

TECHNICAL NOTE

To: Planning Department, South Dublin County Council, D24 A3XC

From: Barrett Mahony Consulting Engineers

Date: 25-10-2022

Subject: Citywest Drive Residential Development Planning Amendment Application – Technical Note Relating to: the Omission of the Permitted Additional Basement Ramp into the Existing Citywest Shopping Centre Car Park and; Surface Roads Updates

Dear Sir/Madam,

It is proposed as part of this amendment application to omit the additional new ramp into the existing Citywest Shopping Centre basement car park as permitted under SHD planning application ABP 305556-19. Refer figure 2 showing its location.

As no additional car parking spaces or extension of the basement is proposed, just the reallocation of existing car parking spaces to the new residential development, we assert from a Civil Engineering perspective that the ramp is not required, and furthermore that it is preferable to omit it, for the following reasons:

1. The existing basement has 376 car parking spaces and is well served by the existing ramp along Citywest drive with no reports of traffic or queuing issues.
2. There is no net increase to car parking numbers and therefore no significant impact on peak traffic flows. It is worth noting that a decrease in vehicle movements is expected by converting spaces from commercial to residential use.
3. The cost and disruption caused by the construction of the new ramp to the live shopping centre can be avoided. We note its construction would require alterations to the internal circulation routes.
4. Car parking spaces would not be lost in the basement to make room for the new ramp and additional parking spaces and landscaping would be gained at surface level.
5. The pedestrian crossing at the mouth of the ramp is avoided which is beneficial from a road safety perspective.
6. Access control and security is easier to manage via a single vehicle entrance. (Note that new access controls are proposed at the existing entrance to provide 24-hour access to the residential spaces.)
7. Residential spaces will be demarcated with unit numbers painted on the ground. The basement car parking will be managed by the facilities team to prevent shopping centre users from parking in the residential spaces.

An enlarged stair and lift core is also proposed as part of this application. This will provide good levels of pedestrian accessibility between the assigned basement spaces and new apartments. Refer figure 1

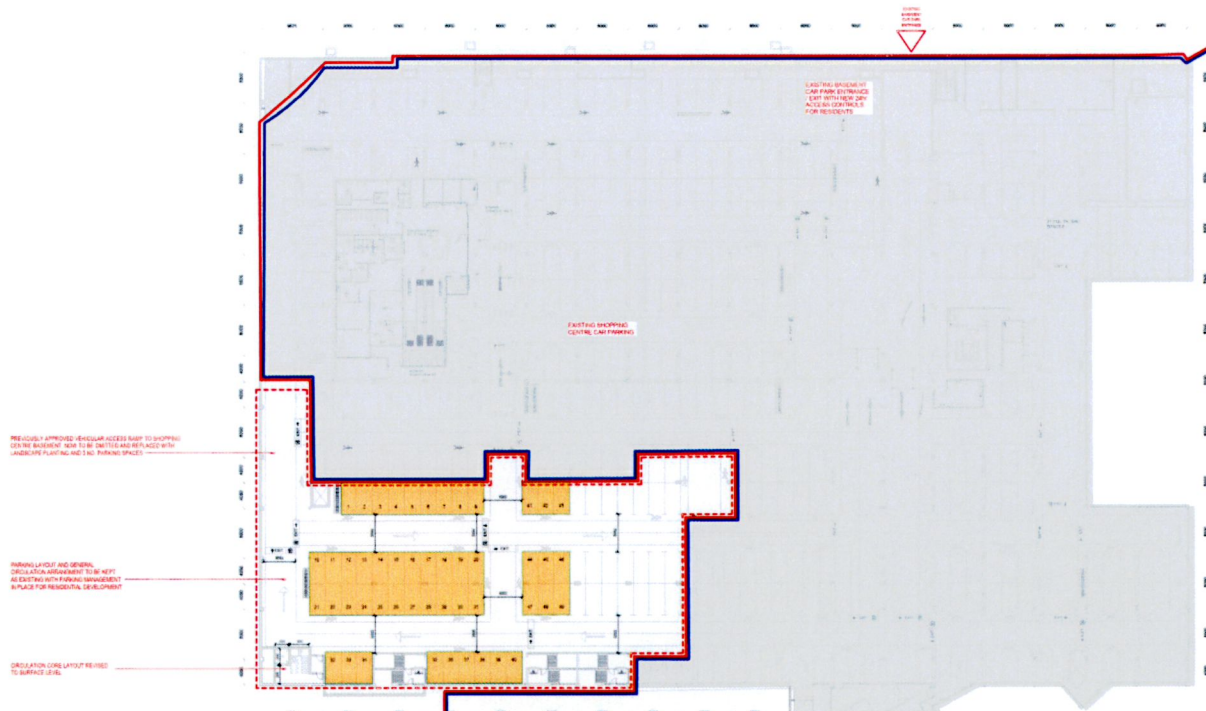


Figure 1 – Proposed basement (existing layout with 49 spaces allocated to new residential)

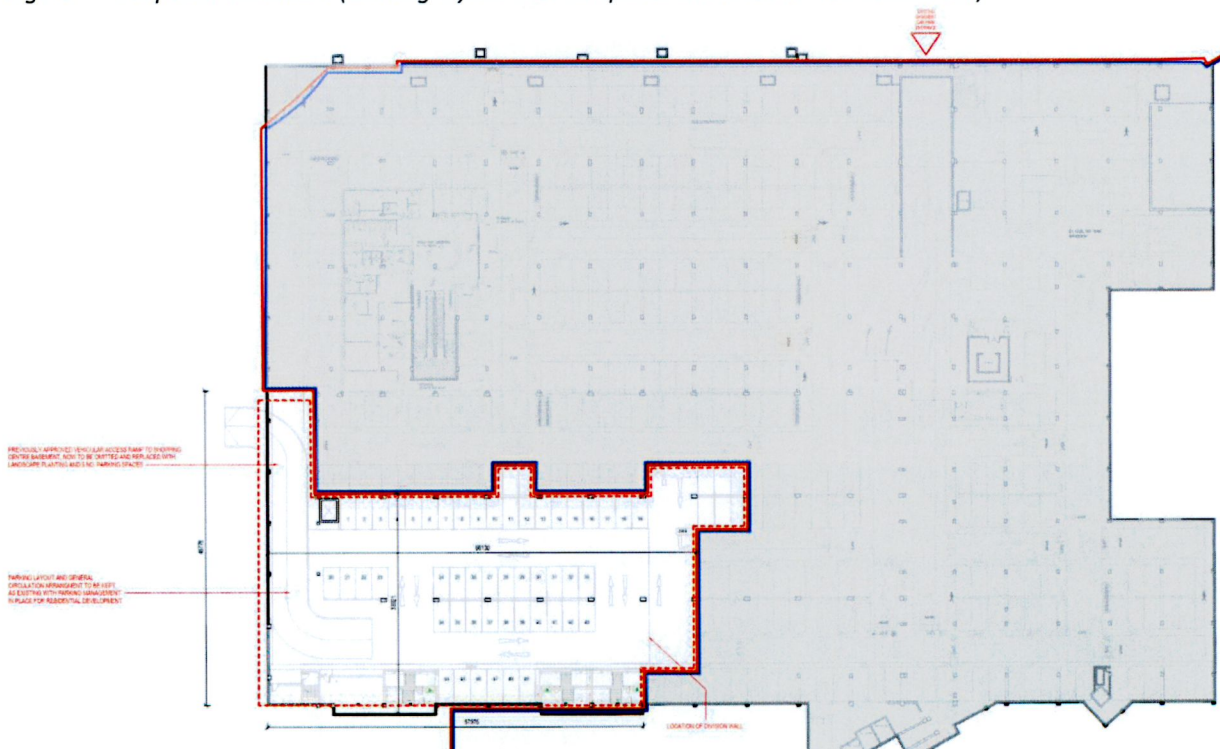


Figure 2 – Previously permitted basement with new ramp

Separately, in relation to the surface levels roads design, the following minor changes are proposed at surface level to enhance the development:

- The apron slab on front of the southeast ESB substation has been widened to facilitate turning of larger vehicles including fire tenders.



- The demountable bollards adjacent to the southeast ESB substation have been moved further east to allow fire tender and service vehicles access the turning head. See below figure.3

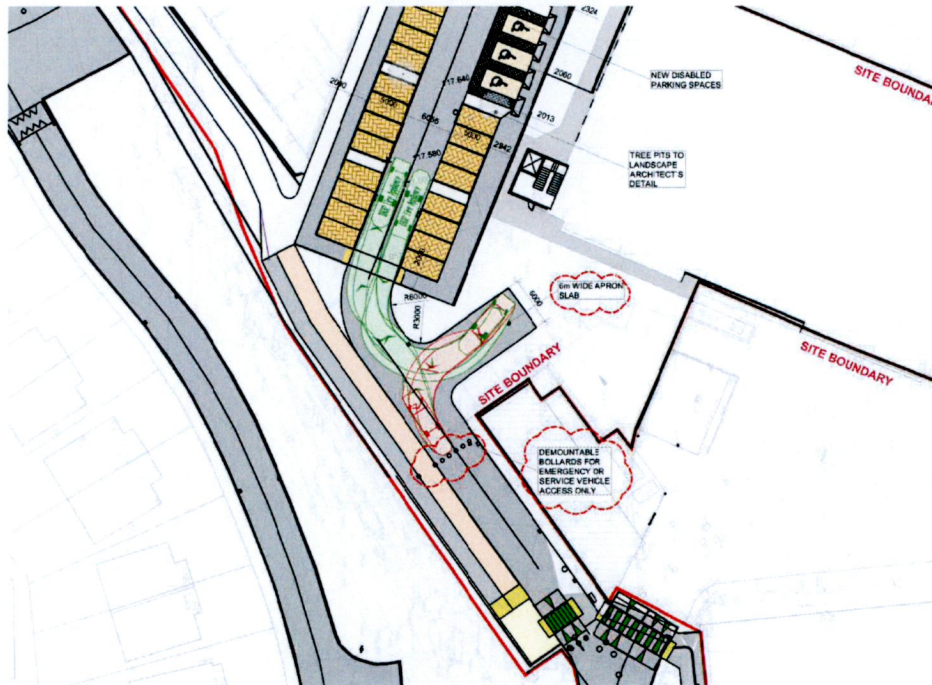


Figure 3 – Roads updates at surface level (south east corner of site)

We trust this is seen to be in the interests of the existing and proposed development.

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for Barrett Mahony Consulting Engineers

