

# Deansgrange Cycle Scheme

## Public Consultation Report

220012-DBFL-XX-XX-RP-S-0004

TRANSPORTATION



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DBFL CONSULTING ENGINEERS





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**Report submitted in accordance with Part XI, Section 179(3)  
of the Planning and Development Acts, 2000 (as amended),**

**Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the  
Local Government Act 2001 (as amended).**

24/02/2023

The Deansgrange Cycle Route Schemes proposes a cycle track both sides of Kill Lane which proceeds from the entrance to Clonkeen Park to the Deansgrange Road/Kill Lane signalised junction. Pedestrian and cycle crossings are provided on two arms of the junction which will allow cyclists to travel between Kill Lane and Deansgrange Road. On Deansgrange Road, it is proposed to provide a two-way cycle track on the western side of the road. The cycle facility then progress within the Deansgrange Cemetery via a new entrance where cyclists will use the existing paths with public lighting proposed. At the northern side of the cemetery, the two-way cycle track will return to Deansgrange Road via a modified entrance and continue on the western side of Deansgrange Road to the Deansgrange Road / Brookville Park signalised junction. Here it will tie in with proposals outlined here as part of the Dundrum to Dun Laoghaire Active Travel Scheme (the DLR Connector).

## 1 PLANNING REFERENCE NUMBER PC/IC/02/22

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the newspaper on 15<sup>th</sup> September 2022. Plans and particulars of the proposed development were made available for inspection from 15<sup>th</sup> September 2022 to Thursday 27<sup>th</sup> October 2022 at the Sponsoring and Planning Departments, County Hall, Marine Road, Dún Laoghaire, and the Council Offices, Dundrum and on the DLR Consultation Hub, on the Council's website [www.dlrcoco.ie](http://www.dlrcoco.ie)

Submissions and observations with regards to the proposed development could be made up to and including 27<sup>th</sup> October 2022.

During the Part 8 process a screening determination was referred to An Bord Pleanála. This was considered by An Bord Pleanála and was determined as withdrawn on the 22<sup>nd</sup> of December 2022. <https://www.pleanala.ie/en-ie/case/314862>

## 2 BACKGROUND

DBFL Consulting Engineers (DBFL) have been commissioned by Dun Laoghaire Rathdown County Council (DLRCC) to provide consulting engineering services for the design and development of the Deansgrange Cycle Route Scheme.

The overall scheme aims to deliver a high quality, safe walking and cycling route that will meet the current school and commuting demand within the Deansgrange area for all cycle users.

The cycle route proceeds along a section of Kill Lane, providing access to and from Clonkeen Park, before travelling along the Deansgrange Road, terminating south of the Deansgrange Road/Brookville Park signalised junction.

As part of a previous options assessment for the route, a number of options were considered with consultation and engagement undertaken with the public. This process recommended that cycle facilities be provided via the removal of a traffic lane on Deansgrange Road (making it one way). This was not considered acceptable at the time and a further period of engagement and options assessment was undertaken in Q4 2021. A preferred option emerged from this process which is the basis for this Part 8 application.

The Deansgrange Cycle Route Schemes proposes a cycle track both sides of Kill Lane which proceeds from the entrance to Clonkeen Park to the Deansgrange Road/Kill Lane signalised junction. Pedestrian and cycle crossings are provided on two arms of the junction which will allow cyclists to travel between Kill Lane and Deansgrange Road. On Deansgrange Road, it is proposed to provide a two-way cycle track on the western side of the road. The cycle facility then progress within the Deansgrange Cemetery via a new entrance where cyclists will use the existing paths with public lighting proposed. At the northern side of the cemetery, the two-way cycle track will return to Deansgrange Road via a modified entrance and continue on the western side of Deansgrange Road to the Deansgrange Road / Brookville Park signalised junction. Here it will tie in with proposals outlined here as part of the Dundrum to Dun Laoghaire Active Travel Scheme (the DLR Connector).

The Public Consultation ran for 6 weeks between 15<sup>th</sup> September 2022 and 27<sup>th</sup> October 2022.

A total of 1252 submissions were received overall. This included 683 submissions to the online portal, 536 email submissions, and 33 letters. 246 submissions were deemed duplicates, and so the total number of submissions analysed was 1006.



The responses consisted mainly of residents, members of the public with family/friends buried in the cemetery, and the below stakeholder groups:

- Deansgrange Respect Our Grief
- Dublin Cycling Campaign
- Sinn Féin
- Social Democrats
- An Taisce
- National Graves Association
- Foxrock Avenue and Hollypark Residents Association

### **General Comments**

Set out below are the general themes that have been referenced in a number of the submissions as well as a response to these comments. **Appendix A-C** of this report outlines a submissions matrix that cross references each submissions' comments against each theme below in order to ensure that all comments and queries have been addressed.

### **Deansgrange Cemetery**

The sub themes for Deansgrange Cemetery:

**Operation and Maintenance** – the general comments by the public outlined that the cemetery is not currently maintained well and that there are weeds and overgrowing on most of the graves. The focus within the cemetery should be on maintenance rather than on providing a cycle track. Also mentioned for this was how the cemetery will be operated when a funeral is in place in terms of cycle activity.

**Safety Risks** – the general comments by the public outlined that there would be safety risks should cyclists be allowed to travel within the graveyard. There would be conflicts between mourners and cyclists who would be travelling very fast through here, with particular risks for elderly mourners.

**Anti-Social Behaviour** – the general comments received outlined that opening the cemetery to promote walking and cycling would result in anti – social behaviour within the cemetery, in particular, during evening and night-time hours. Graves would be destroyed.

Other submissions mentioned inappropriate outcomes of anti – social behaviour which not sure should be entered into the report.

**24/7 Access** – the general comments received by the public outline that the cemetery should not be opened 24/7 to pedestrians and cyclists. This would result in a number of issues, including safety and anti-social behaviour issues. (The majority of the submissions did not know that the cemetery is already open 24/7 to pedestrians.

**Alterations to the Wall** – the general comments on this were that people were not happy with the wall being altered or lowered. They did not want overlooking from the road when visiting their loved ones. Some submissions thought that the lowering of the wall would result in impacts on the surrounding graves in terms of disturbance.

**Respect for the Cemetery** – this was the main theme that the public highlighted concerns with. The majority of submissions noted that it would be disrespectful to provide a cycle scheme through the cemetery. They noted that a cemetery was for people to rest in peace and for mourners to visit their loved ones to reflect.

**Need for the Scheme** – Some submissions queried the need for the scheme, while others questioned the effects of cycle schemes on traffic congestion and emergency vehicle access.

**Request for Alternative Scheme** – There were submissions requesting that an alternative scheme be used in place of the proposed scheme. Many of these submissions noted their support for cycling facilities along Deansgrange Road, but found issue with the usage of the cemetery grounds.

**Design** – There were a number of submissions received in relation to the narrow width of the road carriageway at sections of the scheme and how traffic congestion would arise as a result. There were concerns that emergency services could have difficulty passing vehicles.

**Parking** – There were submissions regarding issues with the parking along the scheme. Some submissions requested additional car parking within Deansgrange Cemetery for those who are required to drive. Other submissions requested a reduction in car parking (apart from residential and disabled spaces) along Deansgrange Road in order to further incentivise sustainable modes of travel within Deansgrange. These also referenced providing parking within the cemetery for the residential parking that would be displaced.

Following analysis of the feedback received during the statutory public consultation process it was also apparent that many submissions highlighted support for the objectives of the scheme, and many outlined requests to use an alternative scheme along Deansgrange Road. The importance of the delivery of a segregated cycle facility along Deansgrange Road was noted in many submissions.

### 3 SITE LOCATION AND DESCRIPTION

The study area for the scheme is shown in **Figure 3.1** below. The cycle route proceeds along a section of Kill Lane, providing access to and from Clonkeen Park, before travelling along the Deansgrange Road, terminating south of the Deansgrange Road/Brookville Park signalised junction.

The Deansgrange area is located in the centre of the county, and consists of a variety of suburban residential areas, some commercial areas, and there are a wide range of activities and land uses. The route provides access to a number of primary and secondary schools, as well as serving local amenities, services and recreational facilities.

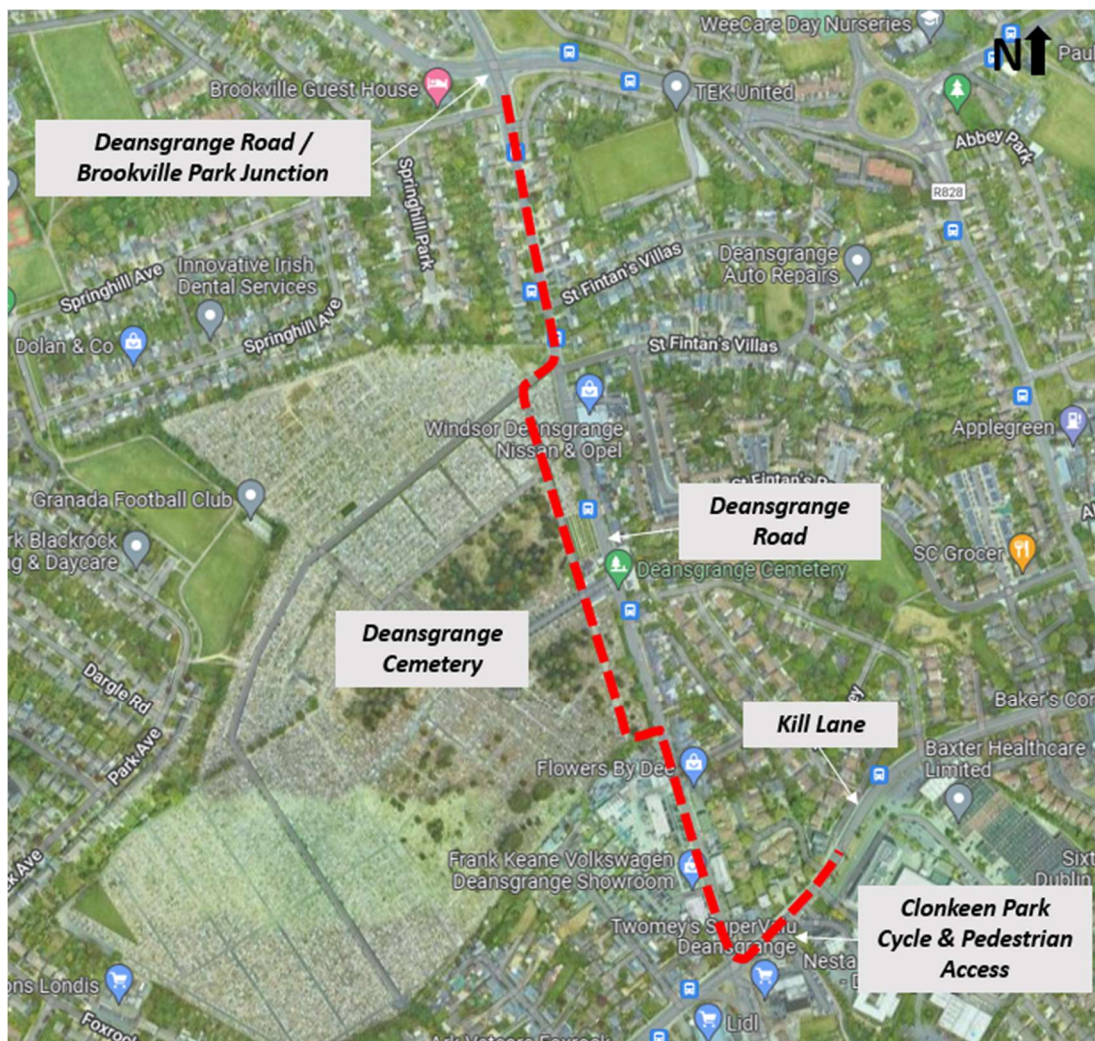


Figure 3.1: Study Area for the Deansgrange Cycle Route

## 4 ZONING AND OTHER OBJECTIVES

The cemetery is currently designated an 'F' Zoning Objective. According to the 2022-2028 Dun Laoghaire Rathdown County Development Plan, the 'F' Zoning Objective is defined as:

*'To preserve and provide for open space and recreational amenities'* and there is another objective *'To protect and/or provide for a Burial Ground.'*

It is clear that the proposed scheme does not contravene from the above zoning objective, and so within the scheme, there are no material contraventions of any zoning objectives. A map of the zoning objectives in the vicinity of the scheme can be seen in **Figure 4.1** below:

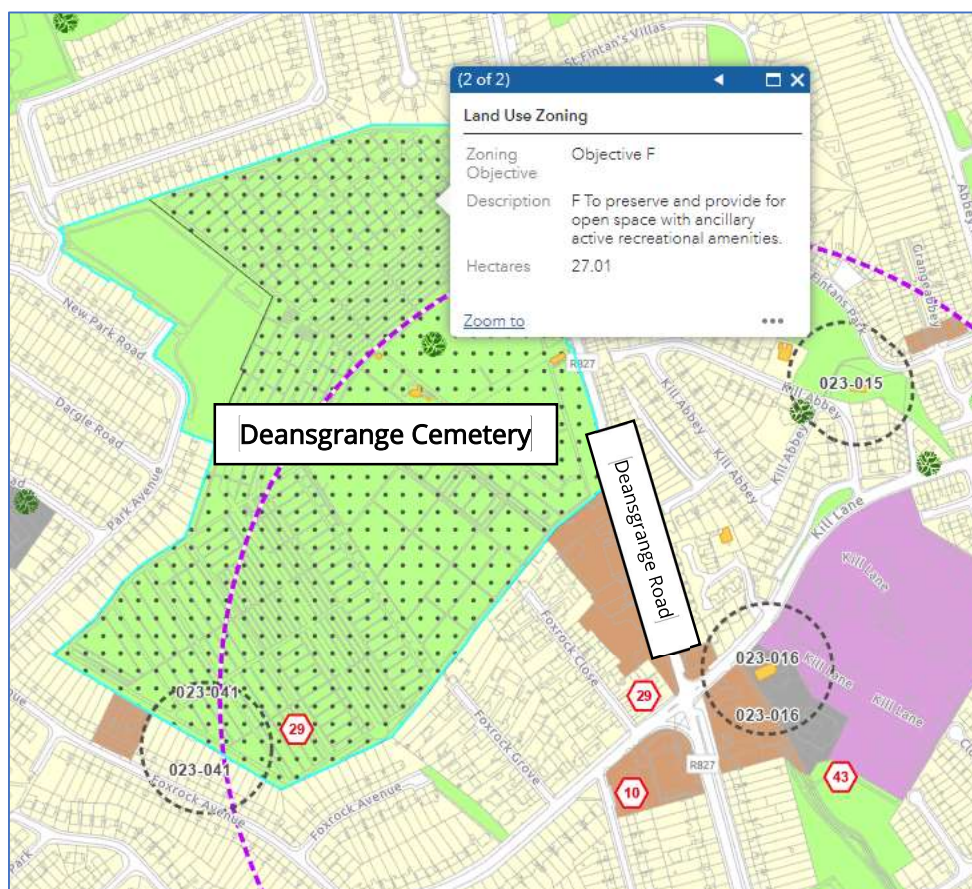


Figure 4.1: Existing zoning objectives near vicinity of scheme

It should be note that the planning policy and design guidance is set out in detail in Section 2 of Deansgrange Cycle Route Part 8 Report.

## 5 NATURE AND EXTENT OF PROPOSED DEVELOPMENT

For the descriptive purpose of this report, the proposed scheme has been divided into three sections for ease of reference, these are illustrated in Figure 5-1 and are as follows:

**Section 1:** Kill Lane (Clonkeen Park Entrance) to Deansgrange Road (Deansgrange Cemetery Entrance);

**Section 2:** Deansgrange Cemetery

**Section 3:** Deansgrange Road (Deansgrange Cemetery Entrance to South of Brookville Park Junction).

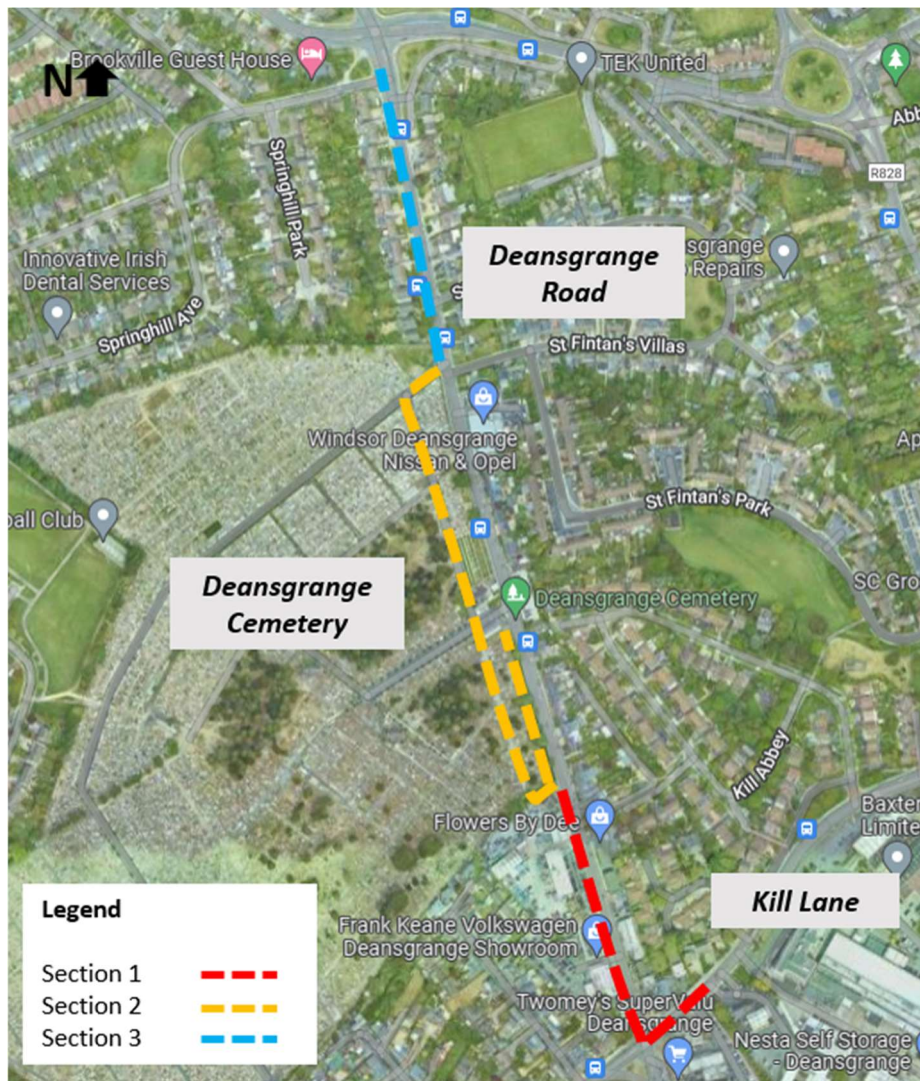


Figure 5-1: Sections of Proposed Route

## 5.1 Section 1: Kill Lane to Deansgrange Road

The proposed scheme starts from the existing pedestrian/cycle entrance of Clonkeen Park. This entrance connects to Clonkeen Park and south to Johnstown Road in Cabinteely. Cycle tracks are proposed along both sides of Kill Lane, as shown below in Figure 5-2.

It is proposed to signalise the existing priority crossing along Kill Lane, directly adjacent to the Clonkeen Park Entrance due to the high level of demand at this crossing. Further information on this is detailed in the Technical Note "Deansgrange TRANSYT Assessment & Pedestrian Crossing" in **Appendix B** of the Part 8 Report. The findings from this report outline that a conflict assessment survey undertaken as part of this scheme, showed a high proportion of conflicts between pedestrians / cyclists and vehicular traffic at this crossing location with vulnerable road users at risk while crossing this priority crossing. Therefore, the recommendation that emerged from this Note is for the signalisation of the priority crossing on Kill Lane in order to improve safety at this location.

Cyclists travelling eastbound along Kill Lane, wishing to access Clonkeen Park, will utilise the upgraded signalised crossing on Kill Lane. Cyclists travelling westbound on Kill Lane, wishing to travel to Deansgrange Road, will utilise the signalised crossings at the Deansgrange Junction, which are to be upgraded as part of this scheme to include for separate cycle crossings.

Along Deansgrange Road, a two-way cycle track is proposed on the western side of the road. The existing bus stop as well as the existing parking bays along Deansgrange Road will be retained in this section.

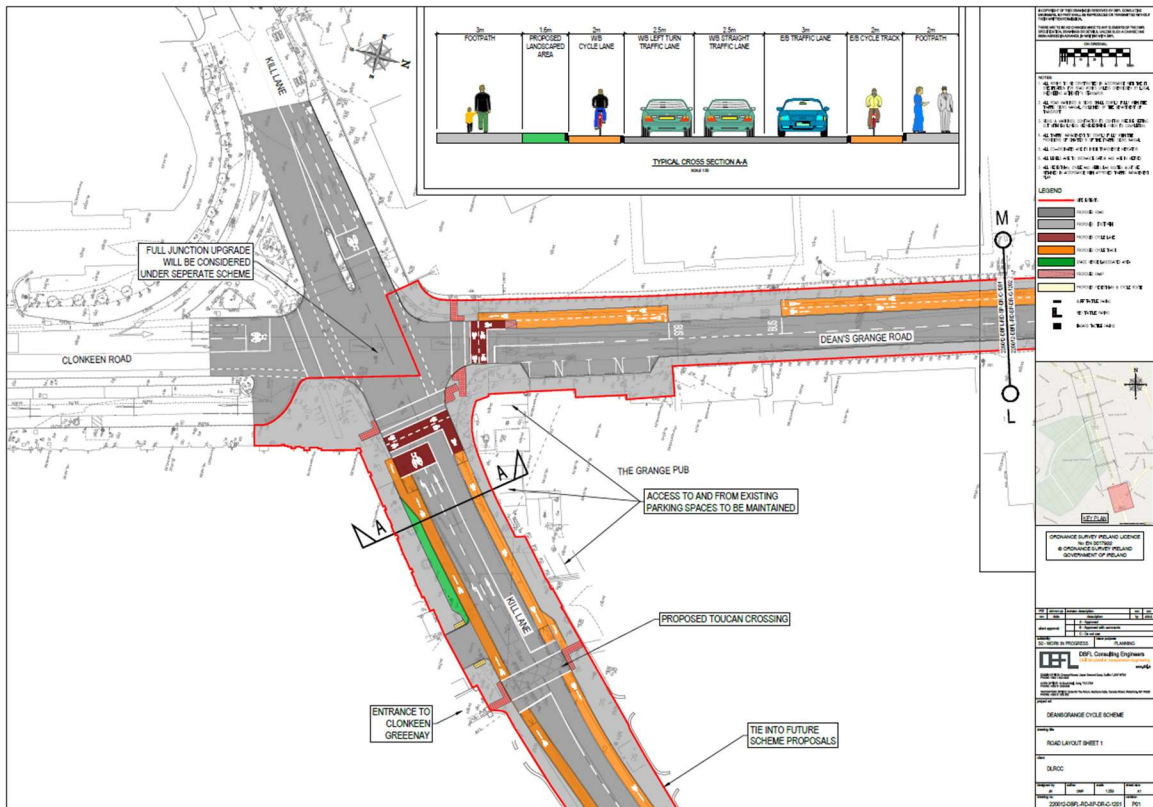


Figure 5-2: Preliminary Design for Kill Lane and Deansgrange Road (Southern Section)

A typical cross section for Kill Lane on approach to the Deansgrange Junction is shown in Figure 5-3 and illustrated in Figure 5-4.

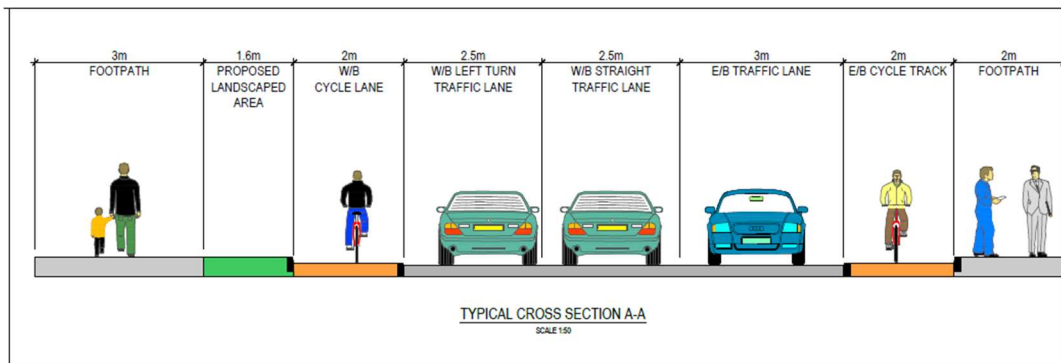


Figure 5-3: Cross Section for Kill Lane





*Figure 5-4: Proposals along Kill Lane on approach to Deansgrange Junction*

At the R830 Kill Lane/R827 Deansgrange Road signalised junction, it is proposed to upgrade two arms within the junction, as illustrated in Figure 5-2 and provide upgraded pedestrian crossings and new separate cycle crossings on both the Kill Lane and Deansgrange Road arms of the junction. Cyclists will use these crossings, which will be segregated from pedestrians, to continue along the proposed route.

For Deansgrange Road, the two-way cycle track will continue on the western side of the road, as illustrated in Figure 5-5 below.

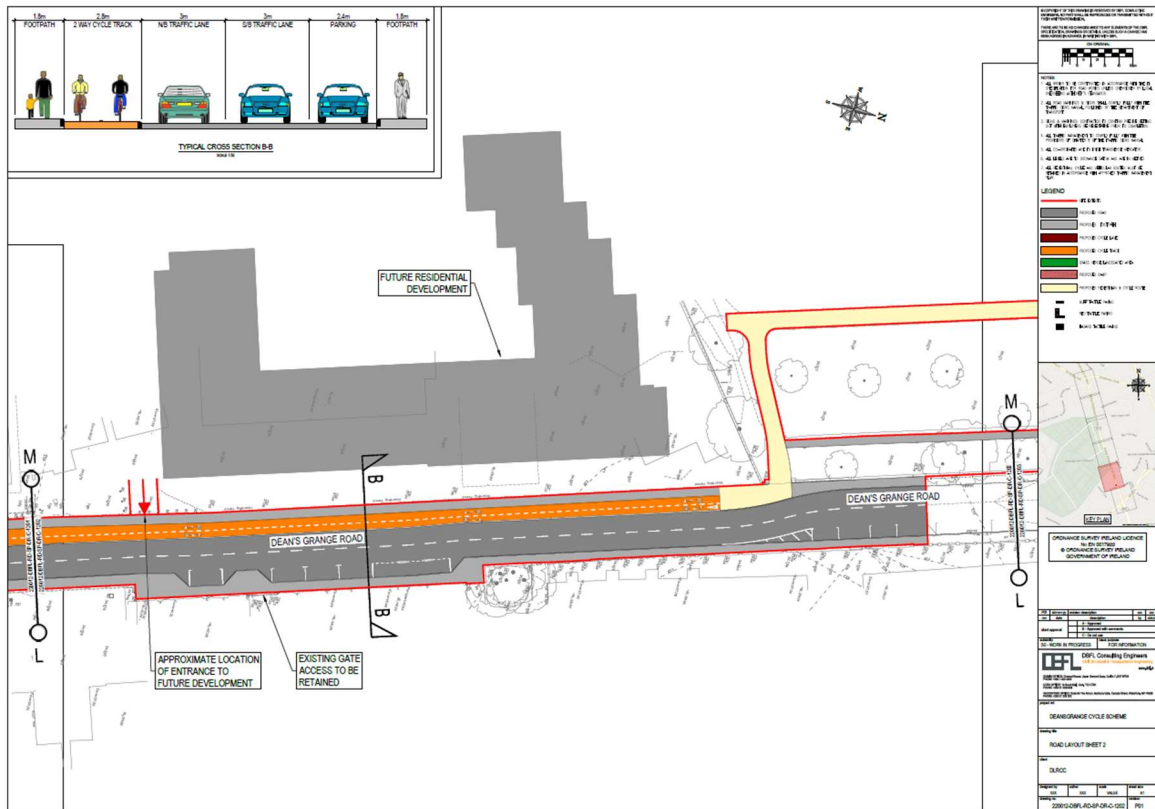


Figure 5-5: Preliminary Design for Deansgrange Road

It is noted that the footpath outside the local shops area along the southern section of Deansgrange Road has been reduced from the existing width of 4.5m to a proposed width of 1.8m in order to facilitate the two-way cycle track and maintain the existing on street parking spaces in this section. The maintenance of a maximum number of parking spaces was requested from the businesses in this area. A cross section of this area is shown in Figure 5-6 below and illustrated in Figure 5-7.

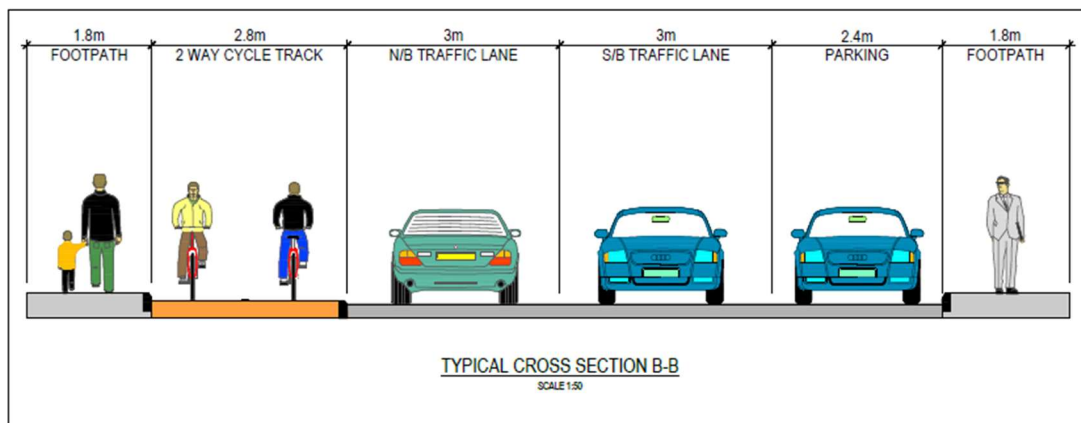


Figure 5-6: Cross Section for Proposals on Deansgrange Road outside Local Shops Area



*Figure 5-7: Proposals along Deansgrange Road at local shops area*

The existing number of on street parking spaces outside the shops area has also reduced slightly from six vehicle spaces and one loading bay to four vehicle spaces and one loading bay in order to retain the existing boundary wall at the barbers and to retain the existing ESB pole and access to the existing gate in this location.

The two-way cycle track terminates at the southern entrance to the cemetery. A new pedestrian/cycle entrance (4m width) is provided to the cemetery at this location (illustrated in Figure 5-8 below) where the route will continue using the existing paths within the cemetery, which are to be upgraded as part of this scheme. The width of these paths is 3m and will accommodate both pedestrians and cyclists.



Figure 5-8: Proposed pedestrian/cycle southern entrance

## 5.2 Section 2: Deansgrange Cemetery

The proposals within the cemetery are detailed below and illustrated in Figure 5-9.

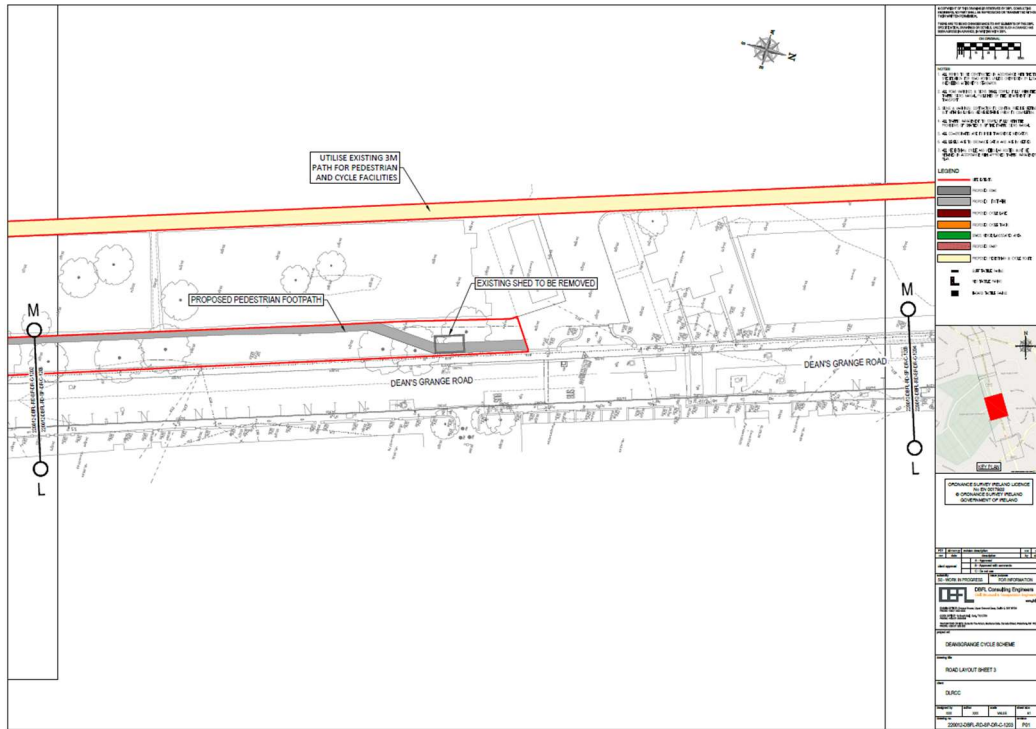


Figure 5-9: Walking and Cycling Facilities at Southern Side of Cemetery

On entering the cemetery, cyclists will be allocated within the existing paths that run parallel to the main road, as illustrated in Figure 5-10. These paths will be maintained as part of this scheme and will be 3m wide with public lighting located along the length of the proposed route.



*Figure 5-10: Proposals within the Deansgrange Cemetery along existing paths*

The existing track on the southern side of the cemetery, shown in Figure 5-9, is to be upgraded to a footpath of 2m width. The footpath will provide adequate access for visitors to the graves located along here and will also provide pedestrians with an option to walk this section of the cemetery away from cyclists. In order to avoid tree removal in one section, the footpath will divert slightly off track through an existing shed on the cemetery grounds, which is to be demolished as part of this scheme.

The main pedestrian and cycle route will continue to the northern side of the cemetery, as illustrated in Figure 5-11.

It is noted that the northern entrance to the cemetery is the main vehicular access for funeral processions. Cyclists and pedestrians will not share the road with vehicles at this entrance and will be accommodated with a 3m wide path adjacent to the internal cemetery road. A separate pedestrian and cycle entrance is also proposed at the northern access for the cemetery. This will segregate vulnerable road users away from vehicular traffic entering and exiting the cemetery in this location. This is illustrated in Figure 5-12.

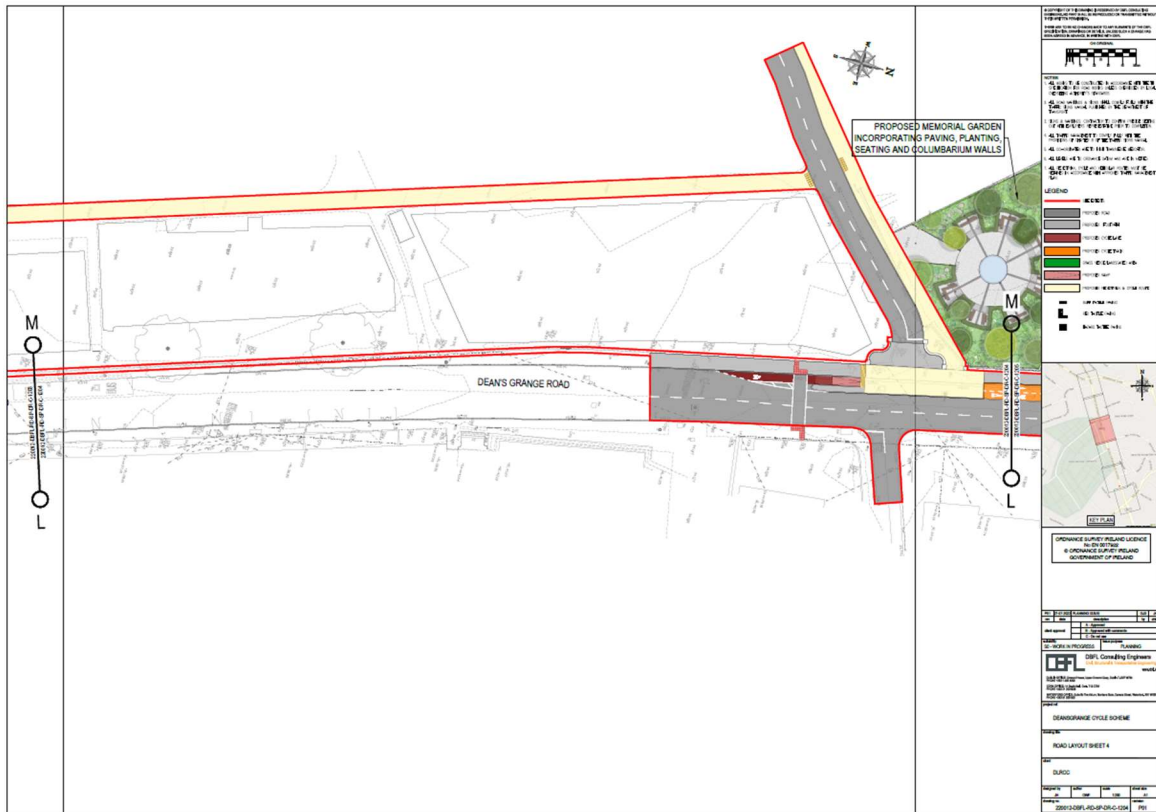


Figure 5-11: Pedestrian and Cycle Path at Northern Side of Cemetery



Figure 5-12: Proposals at northern entrance of Deansgrange Cemetery

A signal controlled pedestrian crossing is proposed along Deansgrange Road south of the junction with St Fintan's Villas and the northern entrance of the cemetery, as shown in Figure 5-11.

### 5.3 Section 3: Deansgrange Road (Deansgrange Cemetery Entrance to South of Brookville Park Junction).

On exiting the northern side of the cemetery through a segregated cycle/pedestrian access, a two-way cycle track of approximately 3m width is proposed on the western side of the Deansgrange Road, as shown in Figure 5-13.

The two-way cycle track will continue through a bus stop on this side which will be upgraded as part of this scheme. Tree removal is not required in this section and the two-way facility can be accommodated without the requirement for private land take.

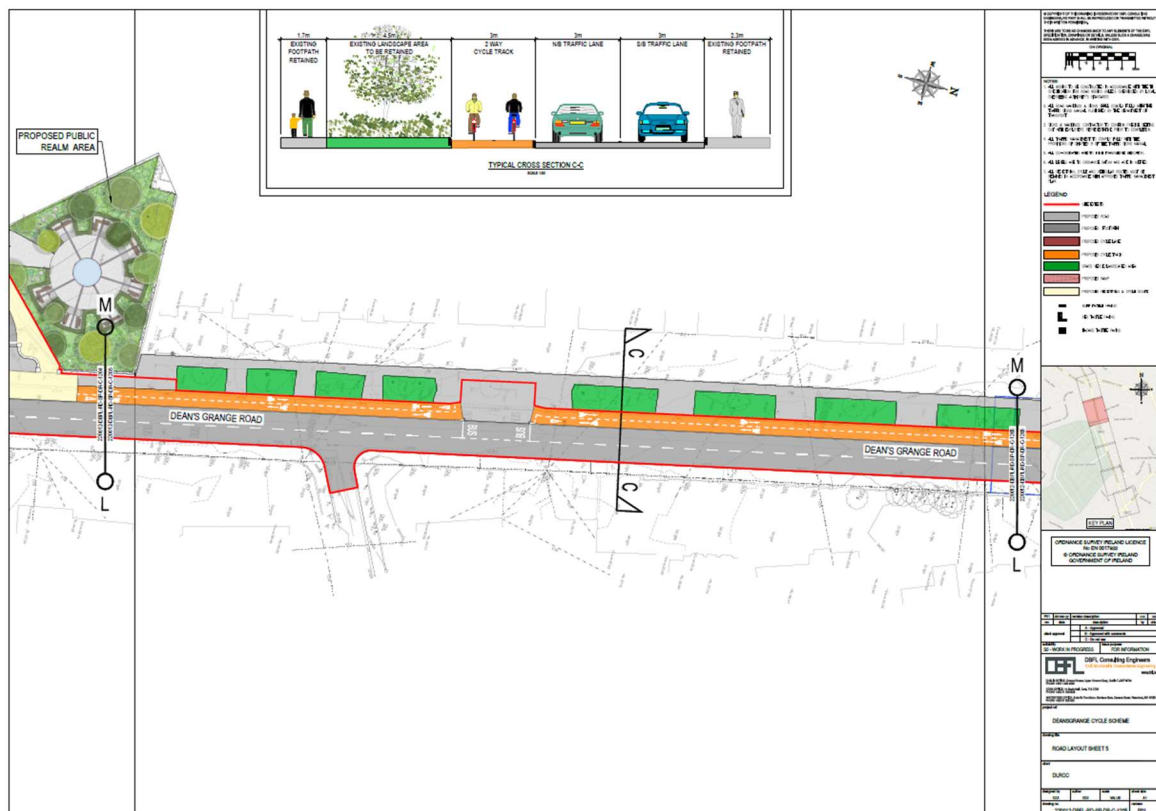


Figure 5-13: Cycle Facilities along northern side of Deansgrange Road

A typical cross section of the proposals in this section is shown in Figure 5-14 below with proposals along this section also illustrated in Figure 5-15. It is noted that the existing landscaped area on the western side of Deansgrange Road will be retained along this section. Traffic lanes will be reduced in width to 3m.

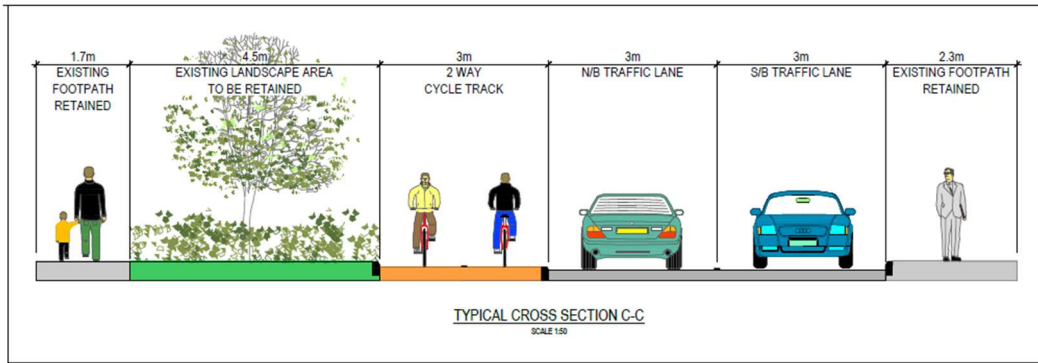


Figure 5-14: Typical cross section for Deansgrange Road at northern side of scheme



Figure 5-15: Proposals along northern side of Deansgrange Road

The two-way cycle track will continue along Deansgrange Road and will terminate south of the Deansgrange Road / Brookville Park signalised junction.

The scheme proposals will tie in at this junction and will align with proposals outlined for the Dundrum to Dun Laoghaire Active Travel Scheme (the DLR Connector), as shown in Figure 5-16 below. It should be noted that the DLR Connector Scheme design has yet to be finalised and is subject to change.



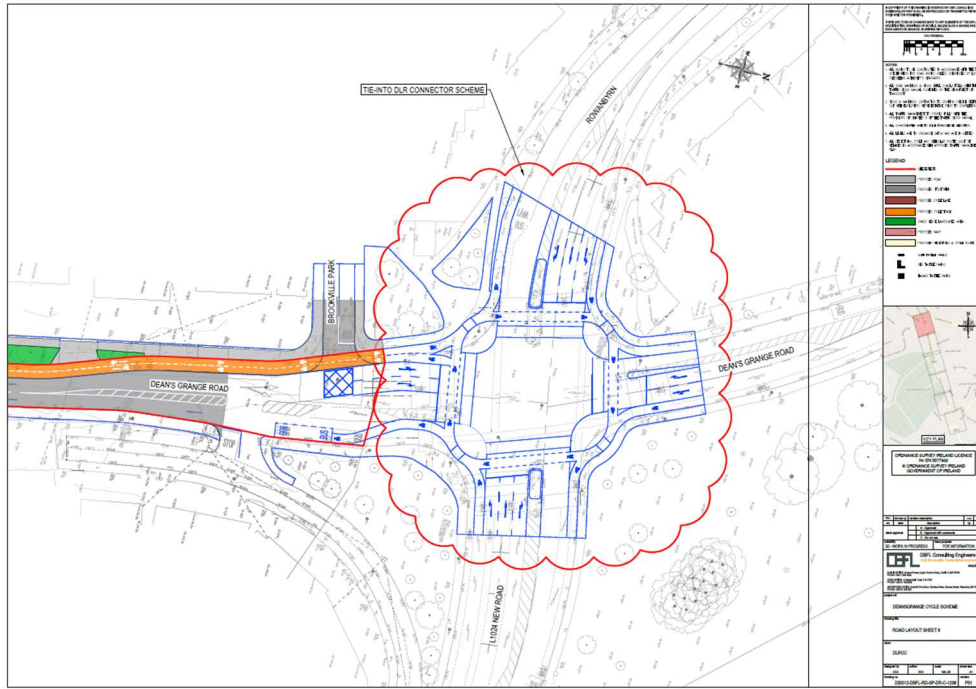


Figure 5-16: Cycle Facilities on Deansgrange Road on approach to Brookville Junction

## 6 APPROPRIATE ASSESSMENT (AA)

Having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC), the Council commissioned an AA screening report to be prepared by MacCabe Durney Barnes.

Taking account of the findings of the AA screening report, the Council has determined that the proposed development will not give rise to any significant effects on designated European sites, alone or in combination with other plans or projects. Consequently, a Stage Two AA / Natura Impact Statement is not required for the project.

The AA Screening Report and Determination can be found in Appendix C of the Part 8 Report.

## 7 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The Council carried out a preliminary examination of the proposal in accordance with Article 120(a)(1)(a) of the Planning and Development Regulations 2001 (as amended). Based on the nature, size and location of the development, the Council considered on the basis of that there was significant and realistic doubt regarding the likelihood of significant effects on the environment. Consequently, and in accordance with Article 120(a)(1)(b)(ii) of the Regulations (as amended), the Council commissioned an EIA screening report prepared by MacCabe Durney Barnes.

Taking account of the findings of the EIA screening report, the Council has determined that there is no real likelihood of significant effects on the environment arising from the proposed development. As a result, the proposal does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report needs to be prepared for it.

The EIA Screening Report and Determination can be found in Appendix C of the Part 8 Report.

## 8 IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

The proposal has been considered in terms of national, regional and local planning and transport policy as set out in Section 2 of the Deansgrange Cycle Route Part 8 Report and found to align with the relevant policy objectives contained therein.

Specifically the proposed development would improve the cycling and walking facilities in the area in accordance with policy objectives T11, T12 and T13 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Transport Strategy for the GDA 2022 - 2042 and the NTA Greater Dublin Area Cycle Network Plan 2021

The development accords with the zoning objectives for the area and the objective for Deansgrange Cemetery 'To protect and/or provide for a Burial Ground.'

An EIA screening has been carried out and it has been determined that an EIAR is not required, as there is no real likelihood of significant environmental effects.

AA screening has been carried out and has concluded that an AA is not required as the proposal will not have a significant effect on any European sites, individually or in combination with other plans or projects.

In conclusion, the proposed uses are acceptable in principle and accord with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, relevant national, regional and local policy and the proper planning and sustainable development of the area.

## 9 INTERNAL REPORTS

### 9.1 Architects Department

No comments were received by the Architects Department.

### 9.2 Community & Cultural Development Department

A response was provided by the Community & Cultural Development Department outlining that this department has no objection to the proposed scheme progressing to Part 8.

### 9.3 Forward Planning Infrastructure Department

A response was provided by the Forward Planning Infrastructure Department outlining that the department has no comments on the proposed scheme.

### 9.4 Housing Department

No comments were received by the Housing Department.

### 9.5 Municipal Services

Comments and feedback was provided by a number of sections within the Municipal Service Department, these are outlined below.

#### 9.5.1 Biodiversity Officer

The following requests were made from the Biodiversity Officer in relation to the proposed scheme:

**General Comment 1:** Undertake an Ecological Impact Assessment (EclA), bat impact assessment, including surveys, and an Invasive Species survey and management plan by a suitably qualified invasive species specialist;

**General Comment 2:** Provide a Construction and Environment Management Plan (CEMP) which will include a section detailing invasive species management and a section detailing biosecurity measures.

**General Comment 3:** Provide invasive species specialist input and ecological input to the long term management and landscape programme of the cycleway.

**Response:**

**Response to General Comment 1 & 3 :** DBFL reviewed the requests made from the Biodiversity Officer and appointed NM Ecology Ireland who prepared an Ecological Impact Assessment (EclA) as well as an Invasive Species Survey and Bat Impact Assessment including a bat survey prior to the commencement of the Part 8 planning application.

**Response to General Comment 2 :** With regard to requests made in relation to a CEMP and long term management plans, this will be addressed in full during the detailed design and construction for the proposed scheme.

### 9.5.2 Drainage Planning

The following comments and feedback were noted from the Drainage Planning Department:

**General Comment 1:** Drainage proposals are to be provided in accordance with the County Development Plan 2022-2028.

**General Comment 2:** This scheme should be used as an opportunity to help alleviate local flooding issues as much as possible.

**General Comment 3:** Requirements for Sustainable Drainage Systems (SuDS) are to be included at the preliminary design stage to ensure adequate space is provided.

**Response:**

**Response to General Comment 1, 2 & 3:** DBFL have reviewed the requests and comments made by the Drainage Department and agree that best practice would be to provide SuDS measures for new scheme proposals where feasible, however, this scheme does not provide for many opportunities for SuDS measures to be implemented along the route.

Due to the sensitive nature of Deansgrange Cemetery, it is not possible to excavate the existing paths to the extent that would be required. Along Deansgrange Road, we are limited in terms of available space, therefore, we are not providing any additional proposals. Along Kill Lane, we have proposed a short section for green space landscaping, however, we are limited here in terms of the presence of a culvert

### 9.5.3 Parks Section

The Parks section have outlined that they have no objection in principle to the proposed scheme. The following comments and feedback was provided:

**General Comment 1:** The 'proposed public realm area' should be re-named to 'proposed memorial garden incorporating, paving, planting, seating and columbarium walls'.

**General Comment 2:** The entrances should incorporate large paved thresholds using natural stone and a grey granite coloured resin bound aggregate within the cemetery.

**General Comment 3:** There should be a controlled crossing for additional permeability to and from the cemetery.

**General Comment 4:** Lighting, pedestrian and cycle prints and other public realm improvements should be included through the cemetery to the link at Holly Park.

**General Comment 5:** IAC Archaeology should consult with the Heritage Officer on their submitted document "Archaeological and Architectural Assessment Report".

**General Comment 6:** References should be made to the approach to signage/surface and wall/railing materials in the documents.

**General Comment 7:** Additional tree planting should be considered throughout the scheme.

**General Comment 8:** DLR Parks should be consulted in relation to exact details and materials to be used during the detailed design stage.

#### **Response:**

DBFL have reviewed the comments and feedback from the Parks Section.

**Response to General Comment 1:** The proposed public realm area was renamed to that outlined within the comments from Parks.

**Response to General Comment 2, 4 & 8:** Specific details including material types to be used will be considered at detailed design stage. Input from Parks will be most welcome when these are being considered at that stage.

**Response to General Comment 3:** DBFL agree that a controlled crossing would be beneficial for additional permeability. A controlled crossing was included along Deansgrange Road, south of the northern entrance to the cemetery.

**Response to General Comment 5:** IAC and the DLRCC Heritage Officer were consulted in relation to the report submitted.

**Response to General Comment 6:** There are not currently any reference to details of materials in relation to signage/surface or wall/railings. These will be addressed at detailed design stage.

**Response to General Comment 7:** Additional tree planting will be considered, however, there is limited width available along Deansgrange Road and Kill Lane to incorporate additional trees and the sensitive nature within Deansgrange Cemetery does not allow for any planting of trees as part of this scheme.



## 10 STATUTORY BODIES/ORGANISATIONS

The scheme was circulated to the following prescribed Statutory Bodies:

- An Taisce
- National Transport Authority (NTA)

Submissions were received from the following Statutory Bodies:

- An Taisce

An Taisce made a submission regarding the proposed scheme in which the failure to progress with the option to remove one lane of traffic on Deansgrange Road is deemed undesirable. An Taisce has significant concerns with the current proposal due to the heritage and character of Deansgrange Cemetery.

An Taisce made a submission regarding the proposed scheme in which the failure to progress with the option to remove one lane of traffic on Deansgrange Road is deemed undesirable. An Taisce has significant concerns with the current proposal due to the heritage and character of Deansgrange Cemetery.

**General Comment 1:** The submission suggests the public realm documentation accompanying the proposal does not properly assess the impact of the character of the historic cemetery and its containing use and impact on family members of the deceased buried there.

**Response to General Comment 1:** Provided the scheme progresses to the detailed design stage, an independent architectural heritage expert will oversee any work within the cemetery as outlined in the Archaeological & Architectural Heritage report. As also outlined by the report, all ground disturbances as part of the scheme will be overseen by a suitably qualified archaeologist. Independent heritage reports were commissioned in relation to the proposed entrances which concluded that the proposal could proceed.

**General Comment 2:** The submission details that the creation of 24/7 access poses significant security and maintenance issues.

**Response to General Comment 2:** It is noted that the cemetery is currently open with 24/7 access for pedestrians and cyclists and did not form part of the proposed Part 8.

**General Comment 3:** The submission mentions the Archaeological & Architectural Heritage report commissioned by the Council from IAC Archaeology. An Taisce outline that the report '*references 9 structures on the Record of Protected Structures list located within the grounds of the cemetery, and that that the cemetery itself "can be reasonably considered to represent the curtilage of the protected structures contained within."*

**Response to General Comment 3:**

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 includes a Record of Protected Structures (Appendix 4) and shown on the County Development Plan Maps. An Archaeological and Architectural Assessment was completed by IAC Archaeology on behalf of Dún Laoghaire-Rathdown County Council and identifies the protected structures located within Deansgrange Cemetery and in close vicinity of the site. Deansgrange Cemetery contains nine structures which are listed under the Recorded Protected Structures. It should be noted that the IAC report assessed the route of the proposed cycleway being diverted through Deansgrange Cemetery.

The IAC report states that: "As part of the proposed development, alteration will be required to the existing cemetery wall (NIAH only) . . . This will result in a direct, negative and slight impact on the fabric of the wall." The impacts identified in the Archaeological and Architectural Assessment are acknowledged. Further mitigation will occur as a result of the proposed rerouted cycle route to the Deansgrange Road.

The utmost care and respect will be applied with regard to the design and construction of any new facilities. Please refer to the recommendation in relation to proposed changes to this scheme.

## 11 SUBMISSIONS/OBSERVATIONS

### 11.1 Submissions

In accordance with Part 8, Article 81 of the Planning Regulations, 2001 (as amended) the Council gave notice of the proposed development in the Dublin Gazette Paper on the 15<sup>th</sup> September 2022 indicating that submissions would be accepted up to and including 27<sup>th</sup> October 2022. A site notice, in the prescribed format, was also erected on the site and maintained in place for the prescribed period. Information documentation was made available for inspection in the Council Offices, Deansgrange Library and online.

A total of 1252 submissions were received overall. This included 683 submissions to the online portal, 536 email submissions, and 33 letters. 246 submissions were deemed duplicates e.g. the same submission was made online and in letter, or the same submission was made multiple times online. These duplicates were combined into single submissions, and so the total number of submissions analysed was 1006.

There were a number of comments/concerns raised in relation to the scheme. These comments were reviewed in detail by the design team and were categorised into general themes. The main themes that emerged from the submissions were the following:

#### **Main Themes that emerged from the Consultation Submissions**

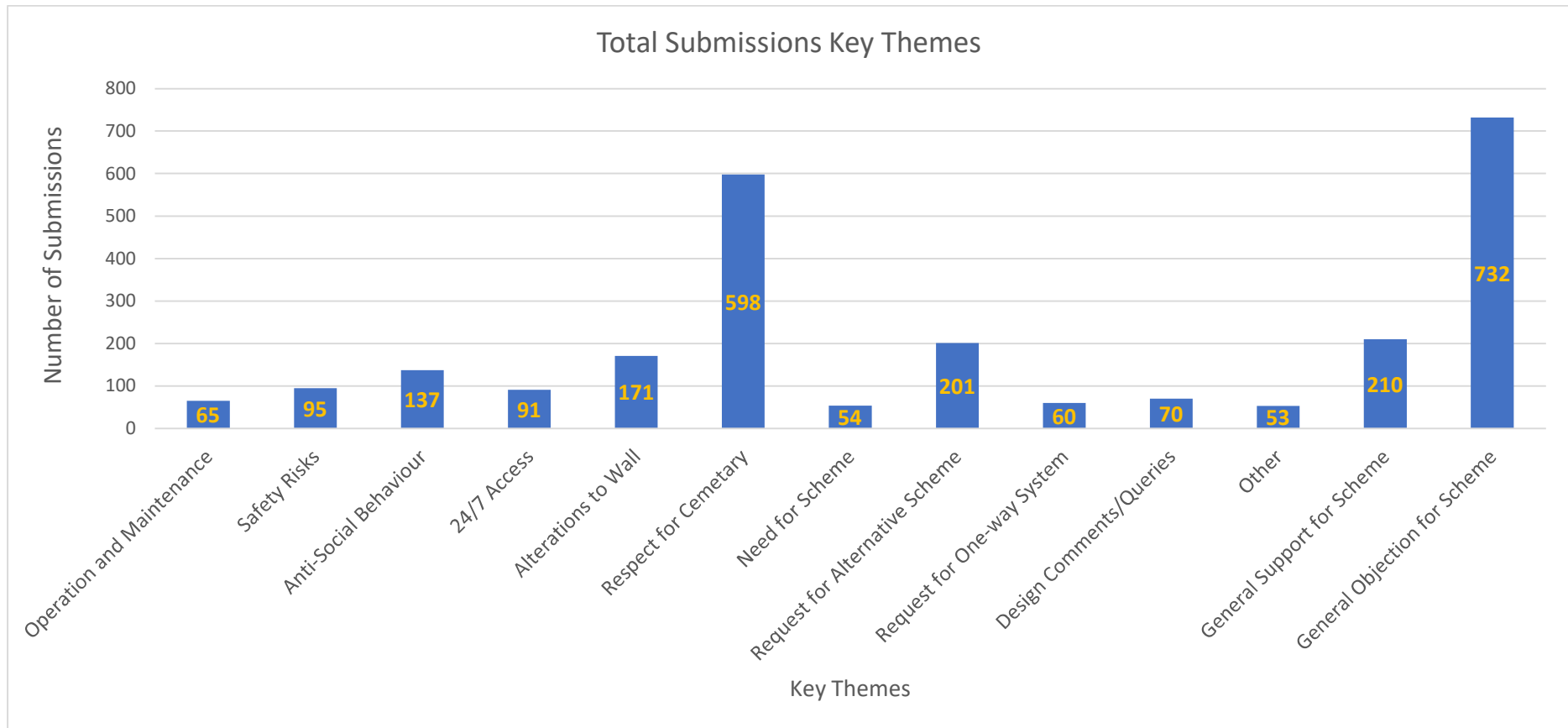
- Deansgrange Cemetery
- Need for the scheme
- Request for alternative scheme
- Design Comments
- Other

Deansgrange Cemetery was given a number of subheadings due to the high number of submissions relating to the proposals within the cemetery. The sub themes for Deansgrange Cemetery are the following:

- Operation and Maintenance
- Safety Risks
- Anti Social Behaviour

- 24/7 Access
- Alternations to the Wall
- Respect for the Cemetery

Overall results of the submissions by theme can be seen in **Figure 11.1**.



*Figure 11.1: Key Themes Observed Across All Valid Submission*



The responses consisted mainly of residents, members of the public with family/friends buried in the cemetery, and the below stakeholder groups:

- Deansgrange Respect Our Grief
- Dublin Cycling Campaign
- Sinn Féin
- Social Democrats
- An Taisce
- National Graves Association
- Foxrock Avenue and Hollypark Residents Association

A number of submissions from residents outlined their support for the scheme, highlighting the benefits, in particular, for children travelling to the local schools and amenities within the area.

A group organised online petition objecting to the proposed scheme. There were 4,242 signatures on the petition at the time of writing of this report. There was no way to verify the integrity of this submission or to clarify if the people making submissions are a duplication of submissions made through the formal consultation process. The sentiment of this petition is repeated in the context of the submissions received as part of this consultation.



## 11.2 TABLE A: List of persons/bodies who made submissions

Aaron Cummins	Andrew Malone	Artem Petsyukha	Brian King
Aaron Moore	Andrew Munro	Ashling Keogh	Brian Moroney
Abigail Cornwell	Andrew Turner	Audrey Donnelly	brian murtagh
Adam Connaughton	Andy Carr	Audrey Harding	Brian O Nuallain
Adam Larragy	Andy McClurg	Austin Keegan	Brian Treacy
Adam Toner	Angela O'Brien	Austin O'Brien	Brian Wallace
Adrienne Donnelly	Angela Sterling	Avine Brennan	Brian Wolfe
Adrienne Doyle	Angi Crispe	Avril Keating	Caitriona Bobble
Adrienne Gill	Anita Earls	B. Johnson	Caitriona McLoughlin
Adrienne KinsellaMurray	Anita Healy	Barbara Cantwell	Caoimhe Clancy
aedeem hickey	Ann and Keith Eble	Barbara Dempsey	Caragh Egan
Aideen Kerr	Ann Hilton	Beatrix Herriott O'Gorman	Carmel Gaughran
AIDEN CLARKE	Ann Killeen	Belinda Ó Conaill	Carmel Lee
Aileen Eglinton	Ann Nolan	Bernadette Hogan	Carol Barry
Aileen O'Donovan	Ann Perry	Bernard Keating	Carol McGarvey
Aileen Wall	Anna Kirby Salinger	Bernie Clarke	Caroline Barry
Ailish Young	Anna May Gilsenan	Bernie Grant	Caroline Breen
Aine Donnelly	Anna Roe	Bertha Dignam	Caroline Doherty
Aine Moore	Anna Rose McKeever	Betty O'Dowda	Caroline Flynn
Aine O'Dwyer	Anna Scally	Betty Stuart	Caroline Maguire
Aisling Costello	Annajoy O'Gorman	Bianca Catalunha	Caroline Moriarty
Aisling Norris	Anne Byrne	Bill Hollingsworth	Caroline Murphy
Aisling O'Brien	Anne Corless	Bill Whelan	Caroline Quinn
Aisling Plunkett	Anne Hickey	Billy Shannon	Caroline Sheridan
Alan Hickey	Anne Kelly	Blanaid O'Reilly	Carolyn McGovern
Alan Kealy	Anne Maher	Bobby Burns	Carrie Neville
Alan Matthews	Anne Montgomery	Breda Dowling	Catherine Bedford
Alex Perry	Anne Mullen	Breda Griffin	Catherine Clifford
Alexandra Mulrennan	Anne Ryan	Brenda Farrell	Catherine Connolly
Alice Swift	Anne Tresson	Brenda Kavanagh	Catherine Curran
Alison Joyce	Anne-Marie Hennessy	Brendan Duffy	Catherine Dempsey
Alison pigot	Annemarie Lynch	Brendan Ellison	Catherine G Waldron
Alison Ryan	Annette Maguire	Brendan Griffin	Catherine Glennon
Alyson Allman Fitzpatrick	Annette Wallace	Brendan Lavery	catherine holden
Amanda Longmore	Annette Walsh	Brendan Lynch	Catherine Kenny
Ammer Min	Annie O'Dea	Brendan Sweeney	Catherine Murphy
Amy Moriarty	Anto McGarry	Brian Brereton	Catherine Murray
An Taisce	Aoife Caffrey	Brian Clarke	Catherine Nugent
Andrea Kiernan	Aoife Connaughton	Brian Costello	Catherine O'Connor
Andrea Mcdonagh	Aoife Kiely	Brian Daly	Catherine Scuffil
Andrea Ward	Aoife O'CONNELL	Brian Gilsenan	Catherine Stevenson
Andreas Ebner	Arnold J.O'Byrne	Brian Holland	Cathy Brooks



Cecily Kenny	Colm O hEigearthaigh	David O'Mahony	Dr maeve white
Cepta Murphy	Colm Purcell	DAVID O'SULLIVAN	Dublin Cycling Campaign
charles grant	Conor Brennan	David Pike	Dwane Walsh
Chloe Morgan	Conor Dempsey	Dean Kinsella	Dylan Ryan
Chris Brennan	Conor Fitzpatrick	Debbie debbie	Eamon peregrine
Chris McKeever	Conor Hayes	Debbie Kelly	Eamonn Murdock
CHRISTINE O'BRIEN	Conor Hogarty	Deborah Kelty	Eddie Ashmore
Christine Parsons	Conor Molloy	Declan O'Shanahan	Edward Bourke
Christopher Anthony Potts	Conor Wallace	Dee Conway	Edward Fidgeon
Christopher Ryan McGarvey	Corcoran Philip	Deirdre Davis	Edward Walsh
Cian Harrington	Corina Merrigan	Deirdre Donnelly	Eileen Dornan
Cian Prendergast	Corina Miskella Turner	Deirdre Hogarty	Eileen Gleeson
Cian Rooney	Cosmo Clissmann	deirdre kellett	Eileen Horan
Ciara Doherty	Craig Wallace	Deirdre Kiernan	Eileen Keogh
Ciara Flynn	Cristiano Conte	Deirdre Laird	Eimear Byrne
Ciara Holt	D Colbert	Deirdre Luddy	Eimear Wall
Ciara O'Shea	Daniel Brien	Deirdre Mc Loughlin	Elaine and Niall Doyle
Ciaran Clancy	Daniel Burke	DEIRDRE Regan	Elaine Gaffney
Ciaran Kilmurray	Daniel Mc Grath	Denis Dowling	Elaine Harte
Ciaran Mcpoland	Daniel Merity	denis Kelleher	Elaine McCabe
Ciaran O'Duibhne	Daniel Sinnott	Denis Mahon	Elizabeth Clifford
Claire Byrne	Daniel Walsh	Denis O'Connor	Elizabeth Mcgee
Claire Devlin	Daphne Smith	Denise O'Donoghue	Elleesa Rushby
Claire McDonnell	Daphne Stewart-Hickey	Derek F Smith	Ellen Coll
Claire McMenamin	Dara Hogan	Derek Kells	Ellen Cosgrove
Claire Rochford	Dara Ingoldsby	Dermot Fallon	Ellen Hegarty
Clara Clark	Daragh Moore	Dermot Hanrahan	Ellen Ni Cleirigh
Clare O Reilly	Darren Browne	Dermot McMahan	Elsie O'Gorman
Clare Shine	Darren Darker	Diane Scott	Emer haughey
Clarissa Jordan	Darren Keane	Dolores Murphy	Emer Kennedy
Clíodhna Grant	Darren Kelly	Dominic Baker	emily cosgrove
Cliona O'Rourke	David Brett	Dominic Loughlin	Emily Doherty
Clodagh Elliott	David Browne	Dominique Brindley	Emma Cahill
Clodagh Kilmurray	David Carr	Dominique Geary	Emma Delaney
clodagh murphy	David Carroll	Donal O'Carroll	Emma Faulkner
Colette Bruton	David Flanagan	Donna Bray	Emma Madigan
Colette Sweeney	David Hennessy	Donough Kilmurray	Emma O'Mahony
Colin Eccles	David Honan	Dorothy Smith-King	Emma Prunty
Colin Pitrat	David Ingoldsby	Dr Jane McDonagh	Enda mchugh
Colm Cosgrove	David McCudden	Dr Joanna Featherstone	Eoghan O'Mahony
Colm Ferrari	David Mcdowell	Dr John Kildea	Eoin Ahern
Colm murray	David McNamara	Dr John Lalor	Eoin Collins





Eoin Duggan	Ger Flynn	Irene Henderson	Joanne Coll
Eoin Kelly	Ger Keating	Irene Rafferty	Joanne Kavanagh
Eoin Matthew Brennan	Geraldine Burke	Isabella Gormley	Joe Connor
Eoin Reddy	Geraldine Cullen	Iseult Doherty	Joe Kilmurray
Eoin Shields	Geraldine Donnelly	Jack Casey	Joe O'Connor
Eoin Smith	Geraldine Kane	Jackie Collins	Joe Tormey
Ernie Graham	Geraldine Madigan	Jackie Shannon	John and Miriam Sheehan
Ethel Paget	Geraldine Mulcahy	Jacqueline Donoghue	John Byrne
Eugene Babington-Wilson	Geraldine Murphy	James Ahern-O'connell	John Coady
Eugene Grant	Gerard Byrne	James Brandon	John Cunniffe
EVELYN Harte	Gerard Coll	James Burton	John curtin
Father Martin Cummins	Gerry Ashe PC	James Campbell	John Dunphy
Fearghal Brady	Gerry canavan	James Fahey	John Fahy
Fergal seeballuck	Gerry Dempsey	James Hanlon	John Gilsean
Fergus O'Toole	Gerry Lumsden	James Hedderman	John H
Finlay Mackay	Gerry Robinson	James Tedd	John Hall
Fiona Briggs	Gill Marmelstein	Jan Osterkamp	John Hayes
Fiona Doherty	Gillian O Neill	Jane Lawlor	John Hurley
Fiona Lanigan	Gillian Roche	Jane Steyaert	John Kavanagh
Fiona Molloy	Gillian Sinnott	Janice Huet	John Mc Donagh
Fiona Morgan	Gina IHF	Jason Cullen	John Murphy
Fiona O'Connor	Gina Kirby	Jason Owens	John Murray
Fiona O'Connor	Grace Delaney	Jean Murray	John O Brien
Fitzpatrick	Greg Kirker	Jean Robinson	John Perry
Foxrock and Holypark Residents Association	Greg O'Neill	Jeanne Elliott	John Quaid
Frances Dwyer	Gwynne Tedd	Jennifer moore	Jonathon Comerford
Frances Osborne	Hanna Nowak	Jennifer O Dwyer	Jordan Muir
Frances Weafer	Hannah Morrison	Jenny Brown	Jose Maciel
Frank and Anne Smyth	Hanne Collins	Jenny Kelty	Joseph Moore
Frank Keegan	Hayley McKeever	Jenny McDonagh	Jp Hennessy
Frank Scally	Helen Dempsey	Jenny Mcvey	Juan Keville
Freda Deasy	Helen Forde	Jenny Sheerin	Julie Beggins
Frederic Laurent	Helen Kavanagh	jerome cunnane	Julie Breen
fuona turner	Helen Merry	Jessica Boylan	Julie Collins
Gareth Gavagan	Helen O'Connell	Jessica Gannon	Julie Mooney
Gareth Little	Helena McGarvey	Jessie Hogan	Julieanne O' Donovan
Garrat Rogan	Henry Moore	Jill Unkel	Julien Sweeney
Gary Kearney	Hilary Cotter	Jim Davidson	Karen Gahan
Gavin Kelly	Hilary Dempsey	Joan Colgan	Karen Heffernan
Gaye and Norman O'Neill	Holly Dowling	Joan Gallagher	Karen O'Grady
Gayei Moffat	Ingrid Cosgrove	Joan Morgan	Karen Palmer
George Callery	Irene and Terry Balance	joanita archbold	Karen Phillips



Karen Shoebridge	Lisa Cody	Margaret Butler	Mary Lou Craig
Karen Spain	Lisa Groome	Margaret Conroy	Mary McCarthy
Karen Whelan	Lisa Kealy	Margaret Creevy	Mary McDermott
Karl Hofler	Lisa King	Margaret Glavey	Mary McLaughlin Beck
Karl Jones	Lisa Malone	Margaret Haughey	Mary Meany hal
Kate O Malley	Lisa Smyth	Margaret Hickey	Mary Mulvaney
Kate O Sullivan	Liz McKeever	Margaret Hollingsworth	Mary O' Connor
Kate O'Hanlon	Liz Mullen	Margaret Kearney	Mary Rockett
Kate Ruddock	Lola Hynes	Margaret Lee	Mary Smyth
Katherine Quirke	Lorcain Cameron	Margaret Morris	MaryJo Biggs
Kathleen Dowling	Lorcan Brereton	Margaret Moynihan	Mathew Bates
Kathryn O'Neill	Loretta Mahon	Margaret Pogue	Matthew Jordan
Kay Nugent	Lorna Cullinan	Margaret Sinnott	Maura kenny
Ken Hall	Lorna Philpott	Marguerite Slyne	Maureen Murray
Kerry Kilsane	Lorraine Dunne	Mari Doyle	Maureen Owens
Kevin FitzGerald	Lorraine Hall	Maria Cooke	Maurice Frazer
Kevin Hamilton	Lorraine McCaul	Marian Doyle	Melissa Doyle
Kevin Keane	Lorraine O'Brien	Marian O'Shea	Melvin Mccambridge
Kevin Kelly	Lorraine Travers	marie boland	Merci Cheevers
Kevin Mangan	Louise Allen	Marie Malone	Meriel McClatchie
Kevin O'Byrne	Louise Collard	Marie McGarvey	Michael Callanan
Kieran Craven	Louise Daly	Marion Dempsey	Michael Doyle
Kieron McGovern	Louise Devaney	Marion Whelan	Michael Dunleavy
Kimberley Downer Duffy	Louise Keaveney	Mark Browne	Michael Hannigan
Laura Banahan	Lucie Cunningham	Mark Condon	Michael Heffernan
Laura devlin	Lucy Belton	Mark Devane	Michael Kennedy
laura downer	Lucy Lynam	Mark Doran	Michael Lee
Lauren Kinsella	lucy mcmanus	Mark Langton	Michael Murray
Lauren McCann	Lukas Rajtar	Mark O'Neill	Michael Reynolds
Lauren McMahan	Luke Brophy	Mark Riordan	Micheál Walsh
Leah Ingle	Maeve Barry	Mark Robbins	Michelle Callaghan
Lean Doody	Maeve Cadwell	Mark Ticher	Michelle Grant
Leila Dunphy	Maeve Whelan	Martin O'Hanlon	Michelle Ritchie
Leisha McGrath	Máire Maguire	Martin Wallace	Michelle Rogers
Leo Dunne	Máire Ní Thuathail	Martina Keenan	milica atanackovic
Lesley O'Sullivan	Maitiu Heckmann	Mary and Karl Jones	Miriam Mulloy
Lia Egan	Mandy Flynn	Mary Beggins	Miriam Newton
Liam Grissing	Mandy Gilsean	Mary Cadwell	Monica Brosnan
Liam Mc Nally	Mandy Kelly-Kavanagh	Mary Dunphy	MR GARRATT WOLAHAN
Linda Hogan	Marci Comerford	Mary Gough	Mr. Quinn
Linda Smyth	Marette Mulvey	Mary Grissing	Mrs Grainne Kinch
Lisa Burke	Margaret Burke	Mary Kavanagh	Mrs Margaret Walsh



Muireann Gageby	Pat McGarvey	Peter Gunning	Rosemary McKeown
Nadine Smith	Pat O'Connor	PG Kinsella	Ruairi McEntegart
Nat Lacy	Patrice Wright	Phil Leonard	Ruth Dunne
Natalie Byrne	Patricia Davenport	Phil Morris	Ruth Hogan-Davis
Natalie mcevoy	Patricia Jackson	Philip Bowen	Ruth Martin
Natalie Ryan	Patricia O Leary	Philip Lecane	Ruth McMahan
Natasha Canniffe	Patricia Robinson	Philip Maher	Ruth Wynne
Nathan Dunphy	Patricia Sheehy	Philip O'Reilly	Sadhbh O'Mahony
National Graves Association	Patricia Strong	Quinn, Jack	Sally & Thomas Keogh
Neil Clancy	Patrick Byrne	R walsh	Sally Evelyn
Neil Wallace	Patrick cahill	Rachael Doyle	Sam McEvoy
Nessa Casey	Patrick Murdock	Rachel Kendrick	Sandra Ashmore
Niall McCaffrey	Patrick Noel Lynch	Rachel McCall	Sandra Baker
Niall Mullally	Patrick Quinn	Rahcael Doyle	Sandra Downer
Niamh Faulkner	Paul & Colette Redmond	Ray Cunningham	Sandra Dunne
Niamh Gleeson	Paul Appleby	Raymond Martin	Sandra ellis
Niamh Holden Murdock	Paul Byrne	Rebecca McEvoy	Sandra Fenner
Niamh Keating	Paul Dunne	Rebecca Potts	Sandra Fox
Niamh Plunkett	Paul English	Rebekah Cornwell	Sandra Hurley
Niamh Power	Paul Farrelly	Renate Kohlmann	Sandra Murray
Nicholas Royle	Paul Finlay	Richard Collumb	Sarah Clandillon
Nicky O'Reilly	Paul Gardiner	Richard Donelan	Sarah Dempsey
Nicola Awford	Paul Keaney	Richard Mc Cormick	sarah forde
Nicola Ball	Paul Morrison	Richard Murphy	Sarah Jane Halpin
Nicola Reardon	Paul Sharkey	Richard Toner	Sarah McCarrick
Nicola Sills Lyons	Paul Sweeney	Richie McGovern	Sarah McGuinness
Noirin Ni Earcain	Paul Tonge	Rob Johnston	Sarah Wade
Nuala Waldron	Paula Collins	Robbie Bray	Sarah Wallace
Oisin Hayes	Paula Dunster	Robbie Swan	Seamus Beirne
Olivia Caslin	Paula Harrison	Robert McGlynn	Sean McClory
OLIVIA KEARNY	Paula Lydon	Ronan Cosgrove	Sean O'Mahony
Olwen Kavanagh	Paula Maher	Ronan Foley	Sean Parkes
Onur Aksoyek	Paula Mcloughlin	Ronan Gaughan	Shane McGarvey
Orla Danker	Pauliine Donnelly	Ronan Hickey	Shane Power
Orla Dunphy	Pauline Caulfield	Ronan Johns	Shane Roberts
Orlagh Bean	Pauline Donnelly	Ronan McNabb	Shannen Pepper
Owen Kelly	Pauline Edmondsonpp	Ronan O'Halloran	Sharon Cunningham
Paddy Barry	Pauline Farnan	Rory Donegan	Sharon Foran
Pam Cunneen	Pauline Flynn	Rory Kelly	Sharon Kinsella
Pamela Brennan	Pauline Keeley	Rory Kelly	Sharon McCann
Pat Downey	Pauline Lennon	Rosa Meja Costilla	Sharon Patton
Pat Kenny	Peter Dignam	Rose Foran	Shaun McDermott



Shauna Bassett	Terry Pattison	Vincent Sweeney
Sheila Debrito	The Brogan Family	Vinne Gilsenan
Sheila Murphy	The Devine Family	Weir Andrea
Sheila O'Byrne	The Keogh, Daly and Stanley family.	William Brian Mulcahy
Shirley McMenamin	The McDonagh Family	Willie and Margaret Walsh
Sile McManus	The McDonnell Family	Winnie Dunne
Simon Carolan	The McKeever Family	Yvonne Kelly
SIMON MARK SCROWSTON	Thelma Keogh	Yvonne O'Friel
Sinead byrne	Theresa McKeever	Yvonne plunkett Roberts
Sinead Estor	Therese Farrell	
Sinead Grant	Therese Mitchell	
Sinead Magee	Thomas Colgan	
Sinead Ní Dhonghaile	Tim Cody	
Sinead O'Keefe	Tim Gilsenan	
Sinead rowe	Tim King	
Sinead Vaughan	Tim O'Sullivan	
Sinn Fein Dun Laoghaire	Tina Wallace	
Siobhan Comerford	Tom Cosgrove	
Siobhan Daniel	Tom Dwyer	
Siobhan Fitzpatrick	Tom Heaney	
Siobhan Kenny	Tom Kenny	
Siobhan McGetrick	TOM KIERNAN	
Siobhán McNamara	Tom Prior	
Social Democrats	Tommy Mc Donnell	
Sonya O Reilly	Tony Barrett	
Stephen Burke	Tony Murphy	
Stephen Keegan	Tony Randles	
Stephen King	Tony Tallant	
Stephen Murphy	tracey mcquaid	
Stephen Wallace	Trevor Byrne	
Stephens Sarah	Trevor James	
Susan Flood	TRISH DOCKERY	
Susan McGarvey	Trisha Mooney	
Susan Potter	Tristan Kirby	
Susan Stapleton	Ulla McCarthy	
Susan Toland	Valarie Daly	
Suzanne Duggan Evers	Valarie McGlynn	
Suzanne Laurent	Valerie Lawlor	
Tamara Rusk	Vera Mc Laughlin	
Tara Cosgrove	Veronica Glennon	
Tara Hoban	Vikki Banahan	
Teresa Maguire	Vincent English	



### 11.3 Responses to the Issues raised in the submissions/observations received

Set out below are the general themes that have been referenced in a number of the submissions as well as a response to these comments. **Appendix A-C** of this report outlines a submissions matrix that cross references each submissions' comments against each theme below in order to ensure that all comments and queries have been addressed.

#### 11.3.1 Deansgrange Cemetery

The sub themes for Deansgrange Cemetery:

**Operation and Maintenance** – the general comments by the public outlined that the cemetery is not currently maintained well and that there are weeds and overgrowing on most of the graves. The focus within the cemetery should be on maintenance rather than on providing a cycle track. Also mentioned for this was how the cemetery will be operated when a funeral is in place in terms of cycle activity.

##### **Response to Operation and Maintenance**

The active travel scheme is funded by the National Transport Authority. This external investment in the cemetery (that would have otherwise come from internal resources) would make more resources available for ongoing issues like maintenance. Similar to normal situations where funerals are ongoing, users would have to divert away from the route.

**Safety Risks** – the general comments by the public outlined that there would be safety risks should cyclists be allowed to travel within the graveyard. There would be conflicts between mourners and cyclists who would be travelling very fast through here, with particular risks for elderly mourners.

##### **Response to Safety Risks**

The use of the cemetery by cyclists is an existing use and not proposed as part of this Part 8. There are shared cycle facilities throughout the county e.g. within parks, and these do not result in additional conflicts.



**Anti-Social Behaviour** – the general comments received outlined that opening the cemetery to promote walking and cycling would result in anti – social behaviour within the cemetery, in particular, during evening and night time hours. Graves would be destroyed.

#### **Response to Anti-Social Behaviour**

The use of the cemetery is currently available on a 24/7 basis by pedestrians and cyclists and this has not resulted in anti social behaviour or vandalism. Encouraging more passive surveillance within an area deters anti-social activities.

**24/7 Access** – the general comments received by the public outline that the cemetery should not be opened 24/7 to pedestrians and cyclists. This would result in a number of issues, including safety and anti-social behaviour issues. (The majority of the submissions did not know that the cemetery is already open 24/7 to pedestrians).

#### **Response to 24/7 Access**

The use of the cemetery is currently available on a 24/7 basis and is not part of this Part 8 proposal.

**Alterations to the Wall** – the general comments on this were that people were not in favour of the wall being altered or lowered. They did not want overlooking from the road when visiting graves. Some submissions thought that the lowering of the wall would result in impacts on the surrounding graves in terms of disturbance.

#### **Response to Alterations to the Wall**

#### **Response to Alterations to the Wall**

After considering the feedback on this issue it is recommended that proposed to lower the existing boundary wall is removed from the Part 8 proposal

**Respect for the Cemetery** – this was the main theme that the public highlighted concerns with. The majority of submissions noted that it would be disrespectful to provide a cycle scheme through the cemetery. They noted that a cemetery was for people to rest in peace and for mourners to visit their loved ones to reflect.



## Response to Respect for the Cemetery

It is noted that there were a large number of submissions relating to the respect of the cemetery. Driving, walking and cycling is already permitted in the cemetery and these accesses are not being proposed as part of this part 8. Deansgrange Cemetery also has a Green Flag and use of the cemetery for mobility and leisure activities is well established. There is also a coffee shop within the cemetery that encourages local people into the area for uses that are not exclusive to visiting graves. As these uses are existing and not proposed in this Part 8 the question of whether these activities are disrespectful or not is outside of this scheme to consider.

### 11.3.2 Need for the Scheme

Some submissions queried the need for the scheme, while others questioned the effects of cycle schemes on traffic congestion and emergency vehicle access. The overall general queries are detailed below with responses provided.

**General Comment 1:** There were several submissions questioning the need of the scheme, outlining that very few cyclists use the route at present and that existing cycling facilities cause traffic congestion, as well as affecting emergency vehicle access.

**Response to General Comment 1:** With regard to the low volume of cyclists currently using the route, there are no cycle facilities at present located along the majority of the scheme route. Many submissions mentioned the current dangers of cycling along Deansgrange Road. This scheme has been proposed to encourage an uptake in sustainable modes of travel, including walking and cycling, in particular, for pupils and parents travelling to the numerous schools within the surrounding areas. The scheme forms a much-needed part of current DLRCC planned network for sustainable and active travel within Dun Laoghaire Rathdown. It is an aim of this scheme, therefore, to increase the number of cycling and walking users within the area by providing safe & segregated infrastructure. The route is currently designated as 'Secondary' Cycle Route within the 2022 Greater Dublin Area Cycle Network Plan. This indicates it requires suitable infrastructure for medium to high levels of cyclists.

It is noted that elsewhere within Dun Laoghaire Rathdown, emergency services have used the segregated cycle track as a method of overtaking traffic congestion. The scheme proposes similar opportunities with the introduction of the two-way cycle track along Deansgrange Road.



### 11.3.3 Requests for Alternative Scheme:

**General Comment 1:** Many submissions question the need for diverting the scheme through Deansgrange Cemetery. They mention the sufficient space for the implementation of cycling facilities on road by the removal of car parking spaces or the introduction of a One-Way System on the R827.

**Response to General Comment 1:** The current proposal to use Deansgrange Cemetery was introduced as the previous option of the One-Way System was not supported. The provision of segregated cycle facilities on road would be preferable to diverting them into the cemetery. Preference for an alternative scheme is acknowledged and noted. Please see the recommendation of this report for further information regarding alternative routes.

**General Comment 2:** Several submissions mentioned their support for the previously submitted One-Way proposal. They mention the One-Way System had a majority positive response, and that it has the two-pronged approach of reducing car mobility, as well as respecting the cemetery.

**Response to General Comment 2:** The preference for an alternative scheme is acknowledged and noted. Please see the recommendation of this report for further information regarding alternative routes. The provision of a one way system is still a valid option that would deliver on the objectives of this scheme.

### 11.3.4 Design Comments and Queries:

There were a number of submissions received which included comments and/or queries about design elements of the scheme.

**General Comment 1:** There were a number of submissions received in relation to the narrow width of the road carriageway at sections of the scheme and how traffic congestion would arise as a result. There were concerns that emergency services could have difficulty passing vehicles.

**Response to General Comment 1:** With regard to the reduction in road width, the road carriageway has been designed to the DMURS design standard of 3m which is appropriate for a 50 km/h street such as the R827. The reduction in carriageway width will also contribute to traffic calming throughout the area, slowing vehicles. This allows for two buses to pass one another in a slower traffic environment as well as emergency service vehicles to pass traffic. As mentioned previously,



the two-way cycle track can also be used by emergency vehicles during periods of congestion  
(Figure 11.2)



*Figure 11.2 Ambulance using Two-Way Cycle Track (Source: Robert Burns)*

The scheme, although aiming to reduce vehicular speeds, will not reduce traffic capacity on the R827 as a result of the narrowing of the vehicular carriageway.

**General Comment 2:** Submissions also raised concerns over how traffic will operate on these roads citing already significant levels of vehicles queueing at peak times, this level of queueing is also leading to environmental concerns.

**Response to General Comment 2:** This scheme aims to provide an overall improvement in sustainable travel modes throughout the study area. This involves an upgrade to the pedestrian and cycle network and has the aim of reducing car use and traffic along these routes. An intervention in the road network e.g. the provision of a one way system or a modal shift as a result



of providing safe and attractive walking and cycling facilities will reduce the pressure on the road network in this area.

**General Comment 3:** Some submissions had concerns in relation to the Deansgrange Village Crossroads (R827/R830 junction) and how traffic capacity would be impacted, noting that traffic queuing would increase with the narrowing of the road carriageway.

**Response to General Comment 3:** The Deansgrange Village Junction is proposed to be upgraded to increase safety for vulnerable road users, such as pedestrians and cyclists in line with our policy objectives. An intervention in the road network e.g. the provision of a one way system or a modal shift as a result of providing safe and attractive walking and cycling facilities will reduce the pressure on the road network.

**General Comment 4:** Some submissions provided positive feedback to the scheme in terms of the design proposals, outlining that the scheme was well designed and formed an important part of the cycle network and supports schools.

**Response to General Comment 4:** Positive feedback relating to design elements of the scheme are welcomed.

### 11.3.5 Parking:

Queries that were raised for issues relating to Parking near the scheme. It is noted that there was a split between submissions requesting a further reduction in car parking, and submissions requesting more car parking. Comments relating to Parking Issues include:

**General Comment 1:** There were a number of submissions received in relation to the proposed reduced car access and reduced car parking within and outside the cemetery. They mainly concerned disabled and/or elderly mourners who require car access.

**Response to General Comment 1:** The vehicular access points will continue to be in operation, and so there will be no reduced car access. There are currently no formal car parking spaces within the cemetery.

**General Comment 2:** There were a number of submissions in relation to reduced car parking, but in the context of requesting further reduced car parking. These submissions mentioned that the only car parking available should be residential or disabled, in an effort to further promote sustainability.



**Response to General Comment 2:** The request for further reduced car parking has been noted. A balance was struck between promoting sustainability and facilitating those who cannot take active travel measures to the cemetery. In situations where road space is limited the proposed design tried to accommodate the majority of people and modes. Parking was not proposed to be removed outside of the spaces that were required to facilitate the introduction of segregated cycle facilities.

**General Comment 3:** Some submissions mentioned the frequent illegal parking which takes place along Deansgrange Road. They want to ensure that illegal parking, such as outside the retail units on Deansgrange Road, will not continue to take place after the scheme is completed.

**Response to General Comment 3:** Parking enforcement can be undertaken following the introduction of any measures of the scheme. It is noted that the reduction of carriageway widths will actively discourage illegal parking.

#### 11.4 List of bodies who made submissions

This section provides an overview with responses on the submissions made by the following public groups/bodies:

- National Graves Association
- Dublin Cycling Campaign
- Social Democrats
- Deansgrange Respect Our Grief
- Sinn Féin
- Foxrock and Holypark Residents Association

It is noted that the below submissions are not in any designated order to preserve anonymity.

**General Comment 1:** A submission suggested the introduction of a new cycling route will cause negative impacts on dignity for the deceased and will cause negative impacts on the right to mourn.

**Response to General Comment 1:** Cycling is already permitted within the cemetery and does not form part of this Part 8. Please refer to the recommendation in relation to the proposed changes.



**General Comment 2:** A submission raised concerns over the alterations to the wall, particularly with respect to a decrease in privacy for graves near the wall.

**Response to General Comment 2:** **Having considered the feedback on this issue it is proposed to remove** the altering of the height of the boundary wall between the proposed southern pedestrian entrance and the existing entrances to the north.

**General Comment 3:** A submission outlined the possible implications of 24/7 access to the cemetery, including increased anti-social behaviour, vandalism, and littering.

**Response to General Comment 3:** The cemetery is currently accessible 24/7 to pedestrians and cyclists and does not form part of this Part 8.

**General Comment 4:** A third party planning report submitted outlines alleged material contravening of the statutory development plan and that the 'Use of the cycle way is not associated with the 'F' Zoning of the site (*"To protect and/or provide for a burial ground"*)

**Response to General Comment 4:** The planning report was analysed. However, the basis of the report alleges material contravention of the 'F' Zoning of the cemetery. The Deansgrange Cycle Scheme is not proposed to contravene this zoning as the cemetery is already currently used by both pedestrians and cyclists. A contravention of the zoning would require a change of use for the cemetery, however there is already pedestrian and cyclist access permitted.

**General Comment 5:** A submission outlined that the original one-way scheme was a high quality route forming part of a best-in-class network.

**Response to General Comment 5:** The preference for an alternative scheme is acknowledged and noted. Please see the recommendation of this report for further information regarding alternative routes.

**General Comment 6:** A submission outlines support for other elements of the scheme to go ahead separately, such as the new entranceways and the introduction of lighting and CCTV.



**Response to General Comment 6:** Support for this aspect of the scheme is noted and will be carried forward as the scheme progresses.

**General Comment 7:** A submission questions how the scheme will endeavour to meet its objectives.

**Response to General Comment 7:** The scheme will meet its objective by providing a safe and efficient environment for pedestrians and cyclists alike to use Deansgrange Road. This is paired with the overarching need for the move to sustainable modes of travel, of which the scheme will promote.

**General Comment 8:** A submission details that they are currently investigating the [Burial Grounds]1856 Act to ensure that the Local Authority's plans were in compliance.

**Response to General Comment 8:** Noted.

**General Comment 9:** A submission suggests that the design of the scheme will pit pedestrians and cyclists against each other, which is a danger for those with mobility issues.

**Response to General Comment 9:** This is not the intention of this scheme. As mentioned above integrated walking and cycling routes are commonplace in the County and do not result in additional issues. It should also be noted that the submission did not suggest that interaction between vehicles and pedestrians in the same space was an issue.

**General Comment 10:** A submission supports the construction of a toucan crossing at the existing school warden crossing on Kill Lane, citing the current dangers of it.

**Response to General Comment 10:** Supportive feedback relating to the proposed toucan crossing on Kill Lane is welcomed.

**General Comment 11:** A submission included a detailed alternative route to the proposed scheme, which would fulfil the objectives of the scheme while retaining two-way vehicular flow along Deansgrange Road. Their submission includes the following features:

1. Creation of a permeability route from Clonkeen Park onto Clonkeen Road



2. Extending of the Cycle Network upgrades to Clonkeen Road (conversion of the junction to a Dutch style junction).
3. On the roadway outside the cemetery, all on-street car parking will be adjusted
4. On the western/cemetery side of the road, install a segregated shared space for cyclists and pedestrians, widening the existing footpath so it provides sufficient width for both users.
5. Creation of a new car park that serves Deansgrange Cemetery and to provide for residential car parking within the cemetery grounds to offset the removal of on-street car parking spaces fronting 1-12 Grange Terrace.
6. Remove the central bus stop on Deansgrange Road and relocate the two remaining stops so they are closer to each end of the cemetery.

**Response to General Comment 11:** The submission has been noted. In response to these points:

1. The inclusion of a permeability route from Clonkeen Park and Clonkeen Road would be a positive addition to the area. It is outside of the scope to deliver it as part of this scheme
2. The suggestion of a Dutch style junction for the Clonkeen Road / Kill Lane junction is outside of the red line for this scheme (only half the junction is within this scheme). It should be noted that the provision of this style of junction would reduce the pedestrian space on the corners of the junctions and would have to be considered carefully if any benefit would be worth the loss of space for pedestrians
3. In respect to the creation of a new car park, the submission proposes to provide for residential car parking within the cemetery grounds to offset the removal of on-street car parking spaces fronting 1-12 Grange Terrace (some of which may be in used by the adjoining properties). The provision of residential parking within the cemetery would materially contravene zoning objective 'F' '*To preserve and provide for open space with ancillary active recreational amenities*' and the objective 'To protect and/or provide for a Burial Ground' of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

Note: An opinion has been received from McCabe Durney Barnes that the provision of a car park within the cemetery (not exceeding 15 spaces) can be screened out from the requirement for EIAR and AA.



4. The proposed scheme is for the provision of a cycle scheme in accordance with the policies set out in the current County Development Plan including inter alia Chapter 5: Transport and Mobility and in particular in accordance with policy objectives Policy Objective T11, T12 and T13. This could be achieved by providing a shared facility as described in this submission (but a separate facility for pedestrians and cyclists would be preferable)
5. The proposal to create a new car park for residential car parking within the cemetery is not compatible with the 'F' zoning as residential car parking use does not relate to the open space or recreational use of the lands and would therefore materially contravene the 'F' zoning objective '*To preserve and provide for open space with ancillary active recreational amenities;*' of the Dún Laoghaire Rathdown County Development Plan 2022-2028.  
  
Furthermore, the residential car parking use does not relate to the burial ground use and therefore is not compatible with the objective 'To protect and/or provide for a Burial Ground' and this would contravene the Dún Laoghaire Rathdown County Development Plan 2022-2028, and may set an undesirable precedent for similar developments and this would be contrary to the proper planning and sustainable development of the area.
6. The locations of the bus stops can be considered as part of the detailed design of the scheme.

**General Comment 12:** A submission suggests the use of a poll or similar which can be present multiple options to the community to obtain the most popular scheme. This would avoid the process of proceeding with a specific scheme to planning before restarting after public consultation.

**Response to General Comment 12:** There has been ongoing consultation on this project since August 2020 that involved formal consultations as well as site and remote meetings with any group who was willing to engage. During this Part 8 focus groups were also undertaken. More than 10 different options were considered and many discounted for technical or policy reasons. The emerging options were put forward after consideration against many different factors. The design of a scheme cannot be established by its popularity because any scheme that is altering the public space will benefit some and discommode others and so it would have to be considered on its merits rather than its popularity.



**General Comment 13:** A submission suggests the increased likelihood of motorcycles using the cemetery, particularly due to the proposed lighting.

**Response to General Comment 13:** The cemetery is already accessible on a 24/7 basis and motorcycle access is not an issue.

**General Comment 14:** A submission outlines concern with the security of people's home due to increased usage of the cemetery, particularly those with back gardens facing onto the cemetery.

**Response to General Comment 14:** As mentioned the cemetery is currently open for 24/7 access.

**General Comment 15:** A submission outlines major concern with right turning traffic from Deansgrange Road to Kill Lane due to the removal of the right turn lane. They suggest the possibility of restricting right turns to certain time periods, or outright banning right turns, to alleviate any potential traffic congestion.

**Response to General Comment 15:** This is not proposed as part of this scheme but can be considered into the future if required.

**General Comment 16:** A submission points out the indented footpath in front of Tiger Pizza is not suitable for pedestrians.

**Response to general Comment 16:** The proposed design maintains a 1.8m path for pedestrians which is wider than the majority of paths along Deansgrange Road.

**General Comment 17:** A submission details that the footpath adjacent to the Grange Pub is narrow, and that the car parking spaces should be reallocated to pedestrians.

**Response to general comment 17:** These spaces are not in the charge of DLR.





**General Comment 18:** A submission requests the stopping setbacks for traffic crossing into Clonkeen Park be located further back in order for cyclists entering the park to feel safer.

**General Comment 19:** A submission requests the inclusion of a two-way cycleway on the Supervalu side of the road to allow easy access to the park.

**Response to General Comment 18 & 19:** This was considered in an earlier iteration of the scheme but was removed to facilitate more right turning movements onto Kill Lane.

**General Comment 20:** A submission requests the routing of the cycleway to be moved to behind the bus stop at Springhill.

**Response to General Comment 20:** This is a less frequent bus service and creating an island style bus stop would require the removal of trees and is not recommended.



## 12 SUMMARY

Following analysis of the feedback received during the statutory public consultation process it is evident that the majority of submissions do not support the scheme as proposed, particularly in relation to the proposed routing through Deansgrange Cemetery. However, many submissions highlighted support for the objectives of the scheme, and many outlined requests to use an alternative scheme that stayed along Deansgrange Road. The importance of the delivery of a segregated cycle facility along Deansgrange Road is widely supported.

It is therefore the recommendation following the consideration of the information gathered during the public consultation process that the elements of the works proposed within the cemetery will be removed from the scheme except for the construction of the new southern entrance and the upgrade of the existing northern entrance opposite St Fintan's Villas. The installation of a new path between the southern entrance and the Tea Rooms is also proposed to be retained. The scheme will no longer include public lighting within the cemetery or any lowering of the cemetery boundary wall.

These changes will result in a gap in the cycle facilities adjacent to Deansgrange Cemetery. It is proposed to continue the segregated two way cycle facility along Deansgrange Road adjacent to the Cemetery which will require the removal of all the existing parking on the road. This would be delivered using Section 38 of the Roads Act.

There were a number of submissions requesting car parking be provided in Deansgrange Cemetery to offset the loss of parking for residents. The provision of dedicated replacement parking for existing residential properties within Deansgrange Cemetery would materially contravene zoning objective 'F' *'To preserve and provide for open space with ancillary active recreational amenities'* and the objective *'To protect and/or provide for a Burial Ground'* of the Dún Laoghaire Rathdown County Development Plan 2022-2028.



## 13 RECOMMENDATION

The proposed development is considered to be in accordance with the provisions of the 2022-2028 Dún Laoghaire-Rathdown County Development Plan and with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined on drawings 220012-DBFL-RD-SP-DR-C-1201 to 220012-DBFL-RD-SP-DR-C-1206 that accompany this report subject to the following conditions:

- Removal of proposed works as indicated in the blue hatched area on drawings 220012-DBFL-RD-SP-DR-C-1202 to 220012-DBFL-RD-SP-DR-C-1204 i.e the proposed works within the cemetery;
- Removal of the proposed lowering of the boundary wall of the cemetery and public lighting within the cemetery;
- The new southern access to the cemetery shall not be opened until the continuation of the two way cycle facility on the west side of Deansgrange Road in lieu of the cycle route through the cemetery is provided.

Note: This will be facilitated by the removal of on street car parking (the works to the Deansgrange Road to be delivered via Section 38 of the Roads Act);

- and to any such minor or immaterial alterations to the plans and particulars of the development.

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Paul Kennedy, Director of Infrastructure & Climate Change

## Appendix A: CRM Responses Key Themes

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
1	X	x	x			x					x		x
2						x							x
3		x	x	x	x	x							x
4						x		x					x
5						x							x
7						x							x
8						x							x
9						x							x
14													x
15			x	x		x							x
19						x							x
22					x	x							x
28	x					x							x
29	x					x					x		x
30													x
31													x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
35													X
37			X	X		X							X
41													X
46		X	X	X	X								X
49		X			X	X							X
50					X	X							X
51						X							X
52			X			X							X
53						X							X
54	X					X							X
55						X		X					X
56					X	X		X	X		X		X
59						X							X
61			X										X
62						X							X
64				X		X							X
65						X					X		X
66				X	X					X			X
67						X							X
68					X	X							X
69			X		X	X							X
70													X
71						X							X
72				X									X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
73						x							x
74						x							x
75						x							x
76						x							x
77						x							x
78			x	x		x		x	x				x
79													x
80	x					x		x	x				x
81					x	x							x
82	x	x	x	x	x	x							x
83					x	x		x					x
84						x							x
85						x							x
86						x							x
87													x
88				x	x	x							x
89						x							x
90						x							x
91											x		x
92													x
93						x							x
94						x				x			x
95				x	x	x	x						x
96		x	x	x	x	x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
97	x		x				x						x
98						x	x				x		x
99			x	x		x							x
100				x		x							x
102						x							x
105													x
106						x							x
107						x							x
109					x	x		x					x
111				x	x	x							x
112		x				x							x
113					x	x					x		x
116						x							x
117		x	x	x	x	x							x
118						x							x
120					x	x							x
121			x	x	x								x
122						x							x
123		x			x	x		x					x
124						x		x					x
125						x							x
126					x	x							x
129			x	x									x
130					x	x		x			x		x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
131			x			x							x
132			x			x							x
133						x							x
134						x							x
135								x					x
140						x							x
142		x			x		X						x
143						x	x						x
144													x
146						x		x					x
148												x	
149													x
150					x	x							x
151		x	x		x	x					x		x
152	x	x			x	x		x					x
153						x							x
155		x		x		x							x
156						x							x
157						x							x
158						x							x
159						x							x
161			x		x	x		x					x
162											x		x
163					x	x							x



Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
164												X	
165			X	X	X	X							X
166			X	X		X							X
167						X		X					X
169						X							X
170	X					X							X
171						X					X		X
172						X	X						X
173		X		X	X	X							X
174	X				X	X							X
175	X					X							X
177						X		X	X				X
178						X		X					X
179			X	X	X	X							X
181													X
182					X			X			X		X
184						X							X
185						X							X
187						X		X		X			X
188						X							X
189	X		X			X							X
190	X	X			X	X							X
191						X		X	X	X	X		X
192						X							X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
193				X		X							X
194						X							X
195						X		X	X	X	X		X
198						X							X
199	X	X	X	X	X					X			X
201	X	X	X	X	X	X				X			X
203						X							X
204						X							X
205	X	X	X		X	X							X
206					X	X							X
207						X							X
208						X							X
209						X		X					X
210		X			X	X							X
212													X
213			X		X						X		X
217			X			X							X
218						X							X
219						X		X					X
220						X	X						X
221					X	X							X
222							X	X		X			X
223						X							X
224					X	X		X					X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
225						X							X
226		X	X	X	X	X		X					X
227			X			X		X					X
228													X
229						X							X
230		X				X							X
231					X	X							X
232						X							X
233													X
234	X				X	X							X
236						X		X					X
237								X					X
238		X			X	X							X
240					X	X							X
241	X					X		X					X
243													X
244											X		
246						X							X
247						X							X
248						X							X
249					X	X							X
250					X	X							X
251						X							X
252			X	X	X	X							X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
253						X							X
255				X	X	X				X	X		X
256			X	X	X			X	X				X
257	X	X		X		X		X					X
258					X	X		X					X
259													X
260						X		X					X
261						X		X					X
262							X						X
263						X		X					X
264													X
265						X							X
267								X	X				X
268						X							X
269						X							X
270	X		X		X	X							X
271						X							X
272			X	X		X							X
273													X
274			X	X	X	X					X		X
277						X							X
278						X					X		X
279		X			X	X							X
280			X	X	X								X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
282						X		X					X
283					X	X							X
284		X				X							X
285		X		X		X							X
286	X		X			X		X					X
287													X
288			X	X		X							X
289				X	X	X							X
290													X
292			X			X		X					X
293		X	X			X							X
294													X
295						X							X
296		X	X			X							X
297			X	X		X							X
298						X		X					X
299	X					X							X
300		X				X							X
302	X		X	X		X	X						X
303												X	
304						X							X
305	X					X							X
307			X		X	X							X
308						X							X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
309		x				x							x
310						x		x					x
311	x		x	x	x	x					x		x
312	x		x	x		x				x	x		x
313													x
314						x		x			x		x
315					x	x							x
316		x	x			x							x
317					x	x							x
319			x	x	x	x							x
320						x							x
321					x	x				x			x
322													x
323		x		x	x	x					x		x
324						x							x
325				x		x							x
326						x							x
327						x							x
328						x							x
330					x	x		x					x
331					x	x		x					x
332			x	x	x	x							x
333						x		x					x
334								x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
335		x	x							x			x
336	x		x	x		x		x	x	x			x
337				x	x	x							x
338			x			x							x
339						x							x
340					x	x							x
341		x	x	x		x							x
342												x	
343						x							x
344						x							x
345					x	x					x		x
346				x	x	x							x
347						x		x					x
348						x							x
349	x					x							x
350					x	x		x					x
351						x							x
352						x		x					x
353			x	x	x	x	x				x		x
354					x	x							x
355						x							x
356	x		x	x	x	x							x
357						x							x
358	x					x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
359					X	X							X
360						X		X					X
362						X							X
363						X		X					X
364	X		X		X	X							X
365						X							X
366	X					X		X					X
367	X				X	X							X
368								X					X
369						X							X
370						X							X
372						X		X					X
373						X							X
374						X							X
375						X							X
376						X							X
377				X	X	X		X					X
378													X
379						X	X						X
380		X				X							X
381						X							X
382						X							X
383			X	X		X		X					X
384					X	X							X



Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
385			X	X	X	X							X
387												X	
388						X							X
389	X	X		X	X	X		X					X
390		X				X							X
391			X		X								X
392		X	X		X	X							X
393		X	X	X	X	X							X
394						X							X
395						X							X
400						X							X
402						X							X
403			X			X							X
404		X			X	X							X
405				X		X							X
406					X								X
407			X		X						X		X
408						X		X					X
409		X	X	X	X	X		X					X
411		X	X	X		X							X
412					X							X	
413						X							X
414													X
415						X							X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
416		x	x	x	x	x		x					x
417						x							x
418						x		x					x
419						x		x					x
420	x					x							x
421						x							x
422						x		x	x				x
423						x							x
424					x	x		x					x
425	x	x				x							x
426						x		x		x			x
427		x				x							x
429								x					x
430						x							x
431						x							x
432						x		x					x
433	x	x		x	x	x							x
435			x		x	x							x
436			x	x	x	x							x
437			x		x	x							x
438			x	x	x	x		x					x
439						x							x
440						x		x	x	x			x
441					x	x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
442					X	X		X					X
443			X										X
444		X	X		X	X							X
445					X	X							
446	X												X
447			X	X	X	X							X
448		X			X	X							X
449						X							X
450						X		X					X
451			X	X		X							X
452						X							X
453		X	X	X		X							X
454						X		X					X
455			X	X									X
456			X	X	X	X							X
457					X	X							X
458						X							X
459					X	X		X					X
460						X							X
461						X							X
462							X						X
463			X		X	X							X
464				X		X		X					X
465			X	X		X		X					X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
466					X	X		X					X
467	X					X							X
468													X
469						X							X
471		X	X	X	X	X				X			X
472						X		X					X
473						X		X					X
474					X	X							X
475	X		X		X	X							X
477						X							X
478						X							X
480						X							X
481						X							X
482	X		X		X	X							X
483					X	X		X					X
484						X		X					X
485			X								X		X
486										X	X		X
488			X		X	X							X
489						X					X		X
491						X							X
492						X							X
494					X	X							X
495													X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
496		x	x			x							x
498					x	x							x
499					x	x							x
500						x							x
503						x							x
504						x							x
505													x
506					x	x							x
507			x	x	x	x							x
508		x				x							x
509	x	x	x	x	x	x				x			x
510	x					x							x
511					x	x							x
512		x				x							x
513								x	x				x
515			x		x	x							x
516												x	
517						x							x
518			x		x	x		x	x				x
519						x		x					x
521						x		x					x
522													x
523						x							x
524						x		x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
525			x			x							x
526													x
527			x		x	x							x
528						x							x
529						x							x
530		x	x			x							x
531					x	x							x
532													x
533										x			x
535													x
536				x	x	x		x		x			x

## Appendix B: Online Portal Submissions Key Themes

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
1	X	x	x			x					x		x
2						x							x
3		x	x	x	x	x							x
4						x		x					x
5						x							x
7						x							x
8						x							x
9						x							x
14													x
15			x	x		x							x
19						x							x
22					x	x							x
28	x					x							x
29	x					x					x		x
30													x
31													x
35													x
37			x	x		x							x





Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
73						x							x
74						x							x
75						x							x
76						x							x
77						x							x
78			x	x		x		x	x				x
79													x
80	x					x			x				x
81					x	x							x
82	x	x	x	x	x	x							x
83					x	x		x					x
84						x							x
85						x							x
86						x							x
87													x
88				x	x	x							x
89						x							x
90						x							x
91											x		x
92													x
93						x							x
94						x				x			x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
95				x	x	x	x						x
96		x	x	x	x	x							x
97	x		x				x						x
98						x	x				x		x
99			x	x		x							x
100				x		x							x
102						x							x
105													x
106						x							x
107						x							x
109					x	x		x					x
111				x	x	x							x
112		x				x							x
113					x	x					x		x
116						x							x
117		x	x	x	x	x							x
118						x							x
120					x	x							x
121			x	x	x								x
122						x							x
123		x			x	x		x					x
124						x		x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
125						x							x
126					x	x							x
129			x	x									x
130					x	x		x			x		x
131			x			x							x
132			x			x							x
133						x							x
134						x							x
135								x					x
140						x							x
142		x			x		X						x
143						x	x						x
144													x
146						x		x					x
148											x		
149													x
150					x	x							x
151		x	x		x	x					x		x
152	x	x			x	x		x					x
153						x							x
155		x		x		x							x
156						x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
157						x							x
158						x							x
159						x							x
161			x		x	x		x					x
162											x		x
163					x	x							x
164												x	
165			x	x	x	x							x
166			x	x		x							x
167						x		x					x
169						x							x
170	x					x							x
171						x					x		x
172						x	x						x
173		x		x	x	x							x
174	x				x	x							x
175	x					x							x
177						x		x	x				x
178						x		x					x
179			x	x	x	x							x
181													x
182					x			x			x		x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
184						x							x
185						x							x
187						x		x		x			x
188						x							x
189	x		x			x							x
190	x	x			x	x							x
191						x		x	x	x	x		x
192						x							x
193				x		x							x
194						x							x
195						x		x	x	x	x		x
198						x							x
199	x	x	x	x	x					x			x
201	x	x	x	x	x	x				x			x
203						x							x
204						x							x
205	x	x	x		x	x							x
206					x	x							x
207						x							x
208						x							x
209						x		x					x
210		x			x	x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
212													X
213			X		X						X		X
217			X			X							X
218						X							X
219						X		X					X
220						X	X						X
221					X	X							X
222							X	X		X			X
223						X							X
224					X	X		X					X
225						X							X
226		X	X	X	X	X		X					X
227			X			X		X					X
228													X
229						X							X
230		X				X							X
231					X	X							X
232						X							X
233													X
234	X				X	X							X
236						X		X					X
237								X					X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
238		x			x	x							x
240					x	x							x
241	x					x		x					x
243													x
244												x	
246						x							x
247						x							x
248						x							x
249					x	x							x
250					x	x							x
251						x							x
252			x	x	x	x							x
253						x							x
255				x	x	x				x	x		x
256			x	x	x			x	x				x
257	x	x		x		x		x					x
258					x	x		x					x
259													x
260						x		x					x
261						x		x					x
262							x						x
263						x		x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
264													X
265						X							X
267								X	X				X
268						X							X
269						X							X
270	X		X		X	X							X
271						X							X
272			X	X		X							X
273													X
274			X	X	X	X					X		X
277						X							X
278						X					X		X
279		X			X	X							X
280			X	X	X								X
282						X		X					X
283					X	X							X
284		X				X							X
285		X		X		X							X
286	X		X			X		X					X
287													X
288			X	X		X							X
289				X	X	X							X



Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
290													X
292			X			X		X					X
293		X	X			X							X
294													X
295						X							X
296		X	X			X							X
297			X	X		X							X
298						X		X					X
299	X					X							X
300		X				X							X
302	X		X	X		X	X						X
303											X		
304						X							X
305	X					X							X
307			X		X	X							X
308						X							X
309		X				X							X
310						X		X					X
311	X		X	X	X	X					X		X
312	X		X	X		X			X		X		X
313													X
314						X		X			X		X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
315					x	x							x
316		x	x			x							x
317					x	x							x
319			x	x	x	x							x
320						x							x
321					x	x				x			x
322													x
323		x		x	x	x					x		x
324						x							x
325				x		x							x
326						x							x
327						x							x
328						x							x
330					x	x		x					x
331					x	x		x					x
332			x	x	x	x							x
333						x		x					x
334								x					x
335		x	x							x			x
336	x		x	x		x			x	x			x
337				x	x	x							x
338			x			x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
339						x							x
340					x	x							x
341		x	x	x		x							x
342												x	
343						x							x
344						x							x
345					x	x					x		x
346				x	x	x							x
347						x		x					x
348						x							x
349	x					x							x
350					x	x		x					x
351						x							x
352						x		x					x
353			x	x	x	x	x				X		x
354					x	x							x
355						x							x
356	x		x	x	x	x							x
357						x							x
358	x					x							x
359					x	x							x
360						x		x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
362						x							x
363						x		x					x
364	x		x		x	x							x
365						x							x
366	x					x		x					x
367	x				x	x							x
368								x					x
369						x							x
370						x							x
372						x		x					x
373						x							x
374						x							x
375						x							x
376						x							x
377				x	x	x		x					x
378													x
379						x	x						x
380		x				x							x
381						x							x
382						x							x
383			x	x		x		x					x
384					x	x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
385			x	x	x	x							x
387											x		
388						x							x
389	x	x		x	x	x		x					x
390		x				x							x
391			x		x								x
392		x	x		x	x							x
393		x	x	x	x	x							x
394						x							x
395						x							x
400						x							x
402						x							x
403			x			x							x
404		x			x	x							x
405				x		x							x
406					x								x
407			x		x						x		x
408						x		x					x
409		x	x	x	x	x		x					x
411		x	x	x		x							x
412					x						x		
413						x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
414													X
415						X							X
416		X	X	X	X	X		X					X
417						X							X
418						X		X					X
419						X		X					X
420	X					X							X
421						X							X
422						X		X	X				X
423						X							X
424					X	X		X					X
425	X	X				X							X
426						X		X		X			X
427		X				X							X
429								X					X
430						X							X
431						X							X
432						X		X					X
433	X	X		X	X	X							X
435			X		X	X							X
436			X	X	X	X							X
437			X		X	X							X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
438			x	x	x	x		x					x
439						x							x
440						x		x	x				x
441					x	x							x
442					x	x		X					x
443			x										x
444		x	x		x	x							x
445					x	x							
446	x												x
447			x	x	x	x							x
448		x			x	x							x
449						x							x
450						x		x					x
451			x	x		x							x
452						x							x
453		x	x	x		x							x
454						x		x					x
455			x	x									x
456			x	x	x	x							x
457					x	x							x
458						x							x
459					x	x		x					x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
460						x							x
461						x							x
462							x						x
463			x		x	x							x
464				x		x		x					x
465			x	x		x		x					x
466					x	x		x					x
467	x					x							x
468													x
469						x							x
471		x	x	x	x	x				x			x
472						x		x					x
473						x		x					x
474					x	x							x
475	x		x		x	x							x
477						x							x
478						x							x
480						x							x
481						x							x
482	x		x		x	x							x
483					x	x		x					x
484						x		x					x



Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
485			x								x		x
486										x	x		x
488			x		x	x							x
489						x					x		x
491						x							x
492						x							x
494					x	x							x
495													x
496		x	x			x							x
498					x	x							x
499					x	x							x
500						x							x
503						x							x
504						x							x
505													x
506					x	x							x
507			x	x	x	x							x
508		x				x							x
509	x	x	x	x	x	x				x			x
510	x					x							x
511					x	x							x
512		x				x							x

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
513								x	x				x
515			x		x	x							x
516											x		
517						x							x
518			x		x	x		x	x				x
519						x		x					x
521						x		x					x
522													x
523						x							x
524						x		x					x
525			x			x							x
526													x
527			x		x	x							x
528						x							x
529						x							x
530		x	x			x							x
531					x	x							x
532													x
533										x			x
535													x
536				x	x	x		x		x			x

## Appendix C: Letter Submissions Key Themes

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
1													X
2							X						X
3				X			X						X
4											X		
5							X						X
6						X	X				X		X
7													X
8													X
9		X							X		X		X
10				X		X	X						X
11				X	X		X						X
12		X	X	X	X		X		X		X		X
13													X
14								X					X
15								X					X
16													X
17								X					X
18								X			X		X
19		X		X		X	X				X		X
20			X					X					X

Ref No.	Within Cemetery							Outside of Cemetery				General	
	Operation and Management	Safety Risks	Anti-social behaviour	Opening of cemetery 24/7 access	Alterations to the wall	Respect to the grounds	Need for Scheme	Alternative Proposals	Revert to original one-way design	Design Comments/Queries	Other	Support	Object
21													x
22													x
23													x
24		x	x				x				x		x
25		x	x				x				x		x
26							x						x





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