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**Job Title**

Bawnogue District Centre  
Enhancement Scheme

**Prepared for**

South Dublin County Council

**Report Type**

Public Consultation Summary

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## Public Consultation Summary

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Reviewed by Ross Murphy

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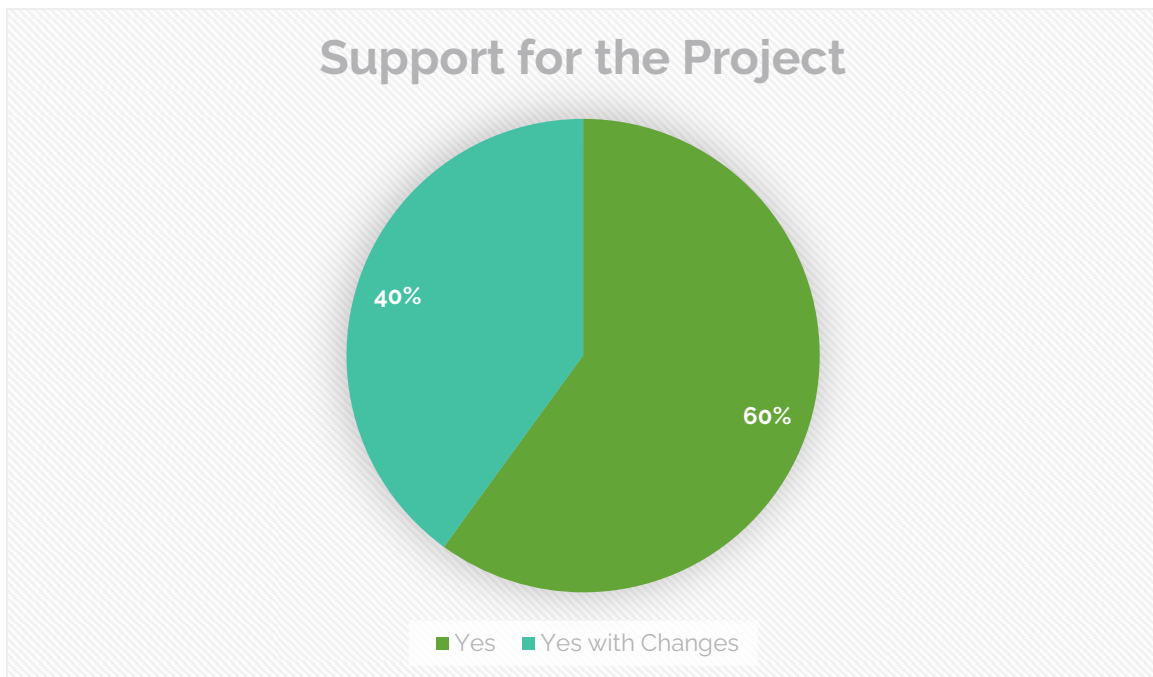
Revised 03

## Executive Summary

South Dublin County Council are proposing enhancement plans for the existing district centre at Bawnogue. 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 Part 8 public consultation event which includes 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.



A total of 15 responses were received during the public consultation. 40% of respondents were supportive with changes, 60% were supportive, and none were not supportive.

The top 3 most noted comments were as follows:

- 1. Concerns with traffic volume.**
- 2. Anti-social behaviour and Street lighting.**
- 3. Concerns with traffic calming and road narrowing provisions.**

## Bawnogue District Centre Enhancement Scheme Public Consultation Summary

Key Issue	Issue Details	Summary of CE Recommendation
Concerns with Traffic Volume	Concerns that a narrower road and the traffic calming measures would increase traffic delays	<ul style="list-style-type: none"> <li>- Narrower lanes will not reduce the capacity of the road but may slow vehicle speeds</li> <li>- Only very minor delays to vehicles may be caused by the introduction of new zebra crossings but this is acceptable considering the pedestrian benefit</li> </ul>
Anti-Social Behaviour and Street Lighting	Concerns regarding anti-social behaviour and requesting public lighting as a deterrent	<ul style="list-style-type: none"> <li>- The scheme increases the level of passive surveillance which is shown to deter anti-social behaviour</li> <li>- Public Lighting improvements are included as part of the scheme and will be considered further at the detailed design stage.</li> </ul>
Narrowing of Junctions	Concern regarding the ability to turn in and out of entrances with tight radii	<ul style="list-style-type: none"> <li>- Junctions will be designed in accordance with National Design Standards and will not impact on the ability of any vehicles turning left or right, however, drivers may have to drive more slowly at junctions. This will have the added benefit if improved safety.</li> </ul>
Request for a Playground	Requests for a playground	<ul style="list-style-type: none"> <li>- Natural play features are provided but no formal playground is proposed under this scheme and there is insufficient budget to provide a new play space within this scheme.</li> <li>- However, the scheme will deliver improved connectivity to the soon be revamped St. Cuthberts Park is part of the scheme</li> </ul>
Reduction in Parking and Accessible Bays	Concerns regarding the removal of on street parking	<ul style="list-style-type: none"> <li>- Surveys have shown ample available parking is available in the Bawnogue Shopping Centre</li> <li>- The re-allocation of vehicle space to public realm space is a crucial part of these schemes</li> </ul>
Responsibility of Maintenance	Council to ensure the scheme is maintained to the correct standard	<ul style="list-style-type: none"> <li>- SDCC will fully maintain the delivered scheme including road, cycleways, and soft landscaping</li> </ul>

## 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 a direct online submission or from the online public survey.

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

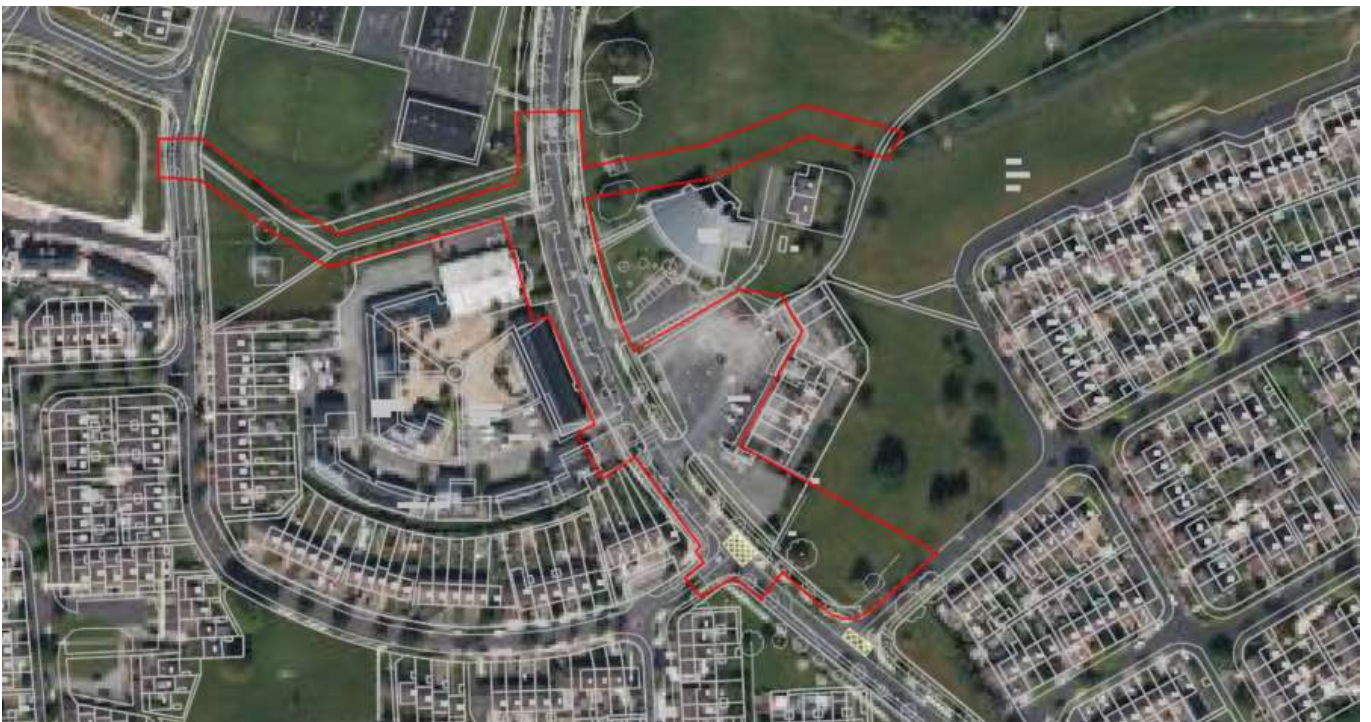
### 1.1 Background

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 which includes Bawnogue District Centre.

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 street layout, traffic calming measures, promotion of active travel, and introduction of landscaping and Sustainable Drainage Systems (SuDS) at Bawnogue District Centre.

Location Plan:



Bawnogue District Centre is a busy retail centre located on Bawnogue Road in a predominantly residential area of Clonburris Great.

The centre contains various businesses with a varied range of services. The centre also includes important community facilities such as ACE Enterprise Park, Bawnogue Youth and Community Centre, Church of the Transfiguration, McCauley Pharmacy, Londis Bawnogue and various local enterprises.

Bawnogue Shopping Centre carpark is not currently in charge of SDCC. However, SDCC have initiated a Taking in Charge process which would see the inclusion of the shopping centre carpark within the overall Bawnogue District Centre Enhancement Scheme proposals. It should be noted that all works pertaining to the carpark are subject to both Part 8 approval (for which this report relates) and the successful Taking in Charge of Bawnogue Shopping Centre carpark. A statutory Taking in Charge process for the car park is currently underway and will be the subject of a separate Council decision. Should that car park be Taken in Charge in due course, the works identified in this Part 8 will be delivered. However, it should be noted that should the car park not be Taken in Charge then the works in this Part 8 will not be delivered by the Council.

The car park contains 57 parking spaces laid in five sections, not all formally demarcated.

The site extent is served by bus stop 2136 and bus stop 2153 located on Bawnogue Road. The 13 and 51D connect Harristown with Grange Castle via Dublin City Centre

Bawnogue Road links Lockview Road to the north and the R134 to the south and provides access to the site. The road is signed as 50km/h, equipped with speed ramps throughout, however, the evidence shows that there is speeding along this road.

## **1.2 Proposed Scheme**

The public realm in the area is largely dominated by the concrete and asphalt of the road, footways and 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 street has been examined as part of the scheme and the proposal is to reconfigure the street layout to maximise its functionality whilst also improving pedestrian links to and through the District Centre.

The footpath running alongside Bawnogue Road is to be redesigned to create an active travel space with wider footpaths and a segregated cycle lane.

Seventeen on-street parking spaces will be removed to provide increased sightlines along the road and allow safer links across the Bawnogue Road.

The existing car park at Bawnogue Shopping Centre is subject to a Taken In Charge process currently. If this area is Taken in Charge it will be re-vamped and provide 53 parking spaces. Based on surveys during peak times (school drop off and collection) 53 spaces is sufficient to meet the current demand and also absorb the cars currently using the on-street parking.

It is proposed to remove the security fencing fronting ACE Enterprise Park and Bawnogue Youth and Community Centre which will enhance the visual amenity of the area. This proposal will be subject to formal agreement with the board of managements of both entities.

Green / public space is to be created around the ACE Enterprise Centre and new road configuration and some of this space has been considered for the implementation of biodiversity measures / SUDS and/or landscaping.

Bawnogue 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 552486ob19Sept23FV02\_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 552486JB18Sept23FV02\_AA

On the basis of the screening exercise carried out, 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 (OPW) indicates that the area is not vulnerable to potential flooding from river, coastal or groundwater sources.

Flooding in Lealand Estate particularly on Lealand Drive has been highlighted through consultation as part of this scheme. Works on Bawnogue Road will not affect any flooding issue in this area which falls outside the extent of this scheme.

#### **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 Church of the Transfiguration which is of Regional Importance.

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



lever 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
- Failte Ireland
- National Monuments Service
- An Taisce
- Dublin Bus
- Go Ahead Ireland

## 2. Public Consultation Event

In advance of the launch of the Part 8 Public Consultation, two informal consultation workshops were held in May and June 2023 with traders, community groups and residents. The purpose of these workshops was to identify challenges and opportunities to inform the design development of the scheme.

In addition, the plans were presented to the boards of both ACE Enterprise Centre and Bawnogue Youth and Community Centre.

A separate meeting was also held with the traders at Bawnogue Shopping Centre to discuss issues pertaining to the shopping centre carpark.

The Public Consultation Event (launched on 2<sup>nd</sup> November 2023) was then held to receive feedback from residents, visitors and local business owners that could improve the concept designs.

The Part 8 Public Consultation ran for 6 weeks (2<sup>nd</sup> November 2023 to 14<sup>th</sup> December 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 that would assist in delivery of the proposed scheme.

### 3. Methodology

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

## 4. General Comments Received by SDCC

### 4.1 General Comments

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

#### 4.1.1 General Comment 1

##### **Concerns with Traffic Volume.**

Concerns regarding the potential increase in traffic volume due to the new proposed measures. Concerns mainly relating to traffic coming from the north during the start and end of the school day due to the proximity of Talbot Senior National School and Nano Nagle Junior National School. There were 4 comments relating to this.

##### **Response 1 - Concerns with Traffic Volume.**

A number of comments were concerned that the installation of traffic calming would lead to an increase in traffic. The suggestion was that if vehicles were made to slow down over the proposed speed tables and chicanes that this would have a knock-on effect and lead to a build-up in traffic.

However, by creating a consistent flow of vehicles, the implementation of traffic calming can create lower and more consistent vehicular speeds through the area. This in turn can help reduce congestion, thus keeping the traffic volume on Bawnogue Road at the same volume's pre-installation.

It should be noted that the narrowing of Bawnogue Road would also not affect traffic volume.

The installation of the two zebra crossing could cause very minor delays to vehicles on Bawnogue Road, however, as we are creating an area where pedestrians and cyclists have priority, this has been deemed appropriate to potentially create a minor delay to drivers to create a safer area for pedestrians and cyclists to access the District Centre and cross Bawnogue Road and to encourage locals to walk or cycle rather than to use a vehicle.

The provision of two zebra crossings have been proposed for this location as per the guidance within the Design Manual for Urban Roads and Streets (DMURS).

### **Chief Executive Recommendation**

No change proposed – however, details of the proposed traffic calming measures will be developed during the detailed design stage.

#### **4.1.2 General Comment 2**

##### **Anti-social Behaviour and Street Lighting.**

Two requests have been made to install features that will lower the risk of anti-social behaviour in the district centre and a further two requests for more street lighting to be installed – relating to measures to lower the risk of anti-social behaviour.

##### **Response 2 - Anti-Social Behaviour and Street Lighting.**

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

The layout of the street and adjacent carpark has been examined as part of the scheme and the proposal is to reconfigure the area to improve pedestrian links to and through the District Centre.

The footpath fronting the business park on Bawnogue Road is to be rearranged to create a plaza. Additional green space is to be added whilst also installing wider paths to create a shared use space for pedestrians and cyclists.

The improvements that the development will provide will encourage more people to use active travel. This will encourage more people to walk or wheel to the district centre.

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 roads and car parks, can improve 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.

Street lighting is to be upgraded to LED lanterns which will improve visibility; this will be further investigated with SDCC's Street Lighting unit to undertake an assessment on whether the repositioning of street lighting columns could improve lighting in the area and if needed, more lighting provisions can be added.

##### **Chief Executive Recommendation**

No change proposed – however, details of the proposed street lighting will be developed during

the detailed design stage.

#### **4.1.3 General Comment 3**

##### **Concerns with Traffic Calming and Road Narrowing Provisions.**

Concerns regarding the installation of traffic calming and road narrowing measures have been raised. The majority of comments were related to the proposals slowing traffic down in the area with concerns that this will cause the traffic volume to increase. There was a further comment suggesting the swept paths at the narrowed junctions would be too tight. There were 4 comments relating to this.

##### **Response 3 – Concerns with Traffic Calming and Road Narrowing Provisions.**

Please refer to section 4.1.1. with regards to the concerns raised about traffic volumes.

With regards to the road narrowing provisions and the affect this will have on junction turning movements, we can advise that all the junctions within the proposed scheme have been designed as per the specification within DMURS.

The proposed junction radii are appropriate for the characteristics and environment of each road junction. Narrowing a road junction also has the added benefit of slowing cars down significantly and give more reaction time to a driver should a pedestrian be crossing the road.

The design and location of the traffic calming measures proposed near the entrance to Lealand estate will be reviewed and considered as part of the detailed design so as to ensure that any measures implemented don't adversely affect the ability to access and egress Lealand estate.

##### **Chief Executive Recommendation**

No change proposed – however, details of the proposed traffic calming measures will be developed during the detailed design stage.

#### **4.1.4 General Comment 4**

##### **Request for the Installation of a Playground.**

Two requests have been made for the installation of a playground in the proposed area.

##### **Response 4 - Request for the Installation of a Playground.**

The current land constraints in the area will not allow for the installation of a playground without effecting the street, car park or the widths of the footways and shared use spaces.

We therefore do not intend on installing a playground. Active play on the way features will be incorporated into the landscape proposals that are developed at detail design stage.

There is insufficient budget within this scheme to provide a new playground within the scheme. However, the scheme proposes improved connectivity to St. Cuthberts Park which is due to undergo major upgrade works shortly and will include for additional play spaces.

### **Chief Executive Recommendation**

No change proposed – the scheme proposes improved connectivity to St. Cuthberts Park which is due to undergo major upgrade works.

#### **4.1.5 General Comment 5**

##### **Concerns Regarding Reduction in Parking Provisions and Accessible Bays.**

Concerns regarding the reduction in parking spaces was noted. One of which also expressed concern to the number of accessible bays with a further comment also regarding disabled parking provisions. There were 2 comments relating to reduction in the parking and 2 regarding accessible bays.

##### **Response 5 - Concerns Regarding Reduction in Parking Provisions.**

The proposed scheme aspires to upgrade the urban space to make the area more inviting to residents, businesses, and visitors. As such, the car parking has been rationalised to create a more user-friendly layout with the creation of more green space and paths for pedestrians and cyclists. An effective review of parking is essential to accelerate a mode shift away from the car.

Parking reduction can complement better active travel and public transport options. Without changes in how parking is managed, progress on mode shift will likely be limited to well below the levels of ambition regarding the climate emergency which both national and local governments have declared.

Whilst parking management can be challenging to implement, there is a growing evidence base on the benefits of a range of interventions.

It is proposed to remove a total of 17 on-street parking spaces. SDCC undertook car parking surveys of the on-street parking within the district centre and the shopping centre carpark. The survey was conducted during the peak AM and PM period, and it was found that there is ample available parking within the shopping centre carpark to account for the proposed loss of on-street parking.

Accessible parking will be provided as part of the scheme – the locations will be considered further as part of the detailed design.

### **Chief Executive Recommendation**

Accessible parking will be provided as part of the scheme – the locations will be considered further as part of the detailed design.

#### **4.1.6 General Comment 6**

##### **Concerns with Responsibility of Maintenance.**

Concerns regarding responsibility for any future maintenance was raise. Two businesses requested assurances that the Council would be responsible for any future maintenance burdens.

## **Response 6 - Concerns with Responsibility of Maintenance.**

The proposed provisions including the road, cycleway, footpaths and soft landscaping features will be maintained by SDCC. The maintenance of the shopping centre carpark is subject to successful completion of the Taking in Charge process.

### **Chief Executive Recommendation**

SDCC to maintain all public elements such as the provision of roads, open spaces, car parks, and service connections etc.

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

All comments received directly by SDCC 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 Revised Submission**

There was one revised submission.

This was submitted after the business has completed the online survey.

The revision commented that they would like to remove their concerns regarding the concerns for anti-social behaviour.

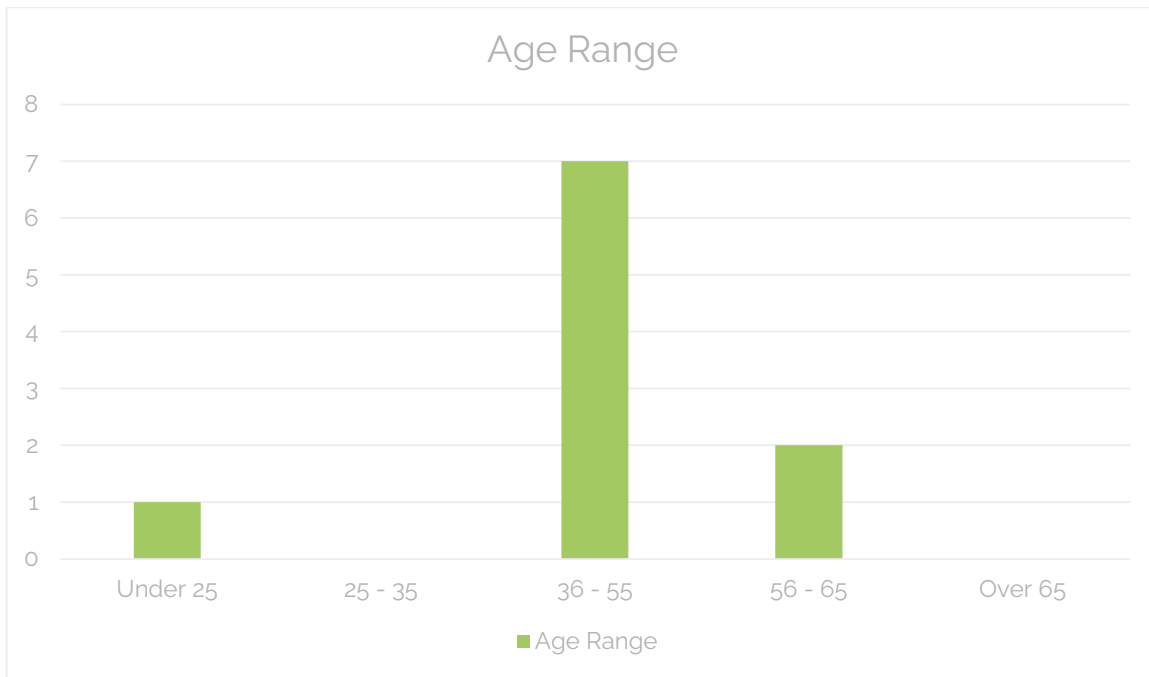
This has not been duplicated within this document and both submissions have been treated as one.

## **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. There were 9 responses in total to the online survey. The issues raised within the survey have been addressed within the General Comments in Section 4.

### **5.1 Age Range**

The graph below shows the age range of responders.



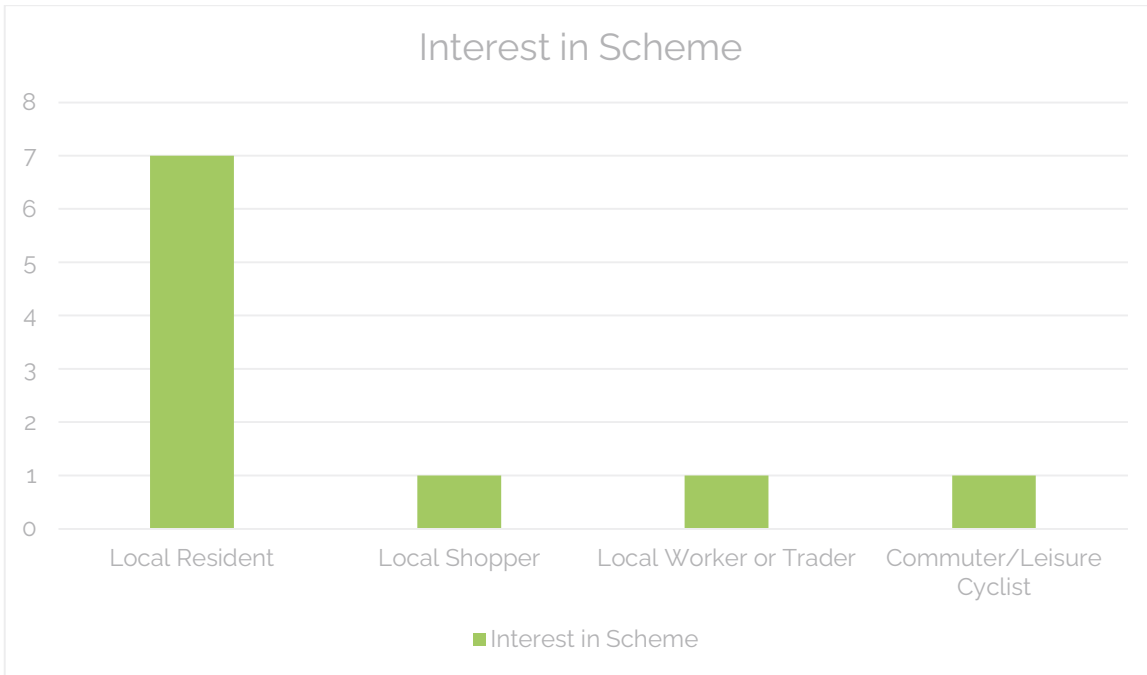
## 5.2 Distance from Scheme

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



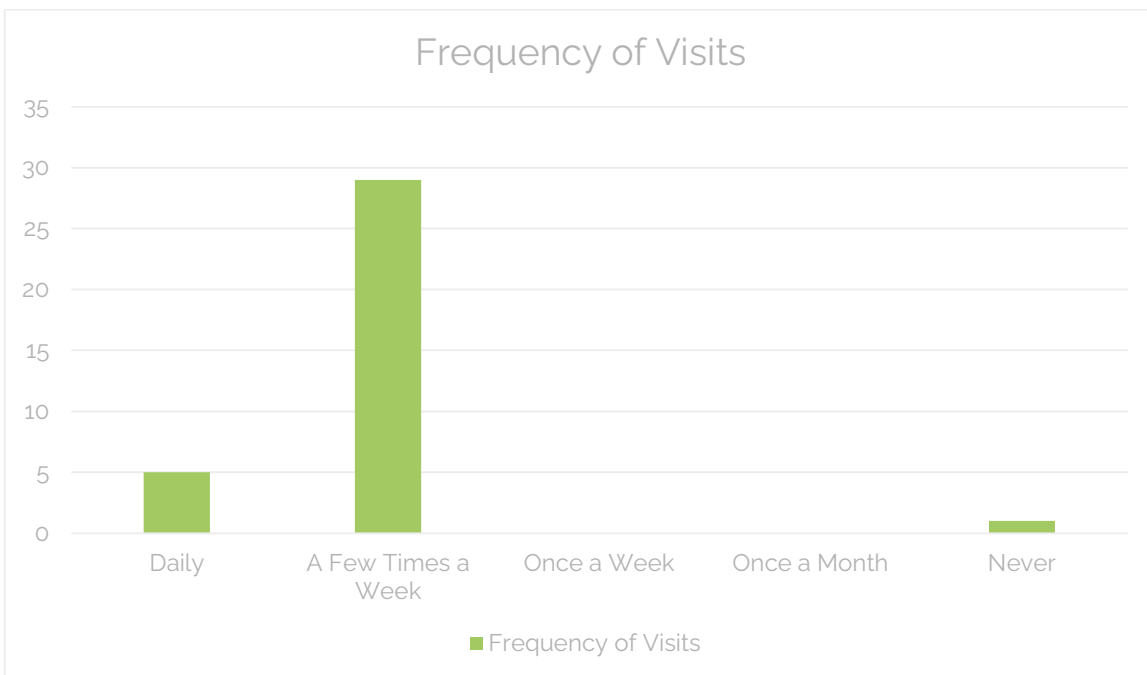
## 5.3 Interest to the Scheme

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



#### 5.4 Frequency of Visits

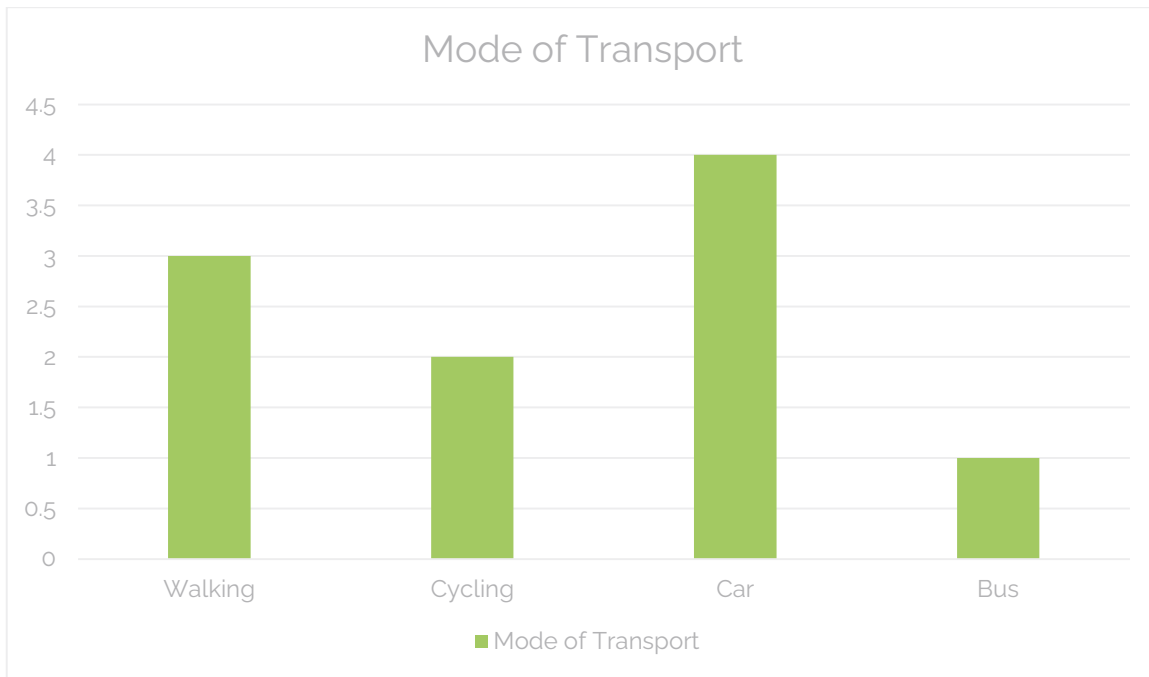
The graph below shows the frequency at which responders visit Bawnogue District Centre.



#### 5.5 Mode of Transport

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





## 6. Conclusion / Recommendation

In conclusion, none of the responses were against the proposals. Where there were responses that included accepting with changes, the majority of these related to the potential increase in traffic volume, concerns relating to anti-social behaviour and concerns with the installation of traffic calming and narrowing of the road and junctions.

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 looking at features to further discourage anti-social behaviour e.g. installing further street lighting and the design of the speed tables.



## Appendix A

URN	Theme	Type	Body
<b>SD-C301-1</b>	Walking	Individual	<p>The speeding is unreal down the bawnogue road towards canal, needs to be speed limit signs, poor positioning of existing traffic lights, primary school children need to be considered ie road safety, the footpath to the left coming in to bawnogue broken and old, needer wider footpaths to accomadate buggys or or two people side by side not wide enough, bus stop 2152 has no standing area all overgrown on the tarmac, electric bikes on footpaths electric scooters on footpaths should not be allowed, scramblers in the area need to go very dangerous and scary, the whole of bawnogue road needs vast enhancement, there is a massive housing estate adjacent to bawnogue at the canal, very poor bus routes very little schools in the area, keep planting trees also and stop cutting down trees it is the only thing I like about bawnogue is the trees, there is a lot of traffic disorder at the primary school people parking everywhere on double yellow lines blocking footpaths blocking driveways etc, and as for the yearly bonfire at the end of Lindisfarne disgraceful thst the green area is destroyed bonfires in bawnogue not policed or attended by the sdcc, I've seen it for 16 yrs now it's disgraceful, bawnogue in general seems to lack law and order, it's the forgotten about area in clondalkin</p>
CE Response			Noted.
CE Recommendation			<p>The scheme includes additional traffic calming measures including reduced road width to be introduced on Bawnogue Rd within the district centre.</p> <p>SDCC to utilize public space for creation of landscaped plaza – this will provide additional and safer space to vulnerable road users.</p> <p>The scheme increases the level of passive surveillance which is shown to deter anti-social behaviour Public Lighting improvements are included as part of the scheme</p>

<b>SD-C301-3</b>	District Centres	Organisation	<p>Action Community &amp; Enterprise CLG t/a Ace Enterprise Park, Bawnogue Road.</p> <p>The board of Ace cautiously welcome the proposal, especially the removal of the fence and the creation of a plaza style streetscape and would actively encourage the council to achieve their targets given the budgetary restraints as the local community will benefit. Our reasons for concern relate to the ongoing repair and remediation for the building façade and planting. Ace operate as a charity and would not have access to finance to maintain same. Can there be any assurances from the Council that if ongoing maintenance costs were to be in excess that there would be some financial support in the future or an option to reinstate the fence? Could we suggest that the downstairs windows facing the street be replaced with re-inforced glazing thus reducing/preventing the need to be replaced if broken?</p> <p>The addition of the new raised Zebra Crossing is great to see and will give great safe access for crossing the road. With the improved carpark for childcare collection, this will have a positive impact. We commend the addition of planting as it will enhance the scheme and hope that it thrives. We note in the artists sketch that there is the inclusion of a gate around the double door entrance to the Ace Community Hub, will this be provided by SDCC? Can we get confirmation that the SDCC is realigning the existing gates to give the new perimeter?</p> <p>"The board of Ace have reviewed the proposal and are willing to forgo their concerns around vandalism in the spirit of encouragement for the overall project and the potential benefits for the village of Bawnogue."</p>
CE Response			Please refer to section 4.1.6. The proposed provisions including the road, cycleway, footpaths, and soft landscaping features will be maintained by SDCC.
CE Recommendation			As above.
<b>SD-C301-4</b>	roads	Individual	<p>"I am broadly in favour of the changes. The area to be opened up at the community centre looks very well. If it can be kept maintained it would be great. It would be ideal if it encouraged a place to eat to open there with tables outside in the good weather, or even a food truck. It would be nice to have more greenery planted along the road, more flowers, to make it look more enticing. I like that for people crossing the road that they won't have to step down onto the road - that makes it much easier for people with buggies or in wheelchairs.</p>

			<p>My main concerns are:</p> <p>Narrowing of the road for cycle lane. From the documentation this doesn't appear to extend as far as the junction with the Nangor Road which is good if that is the case. The junction with the Nangor Road is very busy and currently there is enough room on the road to accommodate cars turning both left and right onto the Nangor Road. If this road was narrowed it would have a detrimental effect on traffic and cause residents in the nearby estates of Alpine Heights and Lealand difficulty in getting out of their estates. It is already difficult to get out of and into Alpine Heights when the traffic is bad, and the yellow box is very faded which doesn't help. Narrowing the road at this point would also create issues back onto the Nangor Road if it causes cars turning into Bawnogue Road to get stuck.</p> <p>Speed ramps. If any speed ramps are included for traffic calming, they should be similar to the style of the existing speed ramp on the Bawnogue Road. Recently new speed ramps were added to the Old Nangor Road which are very poorly designed, they blend in too much with the road and are high and narrow. They cause a hazard to cars and any cyclists/pedestrians near the cars.</p> <p>I think the new path beside the shops is a good idea but the lighting should be adequate so that it is safe for users. It would be ideal if cameras could be added to prevent anti-social behaviour and if anything could be done to reduce the risk of scramblers using the path. Also the path should be at a maximum the same width as the existing path and no wider, it should be nowhere near enough in width to allow cars.</p> <p>New exits entrances onto Bawnogue Road. If there are new entrance exit junctions onto Bawnogue Road either from the shopping centre or the community centre then they should be designed in a way that cars are not accidentally bumping into the path when turning. This is what has been happening at the left hand turn out of Clondalkin leisure centre since the path there was redesigned.</p>
<b>CE Response</b>			<p>Please refer to sections 4.1.2 and 4.1.3.</p> <p>Nangor Road junction is not part of scheme boundary.</p>
<b>CE Recommendation</b>			<p>CE Response relating to traffic Calming Concerns</p> <p>CE Response 4.1.2 Response 2 on Anti-social behaviour and passive surveillance</p>

			Scheme to proceed based on current proposals.
<b>SD-C301-5</b>	carparking	Individual	I thinking this place is always busy to parked up
<b>CE Response</b>			Noted.
<b>CE Recommendation</b>			Scheme to proceed based on current proposals.
<b>SD-C301-6</b>	District Centres	Organisation	The Early Childhood Education Centre welcome the enhancement proposal, especially the removal of the fence and the creation of a plaza style streetscape and would create an enjoyable visual and physical space for the community, children and employees at the centre. Our reasons for concern relate to the ongoing repair and remediation for the building façade and planting. StartBright & Ace operate as a charities and would not have access to finance to maintain and repair. Can there be any assurances from the Council that if ongoing maintenance costs were to be in excess that there would be some financial support in the future or an option to reinstate the fence? We welcome the new perimeter of the existing gates. This will continue to secure the premises overnight (including the safety of our outdoor garden for the children) Could we suggest that the downstairs windows facing the street be replaced with re-inforced glazing thus reducing/preventing the need to be replaced if broken? The addition of the new raised Zebra Crossing is great to see and will give great safe access for crossing the road. With the improved carpark for childcare collection, this will have a positive impact. We commend the addition of planting as it will enhance the scheme and hope that it thrives.

			Can consideration to be given to the maturity of the plants. Mature plants would be most beneficial in creating the visual and physical appearance immediately and less likely to be vandalised and require replacement.
<b>CE Response</b>			Noted.  The proposed provisions including the road, cycleway, footpaths and soft landscaping features will be maintained by SDCC.  Please refer to section 4.1.6
<b>CE Recommendation</b>			As above.

## 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-C201-7</b>		More car parking spaces and cycle lane	Narrowing of road, considering it's not very wide as it is and more traffic to be added with all the new houses been built in bawnogue.	I would like to see more parking for the school as they park all on ashwood road and between the school and the doctors you can not get in or out of estate. There is also a need for playgrounds, every other area has many except bawnogue. Another exit route for the excess traffic due to new homes been built, traffic is already bad in the area.
<b>CE Response</b>		Please refer to section 4.1.3 and 4.1.4.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals.		
<b>SD-C201-8</b>		Make the area visually more appealing	While traffic calming measures make sense in principle, in reality the increase in volume of traffic that will be using this road from the Clonburriss development at the top of Bawnogue Road does not appear to have been considered. The traffic jams on this road at peak times is already considerable.	The shops themselves are run down and dated. It would be fantastic to have a modern, fit for purpose development here.



<b>CE Response</b>		The proposed scheme to make Bawnogue more accessible, sustainable, and attractive for residents, businesses, and visitors.  Please refer to section 4.1.3.		
<b>CE Recommendation</b>		SDCC to utilize public space for creation of landscaped plaza.  Scheme to proceed based on current proposals.		
<b>SD-C201-9</b>		The area definitely needs to be revamped	There's not very much consideration for people with reduced mobility at all, I need to travel in a car as I can't walk very far due to a health condition, I definitely won't be using a bike. How am I going to be able to shop or get my very much needed medication from the chemist if there's no parking? What about others like myself and elderly people, we don't all have the luxury of being able to walk everywhere	"I'd love to see more measures put in place to stop the antisocial behaviour and the scramblers, there's scrambles going up and down the field accross from my house every evening for hours at a time. If you could do something about that that would be brilliant.  I'd like to see some more coffee shops and facilities for the kids and teenagers.
<b>CE Response</b>		Please refer to section 4.1.5.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals.		
<b>SD-C201-10</b>		Opening up access to the Enterprise Centre.  The current blue fencing is prison-like and gives a negative impression of the		Less litter and graffiti around the shops.  Making the shop fronts more presentable and brightening up the neglected ones.

		area		
<b>CE Response</b>		Noted.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals.		
<b>SD-C201-11</b>		<p>I like that the Shopping Centre car park will finally be made safe for residents to use.</p> <p>From what I have seen it looks like there will be proper access for pedestrians into the shops. There will be plenty of crossing space and pathways for pedestrians. The whole look of the area will be enhanced by this development</p>	<p>I do not like that the access road to Lealand estate will be curtailed. It is the only roadway into the estate. No other estate is affected by the improvements that are proposed. I believe that if the enhancement of the area started just past the entrance to the estate it would be better for the residents of Lealand Estate.</p> <p>The changes at the junction of Lealand estate as shown in your proposal will severely affect access to the estate for the those using the road.</p> <p>also noted in your proposal is that OPW has no information on flooding within 500m of the area. I suggest that you contact the relevant department in SDCC and you will find that there has been flooding in Lealand Estate particularly on Lealand Drive on a number of occasions. The last significant event was in 2011, with at least on smaller flooding event</p>	<p>I would like to see more pedestrian walkways that are safe and well lit.</p>

			since then. I hope that the the changes proposed for the Bawnogue Road will not affect the water table levels anywhere near Lealand estate.	
<b>CE Response</b>		Please refer to section 4.1.3. Flooding comment noted.		
<b>CE Recommendation</b>		Scheme to proceed based on current proposals however will consider the above comments.		
<b>SD-C201-12</b>		<p>I'm pleased with the suggested plan because it emphasizes pedestrians and cyclists over favouring cars. It also aims to address global climate challenges by improving cycling and walking routes in Clondalkin. Additionally, it focuses on creating safe cycling and walking paths, which is crucial, especially in the wake of the past year, which witnessed the highest number of road fatalities in Ireland.</p>	<p>The proposed scheme unfortunately lacks crucial information regarding two vital aspects. Firstly, it fails to address the essential issue of tree planting, which is a critical component of sustainable urban development, offering numerous environmental benefits such as improved air quality and temperature regulation. Secondly, the scheme overlooks the pressing concern of school traffic and its impact on public transport. The safety and efficiency of public transportation systems are greatly affected by the congestion and challenges posed by school-related traffic, making it essential to consider these issues in any comprehensive urban planning endeavour. Therefore, these omissions are significant drawbacks in the proposed scheme that need to be addressed for a more holistic and effective</p>	<p>The proposed scheme falls short in several crucial aspects of urban planning. It omits the creation of essential recreational spaces like playgrounds and sports facilities, such as football pitches and basketball courts. Additionally, it lacks benches for pedestrians, which are vital for creating inviting and inclusive public spaces.</p>

			urban development plan.	
<b>CE Response</b>		Please refer to section 4.1.1. With regards to tree planting, trees and various other planting to be incorporated into the landscape proposals that are developed at detail design stage.		
<b>CE Recommendation</b>		Trees to be incorporated into the landscape proposals that are developed at detail design stage.  Scheme to proceed based on current proposals to create a consistent flow of vehicles to help reduce congestion, thus keeping the traffic volume		
<b>SD-C201-13</b>		Trees	Should be a roundabout at shops	Lights
<b>CE Response</b>		Noted.		
<b>CE Recommendation</b>		Trees to be incorporated into the landscape proposals that are developed at detail design stage.  Public lighting to be incorporated into the landscape proposals that are developed at detail design stage.  Due to land constraints, there is no scope for a roundabout.		
<b>SD-C201-14</b>		I like the idea of better pedestrian facilities as well as more structured parking facilities.	There is no mention in the scheme of about access issues for disabled residents.	I would like to see more work on monitoring and controlling anti social behaviour, child care facilities particularly for children with additional needs and

				<p>children play area.</p> <p>It is also important to ensure pathways are available and accessible to wheelchair users.</p>
<b>CE Response</b>		Please refer to section 4.1.2, 4.1.4 and 4.1.5.		
<b>CE Recommendation</b>		<p>Scheme to proceed based on current proposals to improve passive surveillance and reduce anti-social behaviour.</p> <p>Accessible bays to be incorporated into proposals that are developed at detail design stage.</p>		
<b>SD-C201-15</b>		<p>The planting, the cycle lanes, the speed reduction and the easy access to the raised zebra crossings. We like the openness /plaza feel that will be created and the creation of a focal point with the seating/planting in front of our Community Hub.</p> <p>The addition of the new raised Zebra Crossing is great to see and will give great safe access for crossing the road. With the improved carpark for childcare collection, this will have a positive impact.</p> <ul style="list-style-type: none"> <li>• We commend the addition of planting as it will enhance the scheme and hope that it</li> </ul>	<ul style="list-style-type: none"> <li>• The board of Ace cautiously welcome the proposal, especially the removal of the fence and the creation of a plaza style streetscape and would actively encourage the council to achieve their targets given the budgetary restraints as the local community will benefit. Our reasons for concern relate to the ongoing repair and remediation for the building façade and planting. Ace operate as a charity and would not have access to finance to maintain same. Can there be any assurances from the Council that if ongoing maintenance costs were to be in excess that there would be some financial support in the future or an option to reinstate the fence?</li> <li>• Could we suggest that the</li> </ul>	<p>We note in the artists sketch that there is the inclusion of a gate around the double door entrance to the Ace Community Hub, will this be provided by SDCC?</p> <ul style="list-style-type: none"> <li>• Can we get confirmation that the SDCC is realigning the existing gates to give the new perimeter?</li> </ul>

		thrives.	downstairs windows facing the street be replaced with re-enforced glazing thus reducing/preventing the need to be replaced if broken?	
<b>CE Response</b>		Please refer to section 4.1.6. The proposed provisions including the road, cycleway, footpaths and soft landscaping features will be maintained by SDCC		
<b>CE Recommendation</b>		As above.		
<b>SD-C201-16</b>		<p>I like the measures to calm traffic and slow speeds on the road like the raised junctions and road tightening especially at corners.</p> <p>The public Realm improvements are very welcome.</p> <p>The addition of SuDS elements is great to see</p>	<p>I think the shared space might still need delineation as depending on pedestrian and cycles business there could be a demand for separation between modes</p>	<p>Further Connection into the Grand Canal Greenway for Active travel, to make Bawnogue a convenient destination for commutes, school runs, and recreation via the Greenway.</p> <p>Looking into the provision of more mixed use amenities in advance of the Canal Extension Development Area of the Clonburris Scheme.</p> <p>Maybe looking into the provision of 'shore power' in the multi-use plaza area if there is a demand for market stalls, this would allow them to operate without generators.</p>
<b>CE Response</b>		Comments Noted.		

<b>CE Recommendation</b>	<p>Scheme to proceed based on current proposals within the site extent, however, will consider the above comments.</p> <p>Further Connection into the Grand Canal Greenway to be advanced in later stage under Active travel scheme.</p>
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