



Response to Dun Laoghaire Rathdown Transport Planning Report on a Strategic Housing Development (Reg. Ref ABP-312243-21)

Proposed Strategic Housing Development at Carrickmines Great, Glenamuck Road South, Dublin 18

August 2022

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Client Name: Grafton Issuer DAC
Document Reference: 21-111r.11
Project Number: 21-111

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

A pre-planning application was submitted by Regency on behalf of Grafton Issuer DAC for a Strategic Housing Development at Carrickmines Great, Glenamuck Road South, Dublin 18 to An Board Pleanála with reference number ABP-312243-21.

This report has been prepared in response to feedback received from the DLRCC Transport Planning Department in respect of this application.

Please note that a separate response has been prepared to address the issues raised by DLRCC Drainage Department in their feedback.

The DLRCC Transport Planning Department recommended refusal of the proposed development as they considered the development to be premature until the Glenamuck District Roads Scheme (GDRS) is constructed. We would note that the detailed design of the GDRS was completed in May 2022 and that the tendering process was due to commence in July 2022 (as advised on the DLRCC website). It is programmed that the GDRS will be constructed in 24 months, i.e. by 2024. It is also proposed that the GDRS be delivered in 2 stages with the first stage providing the sections from Stepside to Carrickmines (East-West Road) completed within about 12 months of commencement, i.e. by Q1 2024. This section of the GDRS is most relevant to the subject site as it will remove traffic from Glenamuck Road.

It is considered that the development is not premature. In fact, it is perfectly timed to benefit from the completion of the development in tandem with the completion of the GDRS.

2. Transport Issues

Item 1

The Applicant shall submit revised detailed drawings which demonstrate the provision of 282 No. car parking spaces to serve the proposed apartment units in accordance with Table 8.2.3. Residential Land Use - Car Parking Standards of the current DLRCC County Development Plan. The submitted drawings should clearly demonstrate the (required) number and location of car parking spaces assigned to visitors, car sharing schemes, deliveries etc. The level of provision of disabled/electric vehicle charging car parking shall also be proportionally increased. Drawings shall also demonstrate creche parking provision in accordance with Table 8.2.4 of the current DLRCC County Development Plan.

Response

Car parking for the residential development is provided at a reduced rate for the proposed apartments in accordance with the apartment guidelines. Justification for the provision of reduced parking for the apartments is set out in our enclosed Engineering and Traffic Reports. 2 No. spaces are provided for each dwelling house with 1 No. space provided for each of the apartments.

The enclosed Architect's drawings provide details of the location and layout of the car parking spaces including details of disabled and electric vehicle charging spaces.

Item 2

The Applicant shall submit revised drawings and details which demonstrate that the following items have been addressed in relation to the proposed road layout:

- Inconsistencies across the various submitted drawings which demonstrate slightly different car parking and road/internal layouts.*
- Reduction and division of proposed parallel and perpendicular spaces in accordance with DMURS, these should be limited to three and six spaces per bay respectively.*
- Car parking for all dwelling houses should be designed to allow all vehicles to enter and exit freely without the requirement for the second vehicle to move to allow this. The proposed "Doubled up" car parking arrangement is not acceptable.*
- The proposed parallel parking arrangement for the residential dwellings is considered to reduce pedestrian priority and usability and is not acceptable.*
- In order to facilitate the proposed vehicular entrance widths, the Applicant will be required to demonstrate the proposed boundary treatments to the front of each residential dwelling which shall allow adequate visibility between users of each driveway and other road users (pedestrians/cyclists/vehicles).*
- Car parking spaces to serve the proposed dwelling houses shall be 3m x 5.5m in accordance with Section 8.2.4.9 of the current DLRCC County Development Plan 2016-2022.*

Response

Revised drawings and details addressing, where appropriate, the items raised above are included with this application. These details are primarily contained on the enclosed Architectural drawings.

Item 3

The Applicant shall submit revised drawings which demonstrate the provision of Legible, continuous and comfortable pedestrian routes across the site. The submitted revised layout drawings shall clearly demonstrate that due consideration has been given to the principles outlined in DMURS and pedestrian/cyclist movements have prioritised over private vehicles across the site. The design shall also address the likelihood of increased vehicle speeds as a result of the proposed straight sections of road.

Response

It is considered that the proposed layouts, which have been amended following the pre-application consultation, address the above concerns.

Item 4

The Applicant will be requested to submit a detailed Quality Audit (which shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit) to demonstrate that appropriate consideration has been given to all relevant aspects of the proposed residential development in accordance with the Design Manual for Urban Roads & Streets (DMURS). The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure in writing. A feedback report should also be submitted providing a response to each of the items.

A detailed DMURS Street Design Audit should also be prepared and submitted.

Response

A detailed Road Safety/Quality Audit has been undertaken by Bruton Engineering and is included under separate cover.

Item 5

The Applicant shall submit swept path analysis drawings which demonstrate both vehicle access and egress movements for fire tender and refuse vehicles. The drawings shall also demonstrate access and egress movements for emergency vehicles through the required pedestrian/cyclist emergency access to the north of the proposed development onto Springfield Lane.

Response

Swept Path analysis have been prepared and are presented on our enclosed drawing Nos. 21-111/P070 and 21-111/P071.

Item 6

The Applicant shall submit revised drawings which demonstrate the provision of car parking spaces which are suitable for use by disabled persons in accordance with 8.2 .4.5 Car Parking Standards of the current DLRCC County Development Plan.

Response

Please refer to enclosed Architects drawings for details of the disabled car parking spaces which are proposed within the scheme. There are 5 No. disabled parking spaced proposed.

Item 7

The Applicant shall submit revised drawings and details which demonstrate the provision of operational electric vehicle charging points in accordance with section 8.2 .4.12 of the current DLRCC County Development Plan 2016-2022.

The drawings shall also demonstrate that all proposed parking spaces have been designed to be fitted with operational vehicle charging points at a future date, without the requirement for further excavations or intrusive works. Drawings shall demonstrate the provision of ducting, mini pillars, sub stations etc. where required. Details of the proposed charging units shall be submitted.

Response

The locations of Electric Vehicle parking spaces are shown on the enclosed Architects drawings Nos. 21044-OMP-ZZ-B1-DR-A-1099 (Apartment Basement Plan) and 21044-OMP-00-SP-DR-A-1001 (Proposed Site Layout Plan). There are 13 No. EV spaces located in the basements and 5 No, EV spaces at ground level adjacent to the apartments. We confirm that all car parking spaces will be fitted with ducting to facilitate the provision for converting all parking spaces to EV spaces at some time in the future.

Item 8

The Applicant shall submit revised drawings and details which demonstrate the provision of car parking spaces allocated to a car-sharing scheme. A letter of intent to provide car sharing services from a car-sharing operator should be submitted.

Response

It is proposed to provide a single dedicated car-sharing space within the scheme. The locations for this is shown on the enclosed Architects drawing No. 21044-OMP-00-SP-DR-A-1001. A letter of intent to provide a car sharing space has been received from Go Car and is included under separate cover with this application.

Item 9

The Applicant shall submit revised drawings which demonstrate the location of proposed creche parking. The spaces shall be shown to be clearly allocated.

Response

The car parking within the development will be managed by the Estate Management Company. At this time we have not specifically identified the car parking spaces which will be used by the creche. This will be determined once the creche operator is on board. It will also be reviewed by the Management Company once operational and adjusted if necessary, depending upon demand. There are currently a number of spaces adjacent to the creche which can be used for creche parking.

Item 10

The Applicant shall submit revised drawings and details which demonstrate the provision of cycle parking in accordance with DLRCC's "Standards for Cycle Parking and associated Cycling Facilities for New Developments - January 2018".

For Dwelling Houses - Cycle Parking should be provided within the footprint of the dwelling but should not require the bike to be brought through the house. Where no private or communal garage is provided,

bikes should be stored in private garages, a shed in the garden or secure communal cycle parking compounds. Wall bars or rings are acceptable at the front of a house for short term parking.

For Apartment Units - "Sheffield" cycle parking spaces should be provided for all cycle parking types. Visitor cycle parking should be provided at surface level, and a minimum of 50% of visitor cycle parking should be shown as covered.

Provision for cargo bike cycle parking should also be provided, with a required footprint of 3.5m x 2.0m.

Any ramps used by cyclists should not exceed a 7% gradient. If the ramp is to be shared with motor vehicles, a 1.75m wide separate lane should be provided, and a minimum of

2.4m headroom should be given in the basement.

The required submitted drawings shall demonstrate that these requirements have been met

Response

Architectural layout plans showing the provision of cycle parking with the apartment buildings and external to the apartments are included in the accompanying planning documentation. Please refer to drawing No. 21044-OMP-ZZ-00-DR-A-1000 (Apartment Ground Floor Plan) and drawing No. 21044-OMP-00-SP-DR-A-1001 (Proposed Site Layout Plan)

Please also refer to the accompanying Cycle Audit Report which sets out how the proposed scheme complies with DLRCC's "Standards for Cycle Parking and associated Cycle Facilities for New Developments – January 2018".

Item 11

The Applicant shall submit revised drawings which demonstrate the provision of lockers, showers and drying facilities for employees of the creche that wish to cycle, walk or travel to the site by other means of active transport.

Response

Please refer to enclosed Architectural layout plans for the creche.

Item 12

The Applicant shall submit revised drawings and details which demonstrate the required provision of a pedestrian/cyclist access link to the north eastern boundary of the proposed development onto Springfield Lane. The link shall also function as an emergency vehicle access to the proposed development and shall enter Springfield Lane shy of the T junction in order to access the section which is taken in charge. This area is shown within the red line boundary of the proposed development.

Response

A pedestrian and cycle link has been provided to Springfield Lane and is shown on the enclosed drawings.

Item 13

The Applicant shall submit revised drawings and details which demonstrate the required provision of a pedestrian/cyclist access link to the south west of the proposed development which will provide a link to the proposed DLRCC Housing scheme at Rockville Drive. The Applicant is also requested to liaise with Transportation Planning to ascertain the required of the access link.

Response

A pedestrian and cycle link has been provided to the south west of the proposed development and is shown on the enclosed drawings.

Item 14

The Applicant shall submit revised drawings and details which demonstrate the provision of a high-quality internal off-road pedestrian/cyclist shared route which links the north eastern connection to Springfield Lane to the south end of the proposed apartment blocks adjacent to the proposed creche in accordance with the submitted Design Statement by O'Mahony Pike.

Response

The enclosed Architect and Landscape Architects drawings show the internal off-road and on-road pedestrian/cyclist shared routes within the proposed development.

Item 15

The Applicant shall submit revised plan and elevation drawings and details which demonstrate the proposed boundary treatments at and adjacent to connection locations.

Response

Boundary details are shown on the enclosed Landscape Architects drawings.

Item 16

The Applicant shall submit detailed drawings which demonstrate any and all areas to be taken in charge by DLRCC. Drawings and details which demonstrate that all development works (i.e. proposed internal access roadway, footpaths, street lighting, etc) to be designed to meet Dun Laoghaire-Rathdown County Council's 'Taking In Charge Policy Document and 'Taking in Charge Procedure Document' and all to the satisfaction of the Planning Authority (Municipal Services Department) at the Applicant's own expense.

Regardless of the intention for the development to be taken in charge, the submitted drawings shall demonstrate an internal road layout which avoids the creation of ransom strips and to allow potential future connectivity with adjacent sites where applicable.

Response

It is not intended for any areas within the proposed development to be taken into charge, The development will be maintained by a Private Management Company.

Item 17

The Applicant shall submit a detailed travel plan which demonstrates proposals to encourage residents to travel to, from and within the proposed development using active and sustainable travel modes and to reduce reliance on the private car. The contact details of an appointed Mobility Manager who shall be appointed to implement, monitor and review the plan shall also be provided. The plan should demonstrate how operational deliveries and refuse collection will be managed at the development.

Response

A detailed Travel Plan has been prepared and is included under separate cover. Details of the appointed Mobility Manager will be provided at a future date as this will be someone from the Management Company, who are yet to be appointed.

Item 18

The Applicant shall submit detailed drawings which demonstrate all proposed amendments to the road layout at Cairnbrook. Footpaths will be required on both sides to link the existing Cairnbrook footpaths with the proposed development. The red-line boundary shall be amended to include these works.

Response

The red line has been extended to include works within the Cairnbrook Estate. It is not intended to provide a footpath on both sides of the road within Cairnbrook. The proposed development will tie into the existing footpath in Cairnbrook.

UK and Ireland Office Locations

