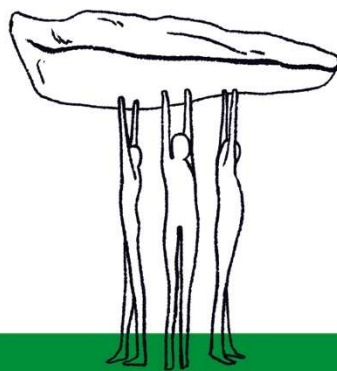


# Living Streets

Blackrock Village



## Part 8 Chief Executive's Report

June 2023



## Document Control Sheet

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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).

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Appendix A – List of Submissions Received

# 1. Planning Reference Number PC/IC/01/23

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 Irish Independent newspaper on 28th of April 2023. Plans and particulars of the proposed development were made available for inspection from 28th of April 2023 to 26th of May 2023 at the Planning Departments, County Hall, Marine Road, Dún Laoghaire, and at 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 10th of June 2023.

## 2. Background

Barry Transportation have been commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to lead a multi-disciplinary team for the design and development of the Living Streets Blackrock scheme.

The overall scheme aims to deliver the following objectives:

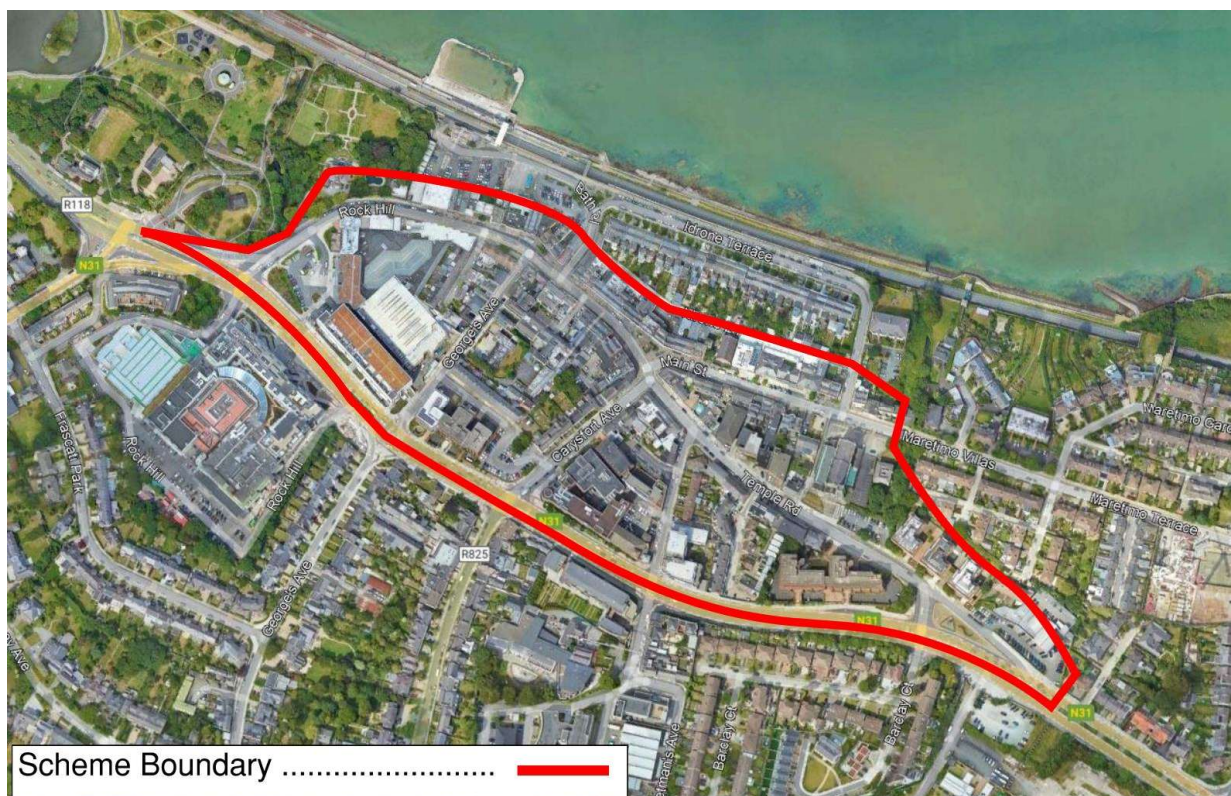
- To build on the temporary public realm and mobility improvement measures implemented during the COVID-19 restrictions of summer 2020 on Blackrock Main Street and Rock Hill.
- To provide continuous, high-quality, and consistent cycling and walking facilities, including providing a safe and direct route for cyclists between Blackrock Village and the Coastal Mobility Route.
- To provide improved public realm areas and enhance the overall visual quality of Blackrock Village, including providing attractive seating areas to encourage visitors to the area and to promote social cohesion.
- To provide increased landscaping, planting, and SUDS elements to improve the environment.
- To promote modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.
- To create a place for all ages and abilities.
- To enhance safety for all road users including vulnerable persons.

### 3. Site Location and Description

The study area for the scheme is shown in Figure 1 below. The proposed development is a public realm, pedestrian and cycle improvement scheme for the Blackrock Village area and takes in the following streets:

- Rock Hill
- Main Street
- Georges Avenue
- Main Street East (Maretimo Terrace)
- Carysfort Avenue
- Temple Road

Blackrock Village is a vibrant village centre and consists of a variety of residential and commercial areas, with a variety of activities and land uses, including educational, retail, business, local amenities, services, and recreational facilities. Temporary public realm measures in 2020 introduced a one-way system for traffic on Main Street, a segregated contra-flow cycle lane and provided increased public realm space with wider pedestrian areas, additional street furniture and planter boxes.



**Figure 1: Study Area for the Living Streets Blackrock Scheme**

## 4. Zoning and Other Objectives

A map of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 land use zoning objectives in the vicinity of the proposed Living Streets Blackrock scheme is shown in Figure 2. Under the County Development Plan 2022-2028, lands within Blackrock Village are principally designated as “A” or “DC” Zoning Objectives.

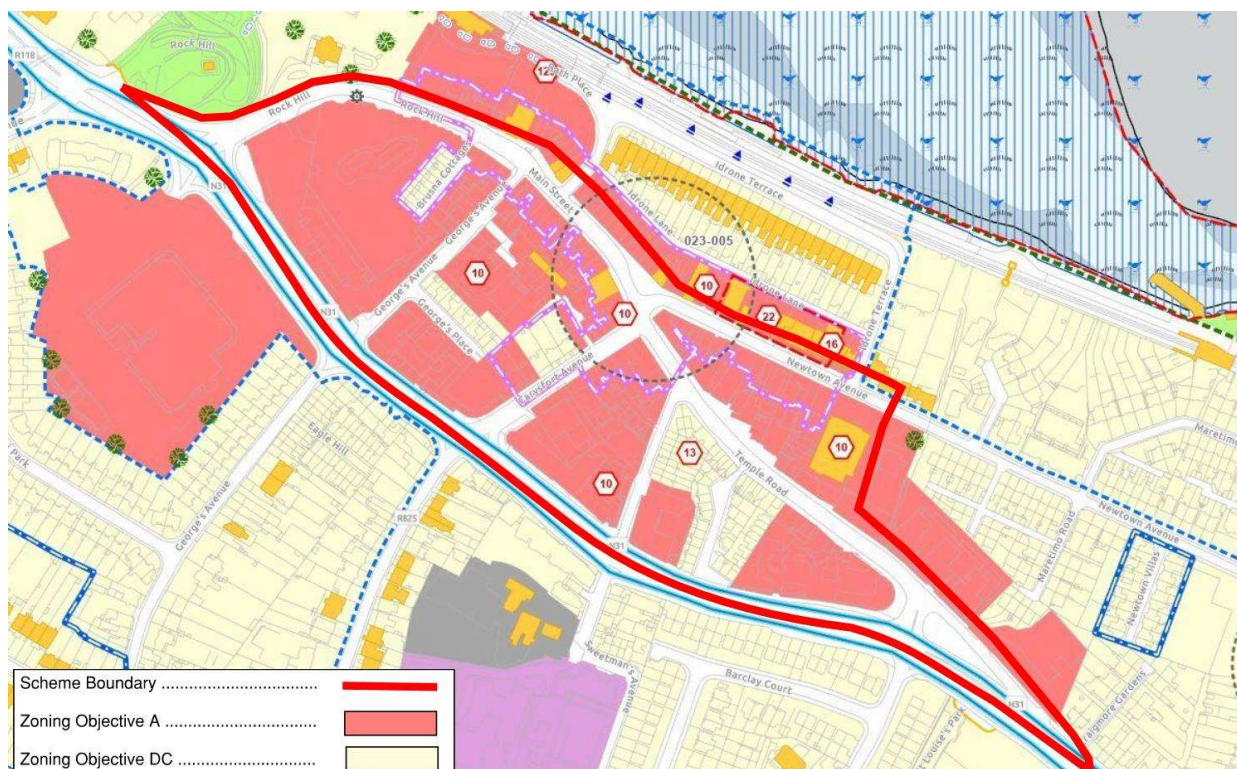
According to the County Development Plan, the “A” Zoning Objective is defined as:

- *“To provide residential development and improve residential amenity while protecting the existing residential amenities.”*

“DC” Zoning Objective is defined as:

- *“To protect, provide for and/or improve mixed-use district centre facilities.”*

The proposed scheme accords with the zoning objectives of the County Development Plan 2022-2028 and there is no material contravention of the relevant zoning objectives arising from this proposed scheme.



**Figure 2: County Development Plan Zoning Objectives within the Scheme Boundary**

(Source: Dún Laoghaire-Rathdown County Development Plan 2022-2028 ; Extract from Land Use Zoning Map 2)

Relevant information from Figure 2 is summarised below:

- The designation of the village in the development plan as a district centre.
- The village is subject to a Local Area Plan (LAP) and is addressed further below.
- There is a cross monument located centrally within the village (RMP Ref. 023-005).
- Portions of the village along Rock Hill, Main Street, Newtown Avenue, and some surrounding streets are within a Candidate Architectural Conservation Area (ACA).
- There is an industrial heritage milestone marker indicated along Main Street/Rock Road proximate to the shopping centre (Site No. 206).

The proposed development has been considered in the context of national, regional and local plans and policies (as listed below) and the scheme aligns with the relevant policy objectives contained therein.

Policy Level	Policy
European	<ul style="list-style-type: none"> <li>• European Green Deal</li> <li>• RISM Directive</li> </ul>
National	<ul style="list-style-type: none"> <li>• Project Ireland: National Development Plan 2021-2030</li> <li>• Project Ireland: National Planning Framework 2040</li> <li>• Climate Action Plan 2023</li> <li>• National Investment Framework for Transport in Ireland (NIFTI)</li> <li>• Road Safety Authority (RSA), Road Safety Strategy 2021-2030</li> <li>• National Cycle Policy Framework (NCPF)</li> <li>• Smarter Travel: A Sustainable Transport Future 2009-2020</li> <li>• National Sustainable Mobility Policy</li> <li>• NTA Statement of Strategy 2018-2022</li> </ul>
Regional	<ul style="list-style-type: none"> <li>• Greater Dublin Area (GDA) Cycle Network Plan 2013</li> <li>• Greater Dublin Area (GDA) Transport Strategy 2022-2042</li> <li>• GDA Cycle Network Plan 2021</li> <li>• Regional Spatial and Economic Strategy 2019-2031 (RSES)</li> </ul>
Local	<ul style="list-style-type: none"> <li>• Dún Laoghaire-Rathdown County Council Development Plan 2022-2028</li> <li>• Blackrock Local Area Plan 2015-2025</li> <li>• Dún Laoghaire-Rathdown Cycling Policy</li> <li>• Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024</li> </ul>

The proposed scheme is strongly supported by plans and policies at all levels (i.e. European, National, Regional and Local). While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements.

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the lifetime of the Plan. The County Development Plan sets out an approach



centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. The County Development Plan is consistent with both the 'National Planning Framework' (NPF) and the 'Regional Spatial and Economic Strategy' (RSES).

The proposed scheme supports the following relevant policy objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028:

Objective CA18	It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist.
	This project proposes significant new landscaping on all streets within the scheme, including the planting of approximately 70 new trees. Nature based SuDS solutions will be used, and rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective PHP36	It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability, or disability.
	This scheme has been designed in accordance with guidance documents such as DMURS and the NCM to ensure accessibility throughout the extents of it. The Dun Laoghaire Rathdown Disability Consultation Group have been consulted as part of the design process. O'Herlihy Access Consultancy have been employed to undertake two independent accessibility audits of the design, one at preliminary design and one at detailed design stage.

Objective PHP37	It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.
	This is a village improvement scheme with an improved urban realm at its core. High quality paving, extensive in ground planting, attractive seating and rest

	area will be provided to enhance the public realm in Blackrock and to make it a more pleasant place to work, live or visit.
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Objective PHP38	It is a Policy Objective to preserve and enhance the public realm offering in our towns and villages.
	See above

Objective T1	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public.

Objective T5	It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public.

Objective T11	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
	This scheme fully aligns with this policy objective. It will provide improved walking and cycling infrastructure including completing a new connection from Blackrock Main St to the Coastal Mobility Route.

Objective T12	It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.
	This scheme will provide improved pedestrian facilities keeping accessibility and safety influencing the design.

Objective T13	It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.
	This scheme will complete new cycle links that will add to these networks.

Objective T19	It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County.
	Car parking and loading have been carefully considered as part of this project. In some instances, car parking has been removed to support the introduction of new cycle facilities or to provide additional urban realm space. In other locations new parking spaces have been created and hybrid loading/parking bays (loading up until a certain time and parking after) have been proposed to make better use of the available space.

Objective T23	It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.
	This scheme will provide improved pedestrian and cycle facilities which will improve the County road network. The NTA have been consulted regarding the proposed design.

Objective T29	It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level
	This proposed layout seeks to reduce vehicle speeds by narrowing the lane width in places, tightening corner radii, and introducing speed humps where appropriate. Distinctive road surfaces will be used to indicate a changed environment to drivers as they enter the village core.

Objective MFC2	It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business, and leisure trips as part of the same journey.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective MFC3	It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high-quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.
	This scheme includes Blackrock Main Street as one of the principal areas of works. High-quality material will be used to ensure a sense of place and enhance the quality of public realm throughout the village.

Objective OSR7	It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.
	This scheme proposes significant new landscaping including the planting of approximately 70 new trees around Blackrock Village.

Objective EI6	It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).
	Nature based SuDS solutions will be used on this project. Rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective HER1	It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate, and applicable to promote access to and signposting of such sites and monuments.
	The cross on Blackrock Main Street, located outside Bank of Ireland is identified in the Record of Monuments. This cross will be relocated to a prominent location in the new elliptical park that is being created here. This new setting will bring additional attention to this monument.

Objective HER16	It is Policy Objective to ensure that works to the public realm – such as the provision of traffic control measures, street furniture, materials and finishes - have regard to the distinctive character of the area.
	All traffic interventions have been designed to have as little visual impact as possible.  The landscaping plan has been designed to promote the historic nature of Blackrock Village. The village has been decluttered of signs and simple granite paving slabs have been chosen so that these bring out the architecture of the distinctive buildings along the street, rather than competing against them for attention

Objective HER18	It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed.
	The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the Blackrock Village cACA.

The proposed scheme will also support the specific objectives of the **Blackrock Local Area Plan 2015-2025**, which include the following:

Objective BK01	The Council recognises the distinct character and intrinsic heritage qualities of the Blackrock area. Understanding and appreciating the history and culture of Blackrock is an important part to the planning of its future. It is Council Policy to ensure the protection of this historical character and ensure that any future development / redevelopment is carried out in a manner sympathetic to its special character.
	This scheme maintains Blackrock's historical character throughout proposed development.

Objective BK07	It is Council Policy to encourage a high standard of public realm upgrade / improvements throughout Blackrock in accordance with the Public Realm Strategy.
	This scheme will demonstrate a high-quality design and use high-quality materials.

Objective BK09	It is Council policy to upgrade the public realm along Main Street and Rock Hill in order to provide a more attractive streetscape and an improved pedestrian environment in the village core.
	This scheme includes public realm upgrades along both Main Street and Rock Hill.

Objective BK12	It is Council Policy to promote the principles of sustainable travel both to-and-from and within the Blackrock Local Area Plan Boundary.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective RI2	It is an objective of the Council to reduce the volume of through traffic on Main Street over the Plan period to complement a package of measures aimed at improving the public realm and environment for pedestrians, cyclists, and public transport.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective RI3	It is an objective of the Council to create an environment where traffic speeds will be reduced on Main Street and within the Blackrock village core.
	This proposed layout seeks to reduce vehicle speeds by narrowing the lane width in places, tightening corner radii and introducing speed humps where appropriate. Distinctive road surfaces will be used to indicate a changed environment to drivers as they enter the village core.

Objective PC3	It is an objective of the Council to provide for improved pedestrian facilities and enhanced local environment along Georges Avenue as a means of improving connectivity between the Main Street area and areas south of Frascati Road.
	This scheme will upgrade George's Avenue to provide high quality paving and better footpaths and crossing facilities for pedestrians.

Objective PT1	It is an objective of the Council to facilitate the re-location of the existing Bus Terminus at the DART Station to Carysfort Avenue and Temple Road, subject to the agreement of the National Transport Authority (NTA).
	<p>This scheme provides a new bus terminus on Rock Hill, with an additional layover space also provided on Carysfort Avenue. This achieves this objective from the LAP.</p> <p>Locating the terminus on Carysfort Ave or Temple Road was considered during the options selection phase. The location on Rock Hill was found to be more favourable from a bus operations point of view and this location was agreed with the NTA. Further details of this assessment process can be found in the Bus Routing Technical Note.</p>

Objective CP2	It is an objective of the Council to rationalise the existing on-street car parking and unloading facilities along Main Street to facilitate improvements to the public realm where appropriate.
	Car parking and loading have been carefully considered as part of this project. In some instances, car parking has been removed to support the introduction of new cycle facilities or to provide additional urban realm space. In other locations new parking spaces have been created and hybrid loading/parking bays (loading up until a certain time and parking after) have been proposed to make better use of the available space.

Objective EI6	It is an objective of the Council to ensure that Sustainable Drainage Systems (SuDS) is applied to any development in Blackrock and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and associated River Basin Management Plans. SuDS measures may include green roofs, permeable paving, detention basins, water butts, infiltration etc...
	Nature based SuDS solutions will be used on this project. Rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective AH1	It is an objective of the Council to create an improved setting for the Cross, an archaeological monument, as part of a wider public realm scheme.
	<p>This cross will be relocated to a prominent location in the new elliptical park that is being created outside Bank of Ireland. This new setting will bring additional attention to this monument.</p> <p>A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts</p>

Objective PR9	It is an objective of the Council to provide an appropriate setting and location for the Cross on Main Street and provide an information plaque explaining the historical significance of the Cross
	See above



Objective PR13	It is an objective of the Council to facilitate the improvement of the pedestrian crossing between the shopping centres and Blackrock Park.
	The proposed design for this scheme includes an improved link between the shopping centres and Blackrock Park.

Objective PR18	It is an objective of the Council to carry out a series of public realm improvements along George's Avenue, Carysfort Avenue and Sweetman's Avenue with a view to enhancing the overall pedestrian environment and improving pedestrian connectivity between Frascati Road and Main Street / Rock Hill
	The proposed design for this scheme includes public realm improvements along George's Avenue and Carysfort Avenue, helping improve the pedestrian environment and links with other streets in the village.

Objective PT3	It is an objective of the Council, with the agreement of the NTA, to facilitate the provision of appropriate bus routes and stops in co-ordination with the overall Blackrock Transport Network Strategy
	This scheme relocates bus stops to facilitate public transport links throughout the village and increase accessibility.

# 5. Nature and extent of the Proposed Development

Living Streets Blackrock is a public realm improvement project which has been developed by Barry Transportation on behalf of Dún Laoghaire-Rathdown County Council (DLRCC). It aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Blackrock Village. Building on the temporary measures implemented during the COVID restrictions of summer 2020 on Blackrock Main Street, the plan will move the village from a temporary layout to a high-quality permanent design. The scheme is informed by consultation with local representative businesses and resident groups and independent evaluation of the temporary measures by TU Dublin. It is consistent with the Blackrock Local Area Plan 2015-2025 and the Dún Laoghaire-Rathdown County Development Plan 2022-2028, both of which were informed by extensive public consultation.



PUBLIC REALM IMPROVEMENTS	EASIER TO CYCLE	IMPROVED WALKABILITY AND ACCESSIBILITY	PARKING PROVISION	CONNECTED SPACES
Better landscaping, planting and seating throughout the town to create a safe, accessible and vibrant environment.	<ol style="list-style-type: none"> <li>1. New finish for existing bike lane in the town.</li> <li>2. Contra-flow bike lane outside the library to connect with existing lane on Maretimo Villas.</li> </ol>	Accessible urban environment improved pedestrian crossings, traffic calming, increased footpath widths and quality.	Increase in disabled parking spaces (+1), number of loading bays remains the same, minimal impact on car parking space numbers, increase in bike parking.	Better connections with seaford, connected bike lanes.

Figure 3: Scheme overview for Living Streets Blackrock

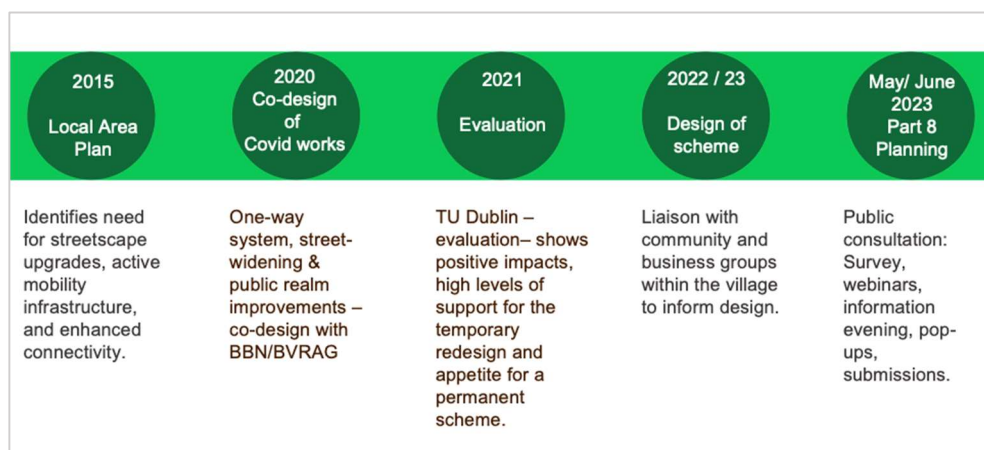
The scheme will replace existing finishes with high-quality permanent materials to create a consistent look and feel for the village. This landscape upgrade will provide better seating, footpaths, and planting. The scheme will make it easier and safer to walk and cycle to and within the village with extended pedestrian and cycling infrastructure and enhanced connectivity between Blackrock Main Street, the seafront, and its surrounding areas. It complements specific objectives in the Blackrock LAP in relation to future public realm improvements on the seafront.

The existing Main Street public realm measures, introduced in 2020, include the one-way traffic system, contraflow cycle lane, wider pavements, seating, and planters. These measures were developed in response to proposals from local groups including Blackrock Business Network (BBN) and Blackrock Village Rejuvenation Action Group (BVRAG). Subsequent surveys have shown high levels of support for these temporary measures, with a significant majority of local residents expressing a wish to make these changes permanent. A majority of local businesses have also expressed support for the measures, with some seeking certain design improvements. Dún Laoghaire-Rathdown County Council has engaged with businesses and community groups within the village to create a scheme that best reflects their needs and aspirations, particularly exploring details concerning the design and location of planting and seating features, loading bays, bike racks, car parking spaces and traffic flow. The preliminary design for this scheme is shown in figure 3 above.

This report details the public consultation that took place for **Living Streets Blackrock** during the statutory consultation period (28th April to 10th June 2023), and records the submissions and observations made by the public as well as the chief executive response to these submissions. Findings from the assessment of submissions have been considered in the review of the preliminary design carried-out by Barry Transportation and will inform recommendations made to progress the scheme to detailed design.

## Project Evolution and Timeline

The project need was first identified in the Blackrock Local Area Plan (LAP) in 2015 and evolved through the co-design of scheme in 2020, evaluation by TU Dublin in 2021, preliminary design in 2022/2023 and a Part 8 application in 2023, as indicated on the timeline below.



**Figure 4: Project Timeline**

## 6. Appropriate Assessment (AA)

Having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC), DLRCC commissioned an AA Screening Report prepared by MKO. It is considered that the Appropriate Assessment (AA) Screening Report prepared by MKO gives full consideration to the Directives. The AA Screening Report states “It can be excluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed works, individually or in combination with other plans and projects, would not be likely to have a significant effect on any European Sites designated under the Habitats Directive and Birds Directive.”

Taking account of the findings of the AA Screening Report, DLRCC has determined that the proposed development will not give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or projects. Consequently, a Stage 2 Appropriate Assessment - Natura Impact Statement is not required for the project.

More detail can be found in the AA Screening Report and AA Screening Determination which are included in the Part 8 pack.

## 7. Environmental Impact Assessment (EIA)

DLRCC 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, DLRCC 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), DLRCC commissioned an EIA Screening Report prepared by Barry Transportation. It is considered that the EIA Screening Report gives full consideration to the EIA Directive 2011/92/EU as amended, and in particular to the requirements set out in the Directive for mandatory and sub-threshold EIA.

Taking account of the findings of the EIA Screening Report, DLRCC 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.

More detail can be found in the EIA Screening Report and EIA Screening Determination which are included in the Part 8 pack.

## 8. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the Area

The proposal has been considered in terms of European, national, regional, and local planning and transport policy as set out in Section 4 of this report and Section 4 of the Living Streets Blackrock Part 8 Planning Report and aligns with the relevant policy objectives contained therein.

Specifically, the proposed development would improve the walking, cycling and public transport facilities in the area in accordance with policy objectives T1, T5, 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 proposed development also includes major improvements to the public realm throughout Blackrock Village, complying with objectives BK01, BK07 and BK09 of the Blackrock Local Area Plan 2015-2025.

The development accords with the zoning objectives for the area and the objective for Blackrock Village “To protect, provide for and/or improve mixed-use district centre facilities.”

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

### **Architects Department**

No comments were received from the Architects Department.

### **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.

### **Forward Planning Infrastructure Department**

No comments were received from the Forward Planning Infrastructure Department.

### **Capital Projects**

No comments were received from the Capital Project Department.

### **Environment Enforcement**

No comments were received from the Environment Enforcement Department.

### **Estates Officer**

No comments were received from the Estates Officer Department.

### **Transport Planning**

No comments were received from the Transport Planning Department.

### **Climate Action Officer**

No comments were received from the Climate Action Officer Department.

### **Housing Department**

No comments were received from the Housing Department.

### **Biodiversity Officer**

Comments and feedback were provided.

### **Drainage Planning**

No comments were received from the Drainage Planning.

### **Parks**

Comments and feedback were provided, it was agreed with the Parks Department that the minor queries will be addressed during the detailed design stage. A comment was raised in relation to the proposed entrance to the Village from the N31 on Rock Hill. It was agreed that a section of the proposed planting would be removed until there is certainty around the various proposals in

this area i.e. this Part 8, Bus Connects and the proposals in the Blackrock Master Plan. This is to avoid redoing of works into the future. This area will be replaced by a paved surface.



**Figure 9.1 proposed change to Village Entrance**

### **Road Maintenance**

No comments were received from the Road Maintenance Department.

### **Traffic**

Minor comments and feedback were provided by the Traffic Department, it was agreed with the Traffic Department that these queries will be addressed during the detailed design stage.

### **Planning Department**

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



## 10. Statutory Bodies/Organisations

This scheme was circulated to the following prescribed Statutory Bodies:

### **Department of Housing, Local Government & Heritage**

The Department of Housing, Local Government and Heritage has not received official Section 12 Notification for the proposed relocation of the recorded monument RMP DU023-005 Cross. Therefore, it is the opinion of the Department of Housing, Local Government and Heritage that any recommendation for a programme of licensed archaeological testing and / or archaeological monitoring prior to the commencement of development is pre-emptive. The Department of Housing, Local Government and Heritage recommends that the applicant apply for a Section 12 Notification.

### **Response**

Notification to the Minister for Housing, Local Government and Heritage under section 12 (3) of the National Monuments (Amendment) Act, 1994 (Recorded Monument) and Notification under section 5 (8) of the 1987 Act (Register of Historic Monuments) will be carried out if the Part 8 is successful and we will comply with our requirements in this regard.

### **Transport Infrastructure Ireland (TII)**

Transport Infrastructure Ireland's letter noted that they had no observations to make and that Future Luas, Metro and Bus Connects alignments are a matter for the National Transport Authority (NTA).

### **Irish Water**

No comments were received from Irish Water.

### **National Transport Authority (NTA)**

The NTA is progressing with both the roll out of the BusConnects network redesign as well as the BusConnects bus corridor planning applications. The NTA requested that the planning authority consult directly with the NTA in relation to the potential space required at Rock Hill. NTA noted that they had stated previously that a three-bus stand is required, rather than a two-bus stand on Rock Hill. The drawings should be revised to accommodate a third bus, or an additional stand needs to be provided in lieu of the car parking.

### **Response**

The scheme provides for a 3-bus bay layover in the village. The proposed bus stop on Rock Hill accommodates 2 buses with the 3rd space being provided on Carysfort Avenue. If the Part 8 is successful we will clarify this with the NTA.

# 11. Submissions/Observations

## Public Consultation Approach

The proposed scheme design was developed for Dún Laoghaire-Rathdown County Council by Barry Transportation engineers and NMP landscape architects throughout Winter 2022/2023. The National Transport Authority were consulted on bus routing and layover options.

### Pre-Part 8 Consultation

Prior to the statutory Part 8 planning consultation process, Dun Laoghaire-Rathdown County Council engaged M-CO to oversee engagement with stakeholders during the design development stage of the project. Design development was informed through engagement with a range of local stakeholders. This included the following:

- Blackrock Business Network (BBN)
- Blackrock Village Rejuvenation Action Group (BVRAG)
- The DLR Disability Consultation Group (DCG) who provided advice on matters related to universal access and design.
- Dun Laoghaire Rathdown County Council – Area Committee

A number of issues were raised by stakeholders on various aspects of the proposed scheme. These issues were grouped and summarised in the Pre-Part 8 Consultation Presentation under a number of themes including hard and soft landscaping, business deliveries, car parking spaces, and bus stop locations. Responses to the various concerns or queries raised in relation to these themes were itemised and incorporated into the design development where feasible.

### Part 8 Statutory Consultation

Following the initial pre-Part 8 consultation and preliminary design, Dun Laoghaire Rathdown County Council commenced the Part 8 planning process for the Living Streets Blackrock scheme in April 2023. In accordance with Part 8, Article 81 of the Planning Regulations, 2001 (as amended), the Council gave notice of the proposed development in the Irish Independent on 28th April 2023. A site notice, in the prescribed format, was also erected on the site and maintained in place for the prescribed period.

Public consultation is an essential part of the planning process where the public is invited to give their views on the Part 8 planning documentation. The plans were made available for viewing in the county council offices in Dun Laoghaire and Dundrum, at Blackrock Library and online. The full Part 8 planning pack for the proposed scheme was published 28<sup>th</sup> April 2023 on the Dún Laoghaire-Rathdown County Council Citizen Space Public Consultation Hub. This contained all the project information and associated reports. The Elected Members were briefed in advance of the commencement of the process and a social media campaign was undertaken.

The public were also made aware of the project and about the public consultation through the following channels:

- Dún Laoghaire-Rathdown County Council Citizen Space Public Consultation Hub
- A localised leaflet drop was carried out where 200 flyers were hand delivered to businesses in Blackrock town centre and 9,166 flyers were distributed to houses in Blackrock and surrounding areas
- 10 street posters were placed around Blackrock Village
- Dún Laoghaire-Rathdown County Council Facebook
- Dún Laoghaire-Rathdown County Council Twitter
- Dún Laoghaire-Rathdown County Council Social media posts
- PPN email

As part of the consultation process, three Public Information Events were held as follows:

- Online Information Webinar      23rd May, 7pm (recorded and posted online)
- Drop-in Information evening      16th May, 5-8pm, Blackrock Library
- On-Street Pop-up                      31st May, 11-4pm, in Blackrock Village

The public was invited to send observations and comments via Citizen Space or via email / letter.

- By completing an online survey on citizen space at [www.dlrcoco.ie](http://www.dlrcoco.ie) which enabled them to make an official submission on the proposed plans.
- By e-mail to [info@dlrcoco.ie](mailto:info@dlrcoco.ie) marked 'Living Streets Blackrock Village'
- As a written submission by post or in person to Dún Laoghaire-Rathdown County Council, clearly marked 'Living Streets Blackrock Village'

All submissions and observations were read and assessed. A summary of submissions can be found in the following subsections and includes the Chief Executive's response to these.

## Summary of Submissions and Observations

### Volume of submissions received

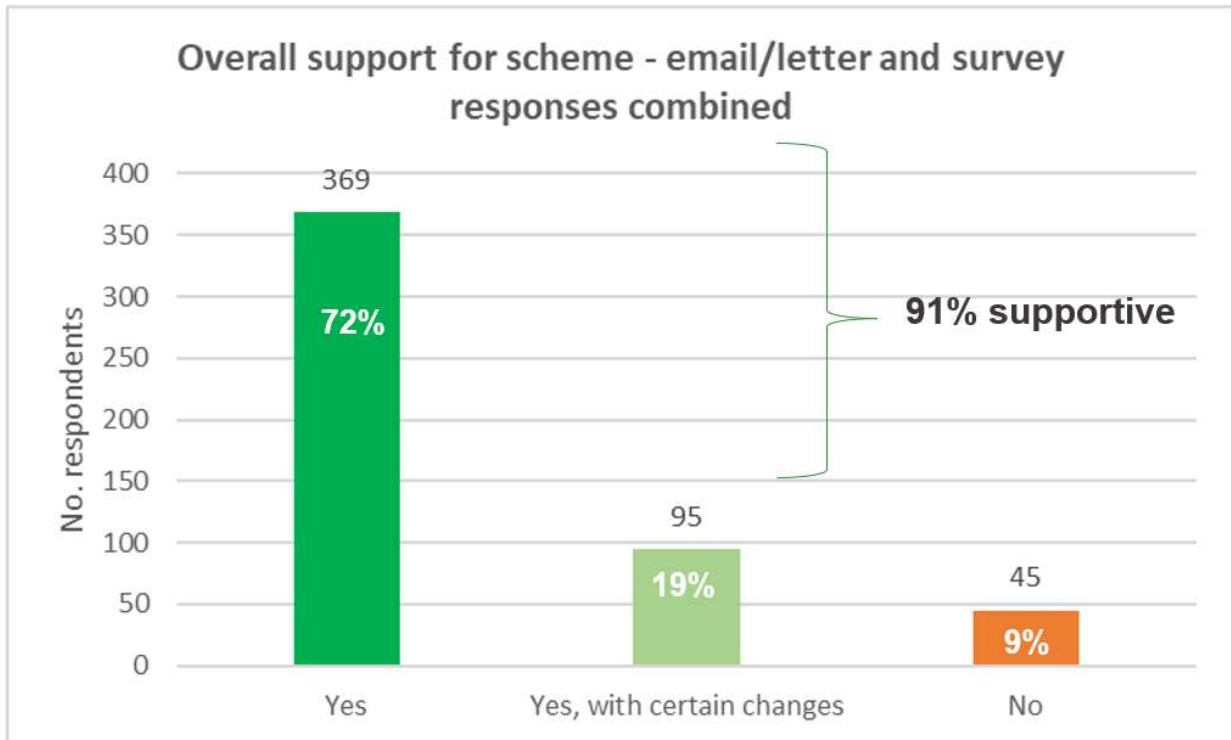
There was a total of **509** submissions received within the statutory consultation period. These comprised of **456** submissions through Dún Laoghaire-Rathdown County Council Citizen Space Hub and **53** written submissions by email /letter.

### Support for the scheme

Evaluating submissions received through both the online portal and via email/ letter, 369 (72%) were in favour of the scheme proceeding as proposed, 95 (19%) were in favour of the scheme proceeding with a few changes and 45 (9%) did not want the scheme to proceed.

In summary:

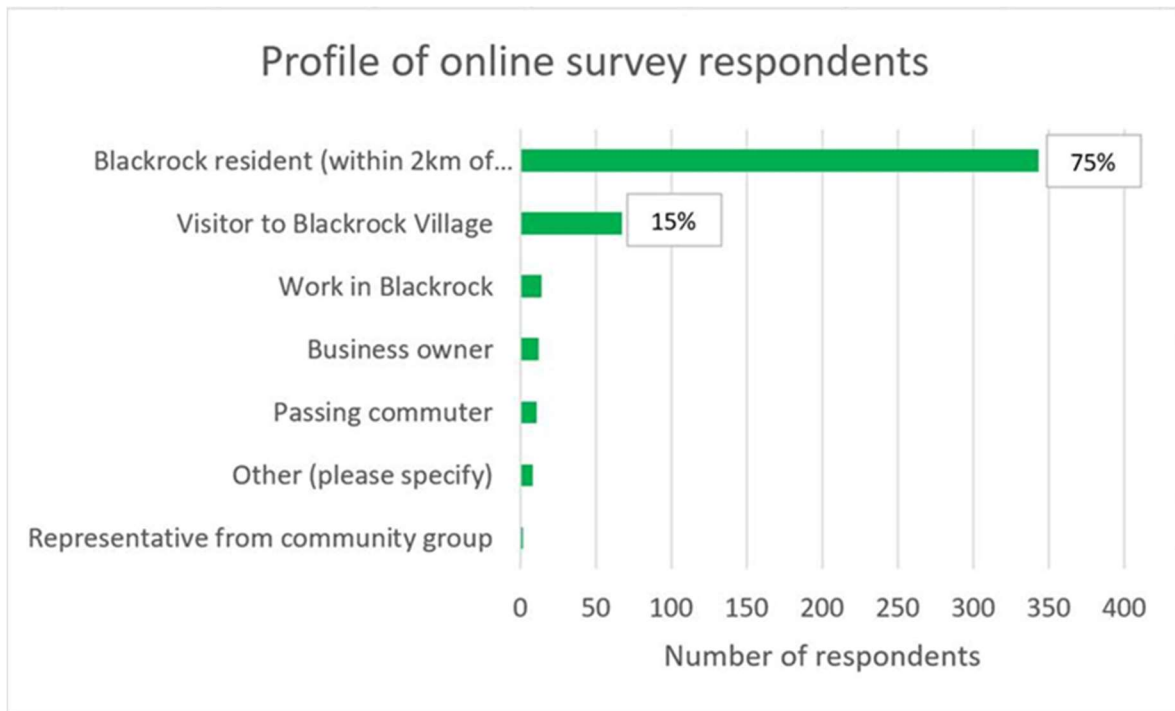
- 91% are supportive of the scheme proceeding
- 9% are not supportive of the scheme proceeding



**Figure 5: Support for scheme combining responses received from online survey and through email/ written submissions**

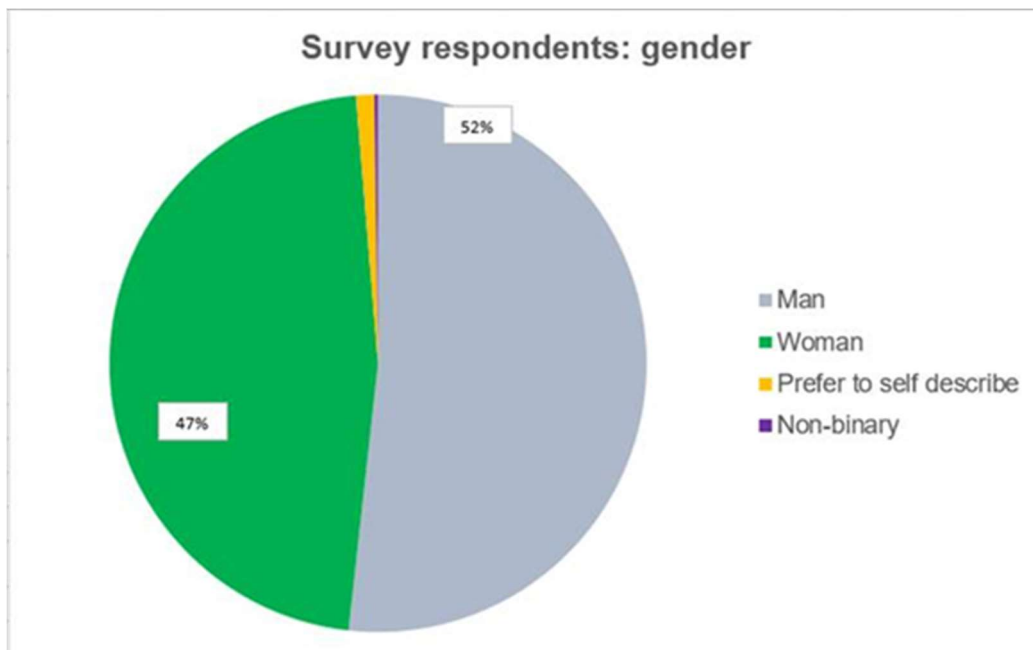
The survey identified who was interested in the scheme in terms of age, gender, location and business interest. The demographic of respondents consisted primarily of residents living near the scheme with a good mix of genders and age groups.

*Q: What is your primary interest in the scheme?*



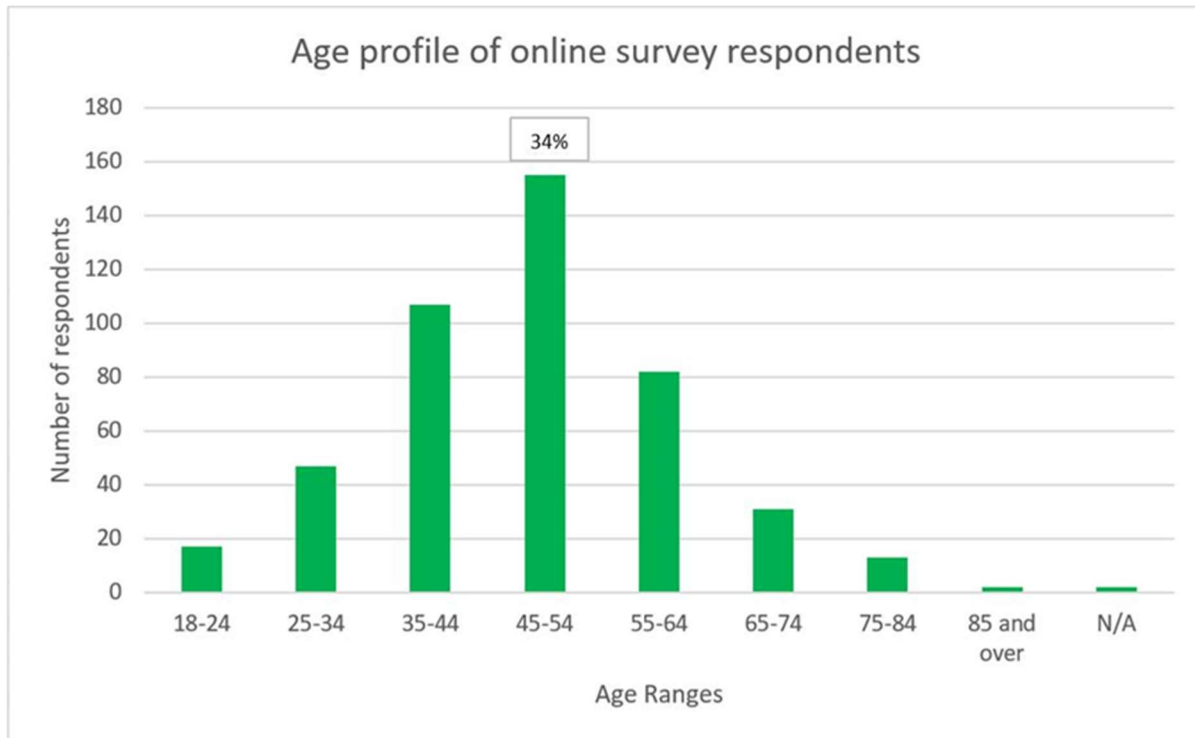
**Figure 6: Online Survey Responses – What is your primary interest in the scheme**

*Q: What is your gender?*



**Figure 7: Online Survey Responses – What is your gender?**

*Q: What is your age range?*



**Figure 8: Online Survey Responses - What is your age range?**

## Detailed Feedback received and Chief Executive Response

As illustrated above, online survey responses show that an **overwhelming majority (93%) are supportive of the proposed scheme proceeding.**

Supportive comments frequently related to the benefits that would be realised in terms of enhanced public space with better planting and seating which respondents felt would make for a more pleasant experience and facilitate lingering in the village. Suggestions were made for materials used in hard landscaping and regarding placement and design of seating and pocket park features, planting, footpath widths, and pedestrian crossings. Many commented that they liked the current layout implemented as a Covid response and were pleased that this was being retained and upgraded. Strong support was articulated for measures to improve the safety, visibility, and delineation of cycling infrastructure. Many hoped that the scheme would create a safer walking environment and public space with fewer trip hazards that would be easier to navigate and more welcoming for people with disabilities. Support was expressed for actions to promote connectivity and integration with the wider cycling network including the coastal mobility route and Rock Road and better integration of the village with the seafront.

One of the most common concerns raised related to the displacement of parking spaces from Main Street to facilitate the new contra-flow bike lane and how this might impact business, community and childcare services in the direct vicinity. Some suggestions were made to mitigate this impact, including alternative locations for the contra-flow lane, or more pedestrian crossings. Other concerns revolved around queries over bus stop placement and impacts on bus services, possible impacts of the scheme on traffic flow, and ability to access the village by car.

**The remainder of this report presents a compilation of the specific concerns, suggestions, and observations that people and organisations made with respect to the scheme design along with the Chief Executive’s response to these. These are presented in the Tables below under the following thematic headings:**

1. Traffic and Car access
2. Parking
3. Cycling infrastructure
4. Pedestrian upgrades
5. Buses and public transport
6. Public realm landscaping
7. Retail
8. Whole scheme
9. Seafront
10. Engagement / consultation

**The Tables integrate feedback received from both online surveys and emailed submissions. For each issue, the number of times that issue was raised in submissions is presented (frequency raised), followed by a percentage to show what % of total submissions (n= 509) contained that concern.**

**A list of the individuals or organisations who made submissions is provided within the Appendix.**

## 1.1 Theme 1 - Traffic and Car Access

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
Proposed scheme will be disruptive for traffic and car users	10	2%	The reallocation of road space will require a period of adjustment. The proposed reallocation is in favour of more sustainable modes has been demonstrated to provide a positive impact to areas. The reallocation of road space is in line with our policy objectives.
Concerned that Emergency Vehicle access might be compromised	3	0.6%	No access is being altered and no new traffic restrictions are being put in place as part of the proposed project. Emergency access is maintained
Concern that removal left turn slip lane into Blackrock will cause traffic build up on Rock Road, making vehicular access to village more difficult, and/or create a hazard for cyclists.	5	1%	The removal of this slip lane is part of the Bus Connects Blackrock/Belfield to City Centre proposal that is with currently with An Bord Pleanála. This scheme has included it to align with that project.
Need to make it possible for vehicles to turn right up to Carysfort Avenue coming from the Rock Road	2	0.4%	This is outside of the scope of this scheme.
Remove the traffic lights on the junction of Main Street/Carysfort Avenue and replace with a zebra crossing	1	0.2%	The signalling of this junction is required to deal with the vehicle interactions at this location. Removing the traffic signals would require a 4 way stop arrangement and this would not be recommended for safety reasons.
Carysfort Avenue Lower - reducing by one the two lanes (one continuing in Carysfort Ave and the other turning right to Frascati Road) in front of the Nursing Board of Ireland and PTSB will create a bottleneck during certain hours of the day for vehicles coming from the Main Street, Temple Road and Maretimo	2	0.4%	The volumes of vehicles in this area does not warrant the allocation of space to two traffic lanes. It is suggested that the reallocation to other uses is more appropriate
Can traffic calming be introduced approaching the village on Carysfort in particular	1	0.2%	The existing vehicular speeds would not be impacted by traffic ramps as they are already below 50kph. Traffic lane widths will be reduced to 3m which is an effective traffic calming measure.
Dwg L1-100-5: introduce courtesy crossing from Dolmen Statue to bus slip road for ease of pedestrian crossing.	1	0.2%	The potential to include a courtesy crossing here will be investigated at detailed design stage.



Would like to see Idrone Terrace being made one-way	1	0.2%	This is outside the scope of this scheme
Signage needed at the village entrance, and better directional/ wayfinding signage.	3	0.6%	A signage and wayfinding plan will be prepared as part of the detailed design stage.
Re-evaluate the proposed one-way system in light of the existing traffic congestion challenges and commuting patterns.	1	0.2%	The research carried out by TU Dublin did not identify this issue. The proposed scheme is to retain this arrangement
Reintroduce the pre-pandemic traffic layout with two-way traffic on Main Street	6	1.2%	This option was considered as part of the Options Assessment Report. This would require the removal of segregated cycle facilities and public realm space and would increase the vehicle movements in the village. This was not considered appropriate
The design team should consider reversing the one-way flow of traffic on Main Street and Rock Road	1	0.2%	This option was considered in the Options Assessment Report. Reversing the one-way system was considered to be more expensive and disruptive to businesses and public space and so was not recommended.
Enable commercial vehicles to run down Convent Road for deliveries on Brookfield Ave. Request that the flow of traffic is into the lights at Carysfort Avenue.	1	0.2%	This is outside the scope of this scheme
Ensure free flow of traffic on main street to minimise delays for commuters	1	0.2%	The traffic signals will be optimised as part of the detailed design stage to allow the efficient progression of all modes
Ensure bin services be conducted before 6 a.m to minimise disruption to traffic on main street	2	0.4%	This is outside the scope of this scheme
Any changes to the infrastructure or development plans should consider the needs of the elderly population, ensuring that they can navigate the area safely and comfortably	2	0.4%	Noted

1.2 Theme 2: Parking

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
<i>Parking loss concerns</i>			
Concern over reduction in parking and associated access impacts.	33	6.5%	This scheme will see a net loss of five car parking spaces throughout the village, but will see an additional disabled parking space, new motorbike parking spaces and significant additional bike parking spaces. The improvement to the active travel infrastructure will facilitate better access to the village by sustainable modes. The TU Dublin research identified that there are more bikes in Blackrock than motorised vehicles so further prioritising vehicles would reduce the number of people in the village.
Concern over loss of parking outside the library, childcare and community facilities on Main Street  (One respondent submitted a parking study noting spaces used for staff and drop off and pick up of preschool children and registering parking estimates for many other groups.)	36	7%	The scheme will see a displacement of 19 car parking spaces in this area. The removal of this on street parking spaces is required to deliver the segregated contra-flow cycle lane that will connect Blackrock Main Street to the Coastal Mobility Route. An additional 12 spaces have been created on Temple Road which is approx. 100m away if accessed via the lane adjacent to the church grounds (a net loss of 7). The improvement to the active travel infrastructure will facilitate better access to the village by sustainable modes in line with our policy requirements. The TU Dublin research identified that there are more bikes in Blackrock than vehicles so further prioritising vehicles would reduce the number of people in the village. Several respondents raised concerns about access to the childcare and community facilities. The provision of raised crossing points to facilitate easy access across the road at this location will be considered as part of the detailed design.
Request more parking for older people	4	0.8%	The potential addition of age friendly parking will be considered as part of the detailed design

Include designated car parking space for neurodivergent families	1	0.2%	We will investigate as part of the detailed design whether disabled parking bays are of assistance to neurodivergent families and if so, we will consider increasing the number of bays
Concern over removal of taxi rank on Main Street to accommodate contra-flow.	1	0.2%	The removal of the taxi rank is required to deliver the segregated contra-flow cycle lane that will connect Blackrock Main Street to the Coastal Mobility Route. With the emergence of taxi apps the provision of taxi ranks to allow standing of taxis has lessened. In the evening times when taxis are most in demand the available parking will facilitate any standing taxis.
<i>Parking space – removal</i>			
Can the number of parking spaces be reduced further	3	0.6%	We believe we have struck the right balance in achieving the additional public realm and mobility facilities while maintaining some parking. Removing them without need would not be recommended at this stage
Can we have no parking at all on Main Street except for disabled spaces	2	0.4%	Loading is an important element to the business life on the village and should be maintained. These can then facilitate normal parking out of hours
<i>Loading Bays</i>			
Request for more loading bays	5	1%	The scheme will increase the total length of loading bays in the village by 6m
Could loading bays be flush with the footpath and become additional pedestrian space outside of delivery hours.	1	0.2%	The loading bays will convert to parking bays outside of loading hours. It would not be appropriate to have these at grade with the path.
Can loading and deliveries be restricted to early morning	1	0.2%	The operating hours of the loading bays is outside the scope of this this scheme but will be reviewed by DLRCC as part of a separate process.
At the junction between Carysfort Ave and the Frascati Road there is a problem with large trucks using the footpath as a loading bay - recommend a bollard / tree is placed here.	1	0.2%	This is outside the scope of the scheme
Convert the taxi rank outside 36-38 Main Street to a loading bay.	1	0.2%	It is proposed to reallocate this space to a contra flow cycle facility
<i>Disabled parking</i>			

Increase number of disabled parking spaces	7	1.4%	The scheme is providing one additional bay on Temple Road
Add signage for disabled parking	1	0.2%	The required statutory signage will be provided
The proposed disabled parking outside BFEI on road side of proposed cycle lane is potentially dangerous	1	0.2%	The details of this parking space will be reviewed during the detailed design stage to ensure it can be accessed safely.
Existing two parking spaces opposite old post office could be converted to disabled spaces	1	0.2%	These two spaces are proposed to be removed to create a larger public realm area on Blackrock Main Street
Suggest the bicycle racks and disabled parking on Georges Ave spot are swapped with the path built out at this location. This would allow closer access to the HSE centre for those using this parking space and would give more space for pedestrians walking at this very tight corner.	1	0.2%	The potential advantages of rearranging the parking as suggested will be investigated during the detailed design stage.
<i>General</i>			
Request that flexi-type bollards be installed on the footpath outside Blackrock Kitchens	2	0.4%	Suitable footpath protection will be provided at this location, the exact details will be specified during the detailed design stage.
Request provision for electric car charging points in the Main Street or the Blackrock area	1	0.2%	This is outside the scope of this scheme.
Consider the use of diagonal-to-kerb lay-outs to expand the number of spaces in the immediate area of the village.	1	0.2%	Diagonal spaces would prioritise the number of parking spaces at the expense of allowing less space for pedestrian, cyclists, parking and urban realm space and is not considered appropriate for the village.
Suggest that a published 15 minute grace and a maximum 30-min stay be applied in the core of the village to allow for short commercial visits including deliveries,	1	0.2%	There is already a 10 min grace period within the current parking bye laws. A review of the bye laws would be required and is outside of the scope of this scheme.
Recommend the construction of a multi-story car park near the old Zurich building.	1	0.2%	This is outside the scope of this scheme.
(Carysfort Ave/Frascati Road) the removal of the turning right lane from Carysfort Ave to Rock Road may cause a back up of traffic which would not be welcome. Suggest that the additional parking spots here are installed on a temporary basis to allow a re-	1	0.2%	The volumes of vehicles in this area does not warrant the allocation of space to two traffic lanes. It is suggested that the reallocation to other uses is more appropriate.

instatement of the turning lane if traffic back up occurs here			
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### 1.3 Theme 3 – Cycling

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
<i>Additional bike infrastructure / safety upgrades</i>			
The passageway from the Dart station into Blackrock Park needs to be widened for cyclists & pedestrians	22	4.3%	This is outside of the scope of this scheme
The existing separation between the street and the sitting area (black kerb) is dangerous for pedestrians (trip hazard and visibility issue). Address safety / accessibility issues associated with this.	6	1.2%	These are being replaced as part of this scheme
Improve access to Blackrock Park and the safety of the bike lane at Rock Hill / Frascati Rd junction turning into the park	6	1.2%	The access near the Frascati Road junction forms part of the Belfield/Blackrock to City Centre Bus Connects project and so is outside the scope of this scheme.
Extend cycle lane from the village to join up with the cycle path that commences on Carysfort Avenue	6	1.2%	This is outside of the scope of this scheme
Improvements needed for the cycle facilities on George's Avenue including physical segregation and renewed road markings	7	1.4%	The cycle lanes on George's St will be formalised and upgraded as part of this scheme. This will include physically segregating the contra-flow cycle lane from traffic and renewing all road markings.
Request for dedicated cycle lane on Idrone Terrace	2	0.4%	This is outside of the scope of this scheme
Improve directional markings on cycle lane	2	0.4%	A signage and wayfinding plan will be prepared as part of the detailed design of this scheme. Directional markings will be renewed and improved as appropriate
Ensure a bike priority light and/or advanced stop line is included for turning from library direction onto main street.	2	0.4%	An advanced stop line and/or bike priority light would provide an enhanced level of service and safety here. Inclusion of these will be considered as part of the detailed design of this scheme.

Temple Road: Add a two-way bike lane on east side of Temple Road past the church to its junction with Frascati Rd. The current road is dangerous for bikes with two sides of on-street parking. Remove one side.	1	0.2%	This option was considered as part of the options assessment process and was not recommended
Temple Road: Improve cycle lane on Temple Road travelling into the village. Travelling out of the village - short bicycle lane across turning to Frank Keane's maintains design risk of left hook by buses and vehicles using this to jump queues on bypass road.	2	0.4%	The inclusion of cycle lanes on Temple Road was considered as part of the options assessment process and was not recommended.
Concern that the new bike line that is proposed outside the library is unsafe for children at the Montessori.	2	0.4%	The provision of cycle facilities adjacent to path facilities is well establish. There is no evidence to suggest that this is unsafe and providing the cycle facilities between the vehicle lanes and the path facilities improves the safety for pedestrians
Can a filter lane on Main Street heading towards the Library be introduced	2	0.4%	The inclusion of a filter lane here would require additional traffic islands and signage and would reduce the available space for urban realm improvements outside of Bank of Ireland. It would also introduce a conflict between pedestrians and cyclists. For these reasons it has not been included as part of the design.
Why does the cycle lane suddenly stop towards the north of the village.	1	0.2%	It is unclear where this comment is referring to. The cycle lane is proposed to continue northbound until it reaches the Frascati Road
Cyclists and pedestrians should have right of way across the Idrone Terrace Junction	1	0.2%	A continuous footpath and cycle lane have been proposed across Idrone Terrace. Vehicles entering or exiting Idrone Terrace will be expected to yield priority
Have advance green light for right turning cyclists at the N31 junction	1	0.2%	This junction will be upgraded to provide bus priority and enhanced pedestrian and cycle facilities as part of the Belfield/Blackrock to City /Centre BusConnects project
The kerb separation between the road and cycle lane does not offer sufficient protection - recommend a separation similar to that on the Coastal Mobility Route	1	0.2%	A 125mm high kerb is proposed to separate to separate the cycle lane from traffic, this is a similar height to what is used on the CMR.
At junction Main St/Bath Place - as a cyclist using the contra flow cycle way, it is not currently obvious how to turn to Bath Place to access the Dart Station/Park. Recommend the design / street markings make this an easier manoeuvre	1	0.2%	A dropped kerb is included in the proposed design to facilitate this right turning movement. The inclusion of additional road markings and/or signage to further clarify this arrangement will be investigated during the detailed design stage.

Consider the bike flow for a cyclist leaving the Village at Rock Hill and looking to join the Coastal Mobility Route (CMR) in the direction of Booterstown, or looking to enter the Park at the new pavilion area planned for in the DLRCC Blackrock Park Masterplan	1	0.2%	This is outside of the scope of this scheme
Create a bike-friendly entrance to the Blackrock Park in Rock Hill	1	0.2%	This is outside of the scope of this scheme
<i>Bike lanes - accessibility and safety concerns, general opposition</i>			
Cycle lanes are not beneficial for older people or those with disabilities	6	1.1%	This is incorrect. Cycling can often be easier for those with mobility impairments as it is low impact and can provide exercise.
Consider an alternative location for the bicycle lane linking the Village to Newtown Avenue. Consider Temple Road, Idrone Tce or the lane behind library as alternative options.	9	1.8%	The linking of the existing infrastructure on Newtown Avenue and Main Street is a fundamental part of the project and should be retained
Speeding cyclists are dangerous to pedestrians	4	0.8%	Noted
Contraflow bike lane outside library will lead to traffic jams	1	0.2%	The introduction of this facility has no impact on road capacity (this space is currently occupied by parking)
Remove cycle lane in town centre	1	0.2%	This is not recommended as it provides access to the town for cyclists which is the main mode of transport for people to Blackrock
There is no data to show why commuting cyclists need a new option on their commute to come through the village and up Main Street to Newtown Avenue	1	0.2%	This is not being suggested in this scheme
<i>Bike Parking</i>			
There is a need for more bike parking	8	1.6%	Noted, significant additional bike parking will be provided as part of this scheme.
Consider alternatives to only using basic Sheffield stands, including more provision for cargo bikes and tricycles.	5	1%	This will be considered as part of the detailed design
Can the bicycle racks outside BFEI be improved, preferably Sheffield Stands	3	0.6%	This will be considered as part of the detailed design

Bike parking: appears excessive volume outside Permanent TSB Bank & may present barrier to pedestrians.	1	0.2%	The current bike parking is at capacity and needs to be increased
Build bike parking in parallel not perpendicular to the kerb	1	0.2%	This will be considered as part of the detailed design
Re-visit extent of the bike parking in front of the Further Education Institute, and make sure that the pedestrian area is not too pinched	1	0.2%	This will be reviewed as part of the detailed design
On Temple Road, in front of the church recommend removing the new bike parking from this location, and placing it in a different location as this is a very busy gathering location for church goers	1	0.2%	Church goers also require bike parking. There is a large area within the Church grounds that can be utilised for congregations
Consider lighting and CCTV in the immediate areas of bike stands to deter theft and enhance security generally.	1	0.2%	CCTV is outside of the scope of this project. The lighting will be required as part of the detailed design
<i>Prevent cars parking on bike lanes</i>			
Implement measures to prevent vehicles parking, even temporarily, in the cycle lanes.	5	1%	This will be considered as part of the detailed design
Cars often park on bike lane heading from the Rock Road down Rock Hill as doesn't seem to be used by cyclists	1	0.2%	Noted
Cars parking in cycle lane is a persistent problem at the Super Valu delivery bay in Blackrock (George's Avenue)	2	0.4%	Noted
<i>Bike lane surface</i>			
recommend that rather than the "buff" high friction surface, a more suitable surface (an SMA material )with a considerably darker colour should be used for the shared carriageway through the Village – to avoid dark shadow tyre tread line	2	0.4%	This will be considered as part of the detailed design
Don't like red colouring for the cycle lanes - in general red cycle way means a transport route, which	1	0.2%	The NTA have recently issued national guidance that the colour for cycle lanes will be red



translates into speed. Recommend a colouring similar to the coastal mobility route.			
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#### 1.4 Theme 4 - Pedestrians

Observations/comments/issues	Frequency raised	% of submissions	Chief Executives Response
<i>Pedestrianisation requests</i>			
Can Main street be fully pedestrianised ?	17	3.3%	This is not possible with the current bus services that operate within the village.
Can there be car free days or times in the village	5	1%	This is outside of the scope of this scheme.
Can George's Avenue be pedestrianised?	1	0.2%	George's Avenue is required to provide access to homes and businesses
At junction at Bath Place & Rock Hill, ensure adequate roadway width and provision for safe pedestrian crossing	1	0.2%	This will be provided as part of the detailed design
<i>Footpaths and potholes</i>			
Can footpath be widened in front of Hatch Coffee	3	0.6%	The footpath will be widened and the level difference removed along this stretch of Main Street
Can Potholes be fixed?	1	0.2%	This will be considered as part of the detailed design
Can we add a pedestrian crossing outside little apples creche, at the junction with Idrone Terrace	1	0.2%	This will be considered as part of the detailed design
Remove the section of the cycle lane that goes through the Blackrock's centre, and then widen the pavement area for pedestrians.	1	0.2%	The existing contra-flow cycle lane is an important part of the scheme and is proposed to be retained
The pavement outside our shop is cracked and is a trip hazard (opposite Starbucks).	1	0.2%	All footpaths throughout the village will be repaired if they are damaged.
Entrance to the shopping centre car park at RockHill should be a raised crossing for pedestrians	1	0.2%	This will be considered as part of the detailed design

Junction with the Main Street, the drawing shows small kerbs or bollards in the road way- these may cause a tripping hazard	1	0.2%	Kerb sizes will be considered as part of the detailed design
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### 1.5 Theme 5 – Buses/Public Transport

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
Concern over narrow roadway being dangerous for buses leading to mounting of footpaths	2	0.4%	The roadway will be widened in the locations where busses are known to have difficulty or are mounting footpaths
Suggest restricting bus traffic through village to peak hours	1	0.2%	This is outside the scope of this scheme
What additional public transport will be provided and when, as this is dependent on the NTA's proposed BusConnects network?	1	0.2%	This is outside of the scope of this scheme
Can we remove buses from Main Street and Bath place?	2	0.4%	This is outside the scope of this scheme
Can number 7 bus use the bypass like the number 4.	1	0.2%	This is outside the scope of this scheme
The bus stop's current position on the Main St should be moved as it causes major traffic jams every time a bus stops to let commuters on & off. Could this be moved to outside Kahn?	1	0.2%	This arrangement is line with best practice, it allocates less space to the roadway and improves bus journey times. Busses as less likely to be delayed at the next junction as traffic is not able to overtake them while they are stopped.
Concern about the effect of the changed bus route. In Option 1 the layover spot will cause difficulties for people entering and exiting the shopping centre.	1	0.2%	It is not envisaged that the bus layover will cause any difficulties for people entering and exiting the shopping centre, the busses would be stopped on the opposite side of the road
Improve access to bus stops	1	0.2%	Facilities at all bus stops will be reviewed during the detailed design stage.
Can the Bus terminus be moved to Booterstown car park?	1	0.2%	The locations of bus termini are determined by the NTA and is outside the scope of this scheme. We engaged with them and suggested a variety of options and the proposed solution is what was arrived at
Can the bus terminus be moved to entrance to Mt Merrion Ave?	1	0.2%	The locations of bus termini are determined by the NTA and is outside the scope of this scheme. We

			engaged with them and suggested a variety of options and the proposed solution is what was arrived at
Move the Dart buses to outside Blackrock Park	1	0.2%	The locations of bus termini are determined by the NTA and is outside the scope of this scheme. We engaged with them and suggested a variety of options and the proposed solution is what was arrived at
DLRCoCo should commission a funicular to link the carpark near the Blackrock DART Station with the higher level of Blackrock Main Street	1	0.2%	This is outside the scope of this scheme
Removal of bus stops at church and creche will adversely impact their access to Blackrock and its facilities for older people	1	0.2%	The removal of this bus service is proposed as part of the BusConnects Network, this project is only removing a redundant bus stop.

### 1.6 Theme 6 - Public Realm Landscaping

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
<i>General</i>			
Increase the number of bins	12	2.4%	This will be considered as part of the detailed design stage
Improve playground in Blackrock Park play area	3	0.6%	This is outside of the scope of this scheme
Have more play areas for kids	1	0.2%	This is outside of the scope of this scheme
Improve connection to Blackrock Market and Blackrock Shopping Centre	4	0.8%	This will be considered as part of the detailed design stage
Integrate Blackrock Park better into village, consider use of same shared road surface and colourings to achieve this.	3	0.6%	This is outside of the scope of this scheme
Consider sensory needs for Neurodivergent members of the community.	1	0.2%	This will be considered as part of the detailed design. Consultations with groups with varying needs will be undertaken.
The main street area needs public toilets	1	0.2%	This is outside of the scope of this scheme
Remove public toilets at park entrance on Rock Road	1	0.2%	This is outside of the scope of this scheme
What exact materials will be used for the landscaping?	2	0.4%	The exact choice of materials will be confirmed at detailed design stage.

Enhance quality of street lighting, consideration should be given to the use of spotlights on certain buildings / sculptures / Village Cross / landscaping etc	2	0.4%	A full public lighting design will be done as part of the detailed design stage.
Use milestone markers near shopping centre, and historic milestone marker at Rock Hill	2	0.4%	It is proposed to leave the milestone marker undisturbed in its current location, the area will be enhanced with new planting and landscaping.
Provide outdoor power sockets (for Christmas lighting etc)	3	0.6%	This will be considered as part of the detailed design stage
Enhance vista from the Main St through the passageway between Jack O'Rourke's and Mina	1	0.2%	This is outside of the scope of this scheme
Hand rails in pocket park may add to visual clutter	1	0.2%	Handrails are proposed to ensure access is safe and convenient for all
In placing the bus shelter in front of the historical Post Office building, care should be taken so as not to overly block this building	1	0.2%	Noted
<i>Seating and street furniture</i>			
Increase public seating generally	16	3.1%	The scheme proposes an increase in seating in general throughout the village.
Ensure street furniture is high quality, durable, suited to village heritage/identity, and kept clean	5	1%	Noted
Concern about antisocial behaviour and noise with too many seats	4	0.8%	The TUD study on the temporary COVID works found that the increased seating was well used and its retention is supported by the public. No significant anti-social problems were noted.
Increase seating along the sea front and at Idrone Terrace.	3	0.6%	This is outside the scope of this scheme
Can seating and tables be age, wheelchair, neurodivergent friendly	4	0.8%	Different seating types will be provided to suit diverse needs and will be investigated during detailed design stage
Increase seating in Blackrock Park	1	0.2%	This is outside the scope of this scheme
A seating area for the bus stop is recommended.	2	0.4%	Seating will be provided within the bus shelter. Other seating adjacent to the bus stop could also be used by passengers if this is full.
Consider some form of screening to protect street furniture areas from exhaust from vehicles	1	0.2%	This will be considered during the detailed design stage

Fixed furniture likely to pose an obstacle to safe access to the mobility parking spot on Main St	1	0.2%	Safe access to mobility parking will be provided and the seating location moved slightly if necessary
Opportunity to also include a fixed bench in the sun-trap alcove to the left of BFEI beside the bike parking area	1	0.2%	Noted
Revisit locations of movable furniture by taking nearby business types into consideration.	1	0.2%	The exact location of all street furniture will be confirmed during the detailed design stage.
<i>Landscaping (hard and soft)</i>			
Planters need to be maintained	5	1%	Noted
Use native species and pollinator friendly planting, enhance greenery, mix deciduous and evergreen.	7	1.4%	Noted
Retain mature trees where possible.	1	0.2%	The feasibility of reusing the existing trees located outside Bank of Ireland will be investigated during the detailed design stage.
Provide for automatic plant watering	1	0.2%	This will be considered during the detailed design stage
Remove ramp into and a ramp out of the “pocket park” to avoid risk that scooters, skateboards and bikes will attempt to cut through, while maintaining universal access	1	0.2%	The ramps are provided so that the area within the pocket park will be level and enclosed. Steps would need to be introduced if the ramp was removed which is not recommended
place the historic cross more centrally in the “pocket park”, as a focal point and feature of the mini park.	1	0.2%	The area within the centre of the pocket park has been kept free of obstructions so that the space can serve a variety of uses, for example it could be the location of a Christmas tree. Placing the cross in the centre of the space would limit the flexibility of this space.
More planting for George’s Avenue	1	0.2%	Providing more planting on George’s Avenue is desirable but there is insufficient space to include for this while also catering for traffic, cycling and pedestrian movements. The design team will look for opportunities to provide planting if possible during the detailed design stage.
Ensure good planting around proposed future bus layover at RockHill to visually screen the buses	1	0.2%	This will be considered during the detailed design stage

Recommend introducing SUDs in low level planters rather than using low level steel edging, & more trees between Bath Place & Pocket Park.	1	0.2%	This will be considered during the detailed design stage.
Existing landscaping at the base / adjacent to the Dolmen sculpture is badly in need of rejuvenation - should also be part of the overall landscaping plan for the Blackrock Living Streets scheme.	1	0.2%	This will be considered during the detailed design stage
Ramp into BFEI needs to be accommodated into design	1	0.2%	This is outside of the scope of this scheme

### 1.7 Theme 7 – Retail and economy

Observations/comments/issues	Frequency raised	% of submissions	Chief Executives Response
Improve shop fronts	3	0.6%	This is outside of the scope of this scheme
Too few retail options, too many cafes and scheme may exacerbate this.	3	0.6%	This is outside of the scope of this scheme
Businesses need to improve recycling, particularly coffee shops	1	0.2%	This is outside of the scope of this scheme
There are too many empty shops – address vacancy	3	0.6%	This is outside of the scope of this scheme

### 1.8 Theme 8 – Whole scheme, Implementation, and maintenance

Observations/comments/issues	Frequency raised	% of submissions	Chief Executives Response
Concern about business / service disruption during construction.	7	1.4%	A Construction Management Plan will be prepared for a scheme. The balance in projects of this nature is

Suggestions for creation of a “Business Disruption Mitigation Plan” to be part of the Blackrock Living Streets implementation plan to minimise business impacts, detail an acceptable timing (focusing on as fast a construction period as possible) and methodology.			between traffic management that provides opportunity for works areas and maintaining the existing operation of the village. For example, if a road closure was put in place the duration of the scheme would be shorter. If only smaller section of works are available, then it would take exponentially longer.
Commit to give backing to any reasonable proposals that will support Village businesses during renovation works.	1	0.2%	Any such proposals will be considered on a case-by-case basis but DLRCC are committed to working with local businesses in good faith to provide mitigation measures to minimise impacts during the construction stage.
Scheme is lacking in specificity regarding precise positioning of bus stops and car parking spaces.	1	0.2%	The scheme drawings show precise locations of these spaces. The level of detail provided is typical for a planning process.
Commit to put in place a ‘Maintenance Programme’ for when the works are finished.	1	0.2%	A maintenance programme is a normal part of post construction maintenance.
Once works are finished, commit to changing aspects of the configuration that clearly don’t work.	1	0.2%	There is no flexibility in this regard within the part 8 process.

### 1.9 Theme 9 – Seafront

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive’s Response
Redesign seafront as recreational area	27	5.3%	This is outside the scope of this scheme
Renovate Blackrock Baths	12	2.4%	This is outside the scope of this scheme
Improve access to and integration of the Seafront with the town.	16	3.1%	This is outside the scope of this scheme
Improve access to the Dart	2	0.4%	This is outside the scope of this scheme
Parking at Dart station needs to be retained	2	0.4%	This is outside the scope of this scheme

Preference for removing the on-street parking entirely in front of the Dart station	1	0.2%	This is outside the scope of this scheme
Remove bus station at seafront	1	0.2%	This scheme will facilitate the future relocation of this bus stop.
Provide public toilets at seafront	2	0.4%	This is outside the scope of this scheme
Provide showers and litter bins at sea front	1	0.2%	This is outside the scope of this scheme
Improve seafront seating	1	0.2%	This is outside the scope of this scheme
Improve disabled access to seafront and beach	1	0.2%	This is outside the scope of this scheme
Widen bridge to swimming area	1	0.2%	This is outside the scope of this scheme

### 1.10 Theme 10 - Engagement / Consultation

Observations/comments/issues	Frequency raised	% of submissions	Chief Executive's Response
Lack of engagement and awareness spread	3	0.6%	9,166 flyers distributed to houses in Blackrock and surrounding areas raising awareness of the planned scheme and consultation activities. Posters were erected in the village. The PPN was alerted of the statutory consultation and awareness was spread through a series of social media posts along with publication on DLR website. Representative community and business groups were involved in Pre-Part 8 engagement to inform design development and raise concerns and suggestions on behalf of members. The public consultation report has outlined the consultation process, which is significant.



Lack of consultation when Covid-19 works were installed	1	0.2%	This is outside of the scope of this scheme
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## 12. Summary

Following analysis of the feedback received during the statutory public consultation process it is evident that the vast majority of submissions support the scheme as proposed. Several minor improvements have been suggested that will be considered as part of the detailed design stage. These are summarised as follows:

- The introduction of a courtesy crossing at the Dolmen Statue
- The development of a wayfinding strategy and a review of road markings
- The provision of improved crossing facilities adjacent to the childcare facilities on Main Street
- Review of parking bays for neurodivergent or older persons
- Review of the parking arrangements on George's Avenue to provide more space for pedestrians
- Installation of bollards on George's Avenue at Blackrock Kitchens
- Provision of early start traffic signals for cyclists
- Alternative cycle parking types and orientations
- Parking restriction measures on the cycle track
- Review of proposed surface types on road (rather than high friction buff)
- Maintenance of poor surfacing in the scheme extents
- Kerb geometry to minimise trip hazards
- Bus stop facilities
- The number of bins in the village
- Improve connection to Blackrock Market and Blackrock Shopping Centre
- Consider sensory needs of the neurodivergent community e.g. corner mirrors or sheltered seating
- Power sockets for Christmas Tree
- Consider some form of screening to protect street furniture areas from exhaust from vehicles
- Carefully consider street furniture locations
- Retain mature trees where possible
- Provide for automatic plant watering
- Make Notification to the Minister for Housing, Local Government and Heritage under section 12 (3) of the National Monuments (Amendment) Act, 1994 (Recorded Monument) and Notification under section 5 (8) of the 1987 Act (Register of Historic Monuments)
- Clarify bus layover spaces with the NTA

## 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 in the Architect's Drawings provided in this pack (dated April 2023) that accompany this report subject to the following conditions:

- The removal of a section of proposed planting as outlined in figure 9.1 above and its replacement with a paved area
- That the above items outlined in Section 12 will be considered as part of the detailed design
- 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 – submissions received

### Schedule of People/Organisations who completed online survey

Mary O'Sullivan	Brian	Killian	Eoin Clifford
Patricia Carey	John Moriarty	Renaith Keane	Hannah Gibson
Caitriona Crean	Patrick	Helen Shafe	David P Boyle
Meriel Mcclatchie	Niall	Nicola Awford	Joanna Marsden
Tara Mcconnell	James Tedd	Laura Greer	Lorna Oneill
Louis Hemmings	Anna Mcsweeney	Aoife Mclysaght	Jane Shiel
Joy Callender	Sylda Langford	Sara	Patrick O'Callaghan
Helen Collins	John Sheehy	Niamh Davenport	Colm O Heigeartaigh
Eoin Bourke	Martin Conlon	Cian Prendergast	Emma Cahill
Pierre Schollier	Donal O'Connor	Eileen Humphreys	Jerome Counihan
Mary Donohoe	Lisa Haughton	Nessa Walsh	Tom Molloy
Chris Curran	Emer Mcdermott	Oisín O'Donovan	Niamh Macken
M Carleton	Phil Byrne	James Toomey	Peter Robbins
Gregg Murphy	Eoin	E Matthews	David Magee
Jermyn Kearney	Louise O'Connor	James O'Connor	Jenny
Dervla Macmanus	Laura Carroll	Heather	Triona Ní Chonghaile
Kevin Lynch	Malachi O Marcaigh	Catherine O'Shea	David Ward
Ann McCluskey	Eunice Nolsn	Ed Straw	Marvin
Dorthe Busch	Elmagh Killeen	Donna Mccauley	Billy Galavan
Louise Hardiman	Jenny Mcdonagh	Breda Nugent	Stephen Murphy
Noreen Roberts	Personal	Claire O'Reilly	Aoife Barry
Marcelo Salume Fiorot	Niall Keyes	Duncan Hughes	Miriam O'Sullivan
Daniel Burke	Raymond Barnes	JOHN KEOGH	Aislinn Doody
Dominic Martella	Mary Aylward	Caroline Henry	Joan Power
Conor Goodman	Eimear Byrne	John Egan	Bríd Ní Chuilinn
Karl O Connor	Cariona Neary	Christina Petris	Mairsile
Gerry Burke	Anne Brosnan	Des Dockery	Mark O'Boyle
Stefan	Claire O'Loughlin	Niall Mccullough	Raymond
Diana	Michael Frawley	Eamon Rine	Patrick Moore
Ross Mccann	Sterrín O'Shea	Frank Clarke	Jen Mcnulty
Gill Kelly	Sara	Emma	Billy Shannon
Kevin Dunphy	Carol Nealon	David Nealon	Mick Burke
Neil Harrington	Noel Anderson	Karl O'Neill	Dwyer Family
Maeve Harrington	Éanna	Ian Bell	Vladimir Rusinov
Brendan Martin	Colette Mills	Clodagh Mc Mahon	Johnny Sins
JP Kearney	Billy Mccarthy	Aisling Ahern	Julia Palma

Branko Bojanin	Donnelly Household	Shane Browne	Seamus o'Hara
Claire Gallagher	Alexey Kurennoy	Aideen Kerr	Tomas Megan
Gerard Murphy	Hrvoje Supic	Eoin Ahern	John O'Donnell
Siobhan Hearty	Julia Crimmins	Nuala Waldron	Neil Goodman
Matt Brennan	Jonathan Chemouny	Sarah Romoli	Eliza Gerland
Brendan Bambury	Susan Joyce	Andrew Mitchell	Blackrock Kitchens
John Moriarty	Poulet Bonne Femme	Marie Moore	Mary Rye
Fergal Costello	Conor Mc Carthy	R Hickey	Blackrock Community Playgroup
Blackrock Playgroup	Jake Russell-Carroll	Emma Tarbett - Hatch Coffee	Hatch Coffee
Tom Jones	Christopher Maher	Meri	Ryan Odonoghue
Sian O Sullivan	Oliver Cormerais	Ann Marie Nestor	Stewart Curry
Sophie	Raymond Rokamp	Jayde Costello	Mary
Andrea	Caroline Collins	Victor Vieira	Susan Rossney
Jason Hollis	Peter Ryan	Giovanni Romoli	G Burke
J Ryan	Mark Cafferkey	Kevin Baker	Ian Connaughton
Hatch Coffee Ltd	Tony Randles	Sinead Ní Dhonghaile	Emanuela Iacurso
John Obrien	Mia Lucas	Nicholas Royle	Louise Byron
David Fox	Simbas Childcare	Bob Quinn	Tom Ryan
James Hedderman	Garrat Rogan	Natasha Canniffe	Barry Mulligan
Lorcaín Cameron	Carraig Court Management Company	Clara Clark, Cycling Without Age	David Kehoe
Mark Langton	Daniel Walsh	Margaret Mac Cann	Jane Dowling
Coman De Burca	Matthew Lynch	Sean Mcclory	Paddy Holahan
Denis Poynton	Ella Martin	Trevor Mchugh	Alex
Yulia Kurrenaia	Peter Cross	Mary Kerins	Eimear Byrne
Sarah O'Donnell	Ingrid Osullivan	Damian Cooper	Benjamin Roquette
Claire Curtis	Tiago Branco	Christina Goldrick	Holly Furlong
Aideen Sheehan	Fiona O'Riain	Emer Kelly	Michael O'Shea
Cian Prendergast	Mark Duffy	Cristiano Conte	Scotia Ryer
Kathleen Hennessy	Julie Hennessy	None	Brian Whiteside
Duncan Jones	David Hynes	Frank Mcdonald	Mary Mclaughlin Beck
Jennifer McMahan	Ted Burke	Anne Kilroy	Frank Kelly
David O'Mahony	Paul Mcdonnell	Grace Galligan	James Mcguire
Sheila Krlky	Maeve Kenny	Declan Sugrue	Margaret Barry Barry
Patrick Condon	Geraldine O'Farrell	Eithne Manning	Peter Byers
Ronan O'Connor	Donncha Morrissey	Liz Meade	Jan Osterkamp
Siobhán King	E. Ryan	Suzanne Mckeever	Aoife Mangan
Niamh Farren	Rupert Shafe	Denise Kavanagh	Paula Fitzpatrick
Amy Swan	Bernard Crampton	James Coleman	Billy Shannon

Derek Alexander	Ronan Godfrey	Anita Doyle	Fearghal O Donnchu
Louise Keaveney	Alan Keogh	Laura Garvey	Dolores Coughlan
Little Apples Academy	Rory Macflynn	Luke	C Meldon
John Connolly	Phil Wright	Sean Barry	Shane Ó Gruagáin
Karin Arnerlov	Eoin Reddy	Richard Morton	Robert Macnicholas
Nuala McDonnell	Peter Young	Kevin Mcgrath	Patricia O'Connor
Pauline Conway	Rónán O Muirthile	Carolyn McGovern	Little Apples Academy
Catherine Tarrant	Ronan Tarrant	Ann Treacy	Shannon O'Dowd
Patrick Vivion Tarrant	E Connolly	Bob Toal	Shaaron Agnew
PAUL WALDRON	PJ WALL	Stephen Dolan	Richard Crowleu
Dearbhla Stapleton	Elizabeth Hickey	Briain Moriarty	Dagmar Fischer
Sean O'Mahony	Andrea Mcauley	Aoife Wallace	Blackrock Village Rejuvenation Action Group (BVRAG)
Ailish Farrell	Richard O'Donnell	Ian Richardson	Belinda Briggs
Liz Frey	Sarahjane Johnston	Rachel Townsend	David Twohig
Molly Shibley	Maura Connolly	Alex Deegan	Eileen Dornan
Fred Gilligan	Gerry Forde	Paula Gilbarry	Eddie Mcgrath
Daryl Whelan	Jean Dargan	Maura Lawler	Nikhil Kumar Sharma
Matthew Twomey	Simon Farrell	Eoin Smith	Susan Butler
Grace Curtis	Adam Toner	Declan McNabb	Micheál Walsh
Dave Spencer	Michael Collins	Robin Vance	Ciara O'Shea
Elaine Corbett	Paddy Benson	Johnny Sheehan	Stefan Hanrahan
Jen O Dwyer	Sam	G. Byrne	Gillian Marmelstein
Aviva Life & Pensions Ireland DAC	Robert Mcmillen	Jenny Sheerin	Molloy
Aonghus O Halmhain	Molloy	Micilín O'Breanain	Declan O'Shanahan
Mary O'Sullivan	Caroline	Niamh O'Connor	Clare O'Sullivan
Eoghan Omahony	J. Taylor	Catherine Curran	Sinead
Keith Byrne	Aoife Moloney	Rachel Moore	Brian Dunphy

## Emailed Submissions

Name/Organisation	Name/Organisation
Blackrock Further Education Institute	Zeljka Doljanin
Kevin Curran	Hugh Madden
Dublin Cycling Campaign	Michael Carr.
Aonghus Byrne	Nigel O'Rourke
Andrew Griffen, Urban Agency	Transport Infrastructure Ireland

Daryl Whelan	Seamus Carroll, Blackrock Village Centre
Alan Hegarty, Ardale TA Core Builders Providers	Department of Housing Local Gov & Heritage, Simon Dolan.
Chloe Sheils	Seán Mistéil
Gerald Hegarty, Virtus	Jodie Wood
Tom Ferris	In The Frame, Jonathan McMahon & Allan Barr.
Cllr Kate Ruddock	Julia Palma
Urban Junction	Ivan Cloney, Cloney Audio
Neurodiversity Blackrock	Gemma Holohan, Little Apples Academy
Mike Frawley	Dylan Hutchinson
Tom Feeney, BBN	Nicola Fox, Blue
David Martin, BVRAG	Keith Wood
Nina Nolan	Patrick Byrne
Hella Moyna, Nordic Elements	Duncan Wallace
Tanya Yeoman, NTA	Bernard Crampton
Sarah and Giovanni Romoli	Adrian Barnes
Idrone Terrace Residents' Association	Maria, The Little Apples Academy Team
Sean Glavey	Anne O'Doherty
Patrick Duffy	Aidan Fitzgerald Hair Salon
Conor Fitzpatrick	Gerard McGourty, Millrace Gallery
Gerard O Connor	Linda Ellis
Jim Kenny, Centra	Jean Colton

