

Carrigmore Crescent Management Company – Company Limited by Guarantee

Reg Ref: SHD3ABP-313145-22

To whom it may concern,

Please see below the submission relating to SHD application Ref: 313145-22, lands at Boherboy, Saggart, Co Dublin. This submission is from the Board of Directors of Carrigmore Crescent Management Company, a complex which will be significantly adversely impacted by elements of the proposed SHD development and, in particular, the proposed exit route from the development through the Carrigmore Estate and past Carrigmore Crescent.

The Proposed Development

Per the planning submission traffic management plan ([ViewDocument \(sdublincoco.ie\)](http://sdublincoco.ie)) Vehicle movements generated by the 914 car parking spaces within the proposed development are estimated to be 77 arrivals and 251 departures in the AM peak (two-way total of 327). The total number of vehicle movements in the PM peak hour will be 196 arrivals and 86 departures (two-way total of 282). Section 2.4.4 indicates that *For cars heading north and east via the M50, the direct route is via Carrickmore (sic) and the N7. For car heading west via the M7, the direct route is via Carrickmore (sic) and the N7. While for cars heading south and east via the M50, the direct route is via the N81.*

These estimated rates take into account movement from the future Boherboy residents only, and do not take into account the potential for increased traffic throughput from traffic using the proposed run through from the N81 to Fortunestown Lane and to the N7. There also appears to be lack of clarity at the current time as to any potential connectivity through Corbally Estate “Future connectivity has been allowed for via the Corbally estate but is subject delivery by South Dublin County Council”.

Traffic modelling is based on all three exits from the new development being open and peak business hour trip rates (8-9am and 5-6pm). There is no modelling associated with peak school time afternoon travel – particularly in the context of the school as a proposed primary school.

On the basis of the above, between 100-200 vehicles will use the Carrigmore exits every hour at peak time.

Carrigmore Crescent

Carrigmore Crescent is on the North East side of the Carrigmore residential area (Pic 1 & 2). It consists of 160 apartments set over 5 blocks and serviced by two main vehicular entrances as set out in Fig 3. The number of parking spaces within the development numbers in the region of 240. The development has been occupied since 2004.

The proposed access route from the Boherboy development to Fortunestown lane through Carrigmore will adversely impact on the residential amenity of residents of Carrigmore Crescent vis the increased level of traffic directly outside block 2 of the development which faces directly onto Carrigmore Elms. The significant increase in traffic levels (100+ movements per hour in peak time) will hinder the natural flow of resident pedestrian traffic, including children, to safely cross the road to the main Carrigmore estate and towards the primary schools at the Garter Lane end of Fortunestown lane.

In addition to the above, there are a number of specific adverse impacts of the proposed access route on the safety of residents' vehicular access into and out of the complex.

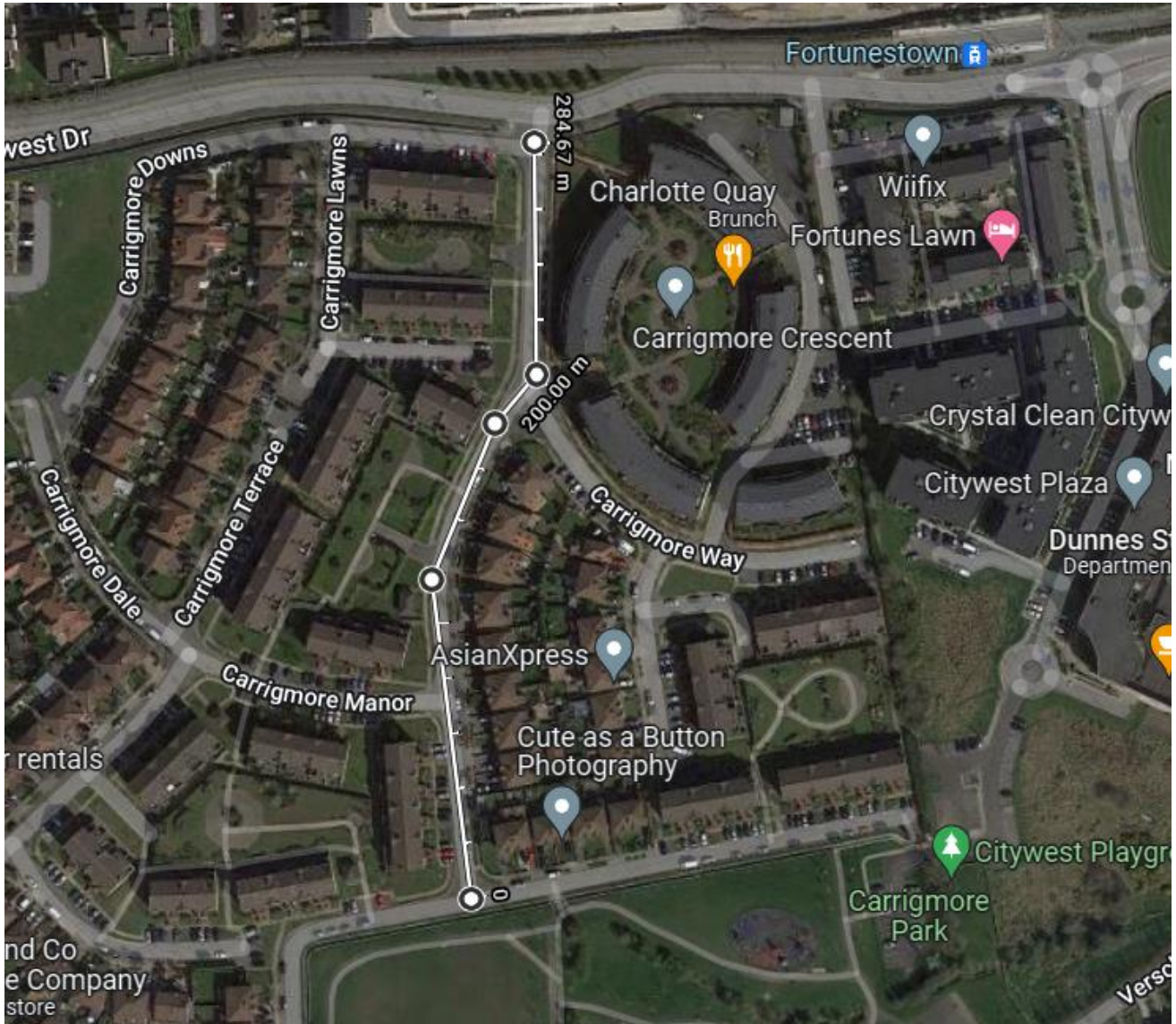
- 1) The main vehicular entrance to Carrigmore Crescent (Exit 1) is through an underground carpark entrance adjacent to the junction of Carrigmore Elms and Carrigmore Way, providing a fourth branch of a staggered junction. Pic 2 (overview), 3 and 6 show junction.
 - 2) The second vehicular entrance to the overground carpark areas (Exit 2) feeds directly onto Carrigmore Way, which, in turn joins the above junction - Pic 2 (overview),
 - 3) The Carrigmore Elms-Carrigmore Way junction is 85m from the Carrigmore Estate-Fortunestown Lane priority controlled junction. This is visible on the overview Pic 1 and is referred to as Site 6 on the traffic management document. This junction shows a significant impact from the proposed traffic flows:- with the 2027 am PCU going from 1.33 to 10.92 and delay(min) moving from 0.46 to 1.80. This is in excess of the .50 am delay on the Boherboy Road/N81 on what should be the main access point for the development.
 - 4) The modelling on the traffic reports indicates that the Carrigmore junction will be, by far, the most impacted by the proposed development over the base traffic levels.
- Modelling of the Fortunestown Lane/ Fig 30 site 6 does not take into account the impacts of traffic pass-through on access from minor roads (Carrigmore Way) and the Carrigmore Crescent entrance/exit point in terms of tailbacks on Carrigmore Elms and the ability of Carrigmore Crescent residents and visitors to safely access and egress the development.
 - Both entrance points rely on a junction which is, at best, barely fit for purpose at current traffic volumes in terms of safely exiting the development. Assuming roughly equal distribution of vehicle movements across the three proposed exits from the new development there will be in the region of 100-200 additional vehicle movements crossing the major road of the Carrigmore Way/Carrigmore Elms junction per hour at peak times. This figure does not include the likely additional traffic volume from the potential 'rat run' from the N81 to N7 through the estate.
 - This will cause a significant safety issue for residents of Carrigmore Crescent (and Carrigmore Court) in access to and egress from their property.

The Board of Directors of Carrigmore Crescent Management Company are therefore submitting an objection to the element of the planning application related to vehicular access to the proposed development through the Carrigmore housing estate, and, in particular that element which will result in increased traffic volumes impacting on the Carrigmore Elms exit to Fortunestown Lane.

Yours sincerely,

Carrigmore Crescent Management Company (Directors: L. Connolly, T Duffy, J. Micks, C. Noonan, S. O'Brien, M. Reidy)

Pic 1: Carrigmore Estate showing 285m run through the estate on residential roads which are expected to absorb an additional 100+ car movements per hour at peak times. Carrigmore Crescent is the apartment complex to the top right of Carrigmore Estate, bordered by Carrigmore Elms and Carrigmore Way.



Pic 2: Carrigmore Crescent is a 160 apartment development developed c2004. The vehicular access is through two points – Exit 1 from the underground carpark to the junction of Carrigmore Elms and Carrigmore Way and Exit 2 from Carrigmore Crescent to Carrigmore Way which then joins the Junction at Exit 1.



Pic 3 a&b&c- Junction of Carrigmore Way and Carrigmore Elms fom Carrigmore Way (Carpark Exit 1 is visible to the Right Hand Side without road markings). Traffic exiting from new development to Fortunestown lane will be on the major road heading right.



Pic 3b – Same junction taken from the Yield road marking in pic 3a and showing proximity of the Fortunestown lane junction (apartment blocks at end of road)



Pic 3c – Same yield point looking left to Carrigmore Green end of Carrigmore Elms



Pic 4- Junction of Carrigmore Way and Carrigmore Elms fom Carrigmore Elms facing North (Carpark Exit 1 is visible between the two apartment blocks.) Traffic exiting from new development to Fortunestown lane will continue straight on this road.



Pic 5 - Junction of Carrigmore Way and Carrigmore Elms fom Carrigmore Elms facing South (Carpark Exit 1 is behind the two trees on the LHS of the road)



Pic 6a&b&c – Carpark Exit 1 from Carrigmore Crescent Underground carpark. 6a overhead view from garden plinth of carpark exit



Pic 6b Exiting Carpark Exit 1 view to RHD (towards Fortunestown Lane) – Priority controlled junction is ~85m from the carpark exit.



Pic 6c Exiting Carpark exit 1 view to LHS (Carrigmore Way-Carrigmore Elms junction)

