I'm writing this submission in support of the enhancements. The increased public space and better used green spaces will be welcome additions and the prioritization of pedestrians and road surface treatments shown will make the centre more pleasant to walk to and encourage modal change. If possible could you look into providing 'shore power' nearby in either the pedestrian space or in one of the sections of the carpark, this could provide for pop up stalls that need electricity without the use of a noisy and polluting generator. This could support local markets or church fêtes.
<b>CE Response</b>			Noted
<b>CE Recommendation</b>			Consider service / infrastructure for local markets as a detailed design consideration

<b>SD-C291-9</b>	roads	Individual	<p>After reviewing the Civic engineers reported dated 01/09/2023 we note in section 1.6 that there are various proposals for parking outside the Rosemount Shopping Centre. In our review we understand that it is intended to have the loading bay for SuperValu at the front of the shop which will certainly cause difficulties in loading and unloading deliveries particularly as SuperValu (and other retail units) utilize a laneway to the rear of the shops off Orchards town road. It is very important for this business to continue to be able to unload large vehicles from their rear access so as to provide a safe and unobstructed entrance and exit to their storage areas.</p> <p>While it may suit for smaller vans to unload from time to time at the front of the premises large orders placed simply would not be feasible nor safe to pedestrians/customers to load and unload from the front solely.</p> <p>We note as well that there are proposals for a 76 marked bay, an 80 marked bay and a 49 marked bay parking facility.</p> <p>Secondly, as per section 4.5 of the proposed enhancement part 8 planning program as well as at the two previous meetings that when events and masses at the church are taking place parking already exceeded capacity which was of concern to the attendees of the meeting.</p> <p>Therefore, we suggest that retaining the maximum number of marked bays would naturally make sense.</p> <p>In relation to the 76 and the 80 marked bay proposal it would to make sense to have traffic going into the car park remain from one entrance and one exit off the Marian Road so as to maintain an easy exit and entrance to the centre, church and community centre. We would welcome your thoughts on retaining the safest way for vehicles to enter and exit the centre.</p> <p>Finally, as parking is abundant in the neighbouring shopping centres it is our fear as managing agents that this may force vehicle customers to these neighbouring centres and therefore have a negative economic impact of the occupiers of the centre."</p>
<b>CE Response</b>			Please refer to accompanying File Note – 01 for Designer’s Response to loading bays considerations. Refer to report section 4.1 CE Response 1 Parking Concerns.
<b>CE Recommendation</b>			No changes to current proposals.
<b>SD-C291-10</b>	Traffic	Individual	Please find submission attached.
<b>CE Response</b>			Refer to section 4.1 CE Response 4 Traffic Calming Concerns

<b>CE Recommendation</b>			No changes to current proposals.
<b>SD-C291-11</b>		Individual	<p>I support and promote all the plans for extra greenery e.g. landscaping, planting, and trees in this area this area but One wonders will there be complaints about the trees leaves, saps affecting the cars parked in the car park in the future!!! This wouldn't bother me but I have heard of people going to the extent of cutting a tree outside their house because of this!! I promote all pollinator friendly planting though maybe not near seating areas in the plaza. Another issue I would be concerned about is the extra rubbish and cigarettes butts that may be dumped in amongst the plants. We have an issue with cigarettes thrown in the carpark already. Could there be some way to prevent damage to the planting and any effect on the Wildlife. I support anything that can reduce the speed on any of the roads in Ballyroan especially on Marion Road near the Scouts Den and on Butterfield Park road. There is a sign stating that it is a 30 mile zone at Rathfarnham SC end of Marion Road which should be more visible especially at night time. People double park beside the Chippers which has been so dangerous especially during the drops offs and collection of the children at the Scouts Den. It is also dangerous for people with dogs, children and Wildlife that use the exit from the adjoining park beside the Scouts Den because visibility is very bad.</p> <p>I would also recommend the increase of the thirty minutes to one hour. Many people especially the Elderly attend Mass, visit the Doctor, the Beauty Clinic, have health checks in the Chemist which lasts longer than thirty minutes. Some people aren't aware of the second Meter which isn't very visible and when the machine at Get Fresh isn't working, people are not aware that there is a hidden second meter much further on the main roadside.</p>
<b>CE Response</b>			Landscaping proposals to be designed to suit site and location. Traffic calming to be implemented as per proposals.
<b>CE Recommendation</b>			Consider parking restriction time limit and location of meters.



<b>SD-C291-12</b>	Traffic	Individual	This household disagrees with the installation of traffic gates which are included in the Part 8. It would be better and more sensible to use the flashing speed signs that say what speed you are doing and to slow down if required. Everyone knows and there is research evidence that this intervention actually works. Traffic gates will cause havoc in the surrounding roads as they in turn will become "rat runs". At the moment it is accepted locally that Marian Road is a main road and has been for years, same as Butterfield Avenue and Ballyroan Road. Both Butterfield Avenue and Ballyroan Road will become backed up significantly with traffic to the detriment of commerce and ease of living in the area. It should be recognised that elderly people need our cars to go to the shops and chemist etc., even to get our hair done and pottering around the shops in a way we can cope with helps keep us healthy. In the main, due to frailty and infirmity, we are unable to cycle or walk very far, and particularly to carry shopping any distance. Please consider us more and do right for the majority of this local community, rather than the younger cohort who can cycle. You will be old some day! Many thanks.
<b>CE Response</b>			Traffic calming to be implemented as per current proposals. The car parking within the development has been rationalised and increased bays have been proposed to make it parking movements easier. Elderly bays are to be implemented into the scheme
<b>CE Recommendation</b>			As above.
<b>SD-C291-13</b>		Individual	This is an ideal location for a play space once it is properly fenced. Its location here will avoid much of the contention associated with play spaces being proposed for other parts of the community.
<b>CE Response</b>			Noted
<b>CE Recommendation</b>			Perimeter treatment of landscape areas to be considered at detailed design stage.
<b>SD-C291-14</b>	roads	Individual	As a parent of a young family in the area, we are very happy to see this long overdue overhaul of the shopping area. We feel the area has great potential and is currently underutilised. We hope that the plan is able to go ahead in its current form. We are also happy to see consideration being given to the safety of pedestrians and cyclists over cars for once!
<b>CE Response</b>			Noted

<b>CE Recommendation</b>			Scheme to progress as current proposals.
<b>SD-C291-15</b>	Traffic	Individual	<p>I would like to endorse the addition of a playground at the shopping centre as long as it is fenced in. Families could spend time with their children while close to shops, coffee shop, library, community centre and Ruah centre. The playground is viewed by people at the shops and houses facing the shopping centre. This increases the safety of children at the playground having plenty of people around. It is also in a place with easy access for emergency support - it is accessed from Marian Road. If any suspicious activity happens after dark, there are plenty of people in the area and any houses close by have at least a road separating them from the activity. Plus, gardai have the ability to apprehend any trouble makers making use of the playground in the early hours of the morning. There is no point thinking that the playground won't be used during the night by people having a place to gather - but the ease of access for gardai to the Rosemount SC without troublemakers having easy ways to avoid detention does help with people may be thinking this is not a place to use for gathering. This would not be the case for many of the fields in the local area where gardai would not have easy access nor emergency services and houses surrounding fields have no ability to view who or what is causing damage in the "playground". The visibility of the playground at Rosemount SC would help it avoid damage and make it a place people don't feel comfortable gathering as they are in full view of anyone in the vicinity.</p> <p>I am worried about the traffic restrictions getting onto Marian Road and feel it will push traffic onto roads around Marian, with people trying to avoid the restrictions on Marian. I'm not sure where you thought the traffic would go if you restricted the Marian Road, which has been a main road since it was built.</p> <p>Best Regards</p>
<b>CE Response</b>			Traffic calming to be implemented as per current proposals
<b>CE Recommendation</b>			As above

<b>SD-C291-16</b>	Traffic	Individual	<p>The following are my observations</p> <p>The carpark proposed has fewer spaces than the current car park, given the number of businesses, church, community centre &amp; library in the space, this seems inadequate</p> <p>Only 2 disabled parking spaces provided, this also seems inadequate</p> <p>Can't see any provision for bike parking spaces</p> <p>Children's recreation area appears to be located very close to Loading Bay Area, this is very concerning</p> <p>The council have completed very good works in Templeogue village, which hugely improves the general feel of the village, look forward to the same for Ballyroan area</p>
<b>CE Response</b>			<p>Refer to report section 4.1 CE Response 1 Parking Concerns. Cycle Parking/Storage facilities to be incorporated into the scheme at detailed design stage.</p>
<b>CE Recommendation</b>			<p>Perimeter treatment of landscape areas to be considered at detailed design stage. Potential to review accessible and elderly parking bay numbers at detailed design stage.</p>
<b>SD-C291-17</b>	roads	Individual	<p>I attach a submission expressing my support for the proposed Rosemount District Centre Enhancement Scheme, subject to some tweaks. I hope this submission is of assistance to SDCC and I want to thank SDCC for this important investment in our area.</p> <p>Attachment;</p> <p>Submission on Rosemount District Centre Enhancement Scheme</p> <p>This development will have the single biggest impact on residents of Ballyroan than any other for the foreseeable future. This project and the potential to transform this public space into something that works for all of our community. I am fully supportive of the aims of the project as explained in the documentation provided for the consultation. Creating a more liveable, accessible, and sustainable city is something that will benefit all of us.</p> <p>I commend South Dublin County Council for the significant diligence, thought and consultation that has already been undertaken in relation to this project.</p>

### Things I like

I strongly support the following aspects of the proposals:

Enhanced greening of the area

Provision of play area for children

Promotion of active travel

Traffic calming measures

Provision of seating outside of the shops

Provision of designated space for deliveries

Provision of designated parking spaces for elderly drivers

More bike parking

However, having consulted with many local residents and examined the plans in detail with Buterfield District Residents Association and Ballyboden Tidy Towns, I believe there are some practical issues with some of the proposals. I would like to make the following suggested tweaks to the plans, which would, I believe, achieve the same goals as set out above, albeit in a slightly different manner:

### Play Area

I am delighted to see the inclusion of play areas in the proposals as I know this is something that young families in our area have been crying out for.

However, I have concerns about the safety aspects of locating a play area directly beside the main delivery point for Supervalu, particularly if large trucks are expected to be reversing in and out of that area.

In my view, one larger play area should be located at the southern end of the district centre. I would like to see a high quality play area created here with facilities for children of all ages and provision of seating for adults included alongside it. A playground will attract families to the area and drive business

in the surrounding shops and cafes.

This play area could be expanded in future years using adjacent grass land to the south of the district centre, although I understand this land is unfortunately outside the scope of the current Scheme.

#### Shared Cycling and Walking Route

At the top of Marian Road where it meets Ballyroan Road there is a campus with four schools (Coláiste Éanna CBS, Sancta Maria, Scoil Naomh Padriag and Saplings Special School), with a fifth school (Ballyroan BNS) located just a few hundred metres down Ballyroan Road. Provision has already been made for a shared safe walking / cycling path at the top of Marian Road.

I strongly welcome what appears to be an extension and continuation of the existing shared walking and cycling route at the southern end of the district centre as part of this Scheme.

In time I would hope that this safe route could be continued down the rest of the length of Marian Road and connect with the Dodder Greenway on Buterfield Avenue. Consideration should be given to this as part of the current Scheme.

Given the proximity of the shared walking / cycling route to the entrances of the shops and the proposed seating areas it will be important that this route is prioritised for more vulnerable cyclists (e.g. school children and families) and that slow cycling is encouraged.

It will also be important that this walking / cycling route is not blocked by chairs and tables, deliveries, or market stalls.

From a health and safety perspective it is vital that raised tables, zebra crossings, clear signage, and other safety measures are put in place at both ends of the district scheme to mitigate the risk of children and vulnerable road users crossing these potentially dangerous junctions with Orchardstown Avenue and Anne Devlin Park.

In addition, I believe a wider traffic management plan taking into account all of the amenities at Rosemount (including the library, church and community centre) as well as the surrounding local area is required in order to really effect the radical and urgent changes to travel habits that we require to meet our climate targets and to reduce private car dependency in the locality. The proposed Scheme in

isolation will not be sufficient to do this.

#### Alternative Delivery Bay

I believe the current proposal for the delivery bay is problematic for a number of reasons. It does not appear to be safe (or realistic) to expect delivery trucks (particularly the 40 foot container trucks that currently service Supervalu) to reverse into the designated delivery space from Marian Road. Indeed, the delivery space proposed appears to be designed for 20 foot trucks only. If this is the case, the larger trucks will presumably continue to park on Orchardstown Avenue, which is completely unsafe and untenable.

I believe that 40 foot delivery trucks should be catered for as part of the Scheme as, unfortunately, I don't believe that Supervalu will voluntarily reduce the size of the delivery vehicles it uses without some legal imperative to do so. It does not appear that any such legal mandate will be forthcoming from either SDCC or central government in the medium term.

I would suggest the following alternatives:

Revert to a previous plan agreed with SDCC some years ago and as per Civic Engineers drawing no. 2882-CIV-REP-CX-D-C-00004 which provides space for two 20 foot or 40 foot trucks or vans, parallel with the front of Supervalu.

Create a new delivery bay parallel with Marian Road and adjacent to the road itself (rather than adjacent to the shops). This could act as a slipway on the road side of the district

centre and would facilitate the construction of the continuous shared use walking / cycling path in front of the shops and the retention of some green space on the Supervalu side of the district centre, as proposed.

#### Alternative Traffic Calming Measures / Marian Road Cycle Lanes

I welcome the intention to curb speeds on Marian Road. It is clear that the 30km/hr speed limit is simply not adhered to and the research carried out by SDCC bears this out.

However, the proposed throttle gates may simply add to congestion on Marian Road in the short to medium term. This may have negative impacts from an emissions and noise perspective, as well as

making it difficult for pedestrians to cross the road. It is also possible that traffic may be displaced from Marian Road to Buterfield Park, with this route becoming a rat run between Ballyroan Road and Buterfield Avenue. I would suggest that some alternative traffic calming measures may be more suitable for this area and could achieve the same goals.

For example, the provision of chicanes (which do not block the entire lane of traffic, but which narrow the road at a certain point) could have the same effect as the proposed throttle gates. It would be important that cycle priority was continued through any such chicanes.

However, my preferred approach would be the creation of fully segregated cycle lanes on either side of Marian Road, which would have the effect of narrowing the road and in turn reducing vehicle speed.

The shared walking and cycling route adjacent to the Rosemount shops will be mainly utilised by school children and families, and this is very much to be welcomed. However, cyclists who are not travelling to the schools or the shops will realistically continue to cycle directly on Marian Road, and this should be encouraged by the provision of fully segregated cycling facilities each way on Marian Road.

#### Promotion of Public Transport

It is important that consideration be given to the fact that the popular and frequent 15B bus route serves Marian Road, with a bus stop at Rosemount. I would like to see a large sheltered stop with seating created at this site, with provision for bicycle parking adjacent to the bus stop. Ideally a covered walkway could be provided from the bus stop to the shops.

#### Outdoor Seating

I welcome the provision of outdoor seating and would simply encourage that it is built to the highest possible standard.

I have been very impressed by the sheltered seating that has recently been built over some former parking spaces in Templeogue village and would encourage the provision similar seating outside the shops and around the district centre.

This type of sheltered seating would act as a natural barrier between the carpark and the shops, and would also facilitate the shared walking and cycling route in front of the shops, given the relatively

limited space available.

#### Ongoing Maintenance

I strongly welcome the provision of new green spaces and enhanced biodiversity measures as part of these proposals

However, I would like assurances from SDCC about how it proposes to manage the ongoing maintenance of the beautiful new grass verges, green areas, hedges, and wildflower plantations that are being proposed as part of the scheme. It should not be left to the local residents to maintain these.

I would also have concerns about the inclusion of young hedge rows as part of the proposals as these take time to bed in and can easily be subject to vandalism. If hedges are to be provided, they should be mature hedges.

#### Additional Elderly Parking

I strongly welcome the provision of larger parking spaces and designated parking spaces for elderly people as part of the Scheme. I recognise that there is a large elderly demographic in our area who have no choice but to drive, and that this car park serves numerous specialty shops and also a church, library, community centre and medical centre – all of which attract visitors not just from the Ballyroan locality, but also from much further afield. I would encourage the provision of more elderly and disabled parking spaces.

It is of some concern that even if the number of car parking spaces is reduced at Rosemount, there are huge numbers of car parking spaces freely available at Rathfarnham shopping centre just down the road. Without a considered plan to manage this, there is a risk that drivers will choose not to shop at Rosemount and will park and shop at Rathfarnham shopping centre instead. This would have a detrimental effect on the continued commercial viability of our small, speciality, local traders in particular.

I am glad to see the inclusion of two electric vehicle charging points as part of the proposals, but would like to see more of these EV charging points.

#### Bicycle Parking

I strongly welcome the provision of high quality bicycle parking at this area as a means of encouraging



			<p>active travel. However, I would also like to see the inclusion of sheltered bike parking, as well as facilities to park increasingly popular cargo bikes, electric bikes and potentially some electric bike charging facilities.</p> <p>I am grateful to everyone who has contacted me with their views on the proposed Scheme and I hope that my submissions reflect the fact that the vast majority of residents who badly want to see improvements made to this area.</p> <p>As a local resident as well as a local representative I am excited to see such an ambitious proposal for our area. I am keen to see this Scheme succeed and for that reason I have tried to be as constructive and practical as possible in this submission. If I can be of any further assistance to SDCC please do not hesitate to contact me.</p> <p>Yours sincerely</p>
<b>CE Response</b>			Perimeter treatment of landscape areas to be considered at detailed design stage. Please refer to accompanying File Note – 01 for Designer’s Response.
<b>CE Recommendation</b>			Potential for wider traffic management plan to be considered Outdoor seating to be incorporated at detailed design stage. Maintenance plan to be considered. Additional elderly parking to be considered. Scheme to incorporate cycle parking.
<b>SD-C291-18</b>	roads	Organisation	<p>Please see submission attached.</p> <p>Attachment;</p> <p>Dear Sir/Madam,</p> <p>We, Brock McClure Planning &amp; Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin have been instructed by Cedarglade Limited, Musgrave House, Ballycurran, Airport Road, Cork, Co. Cork, to make this submission to South Dublin County Council in relation to the proposed Rosemount District Centre Enhancement Scheme application under Part 8 SD238/005.</p> <p>Firstly, we would like to acknowledge the consultation undertaken with our client as part of the initial design development of this scheme. However, we wish to put on record, the concerns regarding the</p>

proposal set out and how they will impact on the operations of our clients' SuperValu store in the Rosemount District Centre, Rathfarnham, and the greater breath of all the businesses and citizens. This store, based on the documentation furnished to us, is directly and significantly impacted by the proposed public realm works identified at the front of the site as are many other businesses. We are of the opinion that several areas have not been fully considered and would merit further consideration and discussion with local businesses and residents.

The proposed scheme aspires to:

"upgrade the urban space to make the area more inviting to residents, businesses, and visitors.

reconfigure the carpark to maximise its functionality whilst also improving pedestrian links to and through the District Centre.

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

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

Marian Road is to incorporate traffic calming measures along it within the area of the district centre."

The existing car park on site contains 84 parking spaces laid out in seven sections, although not all formally demarcated, with further unassigned spaces providing up to 17 spaces in front of the Ballyroan Community Centre and parade shops. The Part 8 Report prepared by Civic Engineers noted that "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." It is our submission that this proposal does not help to alleviate the traffic and car parking demand of all 11 businesses and the church within the Rosemount District Centre. The proposal provides for a designated loading bay and a total of 73 no. car parking spaces including 2 no. accessible spaces. This results in a net loss of 28 no. car parking spaces. Considering the traffic survey's vehicular movement count where the peak weekday vehicle count entering the car park was recorded as 1,577 vehicles, the loss of car parking spaces is not justified by the proposal. It is considered that the loss of 28 no. car parking spaces coupled with the demand from the existing business may lead to overspill of vehicles parked in adjacent residential areas.

The proposed car park configuration does not help with the customer journey and whilst an improvement on the current layout, appears to be difficult to navigate. While it is understood that it is the ambition to create the area as a pedestrian friendly environment, the layout of the car parking does

not appear to be in the best interests of those customers travelling by car or bicycles. No bicycle parking is proposed as part of this scheme. Specific provision should be made for sheltered bicycle parking with suitable parking for cargo bikes.

Overall, while our client is disappointed that there will be a loss of car parking numbers, they are not opposed to the premise of the works proposed and are clear on the significant benefits the proposal will bring to their customers and surrounding residents.

Further, it is highlighted that the proposed development does not take into full consideration the need for delivery trucks to SuperValu or indeed the other retail units in the Rosemount District Centre. As a large retail foodstore in the area, SuperValu require deliveries on a daily basis from suppliers which are delivered by Heavy Goods Vehicles (HGV's). In order to accommodate these deliveries, clear unobstructed access which is wide enough is required. The current proposal necessitates the requirement for HGV's to reverse back out onto Marian Road which has not been given appropriate consideration and may pose a traffic and safety hazard for both pedestrians and vehicles. No clear swept path analysis has been provided to show that HGV's will have sufficient turning movements into and out of the proposed loading bay. The proposed traffic calming measures in the form of build-outs on Marian Road will also have a serious impact on HGV movements to the Centre.

In addition, there is no clear time scale or phasing for the works outlined in the proposal. An initial timescale of works is set out in the Appropriate Screening Report prepared by Greengage which noted that construction is likely to commence spring / summer 2024 with a 6-month construction period. A phased approach to the work should be adopted to identify how access to the existing businesses in the District Centre will be maintained throughout construction without disruption.

The proposed works will result in major traffic disruption during the construction phase and will have a negative effect on our clients business. How are South Dublin County Council planning to manage traffic during the construction phase to satisfy the existing businesses, pedestrians and road users in the area? It is imperative that this work be completed at night to avoid this impact.

We would like to note, that our client is not opposed to the premise of the proposed works, and are appreciative for the consultation to date, but are open to further dialogue and discussion regarding their legitimate concerns and the impact the proposal will have on their current business.

We hope that the contents of this observation are taken into account during the assessment of this

			<p>application.</p> <p>We confirm that we act for Cedarglade Limited and request that all future correspondence in relation to this matter be directed to this office.</p> <p>If you have any queries, please contact me directly.</p> <p>Yours sincerely,</p>
<b>CE Response</b>			Refer to report section 4.1 CE Response 1 Parking Concerns. Please refer to accompanying File Note – 01 for Designer’s Response on loading bay.
<b>CE Recommendation</b>			Scheme to incorporate cycle parking. HGV loading to be reviewed. Construction programme to be considered and a phased approach to works to be assessed.
<b>SD-C291-19</b>	Traffic	Individual	I am in favour of upgrading the car park and green areas around Rosemount SC. However, I wish to lodge an objection to narrowing of the junction of Pinewood Park and Marian Road and also to the installation of 'throttle gates' along Marian Road. As a resident, driver and walker in this area for many years I do not deem these measure to be necessary. I see these measures as a disadvantage to Marian Road as it will cause further build up traffic and cause unnecessary delays.
<b>CE Response</b>			Refer to section 4.1 CE Response 4 Traffic Calming Concerns
<b>CE Recommendation</b>			Traffic calming to be implemented as per current proposals,

<b>SD-C291-20</b>	Traffic	Organisation	<p>This proposed upgrade of the Rosemount District Centre is to be broadly welcomed, the overall plan/layout will greatly enhance the area and give it a greener and more people friendly uplift, rather than the present expanse of hard tarmacadam and concrete surfacing.</p> <p>We would wish to see greater provision for increased cycle parking and encouragement to access the centre by active travel means. We suggest that the present 9 bike spaces be increased further, and provision be made for cargo bike parking. Cargo bike use is on the increase and more families are now beginning to use cargo bikes for shopping and leisure trips.</p> <p>We have some concerns about the provision for delivery trucks and the overall safety of cyclists, pedestrians, and children in particular in the vicinity. The present design proposal might be re-examined to provide greater safety.</p>
<b>CE Response</b>			Cycle parking to be incorporated at detailed design stage
<b>CE Recommendation</b>			Perimeter treatment of landscape areas to be considered at detailed design stage particularly at loading bay
<b>SD-C291-21</b>		Organisation	Please see attached correspondence and analysis from MPA
<b>CE Response</b>			Potential for wider traffic management plan to be considered alongside wider improvements. Road Safety Audit has now been undertaken, report and designers' CE Responses to be considered. Please refer to accompanying File Note – 01 for Designer's Response on loading bay.
<b>CE Recommendation</b>			Potential consideration of a 'Mobility Hub'

<b>SD-C291-22</b>	roads	Individual	<p>As a resident of a neighbouring suburb I welcome the upgrade of the Rosemount area as I frequent it for both the shops and the library. I mainly travel to the area by bicycle and welcome the scheme to enhance the environs as well as promote an Active Travel Environment.</p> <p>The main areas of the scheme which I welcome are:</p> <ul style="list-style-type: none"> <li>- The removal of parking by the shops and the creation of the plaza</li> <li>- The overall traffic calming measures</li> <li>- The inclusion of more bicycle racks</li> </ul> <p>However I would like to add two additional observations:</p> <ul style="list-style-type: none"> <li>- The bike parking should fit a variety of cycles as thankfully we now see more cargo bikes in the area. In addition there should also be covered cycle racks .</li> <li>- To promote active travel such as cycling its imperative that this scheme be connected into a n integrated network and unfortunately this does not seem to be the case with the scheme. So in order for the true modal shift to occur there needs to be further integration into such schemes as the Dodder Greenway. I hope this will be considered in future plans.</li> </ul>
<b>CE Response</b>			Cycle parking to be incorporated into scheme.
<b>CE Recommendation</b>			Future active travel links to be considered.
<b>SD-C291-23</b>	Traffic	Individual	<p>Please see attached submission. Thank you and kind regards.</p> <p>Attachment;</p> <p>I refer to the current public consultation in the above matter and, whilst I welcome the long overdue improvement works in principle, I would be grateful if the following issues which have been raised by residents, could be addressed, please:</p> <p>It appears that HGVs will have to reverse into the loading bay beside the proposed play space to access the shops. I would ask that maximum precautions are taken to ensure the safety of residents, particularly children, in and around this area. As discussed at previous public consultation meetings, is it necessary to have HGVs reversing here to access the shops? Could other alternatives be explored to ensure safe access by vehicles to the loading bay?</p>

			<p>That the Council explores alternatives to the proposed throttle gates to slow the traffic on Marian Road, which may not have as intrusive an effect on adjoining neighbours. In addition, there are concerns that the throttle gates are too close to the bus stops and to the entry/exit to the car park and may impede proper and safe traffic flow. Could other measures such as staggered chicanes, like those in use on Ballyfermot Road be considered here instead?</p> <p>The reduction of parking spaces to 62 spaces only is too severe and will be inadequate to serve the needs of the area given its proximity to the shops, the church, the library, and the community centre, all of which are much used and will suffer if too much parking is taken away.</p> <p>That sufficient funding is allocated to this project to ensure that the quality and effectiveness of the final design is not compromised, given the length of time which has elapsed between the allocation of funds and the proposed commencement date and the increases in prices in the interim.</p> <p>Regards,</p>
<b>CE Response</b>			<p>Please refer to accompanying File Note – 01 for Designer’s Response on loading bay. Refer to section 4.1 CE Response 4 Traffic Calming Concerns. Refer to report section 4.1 CE Response 1 Parking Concerns.</p>
<b>CE Recommendation</b>			<p>Scheme to progress based on current proposals. Traffic calming to be implemented as per current proposals.</p>
<b>SD-C291-24</b>	Traffic	Organisation	<p>We, Marston Planning Consultancy, 23 Grange Park, Foxrock, Dublin, D18 T3Y4, are instructed by our client’s Butterfield District Residents Association, 2 Silverwood Drive, Dublin 14 to make the following submission to South Dublin County Council in respect of the Preferred Scheme for the above described development.</p> <p>Attachment;</p> <p>We, Marston Planning Consultancy, 23 Grange Park, Foxrock, Dublin, D18 T3Y4, are instructed by our client’s Butterfield District Residents Association, 2 Silverwood Drive, Dublin 14 to make the following submission to South Dublin County Council in respect of the Preferred Scheme for the above described</p>

development.

As requested in the public notice this submission is made within the timeframe specified. We note that there is no fee for making a submission in relation to the public consultation that is known as the Proposed Rosemount District Centre Enhancement Scheme (the Scheme). Our submission on behalf of our clients and the full reasons and considerations upon which this is based are set out below. We can confirm that we are familiar with the subject site and have examined the drawings and other particulars that form part of this planning application by South Dublin County Council.

We wish to iterate at the onset that our clients welcome the overall objective of the project that is to enhance the environment of the area and to make it more attractive for residents, businesses and visitors. However, in our considered opinion a study that solely focuses on a narrow strip of land that solely encompasses the footpath to the front of the shops, car parking (and open spaces either side), road and adjacent junctions; rather than a scheme that provides a vision for the wider area, and at least the urban block that contains significant land uses that exert their own differing pressures that include a library, community and youth centre, pastoral centre and church; as well as its immediate residential community; must be considered as being substantially flawed.

The inadequacy of the scheme is further highlighted by the seemingly lack of empirical evidence to back up some of the conclusions and recommendations being made under the Scheme. In making this submission we have consulted and been advised by Martin Peters and Associates, Transportation Consultants. Their considered opinion has been incorporated within this submission.

#### 1. Overview

We respectfully submit that the grounds for withdrawing the current Scheme, and seeking a more comprehensive assessment of the area, prior to the making of a revised scheme are clear and unambiguous. The principle of the environmental enhancement of the shopping centre is not in question, but the ignoring of other key transportation needs, demands and pressures will result in a Scheme that will have knock on negative impacts for all businesses and community based activities, as well as the residents, of the area.

The simple fact in this case is that this is a redesign of the car park rather than offering active travel options and alternatives to access the shopping centre. There is a need for the Scheme to consider all



modes of transport and aspire to reduce the role of the private car and increase travel by more sustainable modes.

The Scheme as currently presently fails to adequately consider both EV spaces, or future proof to provide for additional EV spaces in the future; fails to provide adequate disabled parking; and fails to provide adequate bicycle parking infrastructure.

On that basis we would respectfully request that South Dublin County Council fully consider the content of this submission and decide not to proceed with the Scheme as currently proposed in the interests of the proper planning and sustainable development of the area.

Prior to outlining the detailed grounds for our client's submission and an amendment to the scope of the Scheme it is useful that the correct context of this Scheme is laid out:

## 2. Subject site and environs

The site that is the subject of the Scheme is defined on Map1 and Map 2 of the submitted Scheme. This is replicated on page 2 of the report submitted as part of the Scheme. The focus of the Scheme is the car park and adjacent roads and spaces that are associated with the Rosemount shopping centre.

The area within the red line of this scheme is defined by the 84 car parking spaces within the car parking area to the east of the shopping centre that is laid out in seven sections, with another 17 spaces provided within the red line to the front of the existing shops and the Ballyroan Community and Youth Centre. There is pay and display parking within the car park with a small area of open space either side of the car park. There is vehicular access to the car park from Marian Road only with each of the seven sections having access off the road that passes along the front of the shopping centre. This access road is indicated as being one way only (from north to south) with the exit onto the Marian Road at the north-east of the car park. It is noted that on site visit that there was heavy on street car parking around the shopping centre. This appears to not have been considered in the Scheme.

The site of the Scheme also includes the pavement in front of the shops; as well as the junction of Orchardstown Avenue and Marian Road to the north-east of the site; the junction of Ann Devlin Park Road and Marian Road to the south-east; as well as the junction of Pinewood Park and Marian Road to the east of the car park.

The shopping centre contains 11 units that consists of a range of retail and other services that is anchored by a Supervalu supermarket that is located at the western end of the units. Other units

include a greengrocers, café, Chinese take-away, pharmacy, fishmongers, butchers as well as three units that include a doctors, hair salon and beauty salon at first floor level.

Whilst the wider block is not included within the site that forms this Scheme, it is our contention that it is incumbent on the Council to withdraw their current Scheme and undertake a wider study of the urban block and surrounding residential areas, and other land uses, in particular active travel connections to schools, and how the current scheme could have clear conflicts with a wider study. This has informed the rationale and justification for our client's submission.

The wider urban block contains the Holy Child Church that contains five car parking spaces (including two disabled spaces) to its north; as well as spaces for the priest and other church workers to its south. The Pastoral Centre, which is linked to the church is located to the west of the church and it bounds a car park primarily serving the library further to the west, that is accessed off Orchardstown Villas to the west of the block. There are 18 further car parking spaces in this car park that is not subject to any pay and display restrictions. There are a further 6 on-street car parking spaces that are inset within the footpath to the immediate west and north of the library. It is notable that the rest of the eastern side of Orchardstown Villas; and both sides of Orchardstown Avenue (between Orchardstown Villas and Marian Road) is marked in double yellow lines. It is notable that the planning report that accompanies the Scheme makes no detailed reference to any of these additional land uses that either fully or partly utilise the car park at different times.

There is a cul-de-sac service entrance off Orchardstown Avenue to the rear of Supervalu and some of the other stores within the shopping centre. This is heavily restrictive and narrow in width, and on our site visit, was further restricted by storage containers.

There is a bus stop adjacent to the northern side of the car park on Marian Road that is served by the 15B and 15D bus services. Whilst the 15D service is irregular, the 15B service runs every 10-15 minutes connecting Stocking Avenue to the south with Merrion Square.

The shopping centre is zoned as LC – Local Centre that has as its objective “to protect, improve and provide for the future development of Local centres”. This LC zoning also covers the car park and open space areas either side as well as the rest of the urban block. It is notable that the church is a Protected Structure and we note that section 2.6 of the Scheme states, incorrectly, that there are no sites of cultural, historical or archaeological significance in the area, and makes no reference anywhere to the fact there is a Protected Structure within this urban block. We note that the Scheme makes no reference to this zoning, and makes sole reference to Policy G11 Objective 4 in setting out relevant

policies and objectives of the South Dublin County Development Plan 2022-2028. No reference is made to car parking or bicycle parking standards, or active travel policies under the County Development Plan that are relevant in this instance.

The area surrounding this local centre is residential in character formed by primarily two storey semi-detached houses. The schools in the local area include the Rathfarnham Parish National School to the north-east; the Ballyroan Boys National School to the south-east; and Colaiste Eanna CBS and Scoil Naomh Padraig to the south. These schools are all within 500m of the shopping centre and therefore have a heavy influence on transportation patterns in the area. The Scheme as presented has failed to consider these in presenting it under the current Enhancement Scheme.

### 3. Proposed Enhancement Scheme by South Dublin County Council

In summary the proposed development provides for the reconfiguration of the existing car park and a widening of the footpath to the front of the retail units that will omit the access road and parallel parking spaces to the front of the units. We note the lack of clarity in the description of the Proposed Scheme within section 1.3 of the accompanying Report. Indeed given the albeit limited objectives for the Scheme, a failure to set out in clear terms, the changes being made to the number of car parking spaces, and to consider the implications of same to existing businesses is notable.

The proposed Scheme indicates a total of 73 car parking spaces (including 2 accessible / disabled spaces) within a revised car parking layout that is accessed off a light realignment of the existing entrance, with car parking spaces proposed either side of a new access road that runs from north to south, with parking spaces either side. The exit from the car park is proposed further west than is currently existence and slightly to the east of the Pinewood Park / Marian Road junction. A HGV loading bay is located at the western end of the realigned car park that would sit perpendicular to the front of the Supervalu store.

The Preferred Scheme indicates that there will be just two accessible bays and just two new EV chargers provided that have capacity to serve two spaces in the car park each. The Council's own Development Plan standards set that at least 20% of car parking spaces should be able to be used for EV charging, and all spaces should be constructed to be capable of accommodating future charging points. We note that just over 5% of spaces are capable of being utilised for EV charging; and no reference to the remaining spaces being capable of utilising EV charging points in the future is made.

The two disabled are indicated as being proposed. This is indicated as reflecting the existing number of

disabled spaces. We note that no assessment of the need for disabled spaces has been undertaken within the local community, and that whilst the Development Plan does not set out a quantitative need, this is generally required by the Council in other commercial developments to amount to at least 5% of the spaces. The current Scheme only provides 2.7% of spaces as being accessible spaces.

The Scheme indicates that the Scheme will include new bike stands as part of the development that will replace the existing nine Sheffield bike stands. A site visit indicated that there are actually 13 stands that are located 3 no. at the northern end of the pavement; 3 no. in front of the pharmacy; 4 no. to the side and 3 no. to the front of the Community Centre. The Preferred Scheme does not indicate the location for such new bike stands; their number or whether cargo bike stands will be provided.

The Preferred Scheme indicates three pathways cutting across the parking layout that connect the Marian Road pavement with the shop units and widened pavement in front of them. We note that a traffic survey was undertaken on Marian Road that identified a 85%percentile speed of 43km/h on northbound traffic; and a 85%percentile of 41km/h. The Scheme indicates that Marian is signed as a slow 30kn/h road. It is unclear how long the 30km/h speed limit has been in place

### 3. Critical assessment of the Proposed Scheme

The full grounds of our clients' submission together with the arguments, reasons and considerations upon which it is based is set out below. South Dublin County Council has put forward a Proposed Scheme that is in our considered opinion, deeply flawed, and not backed up by data to indicate that the Scheme will not lead to other issues arising both within the shopping centre, but also within the surrounding urban block and residential area.

#### The need to extend the Scheme to the wider urban block and surrounding local area

We respectfully submit that the scheme as presented is significantly deficient on grounds that little or no consideration has been made of the surrounding land uses and activities. The Scheme is solely focussed on the redesign of the car park rather than a wider ranging study that should consider all modes of transport, surrounding land uses and aspire to reduce the role of the private car and increase travel by more sustainable modes.

There is a clear link between all the land uses within the block and the car parking. Whilst the library has its own car park, this is heavily restricted and constrained. It is essential, in our considered opinion, that the Scheme is extended to beyond the car park. Any changes being made to the car park has clear

implications to nearby businesses, and other community facilities (church, library etc.) and there is a clear need to consider the wider implications of reducing the car parking spaces to the front of the shopping centre from 101 to 73 spaces. This must be done having regard to a wide range of factors, and the study area should include a greater part of Ballyroan as any public realm measures introduced within such a small study area are unlikely to have a significant effect upon travel habits and patterns in the surrounding area. The limited nature of the study means that radical measures to improve the existing centre from a transport perspective are unlikely to be successful and so the scheme seems to entail little more than a revised car park design with some minor improvements to the walking experience.

#### Inadequacy of proposed car parking

As outlined above it is currently proposed to reduce the car parking spaces to the front of the shopping centre from 101 to 73 spaces. The use of the car park appears to be based on a survey undertaken between the 15<sup>th</sup> June and 21<sup>st</sup> June 2023. This a period where traffic patterns will have altered due to schools either having closed or where pupils are taking exams. It is therefore up for debate as to the accuracy of the survey as reflecting a true usage of the car park. It is our client's contention that the car park use is significantly above that outlined in the Scheme Report.

The inadequacy of the Scheme is reflected in the failure of the Council to uphold their own Development Plan standards in terms of accessible parking spaces and EV charging points. All parking spaces should be designed to have capacity to be used as EV spaces in the future, with at least 20% of the spaces being provided as EV spaces now. The failure of the Council to uphold its own car parking standards is deeply troubling, and it is imperative that the Scheme that moves forward to becoming a Part 8 application addresses this or it will be in material contravention of its own statutory Development Plan.

#### Inappropriate nature of throttle gate use

Whilst the scheme is not explicit in calling these out we note that Rosemount Plan V3 indicates a narrowing of Marian Road to being a single lane width at pinch points to the west of the Orchardstown Avenue and Marian Road junction, and to the south of the Anne Devlin Park and Marian Road junction. The purpose of these is to seek to slow traffic to 30km/h and what is suggested as improving conditions for cyclists. We respectfully submit that the speed limits on Marian Road, and how the centre and its wider block functions, are in our considered opinion, two separate matters. They have the potential, as well as generating tail backs at these points, to result in drivers speeding up to avoid

having to wait for traffic to pass. This in the context of the proposed crossing across Marian Road, to the immediate south of the Pinewood Park entrance, and the two bus stops either side, as well as other junctions in addition to the entrance and exit to the shopping centre, has the potential to result in an increase in the potential for traffic accidents. The bus stops and junction improvements, where it is indicated it will create a raised red brick surface, will generate its own traffic calming, and there is no justification for these throttle points under the Scheme.

In regard to cycling, which the traffic pinch points purport to support, we note that Marian Road does not contain any cycling lanes currently, and that where existing cycling infrastructure is in place, and which runs off-road along the western side of Marian Road connecting over Ballyroan Road, Ballyroan Crescent and

leading to the schools to the south of the site; the Scheme offers no connectivity at all, or vision for how this existing excellent infrastructure could be incorporated into the Scheme and the wider active travel strategy for the area. This is a significant flaw to the Scheme. It will do the complete opposite of what it intends by reducing its attractiveness to active travel users.

#### Smarter Travel

We submit that the measures proposed to encourage and assist smarter travel (maximising the use of sustainable forms of transport including walking, cycling and public transport) as identified on page 9 of the planning report are limited to some footway widening (over a relatively short distance), traffic calming measures, age friendly parking spaces, new bike stands and EV charging points. These measures are the minimum that would be expected to be provided but it is felt that these are unlikely to radically change the travel habits of those visiting the centre, and as already set out are below the minimum standards required by the Council themselves when assessing new development proposals.

The provision of a Mobility Hub (or similar) to integrate the various forms of transport provide and provide "first and last mile solutions" to connect visitors to public transport services should have been considered. It is accepted that the study area cannot influence the transport services and infrastructure in the wider area but that is exactly why a more comprehensive study is required if it is to achieve the smarter travel objectives identified by the Government.

#### Dangerous HGV loading bay

We respectfully submit that the HGV loading area is proposed in an area that would be difficult to

access at peak times and would result in safety conflicts with vulnerable users such as children playing in the proposed greenspace within the existing green area to the north of the site. The loading bay would require reversing movements onto Marian Road, which will create a new safety risk in this area. Indeed, no swept path assessments appear to have been provided to demonstrate that these movements are feasible and what kind of impact they will have upon the wider car park area. There is a need to reconsider this aspect of the Scheme and offer an alternative solution to loading that is separate to the car parking. We note that the Scheme is based on no survey information on current servicing arrangements beyond anecdotal comments.

#### Inadequacy of location of play area to the north

The Scheme includes a play area within the existing green space at the junction of the Marian Road and the Orchardstown Avenue. The visualisations submitted with the Scheme indicate this space as being encircled by a low hedgerow and would connect into the walkway to the front of the shops to its west. We note that the visualisation fails to indicate the position of the loading bay, and the clear potential conflict that may ensue. Any play area should be identified for the southern end of the study area, and it should be required to be fully secure to increase its attractiveness to families with young children.

#### Inadequacy of consideration for road safety

The report that accompanies the scheme indicates on page 10 that a Road Safety Audit (Stage 1/2) will be undertaken after the statutory consultation period to allow for any amendments resulting from the consultation to be incorporated ahead of the audit. Whilst the desire to undertake the RSA after scheme modifications have been made is understood, it does not address the safety aspects of the scheme that the residents have been asked to provide their views on. We respectfully submit that a Stage 1 RSA should have been undertaken and submitted with the Scheme and not left until it is too late for residents to be consulted. The RSA would have to be revisited if changes result from the consultation, but this should be straightforward and ensures that safety has been an integral part of the scheme from conception to delivery.

#### Community events

The implication of community events appears to have been dismissed under the Scheme. There is no assessment of the implications of community events at the church or the community centre (e.g., a funeral) for the operation of the Rosemount shopping centre. Given the proximity of these community facilities, it is highly likely that events will take place when the centre is busy, which will put additional

stress upon the scheme and potentially increase the risks between the different users. The failure of the Scheme to adequately consider these is a significantly flaw, and needs to be reconsidered.

### 3. Conclusions

We respectfully submit that the Scheme is significantly deficient in nature and its scope needs to be carefully reconsidered. We respectfully submit that there are a number of critical matters for the Planning Authority to consider in redefining the scope of the Scheme as currently put forward, which as well as being contrary to the development standards of its own County Development Plan, will result in some serious traffic hazards and conflicts between different users. There is therefore a need for the Council to address the following:

Seek a more comprehensive assessment of the area that includes a fully integrated Scheme for the entire Local Centre and fully considers its integration into the surrounding area and land uses;

The principle of the environmental enhancement of the shopping centre is not in question, but the ignoring of other key transportation needs, demands and pressures will result in a Scheme that will have knock on negative impacts for all businesses and community based activities, as well as the residents, of the area;

There is a need for the Scheme to consider all modes of transport and aspire to reduce the role of the private car and increase travel by more sustainable modes, whilst respecting the business and other community based activities. The creation of traffic calming measures along Marian Road in the form of pinch points / throttle gates will not have any benefit to the area but has the potential to generate rat runs, and traffic congestion making it less attractive to users of the wider local centre, further accentuating the need for a wider scope for the scheme; and

Need to improve the number of accessible spaces, EV charging points and cycling infrastructure.

We wish to reiterate that our clients welcome the overall objective of the project that is to enhance the environment of the area and to make it more attractive for residents, businesses and visitors. However, in our considered opinion a study that solely focuses on a narrow strip of land that solely encompasses the footpath to the front of the shops, car parking (and open spaces either side), road and adjacent junctions; rather than a scheme that provides a vision for the wider area, and at least the urban block that contains significant land uses that exert their own differing pressures that include a library, community and youth centre, pastoral centre and church; as well as its immediate residential



			<p>community; must be considered as being substantially flawed.</p> <p>In our considered opinion it is unquestionable that the Scheme, whilst improving the environment of the car park, offers little wider benefits, and raises other substantive concerns as set out in this submission. We respectfully submit that given all of the foregoing arguments, reason and considerations, the Council is invited to reconsider the Scheme as currently presented given the ill-considered nature of the proposal that runs contrary to the proper planning and sustainable development of the area.</p> <p>We trust that South Dublin County Council will give due consideration to all matters raised in this submission.</p> <p>Yours faithfully,</p>
<b>CE Response</b>			Refer to section 4.1 CE Response 4 Traffic Calming Concerns. Refer to report section 4.1 CE Response 1 Parking Concerns. Please refer to accompanying File Note – 01 for Designer's Response on loading bay.
<b>CE Recommendation</b>			Consider EV changing bays plus futureproofed solution. Review accessible parking bay numbers, incorporate cycle parking into the scheme. Potential consideration of a 'Mobility Hub'
<b>SD-C291-25</b>	roads	Staff member	<p>Per attachment</p> <p>Attachment;</p> <p>Hi,</p> <p>As an elected Councillor for the area and following several meetings with SDCC and exchanges with residents, I would like to express my support for the proposed upgrade to Rosemount District Centre and acknowledge the significant non statutory consultation process that has taken place. There are just a few observations I would like to make.</p> <p>1: I would like to see the inclusion of a covered area like the one in Templeogue Village. This could act as a meeting place for residents young and old and provide a valuable meeting space for people to meet and chat and form a strong community spirit. This proposal reflects comments from local residents.</p>

			<p>2: As you know, Rosemount is a very busy centre with shops, the Community Centre, Library and Church. The is also has a diverse demographic. Some will benefit greatly from the much-welcomed new cycling/ active travel facilities however, there are those that due to age or infirmity may need to use their cars. With this in mind I would like to propose an increase in age friendly/ disability parking.</p> <p>3: I have concerns about the access and egress of large HGVs onto the site and would ask that an alternative proposal be put forward. Smaller trucks with more frequent deliveries perhaps. This reflects local concerns</p> <p>Yours sincerely,</p>
<b>CE Response</b>			Please refer to accompanying File Note – 01 for Designer's Response on loading bay
<b>CE Recommendation</b>			Potential to consider covered area. Review accessible parking bay numbers, incorporate cycle parking into the scheme
<b>SD-C291-26</b>		Individual	<p>Really excited to see plans for making Ballyroan more people-friendly. This is currently a huge concrete car sewer, and an awful waste of public space.</p> <p>The plans for reducing parking are great, this is an overabundance here which could be better used for public and green space. A significant proportion of the remainder should be allocated as reserved for the elderly, with a good number of universally accessible spaces too (including both proposed EV charging bays - see Dept of Transport's new Draft Universal Design Guidelines for EV charging).</p> <p>Great to see a focus on active travel, but greater provision of good quality sheltered bike parking, including for cargo bikes should be included (specifically Sheffield stands). While I would love to see segregated cycling facilities along the length of Marian Road, ultimately linking into the Dodder Greenway, this would be tricky without cutting down a significant number of healthy, mature trees. As an alternative, the road should be reduced to a maximum of 6m along its entire length from the current 7m. This should be accompanied by traffic calming features such as the chicanes trialled on Lower Dodder Road. These should most importantly allow for continued straight ahead access for cyclists in both directions, to help encourage modal shift and not force cyclists to have to assert themselves in the face of oncoming traffic. The gaps provided should be wide enough for non-standard cycles.</p>
<b>CE Response</b>			Cycle parking to be incorporated into the scheme.

<b>CE Recommendation</b>			Consider EV changing bays plus futureproofed solution.
<b>SD-C291-27</b>	Traffic	Organisation	<p>Dublin Cycling Campaign warmly welcomes the proposed scheme at Rosemount which we hope will tie in with the existing shared walking and cycling route at the southern end of Marian Road linking with Ballyroan Road.</p> <p>We welcome in particular the following elements of the scheme:</p> <ol style="list-style-type: none"> <li>1. Promotion of active travel</li> <li>2. Inclusion of shared cycling / walking route, to link with similar adjoining route</li> <li>3. Traffic calming measures</li> <li>4. Enhanced bike parking</li> <li>5. Enhanced greening of the area</li> <li>6. Provision of play area for children</li> <li>7. Provision of seating outside of the shops</li> <li>8. Provision of safe, designated space for deliveries</li> <li>9. Provision of designated parking spaces for elderly drivers and those who cannot avail of active travel</li> </ol> <p>We have included some observations and suggested improvements in the attached document.</p> <p>Attachment;</p> <p><b>Submission on Rosemount District Centre Enhancement Scheme</b></p> <p>Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Our vision for Dublin is a place with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.</p> <p>Dublin Cycling Campaign warmly welcomes the proposed scheme at Rosemount which we hope will tie in with the existing shared walking and cycling route at the southern end of Marian Road linking with Ballyroan Road.</p> <p>We welcome in particular the following elements of the scheme:</p> <p>Promotion of active travel</p> <p>Inclusion of shared cycling / walking route, to link with similar adjoining route</p> <p>Traffic calming measures</p>

- Enhanced bike parking
- Enhanced greening of the area
- Provision of play area for children
- Provision of seating outside of the shops
- Provision of safe, designated space for deliveries
- Provision of designated parking spaces for elderly drivers and those who cannot avail of active travel

We have the following observations on the proposed Scheme:

#### Shared Cycling and Walking Route

At the top of Marian Road where it meets Ballyroan Road there is a campus with four schools (Coláiste Éanna CBS, Sancta Maria, Scoil Naomh Padriag and Saplings Special School), with a fifth school (Ballyroan BNS) located just a few hundred metres down Ballyroan Road. Provision has already been made for a shared, safe walking / cycling path at the top of Marian Road to serve this campus.

We strongly welcome what appears from the drawings to be an extension and continuation of the existing shared walking and cycling route at the southern end of the district centre as part of this Scheme.

In time we would hope that this safe, segregated route could be continued down the rest of the length of Marian Road to connect with the Dodder Greenway on Butterfield Avenue. Consideration should be given to the potential for this as part of design of the current Scheme.

Given the proximity of the shared walking / cycling route to the entrances of the shops and the proposed seating areas this route should be prioritised for more vulnerable cyclists (e.g. school children and families) and slower cycling should naturally be encouraged.

It will also be important that this walking / cycling route is not blocked by chairs and tables, deliveries, or market stalls for health and safety reasons.

#### Junctions with Orchardstown Avenue and Anne Devlin Park

From a further health and safety perspective it is vital that raised tables, Zebra crossings, clear signage, and other safety measures are put in place at both ends of the district scheme to mitigate the risk of children and vulnerable road users crossing these potentially dangerous junctions with Orchardstown Avenue and Anne Devlin Park

#### Bicycle Parking

We strongly welcome the provision of new and additional high quality bicycle parking at this area as a means of encouraging active travel. However, we would also like to see the inclusion of sheltered bike parking, as well as facilities to park increasingly popular cargo bikes, electric bikes, and potentially some electric bike charging facilities.

#### Alternative Traffic Calming Measures / Marian Road Cycle Lanes

We welcome the intention to curb speeds on Marian Road. It is clear that the 30km/hr speed limit is simply not adhered to and the research carried out by SDCC bears this out. This is dangerous for all vulnerable road users as there is currently no segregated cycle lane on Marian Road.

However, the proposed throttle gates may not be the right solution here and may add to congestion on Marian Road in the short to medium term. This may have negative impacts from an emissions and noise perspective, as well as making it difficult for pedestrians to cross the road.

It is also possible that traffic may be displaced from Marian Road to (the currently quieter and safer from a cycling perspective) Butterfield Park, with this route becoming a rat run between Ballyroan Road and Butterfield Avenue.

We would suggest that some alternative traffic calming measures may be more suitable for this area and could achieve the same goals.

For example, the provision of chicanes (which do not block the entire lane of traffic, but which narrow the road at a certain point) could have the same effect as the proposed throttle gates. It would be

important that cycle priority was continued through any such chicanes.

Our preferred approach of course would be the creation of fully segregated cycle lanes on either side of Marian Road, which would have the effect of narrowing the road and in turn reducing vehicle speed. However, given the width of Marian Road we acknowledge this may not be possible to create both 2m cycle tracks and 3m traffic lanes without the removal of many mature trees, which is unlikely to be welcomed by residents. However, whatever measures are proposed, we suggest that cyclists and active travel are prioritised over vehicular traffic.

The shared walking and cycling route adjacent to the Rosemount shops will be mainly utilised by school children and families, and this is very much to be welcomed. However, cyclists who are not travelling to the schools or the shops will realistically continue to cycle directly on Marian Road, and this should be encouraged to do so by serious curbs on the potential for motorised vehicles to exceed the 30km limit on the road by either the provision of fully segregated cycling facilities each way on Marian Road, road narrowing efforts along the entire road, or chicanes at regular intervals.

#### Promotion of Public Transport

It is important that consideration be given to the fact that the popular and frequent 15B bus route serves Marian Road, with a bus stop at Rosemount. We would like to see the use of public transport and changes between modes of transport encouraged at this location through the provision of a large sheltered bus stop with seating created at this site, with provision for secure and covered bicycle parking adjacent to the bus stop. Ideally a covered walkway could also be provided from the bus stop to the shops.

#### Wider Traffic Management Plan

We believe a wider traffic management plan taking into account all of the amenities at Rosemount (including the library, church and community centre) as well as the surrounding local area is required in order to really effect the radical and urgent changes to travel habits that we require to meet our climate targets, to prevent rat running on other (currently quieter and safer) roads, and to reduce private car dependency in the locality. The proposed Scheme in isolation will not be sufficient to do this.

#### Outdoor Seating

We welcome the provision of outdoor seating and sheltered seating of the kind seen in Templeogue Village could act as a natural barrier between the carpark and the shops, and may also facilitate the

			<p>shared walking and cycling route in front of the shops, given the relatively limited space available.</p> <p><b>Parking Provision at Rosemount</b></p> <p>We welcome that specific provision will be made for elderly drivers. Given the older demographics in the area, it may be worthwhile designating 50% of the car parking at Rosemount specifically for elderly and disabled drivers. It is also worth noting that nowadays</p> <p>driving is not the only option elderly or disabled people have to get around: mobility scooters can be an attractive (and cheaper) alternative for short trips to the shops or church and perhaps provision should be made for this.</p> <p>We would welcome the opportunity to meet with the Council to discuss these comments and any other design considerations.</p>
<b>CE Response</b>			Cycle parking to be incorporated into the scheme. Refer to section 4.1 CE Response 4 Traffic Calming Concerns
<b>CE Recommendation</b>			Traffic calming to be implemented as per current proposals.
<b>SD-C291-28</b>	roads	Individual	<p>The current proposal for the delivery bay is problematic for a number of reasons. It does not appear to be safe to expect delivery trucks to reverse into the current designated delivery space from Marian Road. The delivery space proposed appears to be designed for 20 foot trucks only, however Supervalu is serviced by 40 ft trucks. If this is the case, the larger trucks will presumably continue to park on Orchardstown Avenue, which is completely unsafe and untenable. There is no onus on Supervalu to change to smaller trucks so it seems very unlikely that this will happen.</p> <p>In addition, there is currently a safety barrier to protect children from running out onto Orchardstown Ave. This is proposed to be removed and replaced with a raised area on the road. Particularly in light of the possibility of 40 foot trucks parking on Orchardstown Ave, I would not support the removal of the safety barrier.</p>
<b>CE Response</b>			Please refer to accompanying File Note – 01 for Designer's Response on loading bay

<b>CE Recommendation</b>			Consider access controls adjacent to Super Valu
<b>SD-C291-28</b>	roads	Individual	I think the addition of a play area would be of great benefit to the area. Many parents of young children spend time at the centre, going to shops, library, cafe, and playing on the church grounds. A safe environment for children to play would be a fantastic addition. However, putting it beside a loading bay for large trucks and at the busiest corner of the centre in front of Super Valu is not a good idea. It would be much better placed at the southern end of the centre, where the cycle path from the school ends. This is an area where there are always lots of children playing in any case. There should also be some activities for older children as well. For example, the Bar Monkey calisthenics that are in Tymon Park. A play area would also need to be appropriately fenced to ensure it is a safe environment for children to play freely. Hedging is easily broken and would not be suitable.
<b>CE Response</b>			Perimeter treatment of landscape areas to be considered at detailed design stage particularly at loading bay
<b>CE Recommendation</b>			As above
<b>SD-C291-28</b>	roads	Individual	At the moment there are about 100 parking spaces. Usage of the district centre, and the carpark, is complex with a wide variety of needs. The BCYC runs many events, there can be funerals and weddings in the church, parents pick up their children from activities or childcare in the centre, people come to use the shops and services. For many older people, they are unable to walk to the centre and need to be able to drive there to avail of the shops and services. While they will benefit from the wider parking spaces but there is a need for more than 2 disabled parking spaces. Recently the car park has been full multiple times due to events and activities that were on. The effect is two fold. For the older person who needs to drive, there was no parking available. For other people, they ended up parking in small side roads, which causes congestion on those roads as they are narrow do not have space for large amounts of parked cars. In addition, there will be people who will go to other shops, such as Rathfarnham shopping centre, if they can't get parking which will disadvantage the local retailers. Therefore, I believe as many parking spaces as possible should be retained. Parking also needs to be provided for new forms of vehicle, such as charging points for electric cars and bikes, secure parking for cargo bikes.



<b>CE Response</b>			Refer to report section 4.1 CE Response 1 Parking Concerns
<b>CE Recommendation</b>			Number of accessible bays to be reviewed. Incorporated EV parking into the scheme
<b>SD-C291-28</b>	Traffic	Individual	Marian Road is a main artery through the area. It links the 2 main roads of Ballyroan Road and Butterfield Ave to the many smaller side roads throughout the area. It has retail outlets, commercial premises, 2 social venues, and a church facing onto it. It is also the route for the main bus through the area. As such, it is a busy road. It seems to me that trying to displace traffic from this road will only result in side roads becoming busier and they are not designed to take high volumes of traffic. I don't agree with the throttle gates - I believe they will create congestion and delays to buses as much as drivers. They could also cause a road hazard, particularly for older drivers. Why not consider other methods to slow down traffic such as the flashing speed signs used on Ballyroan and Ballyboden Roads?
<b>CE Response</b>			Refer to section 4.1 CE Response 4 Traffic Calming Concerns
<b>CE Recommendation</b>			Traffic calming to be implemented as per current proposals.
<b>SD-C291-29</b>		Individual	The report states that the current bike stands will be replaced with new ones, but the plans don't really show where they're going to be located. It would also be nice to have parking facilities for cargo bikes, and for the bike stands to be sheltered from the elements.
<b>CE Response</b>			Cycle Parking/Storage facilities to be incorporated into the scheme at detailed design stage.
<b>CE Recommendation</b>			As above
<b>SD-C291-30</b>			See Attachment  Attachment;  As a continuation from our recent email correspondence, we, the Board of Ballyroan Community and Youth Centre (BCYC) wish to bring to your attention and consideration the following points of view, in

relation to the proposed redevelopment around the community centre.

Firstly, we welcome the investment from South Dublin Council to help enhance and beautify the Rosemount Shopping Centre and its environs.

From your recent presentation at the community centre, much of focus appeared to be based around solutions to encourage greater walking and cycling around the area.

In slide 6 representing a 15 minute walk from the centre it appears as though you anticipated most of the custom to derive from within this catchment area.

However, we believe this to be flawed for various reasons, some of which are highlighted here:

The BCYC itself services a much broader area than just the Butterfield District Residents #association (BDRA) residential area (which is basically the 15 minute zone), referenced in your slides. Many of our participants irrespective of age or gender, arrive by car, which in or itself suggest a distance greater than that of walking.

A significant number of people who are using the local schools are travelling from outside the area - they may also be using the Cairde pre/ after school services. These people are never likely to be cycling to school/ centre. Furthermore, there was some focus on reducing traffic/ speed on

Marian Road (slides 21-29) and reducing the number of parking spaces at Rosemount (Slides 37-42, 47).

Older people in their 80s and 90s who are using services such as active age, Bridge class, Men's Shed and the retired teachers to name but a few programmes are unlikely to begin cycling at this stage in their lives (slide 13). From the perspective of the recent BORA AGM, there was also considerable representation from residents who require their car to remain in their homes and still be mobile and active around the area. These people are likely to be target customers for Active Age, Men's Shed, Meals on Wheels.

People driving to avail of services may be negatively impacted by reduced parking - which will affect our service providers, which may result in a loss of income to BCYC, the services which use our facility and other services within this our catchment area.

			<p>The SDCC team have been encouraging us to diversify our business model as part of the BCYC redevelopment plans. There is no doubt that reducing the available parking and making the road less accessible will greatly impact our ability to achieve this. Reducing the parking will also force more cars to see parking elsewhere around and in residential areas.</p> <p>In summary, and as previously pointed out we at the community centre request a rethink on this matter with full consultation with us and the other businesses/ services within the area. If necessary and if agreed by the other local businesses, BCYC can become the link between us and your good selves moving forward.</p> <p>We strongly encourage that this process includes the wider representation of the centre's different services. If required, we can do a survey of the current class participants to see where the majority of these people commute from and how they arrive here. Perhaps it is an idea to invite the local businesses to a meeting to discuss same, separate to the general meeting. The community in question is strongly established around these services and if these are greatly impacted so is the community.</p>
<b>CE Response</b>			Refer to report section 4.1 CE Response 1 Parking Concerns
<b>CE Recommendation</b>			As above
<b>SD-C291-31</b>			<p>See Attachment</p> <p>Attachment;</p> <p>I have viewed the proposed plan.</p> <p>My observations are that it would be a positive improvement, visually, to the area and will create better access for both pedestrians and cars.</p> <p>I have lived in the area since 1976 and visit the shops regularly. The present lay out is both ugly and not user friendly with congestion on the road beside the shops as drivers enter and leave the parking areas. The footpath, which is now shared by pedestrians, veg/fruit stalls and outside seating for the coffee shop, makes for pedestrian congestion.</p>

			The stalls and seating make for a more pleasant area but would benefit from more space.
<b>CE Response</b>			Noted
<b>CE Recommendation</b>			Scheme to progress as currently proposed
<b>SD-C291-32</b>		Individual	<p>See Attachment</p> <p>Attachment;</p> <p>Dear Sir/Madam,</p> <p>As a long-time resident of Orchardstown Avenue (since built in 1964), I am delighted that a long overdue upgrade of Rosemount Shopping Centre is in motion. While there are many positive facets to the current plan, I have a number of pressing concerns in relation to specific aspects, in particular some safety related oversights.</p> <p>The following items need to be addressed before proceeding with any development:</p> <p>Provision for safe crossing at the junction of Orchardstown Avenue and Marion Road: As a thoroughfare for hundreds of children going to and from three local schools, their safe crossing has not been addressed. We appealed for many years to get the current safety barrier installed as there have been countless incidences of children running straight across the road coming out of the shops, which thankfully has not resulted in any fatalities to date (often through the intervention of alert close residents). We have been told that the safety barrier is to be removed for "aesthetic" purposes. At a minimum, a formalised pedestrian crossing with flashing beacons needs to be put in place.</p> <p>There is no provision for the frequent number of daily deliveries made to Supervalu by large, usual 40-foot trucks. Many of these trucks currently park (illegally) at the top of Orchardstown Ave, impeding the crossing of the road by pedestrians and exiting from driveways for residents. I understand that Supervalu are planning large additional investment into the store which will add to both delivery requirements and additional footfall. I would have thought that the safe and convenient loading/deliveries for any shopping centre would be one of the first requirements addressed.</p> <p>The positioning of the children's playground is far from ideal, particularly when both safe crossing and</p>

		<p>safe deliveries have not been addressed. The large number of deliveries to Supervalu also result in (usually diesel) engines running for many minutes. The resulting NO2 pollution would be damaging for young lungs, and is known to cause respiratory infections, breathing problems, aggravate asthma etc.</p> <p>Some other more minor observations include concerns about the maintenance of the proposed hedging (e.g. Supervalu in Churchtown has now removed similar hedging as it was not maintained and was also a target for the disposal of rubbish. An iron fence has been erected instead). Aesthetically and from a maintenance viewpoint, we would also favour large planters similar to the ones outside of Ballyroan Library on Orchardstown Avenue</p> <p>As I mentioned, as one of the closest residents to the shopping centre and one living here before the centre was even built, I very much welcome the badly-needed development of Rosemount SC. My concerns and objections to the current design however are both safety and environmentally-driven. I am surprised that these issues were not brought up as part of the Greengage EIAR report.</p> <p>I look forward to receiving feedback and ultimately a change in design to accommodate these real and very serious concerns.</p> <p>Yours Sincerely</p>
<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on loading bay
<b>CE Recommendation</b>		Child safety barrier at Orchardstown Avenue to be considered. Maintenance plan to be considered

# Appendix B

URN	Additional Comments	Aspects of the Scheme you like	Aspects of the Scheme you dont like	What would you like to see more of
<b>SD-C291-33</b>			Seating areas will bring anti social behaviour in the evening and nighttime leading too increased noise at night which is already a problem due to young people congregating at the shops	More dust bins as litter is a big problem
<b>CE Response</b>		Refer to report section 4.1 CE Response 6 Vandalism and Anti-Social Behaviour Concerns.		
<b>CE Recommendation</b>		Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.		
<b>SD-C291-34</b>		Currently Parking at centre is pretty chaotic - a plaza sounds attractive Perhaps more bike locking facilities		
<b>CE Response</b>		Refer to report section 4.1 CE Response 3 Requests for Cycle Parking/Storage Facilities.		
<b>CE Recommendation</b>		Cycle Parking/Storage facilities to be incorporated into the scheme at detailed design stage.		

<b>SD-C291-35</b>	Really excited to see this ..ballyroan as an area was really well planned in the 60s with permeability and local facilities in walking distance ..this design moves things forward significantly. Really thoughtful design. Well done.	Additional greenery, additional seating, fewer cars, traffic calming	Tbh would like to see segregated cycle path on marian road and for it to be one way for vehicles, but suspect that too unpalatable for many so this is next best thing	Would like plenty of soil permeability and soakage for the more intensive rainfall climate change will bring. Planting to take pollinators into account. Sunken bins perhaps like on the continent.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-36</b>				More space for outdoor seating and social gathering places
<b>CE Response</b>		Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-37</b>	As a resident, parent of young children and a member of the BDRA I fully support all the measures. Speeding is a constant fear of mine. Traffic calming of a chicane, build out type are much preferable to speed bumps as the	As above.	I would like to see more traffic calming along the entire length of Marian road as well as at least one LED speed indicator similar to the one on Dodder park road.	Shade, signs indicating idling engines not permitted.

	<p>acceleration and additional pollution (noise and air) they add seem to be counterproductive. I would add that a speed monitor, the type that reminds drivers how fast they are going would be welcome at the bend in Marian road near the dentist/chip shop/creche facing the drivers heading south. The improvements suggested to the shop frontage are to be commended improving greatly the safety of school children and people of reduced mobility. Removing the shallow radius bends of side roads is a no brainer attenuating speed and reducing the distance to be traversed also crucial.</p>			
<p><b>CE Response</b></p>	<p>Noted</p>			
<p><b>CE Recommendation</b></p>	<p>Potential for future traffic calming to be considered</p>			



<p><b>SD-C291-38</b></p>	<p>Appreciated the informative and engaging presentation in the Ruan Centre 07/09/23</p> <p>The development of the parish centre library and community centre has been brilliant to renovate the shopping area will be a great addition also</p>	<p>Proposed meeting green area in front of SuperValu The wider path to promote village life along the shopping route Thinking of the needs of older children and adolescents with safe cycle routes and 'hang out' area As was suggest last night including Roses in the horticulture plans would be lovely. I liked the idea of a clear line of vision from the church door</p>	<p>Active planning is required to include safe and accessible options of delivery vehicles</p>	<p>I liked the traffic calming plans .. extending and incorporating them to the routes to the near by schools would make a difference</p> <p>Thank you</p>
<p><b>CE Response</b></p>		<p>Please refer to accompanying File Note – 01 for Designer's Response for HGV Access/Loading Bay Concerns.</p>		
<p><b>CE Recommendation</b></p>		<p>As above</p>		
<p><b>SD-C291-39</b></p>		<p>More of a green area, seating, a communal community space in front of the shops, safer pathways &amp; routes for pedestrians, easier to get in &amp; out of the shopping center safely when driving.</p>	<p>N/A</p>	<p>A playground, child friendly areas, picnic benches.</p>
<p><b>CE Response</b></p>		<p>Noted</p>		
<p><b>CE Recommendation</b></p>		<p>Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.</p>		

<b>SD-C291-40</b>		Green space. Biodiversity. Prioritising/encouraging active transport		"neighbourhood" restaurants.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-41</b>	I think the majority of the users of Rosemount shopping centre are local and have the ability to walk/cycle to the centre. The size of the Carpark is a waste of space and is encouraging residents to drive somewhere within walking distance. I think outdoor areas that provide a nice place to sit and socialise would be beneficial to the community and to the local population overall health	As above	Please can we stop prioritising cars. People don't need to drive everywhere. Obesity and lack of movement is a huge problem in our society. Let's make it easier and more enjoyable for people to walk/cycle to places instead of making car spaces the priority	Better access and more priority for pedestrians. Places to sit and enjoy outdoor spaces. More pedestrian friendly
<b>CE Response</b>		Seating and litter bin facilities to be incorporated into the scheme at detailed design stage		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		

<p><b>SD-C291-42</b></p>	<p>Please consider the primary reason for this space as a car park for access to the Church, Community Centre, and Shops.</p>	<p>The shopping area is in need of an upgrade</p>	<p>Lacking detail but it sounds like parking capacity will be reduced. The area is already used as a 'park and ride' facility by bus commuters which often mean no space to park outside my elderly parents house. The car park is also very busy during funerals, etc. and parking is more useful than a plaza or green space at this location ( there is space for that around the church grounds, top of Anne Devlin Park, and up to Ballyroan Crescent)</p>	
<p><b>CE Response</b></p>		<p>Refer to Report section 4.1 CE Response 1 Parking Concerns.</p>		
<p><b>CE Recommendation</b></p>		<p>Scheme to proceed based on current proposals considering the above</p>		
<p><b>SD-C291-43</b></p>	<p>Current setup is a shambles so much so a huge amount of people park all the way down Marian road , more needs to be done to keep lazy local people out of their cars when they live 2 mins down the road. Walking needs to be encouraged and there's a good opportunity in this scheme to encourage this.</p>			

<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-44</b>	Loving all the new initiatives by SDCC - walkways - the playing/sports equipment boxes in some of the parks (Boxxed? etc - We need a metro (of course) but as I wait, more greenways/a proper cycle track along Ballyroan ROAD (!)and Butterfield (think this is on the cards) - the former is very dangerous and a nightmare with traffic for cyclists young and old, amateur and professional.	Enhancements will make it look prettier and feel like a destination rather than just somewhere where people park/walk to shop.	Current parking metres are often out not working. Confusing for lots of elderly people esp those going on longer stays/appts. Perhaps they could scan their PSC to enable free parking?	The Cafe (Chatty Fox) with tables outside should be allowed to extend a little (and to install weather proof awnings) as it has transformed area (which is currently quite limited) into more of a meeting point for all ages. The same could be done for some eating/cafe services in Community Centre. Area around/outside of library could be enhanced further - maybe establish a monthly Sat/Sun market - would benefit all retail units and enable more opportunities for locals to mingle. Def a Xmas market -perfect location!! In some of green spaces - install Small exercise area/infrastructure- (as seen in Parks and other green spaces) for elderly/local residents.
<b>CE Response</b>		Parking meters to be considered in relation to use and location		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		

<b>SD-C291-45</b>	I would love to see less importance being placed on parking.	Love that more trees and planting going in and that some thought is being given to prioritising enhancing the lived experience there as opposed to cars.	Still too much parking being prioritised in Option 3. Love option 5.	More child friendly spaces for children to play and hang out.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-46</b>	<p>Deliveries to the Supermarket and other shops needs serious consideration. It looks like the current intention is to have trucks backing in and out of the area in front of the Supermarket. Anything backing out onto Marian Road would be wrong and should not be part of this plan. There is a laneway at the back of the shops between the Supermarket and the Library, should deliveries not be considered via this area.</p> <p>Would hope that the extended pavement outside of the shops</p>	New Greenery in the area and low growing hedging surrounding the area will make it more attractive and current plans showing new layout of car parking area looks better than at present.	<p>The thought that the Council would even consider it acceptable to have large delivery trucks backing in and out of the area in front of the Supermarket.</p> <p>Am disappointed that there appears to be no intention of doing anything on widening the junction with Marian Road and Ballyroan Road to make more space for the bus to turn in from Ballyroan Road to Marian Road and also there are no plans to make it easier for cars to exit Marian Road to turn Right onto Ballyroan Road. Could the pedestrian/traffic lights not be extended to take in that whole junction. It would then probably stop people turning down from Marian Road onto Anne Devlin Park at the side of the church to go down to Anne Devlin Road to turn</p>	<p>The car park and the paving areas to be subject to regular bin collection and pavement cleaning and also around the bus stop and there are measures in place to ensure there is no antisocial behaviour in a newly revitalised place.</p> <p>Consideration to be given to stop the number of people who park in Pinewood Park, Anne Devlin Park and areas surrounding the shops rather than going into the designated parking spaces.</p>

	<p>would not allow the coffee shop and the vegetable shop to extend their areas any further than at present</p> <p>Further consideration needs to be given to the amount of school children that pass through this area in the mornings, lunchtime and after school in the afternoons.</p>		<p>left to get out at the traffic lights at the junction with Anne Devlin Road and Ballyroan Road.</p>	
<p><b>CE Response</b></p>		<p>Please refer to accompanying File Note – 01 for Designer's Response.</p>		
<p><b>CE Recommendation</b></p>		<p>Scheme to proceed based on current proposals</p>		
<p><b>SD-C291-47</b></p>	<p>As a business owner I find removal of parking spaces in the car par will have a very negative effect on business and customers as there will be no enough parking spaces for them and for disabled customers in special.</p> <p>I dont feel we need more green areas but rather more parking spaces for customers.</p> <p>It makes no sense to create green areas in a</p>			

	shopping centre			
<b>CE Response</b>		Refer to Report Section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-48</b>	Happy there would be better traffic flow management & parking.	Wider pathways & more greenery. Love the playground & removal of the parking directly outside Super Valu		Zebra crossings at each end (eg; beside SV)
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-49</b>		Idea of a plaza if tastefully completed. Landscaping.	What specific calming measures? What impact will this have as a through road.	Nice restaurant.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-50</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				

<p><b>SD-C291-51</b></p>		<p>The creation of a larger pedestrian/plaza style zone, which will be facilitated by the reduction in size of the car park.</p>	<p>I don't dislike the Scheme. I would be a bit worried about the impact on surrounding roads/residents in terms of parking. As in, visitors/customers will naturally look to park on the roads around the Rosemount District Centre if the car park is full. This is fine as long as those surrounding roads are not overcrowded.</p> <p>My road (which runs alongside the Supervalu) recently obtained approval for a continuous single yellow line to be placed on one side of the road, due to the serious impact of traffic, i.e. car parking. Emergency vehicles and bin collection trucks were regularly prevented from accessing the houses on the road however, the addition of the single yellow line has been of immense help in solving this problem.</p> <p>For other roads surrounding the Rosemount Shopping Centre, I believe it would be prudent to investigate measures which could be introduced which would prevent similar problems from arising, once the existing car park is reduced in size as part of the Scheme.</p>	<p>More road ramps added to its environs. The traffic generated by the Shopping Centre means that the surrounding roads are subjected to being used as short cuts or routes into or away from the main roads. A lot of times the cars in question are driving at speeds which are not suitable for the area and road ramps would go a long way to helping with this issue.</p>
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<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-52</b>	<p>I'm a local resident but also use the shops and other services in Rosemount as well as the community centre and church. I also visit my parents nearby. Members of my family also use the child care facilities in the community centre and I often drop off or collect for them.</p> <p>I chose car as transport mode but I also walk when not shopping or collecting someone or dropping off.</p>	It will be a much needed upgrade to the area.	<p>It looks like there will be less available vehicle parking and access for deliveries. This will lead to even more cars parking in the surrounding residential streets which were not designed for this.</p> <p>Often these streets are used as a park and ride facility to avoid parking fees when travelling by bus. During church events, visitors dangerously double park along the road, leaving little room for cars but not enough for emergency services or bin collection. More ramps and traffic calming are not the solution in this case.</p> <p>I hope that this has been considered during planning.</p>	Consideration of the population age profile in the area where there is a high proportion of very old and very young who may not be the best at cycling or walking.
<b>CE Response</b>		Refer to report section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		

<b>SD-C291-53</b>		I like the way that the car park is now more separate from the walking area for shoppers. Existing car park layout is also difficult to park in.	None.	In order to assist local residents, I would like to see more speed ramps put down in the local area due to the increased traffic brought on by the Rosemount Shopping Centre.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-54</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-55</b>	This plan creates a lovely oasis of community and commercial services, but it is incomplete. It fails to address how people will be able to travel safely to Rosemount district centre as a pedestrian or a cyclist. Previous changes to the layout of Rosemount has been directly responsible for a huge increase in illegal, inconsiderate and dangerous parking by	Acknowledgement of the importance of Rosemount as a community hub for our area. Proper, safe accommodation for bus users. Open spaces and tree planting. The removal of the adhoc parking from the Church grounds.	The very obvious priority given to the requests from business over the rights of residents and users of community services. The provision of a large loading bay: this just moves the problem of large lorries idling while waiting and noisily unloading before 8am from one set of residents to another. Large lorries should not have any access to Marian Road at all. They increase the likelihood of a serious or fatal accident on a small residential road, frequently used by cyclists and pedestrians. Business	A more integrated plan across sdcc departments to ensure the timely repair and maintenance of all pathways, roadside kerbings, trees and residential roads surrounding Rosemount District Centre.  A review/establishment of sdcc byelaws for Rosemount and all surrounding residential paths and roads that will service it, to give statutory powers to enforce breaches of speed limits, parking violations, noise disturbances,

	<p>staff, customers and drop offs on the residential roads surrounding the centre and this plan will without doubt further exacerbate the problem. The plan fails to consider how it will cause a negative effect on the promotion of active travel on the pathways and roads surrounding Rosemount District Centre and the negative effect on the rights of residents to enjoy their properties free of unwarranted nuisance and abuse of public spaces.</p>		<p>owners can make arrangements for deliveries using smaller commercial vehicles. There is no provision for covered bicycle parking within the car park. This plan is not inclusive of people with mobility or sensory difficulties. There is no provision for the removal of all pathway obstacles, including Market Stalls outside business premises, parking meters, chairs/tables, bicycle racks, sandwich boards etc. The plan to widen the verge outside no. 93 Marian Road, as a traffic calming measure, will further increase existing difficulties for residents living on this section of Marian Road, to safely access their properties whether by car or on foot. Safe access has already been affected by all day parking by staff of the centre as well as by customers and users of community services who won't pay the parking charge in the centre. This plan is an encouragement for this nuisance, inconsiderate and dangerous behaviour to continue and become acceptable. In addition, the path here is a frequent mess of mud during wet weather as road kerbings outside No.s 93, 91 and 89 are damaged by traffic using the grass verges to pass parked cars.</p>	<p>abuse of public paths and limit/prevent access by large HGV lorries.</p>
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<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on loading bay issue and 3.2.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		As above		
<b>SD-C291-56</b>		The greenery and extra footpaths and access to bus stop	Absence of thought for cycling provision despite library and community centre.	Please add 3 sets of cycle racks in front of the Supervalu with CCTV. These can be at edge of green area perpendicular with the main road. Improve cyclist safety for adults and children cyclists turning into Ballyroan library with signage advising motorists.
<b>CE Response</b>		Cycle Parking/ Storage facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		As above		
<b>SD-C291-57</b>	I think the scheme is a very welcome and very overdue development. The area around the shops is currently very rundown looking and gives far too much priority to car parking over an amenity that the community can be proud of. I think the scheme will really be a great space for everyone in	The community spaces, the soft landscaping, the fact that the area outside the cafes/community centre wont just be facing out to a concrete car park anymore	I would have preferred if the scheme went further in reducing the amount of parking space. There was a plan proposed at the community meeting that had even more green space and fewer parking spaces, but I guess this current plan is as good as we'll get!	A greater emphasis on the area as a community space for young and old alike. More of a 'village square' feel than just a parking lot for the church.

	the community.			
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-58</b>	The delivery trucks, should be able to drive in and not have to reverse. I think reverseing is a hazzard.	Plaza, and reconfigured car park	Restricting deliveries. The business are necessary and serve the community. The trucks should be able to deliver safely	
<b>CE Response</b>		For CE Response to HGV Access/Loading Bay Concerns Please refer to accompanying File Note – 01 for Designer's Response.		
<b>CE Recommendation</b>		As above		
<b>SD-C291-59</b>		I like the plaza idea		More trees, planting, seating, space for pedestrians. Less parking.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-60</b>	Better link to the Dodder greenway via marian rd from the centre	Green spaces, trees, traffic calming, shared space	Need wider shared surface by shops	Planting
<b>CE Response</b>		Noted		

<b>CE Recommendation</b>		Scheme to proceed based on current proposals considering the above		
<b>SD-C291-61</b>	I am also a shopper, attend the church, library and community centre, I am a shopper as well. I drive and cycle through the area regularly as well.	Traffic calming, green space, creation of a plaza	<p>No mention of the bus route that goes down marian road and the stops on either side of the road at the car park.</p> <p>No mention of deliveries to the shops and traders. This is a particular area of concern for me, as delivery, security vans as well as the public cars all park on Orchardstown Drive (Supervalu end) and block access to the footpath. This makes crossing the road at that point dangerous. Some delivery vans park on the footpath itself.</p> <p>Get Fresh also commandeer a significant amount of the footpath with their stalls, this causes a bottleneck of people and makes it difficult for those with buggies and wheelchair users to make get by.</p>	I think making it a nicer place for pedestrians is a great idea. More of the same please. Green spaces, accessible footpaths and parking.
<b>CE Response</b>		For CE Response to HGV Access/Loading Bay Concerns Please refer to accompanying File Note – 01 for Designer's Response.		
<b>CE Recommendation</b>		As above		

<p><b>SD-C291-62</b></p>	<p>I think it's a disgrace that you brought in pay parking before making any enhancements. There are so many elderly residents being penalised. They should at least have a free hour not half an hour, allow them time to attend mass or medical apt. It can take them a lot of time and effort to walk over and back to the machines and remember to go back after 30 minutes. They are the backbone of that area and you are further isolating them with your pay machines as many stop coming there.</p>	<p>Green spaces/ rewilding and a new layout of parking which has never worked.</p>	<p>All residents over 65 should have free parking.</p>	
<p><b>CE Response</b></p>		<p>Pay meters to be considered including use and location</p>		
<p><b>CE Recommendation</b></p>		<p>As above</p>		
<p><b>SD-C291-63</b></p>			<p>Makes no sense. The car park is fine as it is. I don't see any reason why we would use tax payers money to pay for this. The car park will be too small for the customers of the shops. We don't need additional green space -</p>	<p>I would like to see the church being repurposed into something more useful. I think we should have electric car parking spots.</p>

			there are ample parks and green areas everywhere in the area.	
<b>CE Response</b>		Refer to Report section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Consider EV parking spaces and futureproof allowance		
<b>SD-C291-64</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-65</b>	Having lived in this area for nearly 40 years(previously Orchardstown Ave) I would love to see the shopping Centre upgraded but please do not reduce the parking spaces as it is becoming increasingly difficult to get parking in the area to be able to use the community facilities.	I like the idea of a plaza and some nice landscaping	It looks like there will be less parking.	Would love to see a restaurant there.
<b>CE Response</b>		Refer to Report section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		



SD-C291-66				
CE Response				
CE Recommendation				
SD-C291-67				
CE Response				
CE Recommendation				
SD-C291-68	<p>Lightning for nighttime and to prevent loitering at night  Regular clean up and maintenance is estimated to keep the standard.  Graffiti cleaning regularly</p>	<p>The trees and hedges tidy look and pathways bright clean and even  Regular bins  Walk ways accessible for elderly and disabled  Traffic calming</p>	<p>The play area is not sustainable and frankly very unsafe and irresponsible.  Play areas are not sustainable in front of a main busy road.</p>	<p>I'd like to see less traffic I. Front of the shopping area and the footpath to be decorative and well maintained.  The area in front of coffee shop to be the only designated area for seating as it's appropriate for the coffee shop.  Along the side roads off the shopping centre to be regularly served and maintained .Regular service and consideration of the areas and roads around the shopping centre.  Parking restrictions on the adjoining roads. Traffic calming on adjacent roads.</p>
CE Response		Refer to Report section 4.1 for CE Response 6 on Vandalism and Anti-Social Behaviour Concerns.		

<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-69</b>	<p>Don't get rid of all the car parking spaces for f*cks sake. We live in Ireland, it rains a lot. It will be bad for the area if you get rid of most of the parking spaces</p> <p>Honestly this type of stuff actually makes me think Sinn Fein might be less harmful to the country than any coalition with the greens</p>	Just don't do it, you're wrecking all the roads	<p>Don't get rid of all the car parking spaces for f*cks sake. We live in Ireland, it rains a lot. It will be bad for the area if you get rid of most of the parking spaces</p> <p>Honestly this type of stuff actually makes me think Sinn Fein might be less harmful to the country than any coalition with the greens</p>	Put in a playground somewhere in the area please
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>				
<b>SD-C291-70</b>	<p>Since the recent new parking arrangements in Rosemount S/C The parking of cars on Anne Devlin Park has become very bad. It seems they have just moved the problem. I suggest parking restrictions/yellow lines on both sides of the road would solve the problem,as the majority</p>	The new landscaping and pedestrian way.	It all looks very good,a big improvement on the present Shopping Centre.	The shop fronts could really do with a makeover.

	of resident's park in their own driveways.			
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-71</b>	Please make sure not to lose any parking spaces. Keep it a one way system. Do not increase the parking fee. There are a lot of older people who use the area and the introduction of the parking fee has been so unfair on them.	A bigger footpath/plaza outside the shops		New shop fronts. It's very dated.
<b>CE Response</b>		Refer to Report section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-72</b>	I lived in Ballyroan all my childhood. It is a very special place to me. Please don't lose it's community spirit and sense of safe space with the new changes			Plenty of lighting at night to ensure the community stays safe and deters antisocial behaviour
<b>CE Response</b>		Refer to Report section 4.1 for CE Response 6 on Vandalism and Anti-Social Behaviour Concerns.		

<b>CE Recommendation</b>				
<b>SD-C291-73</b>		Plaza and greenery		Changed layout to parking. Ban on delivery vans/trucks
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-74</b>	Anne devlin park has almost become a one way street, as due to the parking charges people are arming on our road. I suggest either remove parking charges or charge non residents for taking on the surrounding roads.	The trees and paving.		Seats.
<b>CE Response</b>		Parking meters including their us and location to be considered at detailed design stage		
<b>CE Recommendation</b>		As above		
<b>SD-C291-75</b>		Traffic calming		
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		

<b>SD-C291-76</b>	Free parking area expanded to access library which is a wonderful facility	It sounds very good.	Ramps on Marian Road will affect buses and comfort on buses	
<b>CE Response</b>		Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns.		
<b>CE Recommendation</b>		As above		
<b>SD-C291-77</b>		More green areas.		Parking for the library is not adequate. People travelling to work use it and then get the bus from Marian Rd.
<b>CE Response</b>		Refer to Report section 4.1 CE Response 1 Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		

<b>SD-C291-78</b>	<p>There seems to be a traffic calming structure directly across the road from my entrance. It's not specified exactly what it is. When cars park in that place or it's vicinity during busy periods it is very difficult for anyone to enter/exit my driveway or those of my near neighbours. I am worried a permanent structure will make that a permanent problem for me, my family and near neighbours.</p> <p>Also if someone is parked there at present, it creates problems for buses and large vehicles driving past. It has led to traffic jams at times. This aspect of the scheme will make matters worse.</p> <p>There is a speed ramp outside my property which has succeeded in slowing down traffic and all that's needed in my opinion is an extension of double yellow lines further down on Marian road, to keep the road clear and traffic moving</p>	<p>Green areas look good and will enhance the area if maintained properly.</p>	<p>My concerns regarding traffic calming outside my house probably applies to the other end of the scheme as well.</p>	<p>Some of the shop fronts look very shabby. There should be some kind of conformity in presentation and upkeep.</p>
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	<p>smoothly. The continuous white line doesn't work and traffic wardens never seem to visit the area.</p> <p>From my experience living on the road for over 35 years, your traffic calming structure will make a sporadic problem a more common one for commuters and a permanent one for my family and near neighbours on both sides of the road.</p>			
<b>CE Response</b>		Location of traffic calming to be considered in relation to all property accesses. Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns.		
<b>CE Recommendation</b>				
<b>SD-C291-79</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-80</b>				
<b>CE Response</b>				

<b>CE Recommendation</b>				
<b>SD-C291-81</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-82</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-83</b>	I'm glad there is paid parking at the centre now but I've noticed it's extremely difficult to get parking at the library now, presumably because people park there to avoid parking charges in the centre.	More green space, plaza instead of footpath		Communal areas for people to sit, gather, enhance the idea of a community space, more cafes
<b>CE Response</b>		Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.		



<b>CE Recommendation</b>		As above		
<b>SD-C291-84</b>	There are already very restricted traffic channels passing the Rosemount Centre area, especially when busses are passing or stopping nearby. This can cause a significant challenge if trying to get from Ballyroan Road to Butterfield Avenue safely. The current location of the bus stop, while convenient to the Rosemount shopping, is too close to the entry to Pinewood and the entry to the Rosemount Car Park. I suggest that the location of the bus stop be changed to reduce the road safety issues.	I particularly like the Plaza idea and the addition of greenery to the Rosemount / Ballyroan Community & Youth Centre area.	The traffic calming. This needs to be looked at very carefully.	The overall plan is very good. My wife and I walk to Rosemount several times per week while I drive along Marian Road from Ballyroan Road to Butterfield Avenue once or twice per week. Having a well landscaped area around the Rosemount Shopping area will generally improve the environment.
<b>CE Response</b>		Refer to report section 4.1 for CE Response on Traffic Calming Concerns.		
<b>CE Recommendation</b>				

<p><b>SD-C291-85</b></p>	<p>The above profile questions are too restrictive and need to have multiple options available. i.e. I'm both a walker and a motorist. As for my interest in the scheme I could nearly tick everything</p>	<p>The Greening of the area The additional seating The plaza like effect</p>	<p>Not much</p>	<p>Parking spaces to be at an angle - more convenient, easier to use, less wasted space and bad parking More social activity for example the inclusion of say a couple of boules courts. Given the age profile and the proximity of the shops this would encourage longer stays for local people and help generate a feeling of community and also act as an "eyes and ears for the area. Less adhoc planting by residents on the kerbs and footpaths - its an unsightly mess</p>
<p><b>CE Response</b></p>		<p>Noted</p>		
<p><b>CE Recommendation</b></p>		<p>Scheme to proceed based on current proposals</p>		

<p><b>SD-C291-86</b></p>	<p>The proposed scheme will result in a reduction in car parking spaces and will make it more difficult to attend church, the community centre and shop local. I can see no benefit whatever in providing outdoor seating here - it will be rarely used by the public and entice local delinquency ( the very infrequent use of the seating provided for a similar scheme in Templeogue village is proof of the failure). Also Marian Road is not used as a rat run as suggested. This road is already narrow and over ramped hence does not require any more impediments for drivers and cyclists.</p>	<p>Apart from some extra tree planting the proposal has nothing to recommend it to locals.</p>		<p>I would like to see an improved bus stop / shelter outside Rosemount S.C. The Council has failed to deliver on this for far too long.</p>
<p><b>CE Response</b></p>	<p>Refer to report section 4.1 for CE Response 1 on Parking Concerns.</p>			
<p><b>CE Recommendation</b></p>	<p>As above</p>			

<p><b>SD-C291-87</b></p>	<p>As it is now the Rosemount car park would not entice anyone to the complex. It is a drab unkept area with broken kerb stones and in need of a revamp.</p>	<p>It is a very well laid out plan with the vision to open and enhance the Rosemount complex. The greatly improved parking layout and parking size. The amount of greenery will be a great visual effect and the wider footpath and seating will be good. The seating is a good idea as it allows one to have a rest, have a coffee or just chat with neighbors.</p>	<p>None. I think the plan is very good for the area and I think it ticks all the boxes.</p>	<p>It would be nice to have a wild garden in one of the grass areas.</p>
<p><b>CE Response</b></p>		<p>Planting specification to be considered at detailed design stage</p>		
<p><b>CE Recommendation</b></p>		<p>As above</p>		

<p><b>SD-C291-88</b></p>	<p>The proposed scheme will make a huge difference to the area. The current car park area is a dreadful eye sore. A lot of the car park kerbing is broken due to cars driving over it as the parking spaces are too small. This broken kerbing is dangerous and liable to trip people. The area is purely functional - a place to park, get your shopping and leave. It is the centre of our neighbourhood and has all the amenities people need; shops, library, church and community centre yet the area is being let down by the visual aspect of a horrible 1970s car park. I sincerely hope the scheme starts as soon as possible so that people will enjoy walking to the shops/other amenities and be also able to enjoy the surrounding planting/trees etc.</p>	<p>I like all aspects of the proposed scheme. I particularly like the planting of trees and the new green area. It is very important for biodiversity in any urban area to have trees and greenery. I also like the seats as I believe it will create more of a "village centre" aspect where people will be able to sit and talk as currently there isn't anywhere to sit and socialise with neighbours. The trees will also in time, create a lovely shaded canopy for people during hot weather.</p>	<p>I wouldn't change anything - I think the scheme is the best plan for the area and I don't believe the plan could be made any better.</p>	<p>I would like to see a "wild garden" somewhere in the scheme if possible.</p>
<p><b>CE Response</b></p>	<p>Noted</p>			

<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-89</b>				local safe access for the large amount of seniors who use the area, walking being a priority activity.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-90</b>	<p>1. The 'church' entranceway should be in the same location as the junction with pinewood park creating a signal controlled crossroads. This can be with the Marian Road lights defaulting to green for through traffic unless induction coils or beg buttons trigger movements from other directions.</p> <p>2. A second pedestrian crossing should be added at the junction with Orchardstown Avenue</p> <p>3. Creating a loading bay on Orchardstown Avenue by taking some of the proposed</p>	<p>I am broadly supportive of all the obvious aims of this plan, my only issues are with specific details of the implementation.</p> <p>Reconfiguration of area in front of shops to a plaza w/ physical and visual separation from the car park.</p> <p>Recognising Marian Road's use as a rat run and the danger this presents to all road users.</p>	<p>1. Single lane priority chicanes are known to particularly disadvantage buses due to them needing larger gaps in traffic flow than passenger vehicles</p> <p>2. Maintains two entryways to the shopping centre, which means two opportunities for conflict with cyclists and turning cars. Is there a need for two entrances?</p> <p>3. The 'church' entranceway is staggered from the junction with Pinewood Park. This creates unsafe s-shaped movements for cars crossing from one to the other</p> <p>4. Turning radii for Orchardstown Avenue and Anne Devlin Park are still too large, should be reconfigured to be the same as the turning radii into car park and Pinewood Park. Larger turning radii are dangerous as they promote higher speed turning manoeuvres.</p>	n/a, see above

	<p>park/playground seems superior, also obviates the requirement for a second entrance</p> <p>4. There should only be one entranceway into the car park</p> <p>5. Instead of chicanes, putting in narrow central islands with trees/shrubbery have been shown to significantly reduce vehicular speeds by a) requiring the car to circumnavigate the island, even if to a small extent &amp; b) the psychological effect of reducing forward field of vision and visually narrowing the road. However, using any sort of traffic calming without dedicated cycling infrastructure does present additional risks to cyclists of being 'squeezed' by cars while traversing traffic calming</p> <p>6. Removing one of the pedestrian crossings and using this space to create additional buffers to the side of the remaining two would</p>		<p>5. No pedestrian crossing on Marian Road at the Orchardstown Avenue end of the shopping centre. Someone walking to the Supervalu from the Scouts Den will be forced to detour approximately 240m extra to safely cross the road. Realistically, this means jaywalking and increased risk of conflict and accidents</p> <p>6. Loading bay location is sub optimal. While there seems to be no obvious solution to this, this seems like a compromise that worsens the existing practice of reversing into Orchardstown Avenue from Marian Road.</p> <p>7. Three pedestrian crossings within the car park seem excessive - see 6. above</p>	
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	reduce the risk of cars reversing at angles into pedestrians crossing			
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Consider radii reductions on Orchardstown Avenue and Anne Devlin Park junctions with Marian road		
<b>SD-C291-91</b>	<p>I object to the use of the term "rat run" is several of the scheme documents.</p> <p>The existing footpaths are not narrow, except where blocked by outdoor cafe seating and overflow sales area from the Get Fresh vegetable shop.</p> <p>The proposed "Active Travel Designated Zone - Traffic Free" seems to mix walking, shopping, sitting and cycling (although the scheme purports to be "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" there are no details of cycling</p>	<p>The concept of a plaza is appealing, although it may attract loitering.</p> <p>The provision of increased green space is an attractive idea, provided the council intends to maintain it</p> <p>My interest in the scheme is as resident, shopper, church attendee, caregiver to school going children, commuter cyclist, leisure cyclist, pedestrian, and motorist. It is rather silly to suggest I can only be one of these.</p>	<p>Insufficient provision for safe cycling from Ballyroan Road to Butterfield avenue. Cyclists should be segregated from persons sitting in the plaza.</p> <p>Reduced parking facilities will cause congestion on local roads during funerals or other events at the Church.</p> <p>There is inadequate access to the bus stop from Pinewood park or the East side of Marian Road - pedestrians from the east end of Ballyroan will be required to cross Marian Road, cross the car park to the church, go north to the community centre, and then recross the car park to the bus stop. direct access to the bus stop should be provided. Reverting to previous parking layout with two way access is not explained - the current layout was designed because the previous one -very similar to the current proposal - did just not work. The need for two entrances to the parking area is not</p>	<p>Proper provision for safe cycling from Ballyroan Road to Butterfield Avenue, linking to Dodder Greenway. More flowering meadows/bulb planting.</p> <p>Provision for electric car charging. Larger car parking spaces for parents with children and senior drivers.</p> <p>Provision for park and ride (for both cars and bicycles).</p> <p>Adequate parking or marshalling at times of funerals and religious events.</p> <p>Enforcement of speed limits - current 30kmph limit is routinely ignored.</p> <p>Adequate temporary SAFE walking and cycling routes during construction (past council practice has been to deny all access or permit only car access during construction. More space to provide input to this consultation</p>



	facilities either to pass the centre or to park.		justified in any document - if access is two way, only one entrance is needed. The alignment of the car entrances with the church entrance and supervalv entrance is unhelpful - the pedestrian access should be aligned with these and the vehicle access with Pinewood Park. None of the options considered had this alignment. The "traffic calming buildouts with rain garden" don't clearly facilitate cyclists - they seem to be the same design installed on Butterfield Park and later removed as they caused accidents and deterred cycling.	
<b>CE Response</b>		Refer to report section 4.1 for CE Response 1 to Parking Concerns. Chicane arrangement does consider cycle movements.		
<b>CE Recommendation</b>		EV charging to be considered at detailed design stage		
<b>SD-C291-92</b>		Open area and space	Possibly lack of parking. Cars may park on roads of nearby streets causing disruption	Trees
<b>CE Response</b>		Refer to report section 4.1 for CE Response 1 to Parking Concerns.		
<b>CE Recommendation</b>		As above		

<b>SD-C291-93</b>		The additional space in front of the shops / community centre to allow for a shared cycle path. I also like that the surface at the SuperValu end allows easy access back onto the road for cyclists who wish to turn left and access the Library from that side	I don't see any provision for cycle parking - I would hope that existing cycle parking would be retained and expanded	More seating and more planting
<b>CE Response</b>		Cycle Parking/ Storage facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		Seating to be incorporated into the scheme at detailed design stage.		
<b>SD-C291-94</b>		plaza, planting, benches for seating and reconfigured parking		benches bike parking
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Seating and cycle parking facilities to be incorporated into the scheme at detailed design stage.		

<p><b>SD-C291-95</b></p>	<p>We would like to preface our remarks with the fact that we are an elderly couple with mobility issues and the only way we can get to the Rosemount Shopping Centre is by car.</p> <p>Marian Road is not a "rat run". It is a main artery road between Ballyroan Road and Butterfield Ave. It does not require traffic calming measures as there have been no accidents, collisions, injuries or fatalities on this road over the last 10 years. The proposed introduction of "throttle gates" is completely unnecessary.</p> <p>The proposed hedges close to the shops will only provide cover for vandals and anti-social elements.</p> <p>The playground is totally unnecessary as the surrounding mature housing stock all have large gardens for</p>	<p>Resurfacing of the footpath and the car park. Addition of seating along the shop fronts.</p>	<p>See Above "Additional Comments".</p>	<p>More car parking spaces! Ensure that the car park spaces are wide enough to open the car door without scratching the paint work of cars either side. More space for delivery vehicles.</p>
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children to play safely. If there is to be one, the siting of it is wrong, being outside SuperValu, as this will result in the destruction of 2 mature trees. We suggest that the site of any playground be moved to the open green space across the road from the car park at the top of Anne Devlin Road.

The current one-way system is safe as there have been no recorded minor collisions in the last 10 years!

The proposed re-design of the car park is highly dangerous as it will involve cars reversing or pulling out into traffic entering to park or exiting the car park.

<b>CE Response</b>		Refer to Report section 4.1 for CE Response 4 on Traffic Calming Concerns. 3.2.6 CE Response 6 Vandalism and Anti-Social Behaviour Concerns.		
<b>CE Recommendation</b>		Increased car parking space width to be considered.		
<b>SD-C291-96</b>	n/a	I like just about every aspect of this scheme	n/a	<p>I would like to see less rat runs available for cars in the local residential streets, including but not exclusively Marian Road.</p> <p>I would also like to see more bike infrastructure in the local area, especially on Ballyroan Road and Butterfield Avenue, to make this area more accessible by cycling.</p>
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		

<b>SD-C291-97</b>	<p>I have no problem with enhancing the S.C. - IF - other far more important measures are implemented first - i.e. security around the shops and Comm. Centre - My own VERY EXPENSIVE E Bike was stolen from outside the Community Centre in July 2023 - there was a CCTV Camera overhead the bike - but when I contacted the manager in the Comm Centre he said that the robber's image was unclear and therefore " no point in calling the Gardai to look at it "</p> <p>The following week I spoke to the manager in Supervalu - hoping that his CCTV might have caught the robbers image - he said that bike theft from outside his own shop was a REGULAR OCCURRENCE !!! So PLEASE put Security at the shops on the top of the list before any enhancements outside.</p>			SECURITY SECURITY SECURITY and CCTV cameras that actually WORK
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<b>CE Response</b>		Refer to report section 4.1 for CE Response 6 on Vandalism and Anti-Social Behaviour Concerns and 3.2.8 for CE Response on Request for Security Measures.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-98</b>	As the proposed development was suddenly presented by SDCC, I believe that the proposed development requires more time to seek additional ideas from the public, from local residents, from professional services, from the retailers, from the local service providers, from the Community and youth centre, from the church users and from the library.	Increasing the space for parking the car albeit the number of spaces provided will be significantly reduced. The increased street socialising, hopefully additional covered street dining/meeting area can be added (like in Templeogue Village) The inclusion of a play area for children (but not where indicated on the sketches as it would be too close and dangerous at a loading bay) There is additional green space for the play area between Anne Devlin Park and Ballyroan Road	The possibility of delivery trucks having to reverse at any point in the location. Too Dangerous! Suggesting a play area next to a loading bay. Too Dangerous! Throttle gates at this location is overdoing the traffic calming Marian Road already has a number of speed ramps and furthermore bus stops using the road become Throttle Gates every time a bus stops at a bus stop. Planting hedging around shops or car parks cause litter issues and also become ugly unless continuously maintained.	This area has a mix of young families and elder residents and their views must be given proper consideration. It needs to include a maintenance programme that will ensure that the development will stand the test of time and will not become an eyesore in a few years. The enhancement scheme should include the other retail and services units on Marian Road, including the scouts hall and its environs, to exclude the other locations is unfair. Additional play space for young families also needs to be developed as well as safer exercise spaces for the older residents.
<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on HGV Access/Loading Bay Concerns.		
<b>CE Recommendation</b>		include a maintenance programme		

<b>SD-C291-99</b>	I think it will a great addition to our beautiful shopping complex.	The footpath, and the new parking.	None.	ALarge community area given to the community.
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-100</b>	More benches and family areas are needed	Redesign of the car park is essential as the current car park is no longer fit for purpose		More benches for families and groups to meet up and socialise.
<b>CE Response</b>		Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-101</b>		I really like the idea of creating greenery and have it look more visually appealing.		is there parking for bikes and cargo bikes? I would be far less likely to drive and more likely to cycle if there is enough sheltered bike stands to lock bikes.
<b>CE Response</b>		Cycle Parking/ Storage facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		



<b>SD-C291-102</b>	I'd like to take the opportunity to say I appreciate all the hard work our councils do on our behalf keeping things running and parks looking great etc. Making South Dublin a pleasant place to live. Ye do a real service to our community.	Infront of the shop has been an eyesore for years so will be great to see that cleaned up. Little play area for small kids as suggested by drawing is excellent	I hope that there won't be less car parking spaces for ordinary non electric non handicapped cars because that's what most of us who are road users and road tax payers drive and we don't consent to having our lives made more difficult to facilitate an anti car agenda. Those businesses there need spaces available for people to park the more the better so they get more business. I'm not happy with any restrictions on Marian rd and the term rat run is not appropriate to busy people trying to get to work in difficult circumstances. You're going to make travelling by car more difficult now and make journeys longer and more irritating for already pressured people. I never see any abuse or speeding on Marian rd everyone is courteous and gives way politely. My kids have not been able to get on the 15 into town for college several times last few weeks because it's full when it reaches Knocklyon rd since the new apartments came on stream. And so I have had to drive them. If you want less traffic give world class public transport options. You have no consent from drivers to use our tax money to	Bins. Trees. Bike shelter maybe.
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			make our lives more difficult. People with families and elderly can't bike it and mostly in Ireland it's not practical. More people would take public transport if it were reliable and affordable.	
<b>CE Response</b>		Refer to Report Section 4.1 for CE Response 1 on Parking Concerns..		
<b>CE Recommendation</b>		Cycle Parking/ Storage facilities to be incorporated into the scheme at detailed design stage.		
<b>SD-C291-103</b>	See below.	Modernizing/refreshing the environs of the car park	I have been walking and driving in the area for around fifty years now, as I grew up in Pinewood Park. The so-called "traffic calming" is a fad that I have observed elsewhere. While it may be necessary in 'rough areas', it is an obstructive waste of money here. A single proper pedestrian crossing suffices. Maybe enhance the existing pedestrian crossing - maybe.	More of the same - after modernizing/refreshing the environs of the car park.
<b>CE Response</b>		Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns.		
<b>CE Recommendation</b>		As above		

<b>SD-C291-104</b>	Broadly supportive of all aims and thanks to SDCC for taking on this important project. It has the potential to transform the area to make it much safer and more pleasant for all residents.	<ul style="list-style-type: none"> <li>• Enhanced greening of the area</li> <li>• Provision of play area for children</li> <li>• Promotion of active travel</li> <li>• Traffic calming measures</li> <li>• Provision of seating outside of the shops</li> <li>• Provision of designated space for deliveries</li> <li>• Provision of designated parking spaces for elderly drivers</li> <li>• More bike parking</li> </ul>	<p>The proposed delivery bay does not seem to be suitable for 40 foot container trucks which serve Supervalu and it does not appear to be safe to put a play area close to this. I think this aspect requires a rethink.</p> <p>I would prefer to see different traffic calming measures e.g. segregated cycle lanes on each side of the road on Marian Road, potentially also with chicanes rather than throttle gates. A speed camera would be great too!</p>	<p>I'd like to see the shared cycling / walking route continued the full length of Marian Road and properly connected to the Dodder Greenway on Butterfield Ave.</p> <p>I'd like to see a full playground built at the southern end of the district centre.</p> <p>I'd like to see sheltered seating provided, like that used in Templeogue village</p> <p>I'd like to see sheltered bike parking for all types of bikes.</p> <p>Thanks!</p>
<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on HGV Access/Loading Bay Concerns.		
<b>CE Recommendation</b>		As above		
<b>SD-C291-105</b>				
<b>CE Response</b>				
<b>CE Recommendation</b>				
<b>SD-C291-106</b>		Traffic calming. We also need it around Butterfield Orchard, Glenbrook Park and Fairbrook Lawn		Easier access to the car park. Improve appearance

<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-107</b>	<p>I am very pleased with the proposed improvement at Rosemount SC. I like the plans and look forward to the completion of the design.</p> <p>I have one concern. Is it intended to keep the trees already in place opposite SuperValu? I do hope so, as they are pretty mature now and I love them!!</p>			<p>An extension of the free parking from half an hour to one hour. This would fit in very well with the change of use of the pedestrian portion (outside the shops) from purely passageway to a community space with outdoor seating. The very short free parking time limit may discourage locals from staying and socialising.</p>
<b>CE Response</b>		Proposals retain current trees.		
<b>CE Recommendation</b>		Parking meter use and location to be considered at detailed design stage.		
<b>SD-C291-108</b>	<p>Elderly and infirm people are completely discarded in favour of younger people who can cycle.</p>	<p>The play area in front of the shops - an ideal place for this</p>	<p>The traffic gates. This will cause havoc in the adjoining roads.</p>	<p>Leave it as it is and spend the money on health care and the homeless. This is a vanity project of no public value and a waste of tax payers money.</p>
<b>CE Response</b>		Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns.		

<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-109</b>		I like that it becomes a destination, that people can enjoy the space rather than run in and out.	Worried the traffic calming will push traffic into the estates	More bins, being well lit so that damage is minimised during the early hours when people might use it as a congregation place. I think once it's well lit and there are no places people can be hidden from view, the area should survive any visits by bored persons roaming around in groups late at night. The attraction will be places to sit but having it well lit should negate that.
<b>CE Response</b>		Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns. Seating and litter bin facilities to be incorporated into the scheme at detailed design stage.		
<b>CE Recommendation</b>		Lighting design to be developed at detailed design stage		

<p><b>SD-C291-110</b></p>	<p>The real reduction of parking spaces is not made in the proposal. At the moment there is over 100 spaces which includes the road side which is to be removed.. we are a destination shop and our customers rely on space in the car park.. for years we had the problem of parking and ride and this proposal will only reverse the improvement we have seen after the introduction of meters.. we can afford to lose some spaces but the 35% which will result in proposal as it stands. Also adequate provision must be provided for loading.. Remember that this car park was built specifically for businesses, the church, community centre and library.. the latter of course has been greatly improved but without extra spaces for its users.. We as traders are very</p>	<p>Street furniture and planting.</p>	<p>Removal of too many parking spaces and inadequate provision of loading bays.</p>	<p>Councillors responsible for this..</p>
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	<p>concerned about the balance of improvements versus the practical uses of what is at the end of the day is our livelihood. Other proposals were originally put forward but this particular one was never discussed.. I would like to know why.</p>			
<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on HGV Access/Loading Bay Concerns. Refer to report section 4.1 for CE Response 1 on Parking Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-111</b>	<p>Any enhancement to the Rosemount complex is necessary and welcome. However the proposed changes regarding "narrowing" "throttle gates" I would deem counterproductive and could lead to more hazardous driving</p>	<p>Upgrade of the Rosemount environs i.e. parking, access egress, pedestrian zone.</p>		<p>Parking. Improve shop frontage/signage.</p>

	conditions for all road users i.e. cyclists, motorists public transport and pedestrians.			
<b>CE Response</b>		Refer to report section 4.1 for CE Response 4 on Traffic Calming Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals		
<b>SD-C291-112</b>		The public realm and focus on Active travel	Still a very large area dominated for car parking	Segregated cycling infrastructure
<b>CE Response</b>		Noted		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals however will consider the above comments		



<p><b>SD-C291-113</b></p>	<p>Thank you for looking at improving the Centre and its environs. It is a small local centre that should not be serviced by large articulated lorries particularly when they must reverse. Is it possible to ban them? The biggest hindrance to a plaza effect outside of the shops is the weather particularly rain, would there be any means of providing extra shelter (retractable awnings?) over this area</p>	<p>The current set up is very tired and could certainly do with an upgrade. Taking some of the concrete look away would help. Direct access to the Church off Marian road would be much better for funerals. Wider better marked spaces are needed (even if that does reduce spaces somewhat)</p>	<p>The number of car park spaces in the plan is down just over 30% on the current layout due to loss of parking parallel to shops, this will present problems both at peak times (eg Church services or Community Centre events) and at less than peak times. The provision of one loading bay which has to be either reversed into off Marian road or reversed out of onto Marian road is a safety concern, the committee of residents and traders etc had the view that at least two bays were needed and that a system of access to these bays from Orchardstown Avenue or Marian Road and exiting without reversing onto either Orchardstown Ave or Marian Road would be the safest and most practical. As above if articulated HGVs were banned this would be simpler. Our preferred location was the area in front of and parallel to Supervalu. The drawings of box hedges look great but the long term survival and maintenance of such hedges would be a concern. The devil will be in the detail of maintenance/care of such hedges and trees The public take the shortest route on foot so I would see pathways</p>	<p>More people walking/cycling to the area but with enough provision of parking for those that travel from further afield. A Council street cleaner on a regular basis maybe 1 to 2 days per week.</p>
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			<p>being created by people taking short cuts and not using the paths to access the shops/Church/Community Centre from the carpark.</p> <p>The location of a children's play area beside a loading bay seems a little dangerous.</p> <p>The traffic gates are not necessary, the current speed limit should be enforced.</p>	
<b>CE Response</b>		Please refer to accompanying File Note – 01 for Designer's Response on HGV Access/Loading Bay Concerns.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals however will consider the above comments including incorporating an external shelter		

# Appendix C

Prepared by:	Sinead Gilmour	Job number:	2822
Subject:	Rosemount District Centre Enhancement – Loading Provision	Date:	31.10.23
Document No.:	File Note - 01	Revision:	P01

## Title

### Context

Proposed scheme submitted for Part 8 in September 2023. Consultation responses were received October 2023. There were 22 comments relating to loading provision within the scheme. This equates to approximately 20% of comments received. This Design File Note has been prepared by Civic Engineers to assist with Planning Responses for the South Dublin County Council District Centre – Rosemount, Ballyroan.

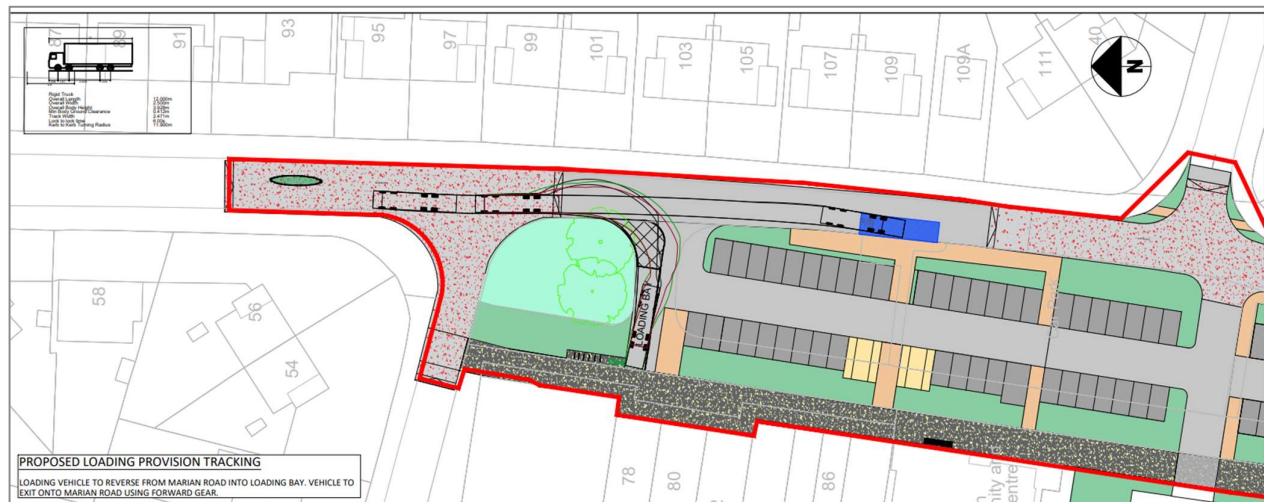
In October 2023, Civic Engineers appointed PMCE Consultants to undertake a Stage 1 RSA on the proposed scheme.

This Design File Note has also been prepared by Civic Engineers to assist with the Stage 1 Road Safety Audit Designer's Response for the South Dublin County Council District Centre – Rosemount, Ballyroan.

### Option 1 - Initial Design Option

An initial option was proposed by Civic Engineers (09/23) that relocated the existing loading provision for the on-site shops so that access was provided from Marian Road. Designs propose loading vehicle required to reverse from Marian Road into loading bay provided. The loading vehicle is then allowed to exit onto Marian Road using a forward gear in both directions. Worse case tracking is shown below for clarity.

Note: on receipt of the Stage 1 RSA report, the proposed vehicle tracking shown has been amended to clearly show the design intent.



Below shows an accompanying sketch visual for this proposed arrangement:

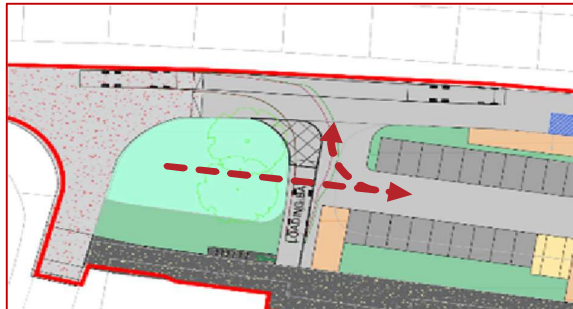


### Option 2 - RSA Stage 1 - Auditors Recommendation

Auditors Recommendation suggested –

*“Should swept paths permit it, the loading bay should be relocated into the adjacent grassed area where reversing onto Marian Road is not required. It would be preferable for delivery vehicles to reverse within the car park carriageway and exit the car park facing forwards.”*

*In addition, deliveries should take place outside of peak traffic times, preferably in the early morning or late evening.”*



The recommendation has been considered with relevant vehicle tracking carried out, see below:

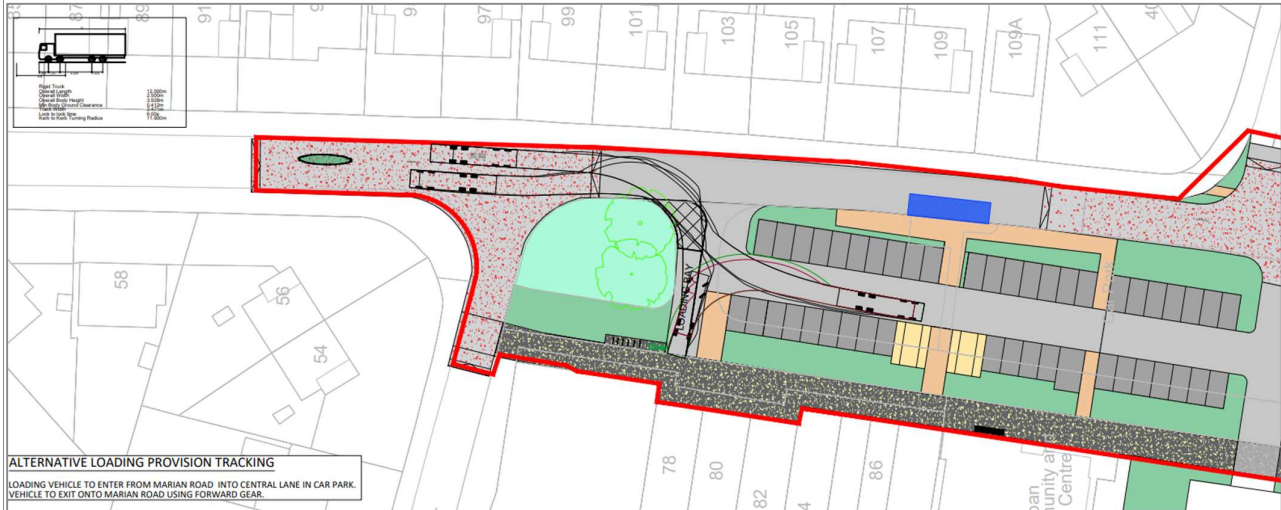


As shown, this option would require two existing trees to be felled to accommodate the relocated loading bay. Additionally, the loading vehicle would not be able to continue north on Marian Road from exiting the loading bay as geometry would be too tight. The loading bay could be provided further south to widen the exiting angle, however, this would require further removal of existing green space.



### Option 3 - Civic Engineers Alternative Layout (31/10)

On receipt of comments, an alternative layout has been considered. This option would see the loading vehicle enter the car park from Marian Road and use the central lane in the car park to reverse into the loading bay. This alleviates the need for the vehicle to reverse on the main carriageway on Marian Road. However, it is noted that this layout would result in the removal of the proposed pedestrian footway adjacent to parking spaces and loading bay. This would need to be further looked at to establish full effect on current parking provision and pedestrian facilities.



### Option 4 - Civic Engineers Alternative Layout (31/10)

An additional layout has been considered however, it is noted that this proposal is not currently supported by Civic Engineers due to several implications:

- Requirement for tree felling
- Loading provision located directly adjacent to pedestrian active travel area
- Loading provision acts as barrier between active travel/pedestrian area and potential placemaking area in existing greenspace.
- Additional loss of existing green space

This proposal provides loading provision through a one-way system off Orchardstown Avenue and exiting onto Marian Road.

Below shows an accompanying sketch visual for this proposed arrangement:





## RECOMMENDATION / CONCLUSION

This Designer's File note has presented different options for loading provision within the Rosemount South Dublin County Council District Centre.

In conclusion, as shown above, it is the Designer's recommendation to progress Option 1 for the following reasons:

- Vehicle loading can be carried out adjacent to shops/services easily.
- Entrance/exit permitted onto main carriageway (Marian Road) with no requirement for loading vehicle to reverse from minor route onto main carriageway.
- Retention of existing trees.
- Minimal disruption to proposed pedestrian focused active travel route as part of proposals.
- Opportunity for enhanced placemaking within existing and increased green space outside shops.





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