

Land Use, Planning & Transportation Department,
South Dublin County Council

06th March 2023

Re: Residential Development at Scholarstown House, Scholarstown Road, Dublin 16
Register Reference: SD22A/0401

Dear Sir/Madam,

Discussion have taken place with Graham Murphy Transportation Engineer SDCC on 03rd February 2023. Following receipt of the request for further information dated 16-12-22 I would like to address the Traffic & Transportation issues raised in item 7,

Request 7(a)

The proximity of access to the Scholarstown Road roundabout may present risks. There is a raised pedestrian crossing at the access. To achieve the sight lines when exiting the development motorists will need to stop closer to the intended stop line, this will mean stopping on the pedestrian crossing. There is no elevation detailing the access location, a detailed visibility splay is required to ascertain if boundary treatment, street trees etc will limit forward visibility from the development. The road safety audit notes that on street parking on one side of Orlagh Grove if allowed to continue will obstruct visibility to and from the development and compromise safe unobstructed two-way movement on the road. The proximity to the access point of the neighbouring retail units could cause visibility issues when used simultaneously leading to traffic hazard. Because of the nature of the neighbouring retail units, they would have a high frequency traffic use, resulting in an increased risk. The applicant is requested to move the proposed access location away from the other access or provide some mitigation to reduce the frequency of use of the other access.

Response

We are looking to maintain the existing entrance location as to move the entrance would involve a significant redesign of the apartment complex. The first point to establish is the speed limit on Orlagh road at this location is 30kph see extract from Road Safety Audit below.

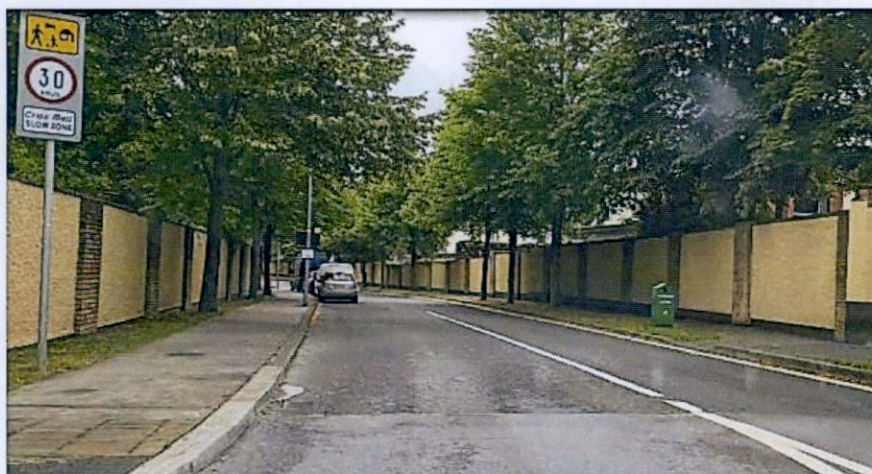


Figure 5: 30 km/hr Slow Zone speed limit north of Site Access

The appropriate junction sight distance is 24m measured at 2.4m back from the road edge to the north and road centreline to the south in accordance with the Design Manual for Urban Roads and Streets for a design speed of 30km/hr.

Drawing SH-DA-P01 Rev03 & SH-DA-P02 Rev03 attached shows the junction sight distance of 24m. I have also moved the raised pedestrian crossing back from the junction to provide a level area for a car off the raised crossing. Double yellow lining has been added over the extent of the junction sight distance to prevent illegal parking.

Junction sightlines will not be interfered with by the location of the existing SPAR entrance to the south. This entrance is entry only with no traffic exiting. Traffic volume from the proposed apartment development are expected to be low. The degree of saturation at the junction exit is measured at only 25.6% with a mean maximum car queue length of 0.2 vehicles for the evening peak hour 16:30-17:30 in the design year 2039.

For the above reasons we are looking to maintain the current location of the main entrance to the development.

Request 7(b)

This development would be considered in zone 1 for parking as the nearby public transport is not high frequency nor multidirectional, and the nearest LUAS stop is over 5km away (the transport assessment notes the development is in close proximity). A ratio of 0.64 has been applied to other developments in the area and would be considered appropriate for this, therefore the roads department consider the parking rate of 40no. a little low and would request additional parking closer to 49no. spaces. A revised layout of not less than 1:200 scale showing the location and number of parking spaces to be provided at the development should be submitted. Please refer to Table 12.25: Maximum Parking Rates (Residential) - from the SDCC County Development Plan 2022-2028.

Response

The issue of parking numbers have been reviewed by the design team, see Architects response

Request 7(c)

A revised layout not less than 1:200 scale showing the pedestrian routes within the development. All footpaths shall be a minimum of 2.0m wide.

Response

A drawing has been prepared of pedestrian routes within the Development (See Horganlynch Consulting Engineers Drg. CL12-V1-XXX-DR-HLCE-CE-0008-Rev. 0).

Request 7(d)

A revised layout not less than 1:200 scale of the elevation of the access location detailing the boundary walls and gates at vehicle access points shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles.

Response

Drawings have been prepared showing the detail requested.(See Architects drawing)

Request 7(e)

Details of discussions with Public Realm in resolving Tree conflict with access point.

Response

It is my understanding that these discussion have already taken place and 2No existing trees only will need to be removed to form the new instance and provide the required sightlines.

Request 7(f)

A revised layout of not less than 1:200 scale a swept path analysis showing how the cars can safely access and egress the parking spaces for the development.

Response

Vehicle tracking drawings will be submitted as requested. (See Horganlynch Consulting Engineers Drg. CL12-V1-XXX-DR-HLCE-CE-0004-Rev. 1).

Request 7(g)

Accurate plans demonstrating the provision of a visibility splay with 2.4 meters set back at a 1.05 meter height from ground level and 49 meters sight lines in both directions from the entrance. Sight lines 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). The visibility shall consider the proximity of the vehicle access to the south.

Response

As established in item 7(a), the appropriate junction sight distance is 24m measured at 2.4m back from the road edge to the north and road centreline to the south in accordance with the Design Manual for Urban Roads and Streets for a design speed of 30km/hr.

Request 7(h)

A revised layout of not less than 1:200 scale detailing a cycle route from the proposed access to the existing cycle infrastructure on the Scholarstown Road.

Response

A drawing has been prepared detailing the cycle route from the proposed access to the existing cycle infrastructure on the Scholarstown Road. (See Architects drawings).

Request 7(i)

Internal access should be provided to the bicycle store at ground floor within the proposed apartment building.

Response

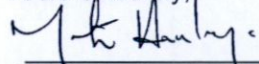
This has been addressed in the Architects response to the further information request - see extract from report below:

7. *The Roads Department request the following additional information:*

(i) Internal access should be provided to the bicycle store at ground floor within the proposed apartment building.

We have reviewed the potential options for including an internal access being provided to the internal residents bicycle store at ground floor within the proposed apartment building and discussed these options with the design team fire consultants Daire Byrne & Associates Fire Safety Consulting Engineers. Following this review it is proposed not to provide this internal access as BS 5588-1 Section 14.3.2(e) states that if a common stair forms part of the only escape route from a dwelling it should not be connected to any ancillary accommodation on the same storey as that dwelling.

Yours Sincerely,



Martin Hanley B.E. (Civil) CEng.
Senior Transportation Engineer,