

Job Title
Bawnogue District Centre
Enhancement Programme

Prepared for
South Dublin County Council

Report Type
Part 8 Planning

Date
27 October 2023



Executive Summary

The proposed scheme is to upgrade and enhance the local community of Bawnogue, making it more accessible, sustainable, and attractive for residents, businesses, and visitors. This includes work to the local streetscape along Bawnogue Road by introducing traffic calming measures, promoting active travel, and introducing wider pedestrian areas with landscaping and SuDS elements throughout.

- Road - narrowing existing carriageway to 6m.
- Cycle facilities – Provision of a new segregated cycle route on western extents of Bawnogue Road. Improvements will also include the introduction of cycle parking facilities.
- Pedestrian facilities – new multi-use plaza area in front of ACE Enterprise Park and the Community Centre/Nursery. Works also include improved crossing facilities from adjacent shopping facilities to the east of Bawnogue Road to the ACE Enterprise Park and Community Centre areas.
- Public Lighting – 5no. lighting poles along Bawnogue Road. Existing Lanterns to be upgraded to LED. Existing car park lighting to be considered at detailed design stage.
- Drainage – Introduction of SuDS elements in existing soft landscaping verge on eastern extents of Bawnogue Road to help treat and attenuate surface water runoff throughout the scheme.
- Car Parking – rationalising of available carparking space. Bawnogue Shopping Centre car parking facilities and pedestrian access will be improved. Space in adjacent car parks to utilised to allow additional space in scheme to be used for enhanced pedestrian and non-motorised user facilities. EV parking within the improved retail parking to the east of Bawnogue Road is to be considered in detailed design stage.
- Junctions – junction geometry to be tightened in line with DMURS to help lower traffic speeds within area. Where feasible, raised tables to be introduced at junctions/crossing points to act as traffic calming measures and provide level, step-free facilities for pedestrians throughout the scheme.

Part 8 Planning

Prepared by Sinead Gilmour

Reviewed by Ross Murphy

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1. Introduction

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

1.1 Background

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

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

The works covered within this report include the proposed improvements to the streetscape, traffic calming measures, promotion of active travel, and introduction of landscaping and SuDS at Bawnogue District Centre.

Location Plan:

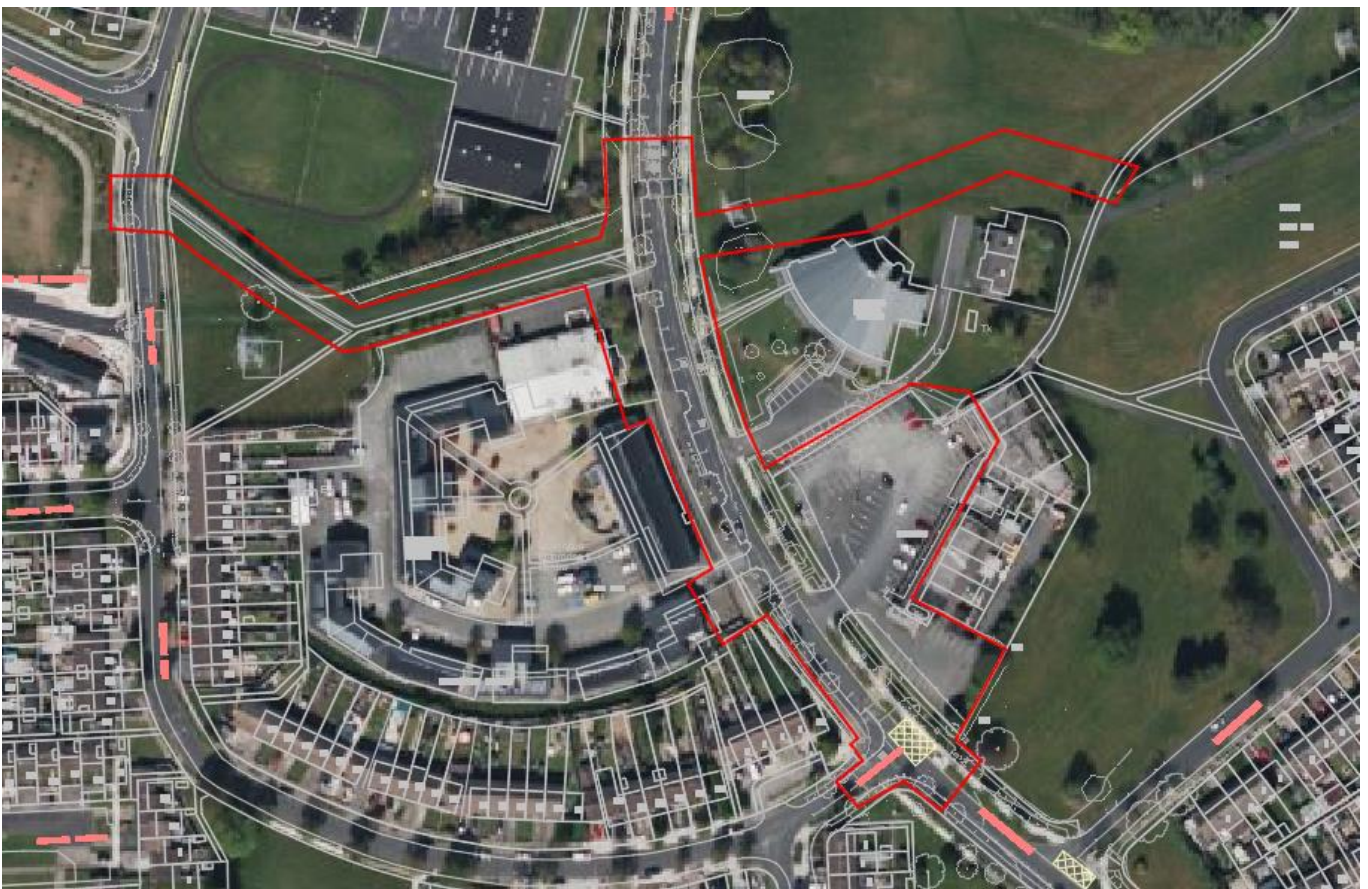


Figure 1.1 Bawnogue District Centre Location Plan

Bawnogue District Centre is a busy retail and community centre located on Bawnogue Road in a predominantly residential area of Clondalkin.

The centre contained a variety of businesses with a range of services. The centre also includes important community facilities such as the Bawnogue Town & Community Centre and the Bawnogue Church of the Transfiguration, Talbot National School, and Bawnogue Shopping Centre.

Within the scheme itself, on-street parking is provided along the western edge of Bawnogue Road. Additional car parking facilities are provided in car parks near the site. Car parking facilities are provided at the Church, at Bawnogue Shopping and within the ACE Enterprise Park.

The site is served by two bus stops located on Bawnogue Road. The 13, 51D and 51X connect to the site towards the city centre to the east and to Ballynakelly to the west.

Bawnogue Road links Lindisfarne Park to the north, and New Nangor Road to the south. The road is signed as 50km/h, equipped with limited speed humps. Lining is used in proximity to schools at the northern end of the site to express caution to drivers whilst moving through areas where children are crossing the carriageway. Pedestrian links are provided on each side of Bawnogue Road with links extending towards St Cuthbert's Park to the west and to Clonburriss National School to the east.

1.2 Policy Context

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

- Project Ireland 2040: National Planning Framework
- The Eastern and Midlands Regional Spatial and Economic Strategy 2019-2031,
- Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020
- Cycle South Dublin
- South Dublin County Development Plan 2022 -2028
- South Dublin County Council Draft Climate Action Plan

SDCC Development Plan 2022 - 2028

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

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

GI1 Objective 4 is relevant to the proposals.

To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential, commercial, and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets

and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.

South Dublin County Council Draft Climate Action Plan

Responding to the continuing challenges presented by climate change, the Draft Climate Action Plan 2024-2029 lays out South Dublin County Council's (SDCC) course of action over the five-year lifetime of the plan, with these next five years being vital for meaningful climate action.

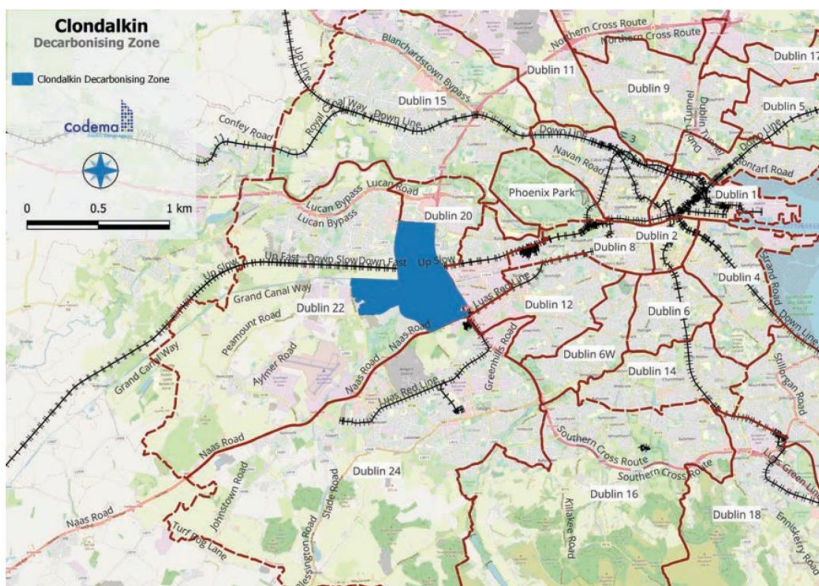
This local response speaks to International, European and National efforts to deliver on climate ambition and action, in the context of rapidly evolving strategies and plans at all levels.

The Draft Climate Action Plan is cognisant of the everincreasing challenges posed to South Dublin by climate change and the requirement for the Council to continue to lead on reducing our greenhouse (GHG) emissions, while planning for new and future climate related risks and impacts.

The Draft Climate Action Plan 2024-2029 is centred around actions that collectively address the four key targets of this plan, which are framed by the Climate Action and Low Carbon Development (Amendment) Act 2021 and the National Climate Action Plan 2023:

- 50% improvement in the Council's energy efficiency by 2030;
- 51% reduction in the Council's greenhouse gas (GHG) emissions by 2030;
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and
- To actively engage and inform our communities on climate action

The Bawnogue District Centre sites within the Clondalkin Decarbonising Zone.



As a Decarbonising Zone, Clondalkin also has a lot of potential for developing new and existing climate projects, with opportunities for tackling a host of issues. For example, air quality could be improved by looking at increasing use of public transport, active travel, and mobility hubs.

The Enhancement programme detailed within this Report seeks to implement actions to address the climate issue and work towards the key targets of the plan.

1.3 Proposed Scheme

The current centre of the community is a community space consisting of a wider footway adjacent to the community centre and ACE Enterprise Park on the western side of Bawnogue Road. However, the space is largely dominated by the asphalt of the car parking areas servicing the centre. Currently there are no off-carriageway facilities for active transport and the existing carriageway is wider than required standards.

The proposed scheme aspires to upgrade the urban space to make the area more inviting to residents, businesses, and visitors. The works will also seek to provide better active travel infrastructure that is able to be connected to wider communities in the near future. The existing carriageway is proposed to be reduced to 6m in line with DMURS guidance. This allows additional space to be used for a new cycle link along the western edge of Bawnogue Road, separated from pedestrians using soft landscaping. Outside the ACE Enterprise Park and Community Centre, the space is proposed to form a multi-use area where pedestrians can use and travel through, away from motorised vehicles. Improvements will also include the introduction of cycle parking facilities.

The car park located to the east of Bawnogue Road is proposed to be upgraded as part of the works with improved pedestrian footway and formalised parking provision. Upgrading this area will allow a key link to be established between the new active travel route and local businesses in the area. The improvements look to include the introduction of bottle banks, Glass recycling is a simple way to make a beneficial contribution to preserving our environment.

The scheme will also consider the introduction of wall art murals, murals can create a sense of community, beautify urban spaces, express historical and cultural identity, raise awareness about social issues, and inspire creativity and wonder.

Contractor's compound and laydown area has been included within scheme to allow safe and suitable welfare and storage facilities away from the public. Final arrangement and location to be agreed. Following the works this is to be returned to existing condition as a minimum.

The retention of soft landscaping verges on the eastern side of Bawnogue Road allows for the inclusion of SuDS elements to attenuate, treat, and manage the surface water runoff in the area. Providing a sustainable form of drainage, the SuDS elements will also provide added benefits of biodiversity, amenity, and functionality to the streetscape.

1.4 Need for the Scheme

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

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

1.5 Proposed Scheme Objectives

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

The scheme looks to improve the sense of place, add climate resiliency, and provide facilities to encourage people to make healthy, sustainable choices in how they get to Bawnogue. For those who need to travel by car, the scheme looks to simplify the parking and servicing arrangements by encouraging use of the car parks located off Bawnogue Road.

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

- Incorporating soft landscaping and SuDS within the area – bringing a green edge to the area to encourage people to visit and use the area.
- Providing a new vehicle-free active travel link at the centre by providing an off-road cycle link on the western edge of Bawnogue Road.
- Where this cycle link passes the widened footway area outside the Community Centre and ACE Enterprise Park, the space is to be a multi-use area equipped with incidental play elements for children to use and pockets of soft landscaping.
- Introducing improved, step free, crossing points across Bawnogue Road to both, reflect pedestrian desire lines and help calm traffic within the scheme area. Raised tables at identified crossing points to provide safer access to many of the local facilities such as the Community Centre, local Nursery and various shops located the east of Bawnogue Road.
- Re-configuring the existing car parking facilities by the retail area east of Bawnogue Road to provide better links from proposed active travel route and improved pedestrian areas to local businesses and amenities in the area.

1.6 Options Considered

Four options were considered prior to the final option being chosen, with main differences between these options surrounding car parking provision, cycle links, road markings and greenspace provided for the area. These options are outlined in figures 1.2 – 1.5.

Options considered both on-carriageway and off-carriageway active travel links as well as looking as providing and removing car parking facilities within the scheme. The preferred option consists of a segregated cycle link to the northern and southern extents of the scheme area with a multi-use plaza area outside the ACE Enterprise Park. The preferred option is shown in Appendix B.

The green space provided within options was correlated to how much parking was provided. The preferred option is the option which was shown to have the greatest greenspace and car parking provided in car parks in proximity to Bawnogue Road.

Option 1 –



Figure 1.2. Retention of on-street parking and carriageway width. On-street cycle roundel lining to highlight presence of cyclist in carriageway.

Option 2 –

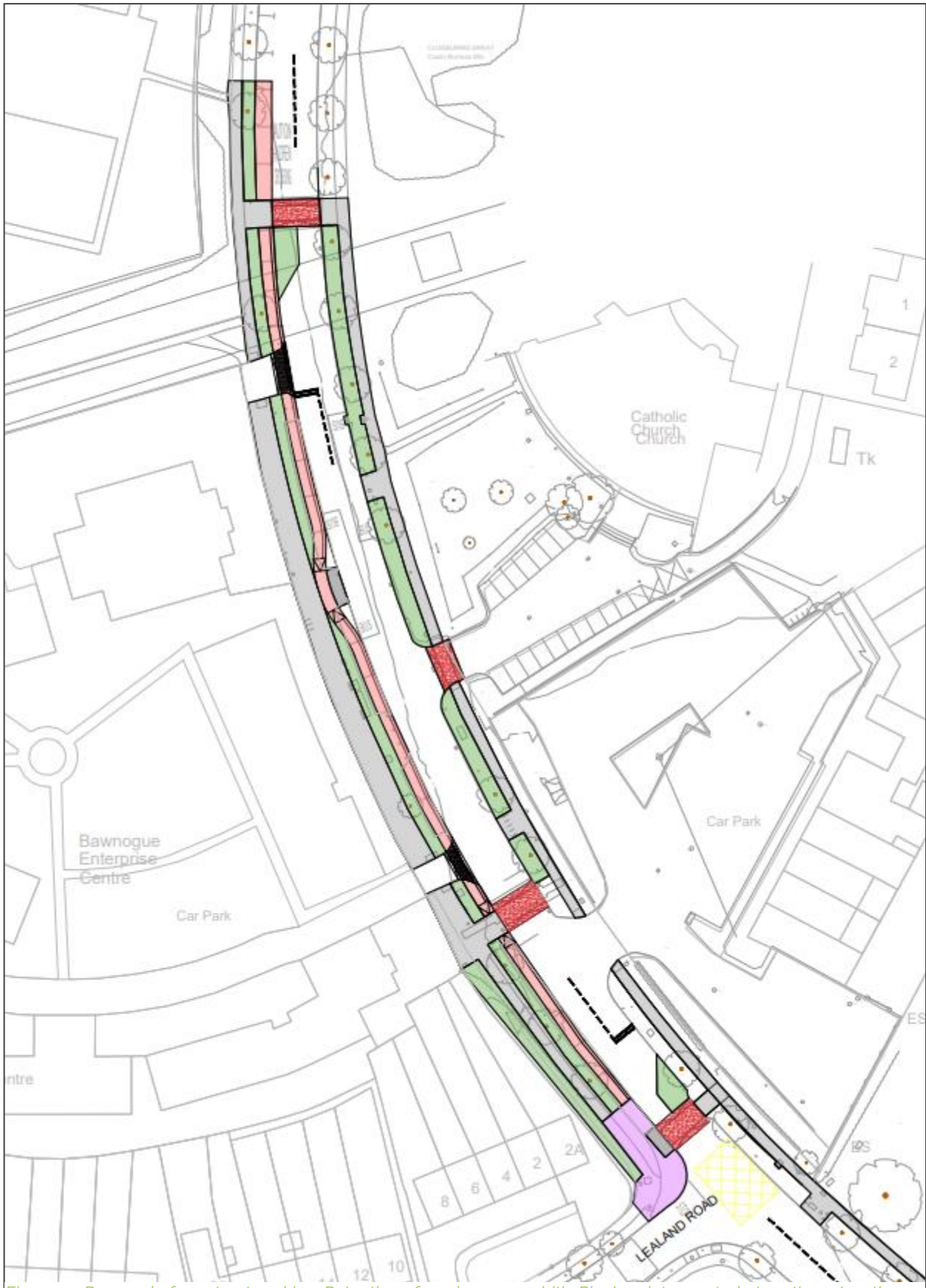


Figure 1.3 Removal of on-street parking. Retention of carriageway width. Pinch points created at northern/southern extents of scheme to help calm traffic and provide shortened crossing distances for pedestrians.

Option 3 –



Figure 1.4. Retention of on-street parking. Reduction of carriageway width to 6m. On-street cycle roundel lining to highlight presence of cyclist in carriageway.

Option 4 -

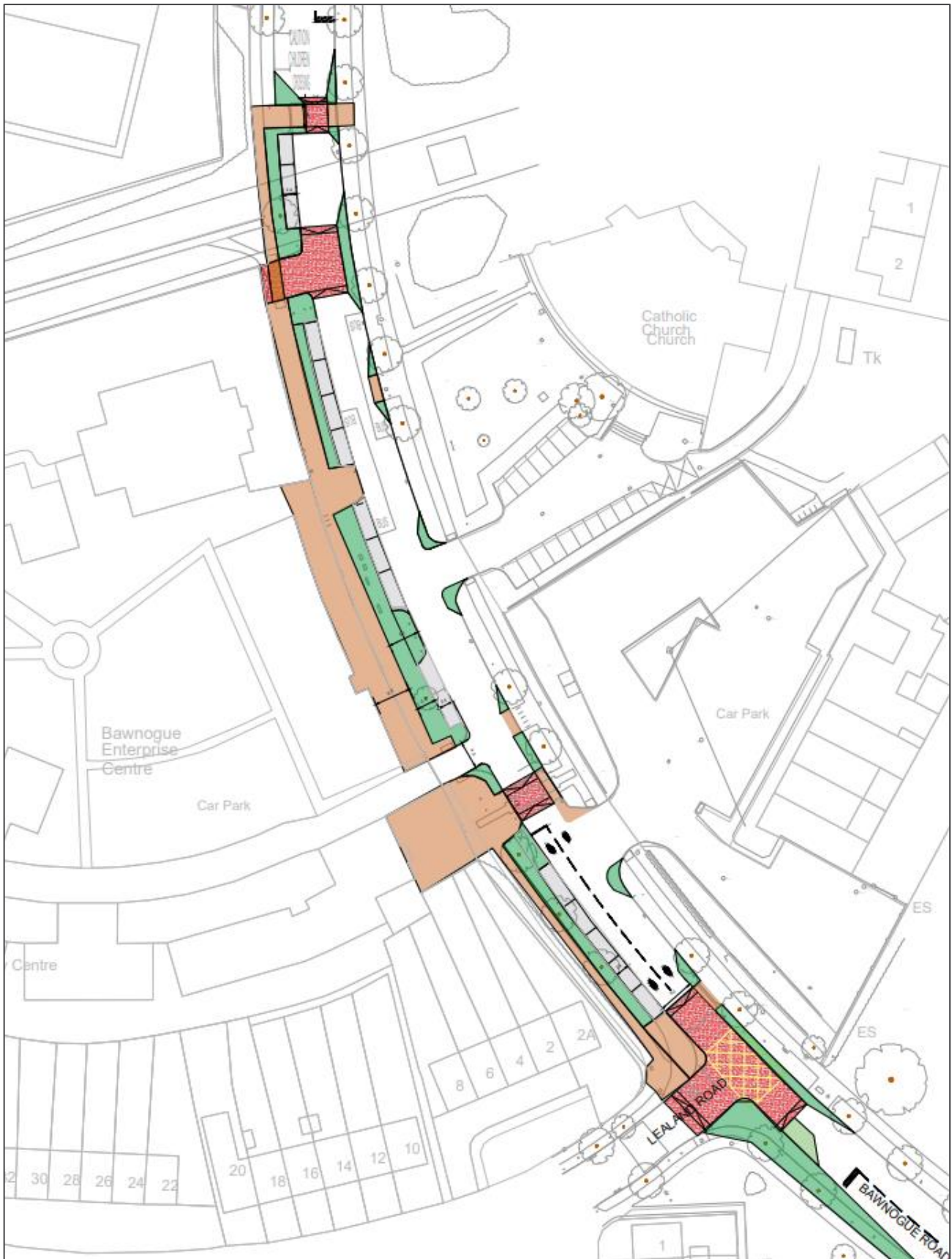


Figure 1.5. Retention of on-street parking. Reduction of carriageway width to 6m. Removal of centre-line road markings to help create 'quiet zone' outside ACE Enterprise Park and Community Centre buildings.

2. Environmental Considerations

2.1 Overview of Environmental Impact Assessment

EIA Screening completed by Greengage – Report ref 552486ob19Sept23FV02_EIAR

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

2.2 Screening for Appropriate Assessment

AA Screening completed by Greengage – Report ref 552486JB18Sept23FV02_AA

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

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

2.3 Biodiversity

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

2.4 Flooding

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

2.5 Population and Human Health

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

2.6 Landscape and Sites of Historical, Cultural or Archaeological Significance

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

3. Preliminary Design

3.1 The Scheme

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

The car park upgrades, improved pedestrian footway provision, introducing new active travel routes, introduce bottle banks, all with the view of having a beneficial contribution to preserving our environment. Art murals are to be introduced can create a sense of community and improve urban spaces.

3.2 Proposed Road Cross Section

Southern/Northern Extents of the Scheme

- 6m wide vehicular carriageway provided on Bawnogue Road.
- Retention of soft landscaping/green verge on eastern side of Bawnogue Road. Where feasible, soft landscaping to act as SuDS element to capture surface water runoff.
- New 3m cycle link with approx. 1m buffer edge to carriageway
- Approx. 2m wide soft landscaping verge between cycle link and pedestrian footway.

Outside Community Centre

- Min. 4m wide multi use area with integrated soft landscaping and play facilities for children.

3.3 Sustainable Transport and Smarter Travel

The provision of a cycle link on the western edge of the site will allow cyclists to ride off carriageway. The scheme cycle infrastructure is being designed so that future provision can be delivered and potential extension north to the canal greenway and /or to the south toward the New Nangor Road can tie into the scheme. Improvements will also include the introduction of cycle parking facilities.

The bus waiting environment at the Bawnogue stop to the west will be improved by the removal of parking adjacent to the stop and the area will benefit from improvements to landscaping.

Pedestrians will benefit from a new crossing at the St Cuthberts link and the realigned crossing from the ACE Enterprise Park will better respect desire lines. Pedestrians will also benefit from shorter crossing distance as the carriageway is proposed to be narrowed. Improvements to landscaping will improve the pedestrian experience. Overall, the scheme will deliver a safer and more pleasant environment as vehicle speeds will reduce through the provision of raised tables, planting, buildouts, and road narrowing.

3.4 Road Lighting

There are 5 poles lighting the road in front of the ACE Enterprise Centre. These are 150W Son Lanterns and should be upgraded to LED, if possible. Car park lighting is to be considered for upgrade in detailed design stage.

3.5 Surface Water Drainage

The proposed works seek to utilise the majority of surface water drainage infrastructure within the site with the inclusion of SuDS elements to help treat and manage surface water runoff across the

scheme.

Gullies located on the eastern side of Bawnogue Road are proposed to be removed with surface water runoff guided into proposed series of SuDS elements in the form of rain gardens adjacent to the carriageway edge. These rain gardens will be required to be connected into the existing surface water drainage network on site.

3.6 Utilities

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

3.7 Collision Data

Historic available collision data from 2015 to 2020 for the site and adjacent junctions has been reviewed. There were four recorded incidents resulting in material damage occurring on Bawnogue Road. Collisions resulting in personal injury have been recorded at the junction with R123,

From the data here is no discernible pattern to collisions within the redline area of the scheme. The collisions have been plotted and presented in Figure 3.1.

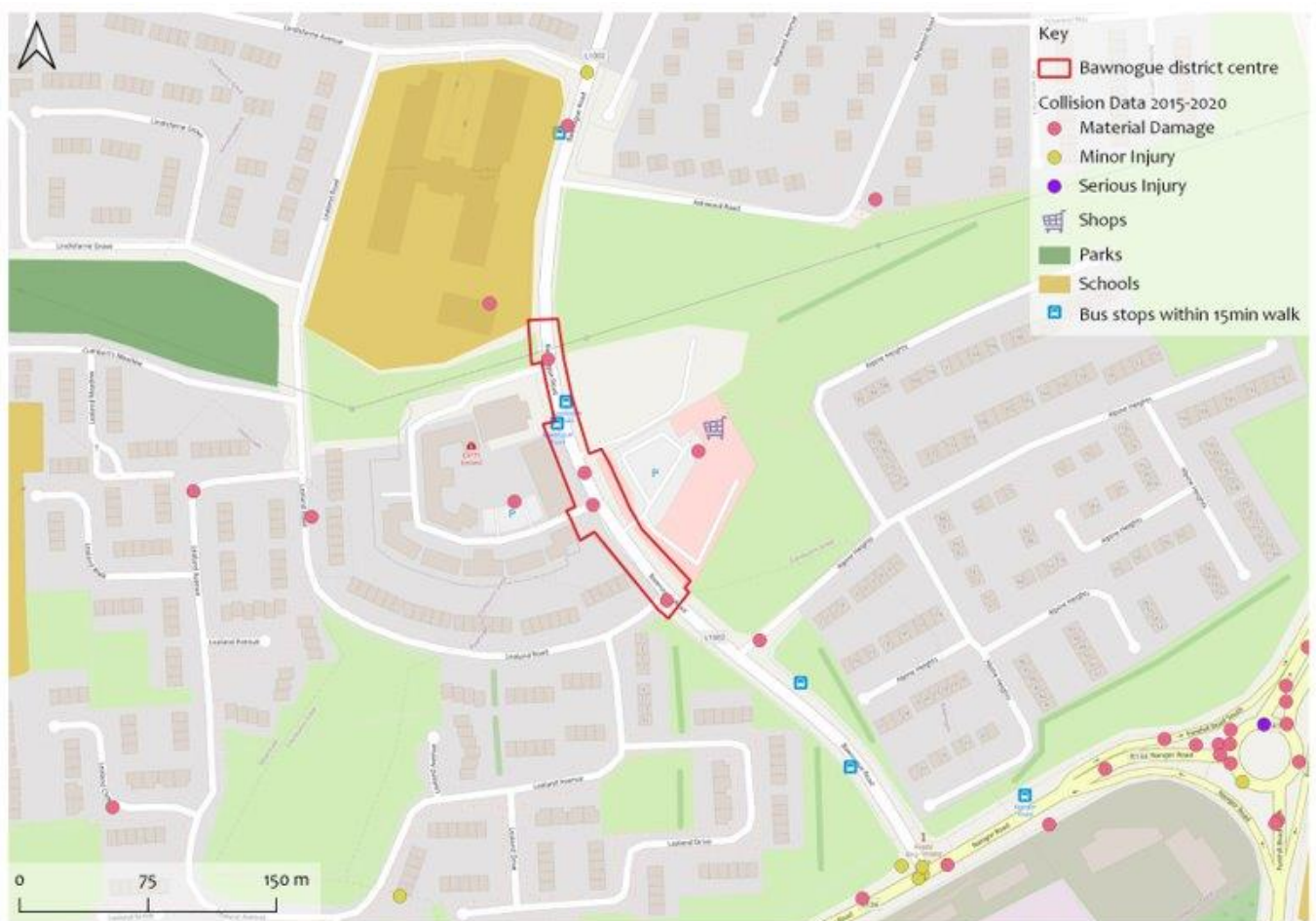


Figure 3.1. Historic collision data from 2015 - 2020 for Bawnogue area

3.8 Road Safety Audit

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

3.9 Detailed Design

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

4. Transport Assessment

4.1 Introduction

To understand the existing movement condition at Bawnogue District Centre, a series of traffic surveys were undertaken in 2022 and to understand parking occupancy, parking survey was undertaken in 2023. The surveys comprised:

Automatic Traffic Count (ATC) to record 24 hour north-south movement on Bawnogue Road over a week period which also captured speed data.

Pedestrian counts undertaken at three locations; at the existing signalised pedestrian crossing, north / south movement across the entrance to the Bawnogue shopping centre and south, and the area north of the junction with Lealand Road.

Parking survey including on-street provision, the shopping centre car park, and the church car park.

4.2 Existing Condition

Bawnogue Road is subject to a 50kmph speed limit. The approach to the district centre is equipped with a speed hump located at the junction with Lealand Road to the south and another located north of the St Cuthberts path on the approach to Talbot Senior National School. A signalised crossing is provided linking the ACE Enterprise Park with the Bawnogue Shopping Centre however there is evidence that crossing occurs informally to the north and south of the crossing. Two bus stops are located within the redline serving two services in each direction. Fourteen on-street parking bays are provided and are not subject to signed restrictions. The central section of the Bawnogue Shopping Centre car park is proposed to be taken over by SDCC and this section contains 57 spaces.

4.3 Surveys

ATC 7-day survey was undertaken on Bawnogue Road from Tuesday 27th September to Monday 3rd of October 2022. Table 1 summarises the peak weekday and peak weekend traffic flows.

Table 1 Automatic Traffic Counts

ATC Location: Bawnogue Road		
Northbound 24hr	No. Vehicles Peak weekday Fri Sept 30	3163
	No. Vehicles Peak weekend Sat Oct 1	2426
Southbound 24hr	No. Vehicles Peak weekday Fri Sept 30	3342

	No. Vehicles Peak weekend Sat Oct 1	2545
Total two-way	Peak weekday Fri Sept 30	6505
	Peak weekend Sat Oct 1	4971

The ATC survey also recorded speed data and are summarised in Table 2

The average speed in a north bound direction over the 7-day survey period was 32.8 km/ph. The 85th percentile speed was 38.69 km/ph. To note the 85th percentile is the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point, and as such is considered more robust than looking at average speed.

Travelling south on Bawnogue Road, the average speed recorded was 34 km/h and the 85th percentile was 40km/ph.

Though the 85th percentile is under the posted speed limit, the speeds were recorded in an area where traffic calming road humps and a formal crossing are present and where there is evidence of informal crossing occurring away from the signalised crossing.

Table 2 ATC Speed data

Northbound (A => B)		
27 Sept – 3 Oct		
No. of Vehicles 7 days	18,810	
85% Speed	38.69	KPH
Minimum Speed	3.92	KPH
Maximum Speed	77.85	KPH
Average Speed	32.87	KPH
Southbound (B => A)		
27 Sept – 3 Oct		
No. of Vehicles 7 days	19,768	
85% Speed	40.84	KPH
Minimum Speed	3.3	KPH
Maximum Speed	81.4	KPH
Average Speed	34.03	KPH

4.4 Pedestrian Survey

A pedestrian count survey was undertaken at the three locations over a 7-day period to capture movement within the centre of the district centre. The counts took place from 27th September to the 3rd of October 2022 inclusive. The survey recorded pedestrian movement at:

- Location A - the area around the signalised pedestrian crossing
- Location B - the area crossing the entrance to the Bawnogue shopping centre car park.
- Location C - the area north of Lealand Road and the entrance to the shopping centre car park.

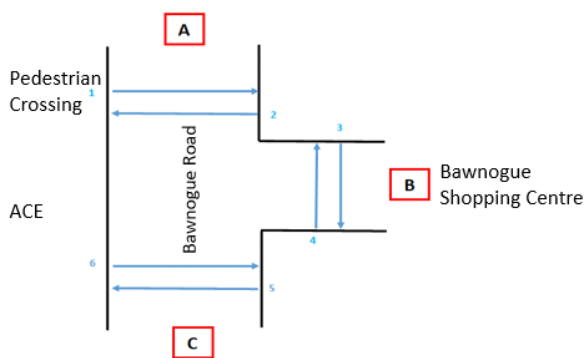


Figure 3.2 Pedestrian Survey Location

The pedestrian survey is summarised in Table 3 and the key findings are presented below:

- Site A at the signalised crossing during the peak hour there were 44 east - west pedestrian movements.
- Site B the north - south movement across the entrance to the shopping centre at the peak period recorded 30 pedestrian movements.
- Site C the peak period recorded 51 east - west movements.

To note, the location which recorded the highest number of pedestrian movements was Site C across Bawnogue Road where no crossing facilities are provided.

Table 3 Pedestrian Survey

Site	Count	Peak Weekday			
A	254	Tuesday			
B	268	Tuesday			
C	357	Tuesday			
Site	Count	Peak Weekend			
A	104	Saturday			
B	135	Saturday			

C	272	Saturday				
Site	Count	Peak hour both directions	Movement	No.		
A	44	Tue 12:00	MVT1	23		
			MVT2	21		
B	30	Thu 8:00	MVT3	14		
			MVT4	16		
C	51	Sat 11:00	MVT5	26		
			MVT6	25		

4.5 Car Parking Use

The scheme proposals look to better utilise space on the west of Bawnogue Road. Currently there are 14 inset parking spaces with no signed restriction, To determine the use and occupancy rate of these spaces and parking in the redline area, a parking beat survey was undertaken by SDCC. This covered the on-street parking located from the junction with Lealand Road to the junction with St Cuthberts path, the car park at Bawnogue shopping centre and the car park at the church.

The surveys were undertaken on Thursday 24th of August and a follow up survey was undertaken on Wednesday 6th of September to capture when schools and businesses were operating again following the summer holidays.

The surveys were undertaken during the morning and afternoon periods and recorded the arrival and departure times to determine the parking accumulation.

On-street Parking

The peak occupancy period for the on-street parking bays was at 8.58 when 11 out of the 14 spaces were occupied. However, this was for a short duration and 9 minutes after the peak occupancy period this dropped to 5 occupied spaces. The pattern of data suggest that the on-street parking bays are used primarily for drop off purposes potentially associated with the creche. The majority of stays were less lasting less than 5 minutes. In the afternoon survey period, the vacancy was between 5 and 6 spaces.

Bawnogue Shopping Centre Car Park

The central section of the Bawnogue Shopping Centre car park contains 57 spaces. This area was surveyed as this is the area proposed to be taken over by SDCC. The spaces to the south of the entrance which comprised 15 marked bays were not counted but were observed to be largely unoccupied during the survey periods. The survey undertaken in September, registered the morning period peak occupancy at 9:04am when 37 spaces were parked in with 20 spaces unoccupied. The afternoon period registered a peak occupancy of 27 spaces and 30 unoccupied.

Church of the Transfiguration Car Park

The church car park comprises 18 marked spaces. The September survey registered the peak morning occupancy at 10 spaces and 10 spaces in the afternoon beat period.

4.6 Summary

The 14 on street parking bays are used primarily as a drop off facility. The proposed removal of 14 on street parking bays located on the west of Bawnogue Road can be accommodated within the Bawnogue shopping centre car park which has capacity for 20 spaces in the central section and with a further 15 spaces available in the southern section of the car park during the morning peak

period. The car park will be improved by SDCC and a new link across to the ACE Enterprise Centre will improve connectivity, including for those using the car park to drop off children to the creche or to other businesses and community facilities.

5. Supporting Documentation

5.1 Location Plan

The Location Plan is found in Appendix A.

5.2 General Arrangement

The General Arrangement is found in Appendix B.

Appendix A – Location Plan

Appendix B – General Arrangement and Supporting Images

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Reeds Wharf
33 Mill Street
London SE1 2AX
+44 (0)20 7253 2977

Leeds

1 Saw Mill Street
Water Lane
Leeds, LS11 5WE
+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 2TN
+44 (0)141 370 1829