



Stephen Reid Consulting

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19 October 2022

Sadhbh O'Connor
Thornton O'Connor Town Planning
1 Kilmacud Road Upper
Dundrum
Dublin 14

Ref: Projects/Kingswood Avenue, Citywest

By email

Dear Sadhbh

SD22A/0290 - Development at Kingswood Avenue and Kingswood Road, Citywest (Rockface Developments Limited)

Further to review of the Request for Additional Information (RAI) issued by South Dublin County Council (SDCC), please note the following comments in response to traffic issues raised.

"2. The following items are required to allow for a full assessment of the development in relation to roads and access:

- *A revised layout of the proposed vehicle access locations, showing the layouts for right turning into the development.*
- *A revised layout clearly specifying the sq.m of the HGV parking to be provided*
- *From the submission it is not clear if any areas are to be taken in charge by the local authority. A drawing is required clearly showing any areas to be taken in charge by the local authority.*
- *A drawing showing AutoTRAK manoeuvres for large vehicles accessing and egressing, including articulated lorries, emergency vehicles, bin lorries.*
- *A drawing identifying the location of refuse collection points.*
- *A revised layout not less than 1:100 scale showing upgraded footpaths and cycle ways on Kingswood Way and Kingswood Road, including pedestrian crossings at car and HGV entrances.*

Footpaths should be a minimum of 2m in width. This may require alterations to the red line boundary and additional consent from the local authority in relation to works outside the ownership boundary of the applicant."

Response to Item 2

Bullet point 1

Traffic counts were undertaken in January 2022 at the Kingswood Avenue/Kingswood Road roundabout junction (Citywest Roundabout 3a) to provide weekday traffic baseline data, and this was included with the Traffic Impact Assessment submitted with the planning application.

This identified the levels of traffic using both road frontages. The TIA determined that there would be 13 arrivals into the staff car park during the AM peak hour (8 right turners from Kingswood Road) and 9 arrivals (vans and HGVs combined) into the delivery yard access (4 right turners from Kingswood Avenue).

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The volume of arrivals (and by extension) the volume of right turners across the daytime period and in the PM peak hour would be lower than this, and therefore the AM peak presents the worst-case in terms of expected right turning demand in a single hour.

The network peak hour two-way passing traffic during the 2023 opening year was identified as 279 vehicles (AM) and 269 vehicles (PM) on Kingswood Avenue, and 457 vehicles (AM) and 471 vehicles (PM) on Kingswood Road.

Both of the proposed access locations (and the approaches to them) have good sightlines and forward visibility for approaching traffic. The roads are subject to a 50kph speed limit.

On this basis and with regard to the relatively modest passing traffic flows on both roads it is submitted that a right turning storage lane would not be warranted for either access point.

It is noted that there are multiple access points on Kingswood Avenue and Kingswood Road serving similar warehousing developments, and office-based employment/manufacturing facilities with a greater level of parking provision and traffic demand and none of these have right storage lanes provided and operate satisfactorily.

Bullet point 2

In terms of the square metreage of the HGV yard please refer to the Kavanagh Burke site plan submitted with the RAI response.

Bullet point 3

SRC note that Kingswood Avenue and Kingswood Road are both private roads and in the ownership of Citywest, as are the landscape zones and footpaths on the site frontages. Therefore, none of these areas will be taken in charge by the local authority and will remain in Citywest Management Company control.

Bullet point 4

For AutoTracking of the HGV access by 16.5m articulated delivery trucks, and fire tender access of the staff parking access please refer to the Kavanagh Burke site plan submitted with the RAI response.

Bullet point 5

For location of the refuse collection point (within the HGV yard) please refer to the Kavanagh Burke site plan submitted with the RAI response.



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Bullet point 6

For footpath connections please refer to the Kavanagh Burke site plan submitted with the RAI response. SRC note that Kingswood Avenue and Kingswood Road are both private roads and in the ownership of Citywest, as are the landscape zones and footpaths on the site frontages. Therefore, none of these areas will be taken in charge by the local authority and will remain in Citywest Management Company control.

From site visits and as advised following liaison between Rockface Developments and Citywest, it is noted that Citywest have implemented upgrades to footpaths on Kingswood Avenue and Kingswood Road in recent years (particularly these relate to concrete footpaths on connections to bus stops and towards the Luas to the south), and it is considered these are adequate service the volumes of pedestrian usage.

Citywest have not advised Rockface of any proposals to implement cycle routes on the road frontages of the site and any works installed in isolation would be ineffective and would have no use due to progression issues beyond the site frontages. The development is set back adequately to allow for any future measures should a comprehensive scheme for footpath widening and/or cycle provision be brought forward by Citywest.

I trust this is clear and in order, however if you have any queries, please do not hesitate to contact me.

Yours sincerely

Stephen Reid (CMILT)

Managing Director

Stephen Reid Consulting Traffic and Transportation Limited