

Register Reference: SD22A/0457

Date: 09-Jan-2023

Development: The development will consist of a cemetery including: 8,047 No. traditional burial plots; Columbarium walls; 1 single storey reception building (214.7m² Gross Floor Area (GFA)) comprising a reception, 1 office, 1 reception store, WC, kitchenette with photovoltaic (PV) solar panels at roof level; and the provision of an ancillary maintenance shed, bin and battery storage structures; The development includes a new vehicular access road from Garters Lane to the N7 /M7 Naas Road, with 2 vehicular access points serving the proposed cemetery; 110 car parking spaces (25 spaces to the east of the reception building and 85 within overflow car park areas to the south of the development); 8 bicycle parking stands; and all associated hard and soft landscape and boundary treatment works including the reshaping of an existing lake and provision of a footbridge; provision of SUDS measures, associated lighting, associated signage, site services (foul and surface water drainage and water supply); and all other associated site excavation, infrastructural and site development works above and below ground.

Location: Citywest Hotel & Convention Centre, Saggart, Co. Dublin

Applicant: Cape Wrath Hotel Unlimited
App. Type: Permission
Planning Officer: AOIFE O'CONNOR MASSINGHAM
Date Recd: 09-Dec-2022
Decision Due Date: 13-Feb-2023

Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

Description:

The development will consist of a cemetery including: 8,047 No. traditional burial plots; Columbarium walls; 1 single storey reception building comprising a reception, 1 office, 1 reception store, WC, kitchenette with photovoltaic solar panels at roof level; and the provision of an ancillary maintenance shed, bin and battery storage structures; The development includes a new vehicular access road from Garters Lane to the N7 /M7 Naas Road, with 2 vehicular access points serving the proposed cemetery; 110 car parking spaces (25 spaces to the east of the reception building and 85 within overflow car park areas to the south of the development); 8 bicycle parking stands; and all associated hard and soft landscape and boundary treatment works including the reshaping of an existing lake and provision of a footbridge; provision of SUDS measures, associated lighting, associated signage, site services (foul and surface water drainage and water supply); and all other associated site excavation, infrastructural and site development works above and below ground.

Signed: John McGee

25/01/23

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Access:

The application includes the provision of a new vehicular access road to the south of the cemetery from Garters Lane to the N7, with 2 no. access points from the proposed access road.

The proposed new vehicular access from Garters Lane will include the provision of a dedicated right turn lane.

There is an existing entrance gate connecting the central access road to the N7. It is unclear if the applicant intends to use this as an access point.

Internal Roads:

The internal roads layout is very extensive with a 5.5m wide 2-way road leading to/from the main reception building and a network of 3m wide roads allowing single lane access to the cemetery plots.

No rationale has been given for the 6.5m wide perimeter access road and accompanying cycle lane and footpath which continues from the 2 no proposed access points to the existing access road which runs parallel to the N7.

The applicant has submitted swept path analysis drawing showing adequate space for refuse vehicles, fire tenders and hearses to manoeuvre on site.

Sustainable Transport:

Whilst the Luas stop is located close to the site, the applicant has not provided any details of the current road conditions such as the footpaths leading from the Luas stop to the application site and whether they are suitable for the volume of visitors expected. It is also noted that currently there are no cycle lanes on Garters Lane. The applicant has given no indication of the number of visitors travelling to the site by public transport or active travel. It would appear that there would be more of an emphasis on travelling to the site via private car which is a concern in terms of sustainable travel.

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Car Parking:

Proposal is for 110 car parking spaces (25 spaces to the east of the reception building and 85 within overflow car park areas to the south of the development)

The following assumptions have been made with regard to generated traffic;

CEMETERY STAFF TRAFFIC GENERATION	
3	Maintenance Staff (Gravedigging/Stonework/General Maintenance)
2	Administration Staff
3	Staff Associated with Ancillary Site Activities (e.g., Florist/Coffee)
8	Total Staff Working a 9-5 Standard Day (All Assumed to Drive as Car Drivers)
VISITOR TRAFFIC GENERATION DAILY (YEAR 1)	
150	Traditional Burials Per Year (Max/Worst Case Assumed)
150	Ash Internments Per Year (Max/Worst Case Assumed)
15	Daily Visits by Relatives Year 1 (Assuming 5% of internments visited daily)
VISITOR TRAFFIC GENERATION DAILY (YEAR 15)	
2250	Total Traditional Burials By End of Year 15
2250	Total Ash Internments By End of Year 15
225	Daily Visits by Relatives By End Year 15 (Assuming 5% of internments visited daily)
WORST CASE FUNERAL/CORTEGE/INTERMENT	
2	Maximum Funerals any one Day, worst case (Assumed)
60	Avg-Maximum Cars Expected to Attend
120	Daily Car Trips for Burials/Internments (Always after 11am, and before 3pm)

Based on these assumptions, the maximum required parking spaces would be;

8 (Staff) + 15 (Daily Visitors) + 60 (Funeral Attendees) = 83 no. car parking spaces.

It should be noted that these maximum values are based on the assumption that all visitors will travel to and from the site by car. Accordingly, the proposed 110 no. car parking spaces is considered excessive and should be reduced, taking into account visitors travelling by sustainable transport modes.

20% of the spaces shall be Electric Vehicle Charging spaces and 5% shall be for mobility impaired users.

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Bike Parking:

16 no. bicycle parking spaces proposed.

5.8 Bicycle Parking

The *Development Plan* does not provide bicycle parking standards applicable to the proposed cemetery and reception building. In this context the parking rate for ‘Place of Worship’ has been applied.

Bicycle Parking Provision			
Use	of	SDCC Rate	SDCC Requirement
Place of Worship		1 per 10 seats	6
			Proposed
			16

Source: Tom Phillips + Associates, 2022, derived from Table 12.25 of the *Development Plan*.

The proposed development includes 8 No. bicycle parking stands (16 No. bicycle parking spaces). It is submitted that this is an appropriate quantum of bicycle parking to serve the proposed development.

We refer to the *Transportation Assessment Report for Saggart/Citywest Cemetery at Gartars Lane, Saggart, Co. Dublin* prepared NRB Consulting Engineers in this regard.

These spaces should be covered if outdoors.

Traffic Impact:

A **Transportation Assessment Report** has been submitted which reviews the accessibility of the site and assesses the impacts associated with the proposed development. The Report concludes that the proposed development will have “no adverse traffic/transportation capacity or operational safety issues associated with the construction and operation of the Cemetery”.

The traffic capacity of Garter Lane is affected by the limiting performance and operation of the Garter lane/Fortunestown Lane traffic Signal Controlled Junction. This development is basing its traffic assessment on a future improvement of this junction as part of another SHD that has not been approved to date.

Clarification should be given on how the visitor traffic to/from the cemetery was calculated. Data on daily and yearly funeral numbers should be clearly shown.

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Roads recommend that additional information be requested from the applicant:

1. The applicant/developer is requested to submit accurate plans demonstrating the provision of a visibility splay of 2.0m x 90m in both directions from the entrance. Sightlines should be shown to the near side edge of the road to the right hand side of entrance and to the centreline of the road to the left hand side of the entrance (when exiting).
2. The applicant is requested to clarify the proposed access arrangements for existing entrance gate connecting the central access road to the N7
3. The applicant is requested to clarify the rationale for the 6.5m wide perimeter access road and accompanying cycle lane and footpath which continues from the 2 no proposed access points to the existing access road which runs parallel to the N7.
4. The applicant is requested to submit a Mobility Management Plan detailing the predicted number of visitors travelling to and from the site by public transport or active travel and any measures to be put in place to promote the use of sustainable transport.
5. The applicant is requested to submit a revised car parking layout showing a reduction in the number of car parking spaces, taking into account visitors travelling by sustainable transport modes.
 - 20% of the spaces shall be Electric Vehicle Charging spaces.
 - 5% of the spaces shall be for mobility impaired users.
6. The applicant/developer should submit a revised Transportation Assessment which analyses how local traffic will be affected if the Garter Lane/Fortunestown Lane junction upgrades are not implemented. Clarification should also be given on how the visitor traffic to/from the cemetery was calculated. Data on daily and yearly funeral numbers should be clearly shown.

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 shall be submitted for the written agreement of the Planning Authority.
2. Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.
3. Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority.

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Roads Department – Planning Report

4. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the South Dublin County Council Lighting Department.
5. The applicant is to provide a Taking In Charge Map that distinguishes between all areas to be offered to SDCC.

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