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22-007/ER

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Planning Department
South Dublin County Council
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Dear Sir/Madam,

SD21A/0259 HOUSE AT 1 BEVERLY DRIVE, SCHOLARSTOWN RD

We are instructed by our Client to review and respond to the traffic and road elements of the Request for Further Information (RFI) issued by South Dublin County Council (SDCC) for the above development proposal i.e., item number 5.

In terms of roads and traffic, the RFI from South Dublin County Council (SDCC) states the following:

5 The Roads Department requests that the applicant be requested to submit the following information:

(1) A revised layout showing an alternative location for the vehicular access further to the west as far as possible (away from the junction), with vehicular access width of maximum 3500m wide. Any revisions to the layout should ensure a distance of at least 6 m in length from the house to the front boundary is provided to park cars onsite.



Response:

Please find enclosed drawing number NRB-RFI-002 showing a revised layout with an alternative location for the vehicular access further to the west as far as possible (away from the junction) as requested. The vehicular access is 3.5m as requested.

(2) A revised layout in plan and elevation view showing, boundary walls at vehicle access points limited to a maximum height of 0.9m, and any boundary pillars limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles exiting from the proposed development.

Response:

Please find enclosed drawing number NRB-RFI-002 showing a revised layout with boundary walls at vehicle access points limited to a maximum height of 0.9m and pillars limited to a maximum height of 1.2m as requested.

Please see Architects Drawings for Elevation details

(3) A revised layout showing a swept path analysis showing how the two cars can safely access and egress from the proposed development.

Response:

Please find enclosed drawing number NRB-RFI-001 showing swept path analysis showing how a car can safely access and egress from the proposed development. A Parked vehicle is able to turn on curtilage and exit in forward direction as demonstrated with swept path analysis on drawing NRB-RFI-001.

We believe it is important to highlight the Driveway & Access standards that are actually required under the headings Geometric Design and Parking Quantum.

Geometric Design of Driveway

In terms of the suggestion to provide for 2 cars within the curtilage, we are surprised with this requirement for a single residential house, given the current SDCC Standards and Parking Policies in place. We include below for information an image extracted from SDCC's own document governing planning & domestic housing extensions, as **Figure 1**.



Figure 1 – Extract SDCC Housing Extension Advisory Document

We would invite SDCC to consider this image & compare the illustration extracted from the SDCC Documents with the subject application and the requirements set out in the RFI.

We would suggest that the driveway proposed as part of the subject application is consistent with SDCC's own recommendations & documents illustrated above.

Notwithstanding the SDCC documentation, we have also reviewed the design in terms of the TII Roads Design Guidance, "Geometric Design of Junctions" (DN GEO-03060). With respect to driveways, we include below as **Figure 2** the relevant extract (paragraph 5.6.3.7) in terms of the appropriate design to provide visibility to pedestrians on a footpath.

5.6.3.7 Direct Access Crossing a Footway

Where an emerging vehicle crosses a footway at a lightly used direct access - for example from the driveway of a single dwelling - pedestrians may not have sufficient warning of its approach where there is no clearly formed differentiation in the level between the footway and the vehicle crossing point. Under these conditions, the designer shall provide visibility envelopes to the back of the footway, 2m on either side of the centre of the access, from 2m back from the back edge of the footway along the centreline of the access as shown in Figure 5.17. The driver's eye height shall be taken as 1.05m and the object height at the back of footway shall be taken as 0.6m to make clear the presence of a small child.

Figure 5.17 Visibility at Back of Footway Crossing

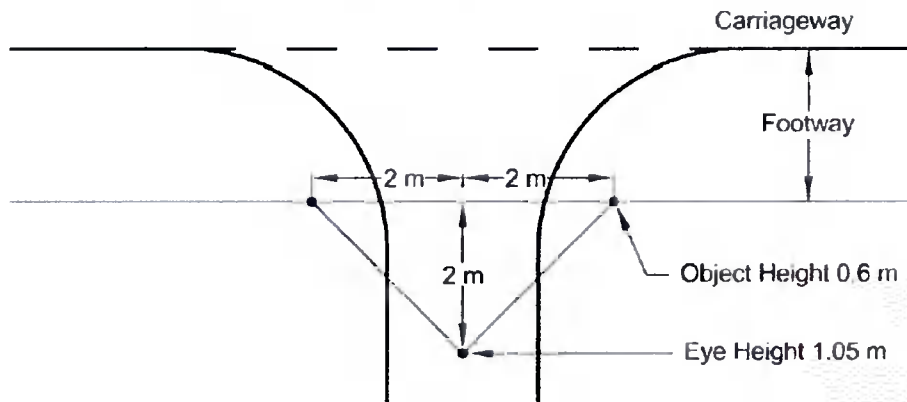


Figure 2 – Extract TII Design Guidance

We confirm that the proposed access will meet and exceed these design requirements

Parking Quantum

The Parking requirements for Residential Housing is set out in Table 11.24 of the SDCC Development Plan, reproduced below as **Figure 3**.



Table 11.24: Maximum Parking Rates (Residential Development)

DWELLINGS TYPE	NO. OF BEDROOMS	ZONE 1	ZONE 2
Apartment	1 Bed	1 space	0.75 space
	2 bed	1.25 space	1 space
Duplex	3 bed+	1.5 spaces	1.25 space
House	1 Bed	1 space	1 space
	2 Bed	1.5 space	1.25
	3+ bed	2 space	1.5

The number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

- The proximity of the site to public transport and the quality of the transport service it provides. (This should be clearly outlined in a Design Statement submitted with a planning application),

Figure 3 – Extract SDCC Development Plan

In terms of Zones, these are defined in the Development Plan, which defines Zone 2 as follows:

Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service⁵ (includes a train station, Luas station or bus stop with a high quality service).

Figure 4 – Definition of Zone 2

The site is clearly located within Zone 2, being within 50m of the Dublin Bus #15 Service as illustrated below in Figure 5:



Figure 5 – Distance to Bus Stops

In terms of frequency of service, an extract from the #15 Timetable is included as Figure 6



Knocklyon Dingle Wood	7:17	07:48	07:58	08:09	08:20	08:28	08:36	08:44	09:04	09:12	09:20	09:28	09:36	09:44	09:52	10:00	00
Knocklyon Scholarstown Road	7:17	07:49	07:59	08:10	08:21	08:29	08:37	08:45	09:05	09:13	09:21	09:29	09:37	09:45	09:53	10:01	00
Knocklyon, opposite St Colmille's Way	7:19	07:51	08:01	08:12	08:23	08:31	08:39	08:47	09:06	09:14	09:22	09:30	09:38	09:46	09:54	10:02	10
Knocklyon Woodhouse	7:20	07:52	08:02	08:13	08:24	08:32	08:40	08:48	09:07	09:15	09:23	09:31	09:39	09:47	09:55	10:03	10

Figure 6 – Extract #15 Timetable

The Development Plan defines High Quality Public Transport Service as:

- 5 A high frequency route is where buses operate with a minimum 10 minute frequency at peak times and a 20 minute off-peak frequency.

Figure 7 – SDCC Definition of High Quality Public Transport Service

The number 15 service meets and exceeds these requirements. We conclude therefore that the site is clearly within 50m of a High Quality Public Transport service and therefore the **Maximum Standard** of 1.5 Spaces should be applied to the site as defined in the SDCC Development Plan Table 11.24 above. We believe that 1 parking space is appropriate, meeting best practice sustainability requirements.

Requirement to Facilitate Cars Turning Within the Site

As we understand it, SDCC's own Planning Policy allows for house owners to create 2 hard standing areas for cars at existing houses without any requirement for planning permission. In these terms, the proposed layout exceeds these requirements with a car able to turn in the curtilage of the development.

We include below as **Figure 8** an extract from the SDCC Planning Permission Exemption Guidance as evidence.

This demonstrates that unobstructed sightlines of 2.0m x 36m are available at this location when the travel distance of an approaching vehicle through the junction is taken into account, towards cars turning left into Beverly Drive from Scholarstown Road addressing Item 5(4) of the RFI.

2.0m x 45m are available to the left on exit onto Beverly Drive. DMURS compliant sightlines are available at this revised access location without any requirement for works on lands outside of the applicant's control.

There is no crest or other features in the vertical alignment of the road which restricts the access sightlines once the access is relocated as above.

Please see attached our drawing NRB-RFI-002 showing the visibility splays at the revised access.

Please do not hesitate to contact the undersigned if there are any queries in relation to this matter.

Yours sincerely,



Eoin Reynolds
Chartered Engineer
Director

Enclosures (Drawings NRB-RFI-001 and NRB-RFI-002)

