



## Roads Department – Planning Report



Figure 1 Layout plan.

### Additional Information Requested by SDCC:

(a) a Traffic and Transport assessment of the nearby junctions, to confirm that the development will have no impact on the traffic flows on the Rathcoole main street.

### Applicant Submitted Response in Additional Information:

#### 6.1 RFI Item 5(a) Response

*"(a) a Traffic and Transport assessment of the nearby junctions, to confirm that the development will have no impact on the traffic flows on the Rathcoole main street."*

The enclosed Traffic and Transport Assessment (TAA) prepared by Martin Rodgers Consulting Ltd assesses the impact of the Proposed Development on traffic flows and on the T-junction of Tay Lane and Main Street. The TAA results show the Proposed Development will have an insignificant impact on the local road network, increasing flows at the nearby critical priority junction (Tay Lane/Main Street) by a maximum of just less than 2%.

#### 6.3 CONCLUSIONS FROM ANALYSIS

Based on the data and evaluations within this TTA, the following conclusions can be made:

1. The vehicular flows predicted to be generated by the proposed development on the candidate site are at very low levels, increasing flows at the nearby junction by a maximum of just less than 2%;
2. The site is well served by public transport, within the 69 route providing a regular service to Dublin City, and linkages to the LUAS stop at Teach Sagart;
3. Future proposals as stated within the GDA Cycle Network Plan will provide additional connectivity from the subject site into the city centre.

Signed: Graham Murphy *Graham Murphy* 18/01/2023

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### Results

#### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.69	0.0	A
C-AB	0.02	5.43	0.0	A
C-A				
A-B				
A-C				

#### Roads Department Assessment:

The applicant has provided a traffic analysis for the junction with Tay Lane and the Rathcoole Main Street. The analysis shows that the development will have a sub threshold impact on the road network at below 5%, but the applicant completed the analysis for comprehensiveness. The over all results from the analysis shows a 2% impact traffic increase on the junction. The analysis for the other arms of the junction have not been reported, the main street arms C-A, A-B and A-C. This is required as a 2% increase to a junction that is showing signs of been congested may led to problems. The applicant is requested to supply the Max RFC's for the other arms of the junction.

#### Additional Information Requested by SDCC:

(b) a stage 1 road safety audit, with particular focus on the pedestrian access to the west and east of the development.

Signed: Graham Murphy *Graham Murphy* 18/01/2023

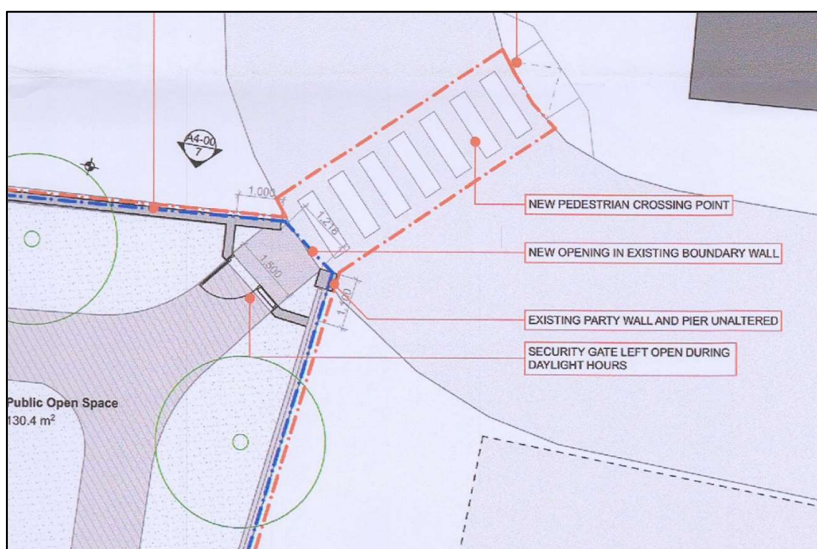
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**Applicant Submitted Response in Additional Information:**

“(b) a stage 1 road safety audit, with particular focus on the pedestrian access to the west” and east of the development.

The enclosed Road Safety Audit (RSA) prepared by Norman Bruton contains 4 no. recommendations to improve safety for all road users. Each of these recommendations have been incorporated into the design of the Proposed Development as revised as FI Stage and as shown on the revised architectural drawings as follows:

1. A pedestrian crossing facility with dropped kerbs and tactile paving is proposed on Tay Lane as shown on the revised architectural drawings.
2. The width of the internal footpath within the site has been increased from 1200mm to 1500mm to facilitate safe wheelchair access as shown on the revised architectural drawings.
3. Swept path drawings have been prepared demonstrating the development access can cater for the swept path of refuse and emergency vehicles as shown in the revised Landscape Design Rationale document (refer to vehicle route figure, p12).
4. A pedestrian crossing facility with dropped kerbs and tactile paving is proposed on Eaton Drive as shown on the revised architectural drawings.



**Roads Department Assessment:**

A road safety audit has been submitted. It identifies four issues. The width of the internal footpath must be 2.0m wide and not 1.5m as stated in the report. The pedestrian crossing on Eaton Drive should be incorporated into the existing pedestrian access of the development to the east, the high boundary walls on either side of this access will make visibility difficult and should be lessened to 900mm high.

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### Additional Information Requested by SDCC:

(c) a revised layout of not less than 1:200 scale, showing a dedicated 2.0m wide footpath on the east side of Tay Lane from the Rathcoole main street to the access of the proposed development.

### Applicant Submitted Response in Additional Information:

We have raised a query on this with the planning department. As it currently stands, there is an existing footpath in place on the western side of Tay Lane which measures approximately 1200mm wide along it's length with a remaining 4.50m wide carriageway for vehicular traffic. The inclusion of a 2.0m wide footpath to the east side of Tay Lane would reduce the carriageway width to circa 2.50m which would be insufficient for vehicular traffic.

The inclusion of a 2.0m wide footpath could be included within the site boundary of the development however this could only be accommodated over the length of the site along Tay Lane and could not be extended to Rathcoole Main Street as this would involve works outside of the applicants site boundary.

If we are to maintain the existing carriageway width, the construction of a 2.0m wide footpath to the east of Tay Lane would involve constructing a footpath over the existing stream which is required to be uncovered under (9) below.

Given the existing site constraints, it is proposed to retain the existing road and footpath layout to Tay Lane. A pedestrian crossing will be provided from the existing foot path on the western side of Tay Lane to the proposed development. A dished kerb and associated tactile paving will be provided at the pedestrian crossing to Tay Lane.

An additional pedestrian access will also be provided via Eaton Drive. This layout has been evaluated as part of the Road Safety Audit as prepared by Bruton Consulting Engineers.

Details of the proposed access routes are detailed in the Design Statement Addendum prepared by PAC Studio which will be submitted as part of the additional information submission.

### Roads Department Assessment:

The applicant has contended that a footpath cannot be installed along the west side of Tay Lane. Considering the development is for age friendly persons the importance of good pedestrian links to the main street is crucial, therefore if a new 2.0m wide footpath cannot be achieved then the exist 1.2m wide footpath on the east side should be improved to 2.0m wide.

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### Additional Information Requested by SDCC:

(a) The pedestrian access to the site from Tay Lane is located north of the car park. It is considered likely that pedestrians would simply walk through the car park. The car park should be reconfigured to make some provision along the south of the site for pedestrians, whether it is demarcated and raised footpath through the car park, or a footpath south of the parked cars.

### Applicant Submitted Response in Additional Information:

In response to item 11a, revised architectural drawings have been submitted showing the main pedestrian entrance off Tay Lane located further south and a pedestrian crossing within the car park. The Design Statement Addendum Overview of Changes (refer to Section 2.1) identifies the revised pedestrian footpath layout as shown in Figure 2 (item 11) below.

### Roads Department Assessment:

Roads are satisfied with the response.

### Additional Information Requested by SDCC:

(b) The proposed east-west permeability through the site with a pedestrian access onto Eaton Green is encouraged and would contribute generally to a permeable village centre with good pedestrian links. The proposed pedestrian access to the east would open onto an area which may be in private ownership, and has not been taken in charge (though the street itself has been). The applicant should be encouraged to liaise with the Management Company or owner of the Eaton Development and report on progress towards consent for the opening at this location.

### Applicant Submitted Response in Additional Information:

In response to item 11b, a pedestrian crossing facility including tactile paving and dropped kerb on Eaton Drive is shown on the revised architectural drawings. Construction of this crossing does not require consent from neighbouring private landowners however consent is required from SDCC as Eaton Drive has been adopted by the local authority. A Letter of Consent from SDCC is enclosed with this RFI response pack to facilitate the proposed crossing on Eaton Drive.

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### Roads Department Assessment:

The following condition shall be included in the planning file.

1. Prior to commencement of development, the location, design and construction details of the pedestrian crossings to be constructed by the applicant/developer and at their own expense shall be submitted for the written agreement of the Planning Authority. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.

### Additional Information Requested by SDCC:

14. Taking in Charge. The applicant should clarify as to whether it is proposed to have any of the site taken in charge.

### Applicant Submitted Response in Additional Information:

It is confirmed that the proposed development will be managed by a single entity and that no additional lands within the red line site boundary are to be taken in charge by SDCC. The applicant actively sought to engage with the relevant parties in relation to public lighting but regrettably were unsuccessful in their attempts. As such, it is submitted that further details regarding the taking in charge of the proposed public lighting can be addressed and agreed in advance with the Planning Authority by way of a condition attached to a grant of permission.

### Roads Department Assessment:

Roads are satisfied with the response.

### Roads recommend that additional information be requested from the applicant:

1. The applicant is requested to submit a Traffic and Transport assessment of the nearby junctions, to confirm that the development will have no impact on the traffic flows on the Rathcoole Main Street, showing the RFC results of all arms of the junction.
2. The applicant shall submit a revised layout of not less than 1:200 scale, showing boundary walls at pedestrian access point on Eaton Drive 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 and pedestrians.
3. The applicant is requested to submit a revised layout not less than 1:200 scale showing pedestrian routes within the development.
  - o The minimum width of footpaths shall be 2.0m wide to aid mobility impaired users.
  - o All external bicycle parking spaces shall be covered.
  - o Footpath layout shall provide adequate connectivity around the development and to footpaths on the main road.

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4. The applicant is requested to submit a revised layout not less than 1:200 scale showing an improved footpath along the entire east side of Tay Lane connecting to Rathcoole Main Street, the footpath must be 2.0m wide. The agreed plans, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.

### Should the permission be granted, the following conditions are suggested:

1. Prior to commencement of development, the location, design and construction details of the pedestrian crossings to be constructed by the applicant/developer and at their own expense shall be submitted for the written agreement of the Planning Authority. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.

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