PINNACLE
CONSULTING ENGINEERS

Pinnacle Engineering Consultants Teoranta
Grosvenor Court
67a Patrick Street
Dun Laoghaire
Dublin

Phone
+353 1 231 1041

Email
dublin@iepinnacle.com

Website
www.pinnacleconsultingengineers.com

Ms. Tracy Armstrong
Armstrong Fenton & Associates
Unit 3, The Seapoint Building,
44-45 Clontarf Road,
Dublin 3.

19 December 2022

Reference: P190302

Dear Tracy,

RE: P190302 - DUBLIN, Oldcourt Ph 7 – Request for Additional Information relating to Reg. Ref. SD22A0356

Please find enclosed my response to the Request for Additional Information relating to Reg. Ref. SD22A0356.

The requests are outlined in italics with the response below.

2. *The applicant is requested to submit*

    1. *The applicant shall submit a revised layout of not less than 1:200 scale which shows a formal twoway cycle and pedestrian connection that connects with the main link street and is designed in line with the Nation Cycle Manual standards.*

This application is for the change of dwelling type and increase in unit number from 17 permitted houses to 24 proposed houses within the footprint of the overall permitted residential development granted under Ref. SD17A/0468.

Under SD17A/0468, pedestrian and cyclist connections were provided to the Link Street via the 3 No. locations, as illustrated below.

Figure 1 Access points

The eastern access point was intended to be for pedestrian access only due to the level differences between the Link Street and Road 1 of the proposed development.

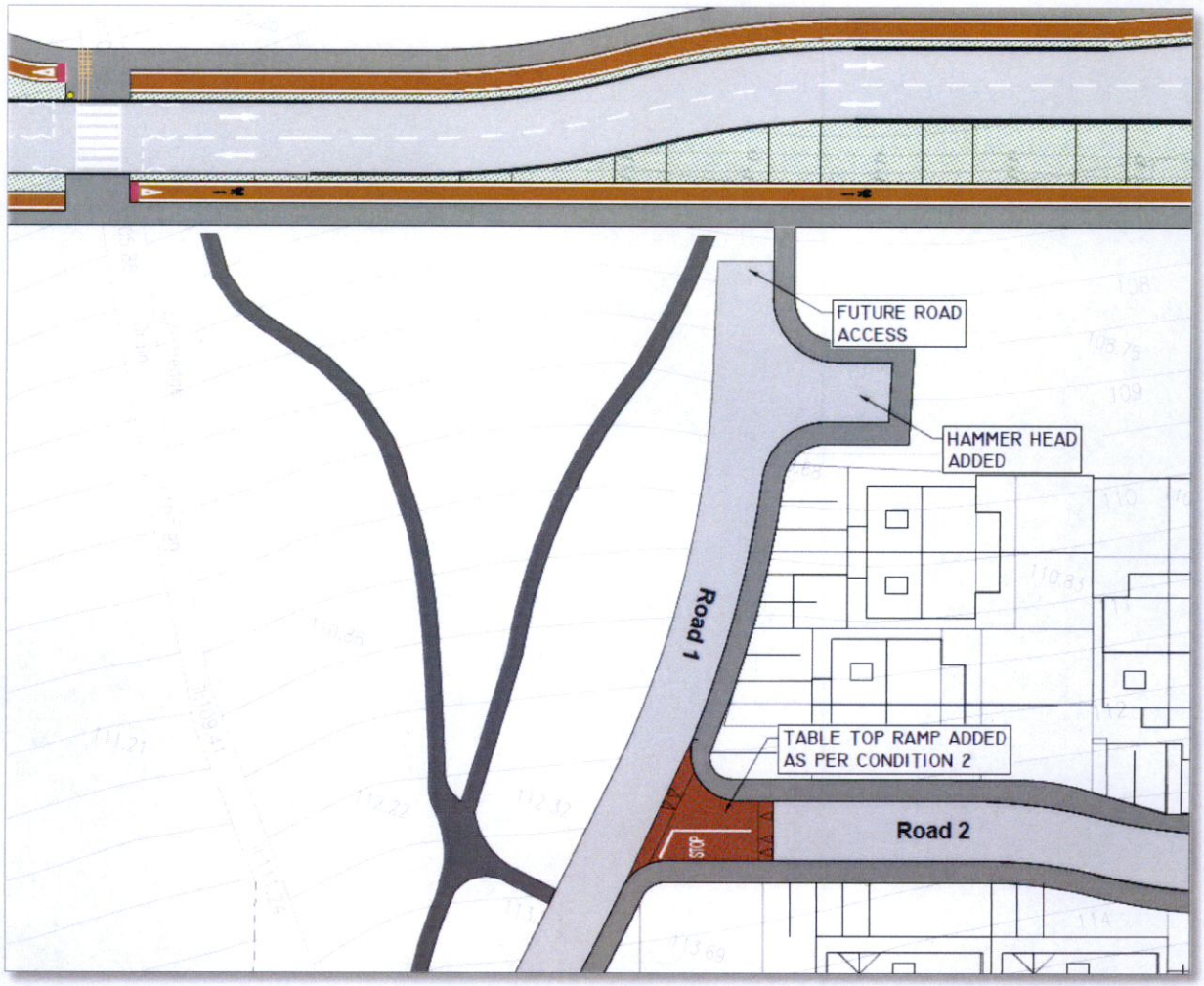

Figure 2 Permitted Layout

It was the intention of the permitted scheme that cyclists would use the internal estate road to gain access to the Link Street. From there, cyclists can use the dedicated cycle infrastructure to travel east or west along the new Link Street.

This was done on the basis that the Road 1, as illustrated above, was at a considerably higher level than the new Link Street resulting in difficulties achieving gradients that were compatible with the National Cycle Manual standards.

The National Cycle Manual requires gradients are not excessive as steep gradients can deter cycling on particular routes. The National Cycle Manual request long falls of between 0.5% to 5.0% (1:200 to 1:20).

Pinnacle Engineering Drawing No. P190302-208 and P190302-209 illustrates a section line from the New Link Street to the development and the associated cross section. There is a 3.096m level difference between between Ch. 020, the centre line of the Link Street, and Ch. 060, the centre link of Road 1 at the point closest to the Link Street.

This represents a 15.48% or 1:6 gradient. Additional length of cycle way could be introduced to lesson the impact of the level difference, but this design would introduce a number of bends

The following is extracted from Page 75 of the National Cycle Manual

'In the past, solutions that required cyclists to deviate from the main route sometimes involved tight radius bends, multiple ramps, mixing with pedestrians and negotiating between pedestrian guardrails. Such facilities are often a waste of resource, as cyclists frequently take the more direct route and mix with traffic.'

It is therefore suggested that accessibility for cyclists will be as per the existing extant permission as the solution required to answer Item 2 of the Request for Additional Information, would introduce tight radius bends, multiple ramps and mixing with pedestrians. This type of arrangement will not be used by cyclists and as such would be a waste of resources.

Accessibility and permeability for cyclists and pedestrians is illustrated in Pinnacle Engineering Drawing No. P190302 -PIN-XX-DR-D-020-S1 via the central access point. This drawing clearly illustrates key desire lines i.e. towards Old Court Road are fully catered for which negates the need for a formal two way cycle and pedestrian connection that connects with the Link Street. Instead, the application will rely on the principals agreed upon through the extant permission.

These principles are based on the recommendation of DMURs and the National Cycle Manual which allows for cyclists to be on road as illustrated in the figure below, for standard urban speeds and traffic volumes similar to local streets and collector roads.

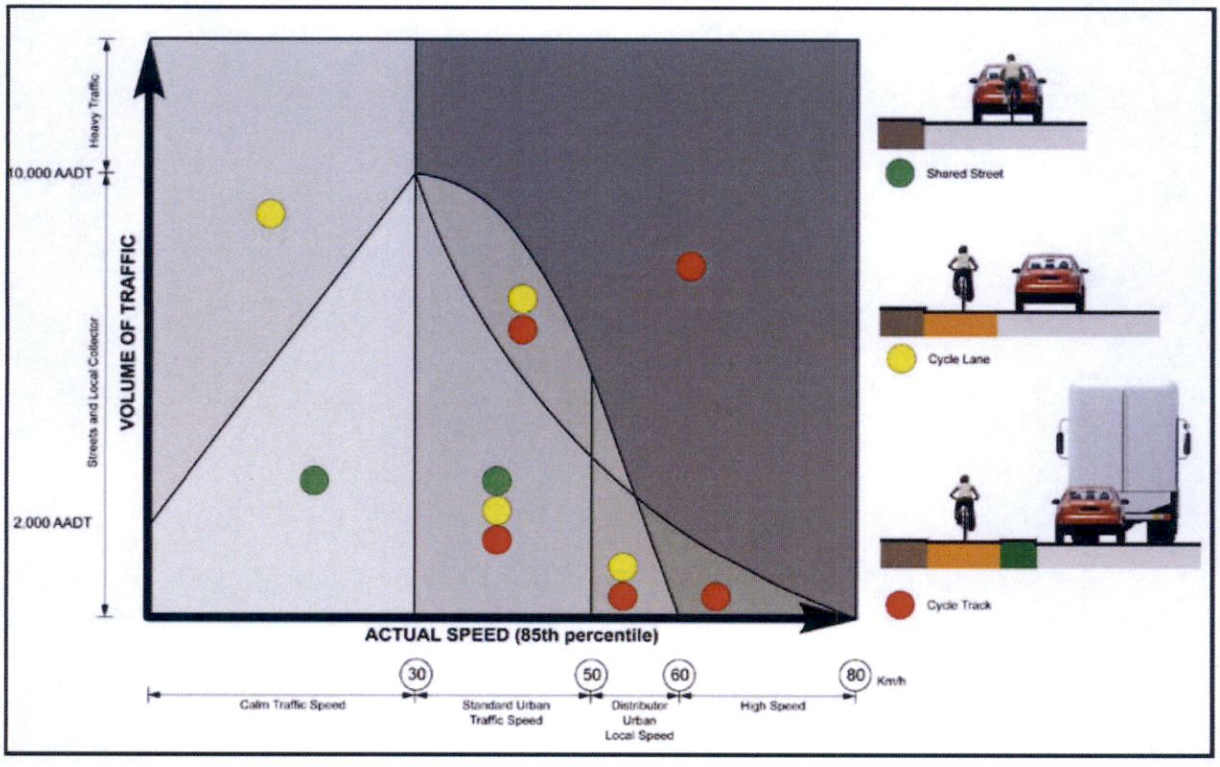

Figure 3 Extract from the National Cycle Manual (2011) which illustrates the appropriate use of integrated

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In conclusion, this application will rely on the principals for pedestrian and cycle accessibility granted under the extant permission.

Should you have any queries or require any additional information or clarification in respect of this submission, please do not hesitate to contact us.

Yours sincerely,

Ronan Kearns

Pinnacle Consulting Engineers

ronan.kearns@iepinnacle.com

+353 1 2311045

Enclosed: P190302 -PIN-XX-DR-D-020-S1-P02
P190302-208 Sections
P190302-209 Profiles