

Date: 28-Apr-2023

Register Reference: SDZ22A/0017 AI

Development: Construction of 157 dwellings within the Clonburris South-West Development Area of the Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 consisting of, 81 houses comprising of 4 two bedroom houses, 65 three bedroom houses and 12 four bedroom houses (all two storey with associated private open space and car parking; 76 apartment units consisting of 26 one bedroom and 50 two bedroom units within Block 1 (4 storeys); Vehicular access will be provided from the permitted street under SDZ21A/0022 and the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 (Fonthill Road) to the east; All ancillary site development works including footpaths, landscaping boundary treatments, public and private open space areas, car parking (170 spaces) and bicycle parking (170 spaces), single storey ESB substations, bin and bicycle stores and all ancillary site development/construction works all on wider lands bounded generally by the Dublin-Cork railway line to the north, undeveloped lands and Grand Canal to the south and undeveloped lands and the Fonthill Road (R113) to the east, in accordance with the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

Location: Within the townland of Cappagh, Clonburris, Dublin 22

Applicant: Cairn Homes Properties Limited

App. Type: SDZ Application - Clonburris

Planning Officer: SARAH WATSON

Date Received: 19-Apr-2023

Decision Due: 16-May-2023

3. a. The Roads Section has raised concerns regarding the road hierarchy, stating that Street 18 should be an intimate local street, rather than a local street. It is noted that there are no fixed building frontages on this street, nor are there any green infrastructure or other designations. It is noted that the element of this street within the current application provides parallel parking and could be an intimate local street, however, there is a concurrent application under SDZ22A/0018 which provides perpendicular parking and indicates a street width greater than 20m. The applicant is requested to provide a justification for the road typology in light of the overall road hierarchy within the CSW-S3 subsector.
- b. The applicant is requested to submit a complete report stating how ALL Road Safety Audit items were addressed in the submitted application.
- c. The applicant is requested to provide details of bin storage locations and also refuse service arrangements.
- d. The applicant is requested to submit a detailed AutoTRAK analysis for the following movements:
 - I. Emergency vehicle access to all locations within the site (large firefighting tender).
 - II. Refuse vehicles accessing all bin storage locations.
- e. The applicant is requested to provide additional information which:
 - I. details all (any additional) bicycle parking locations within the site.
 - II. demonstrates the proposed number of spaces meets the minimum CDP 2022-28 criteria.
 - III. demonstrates there is significant capacity within the proposed bicycle parking store to cater for the proposed number of 170.
 - IV. acknowledges the proposal is in line with the National Cycle manual (2011).
 - V. gives additional detail re the bicycle stand specification (i.e. Sheffield stands) proposed.

Additional Information Requested by SDCC:

- a. The Roads Section has raised concerns regarding the road hierarchy, stating that Street 18 should be an intimate local street, rather than a local street. It is noted that there are no fixed building frontages on this street, nor are there any green infrastructure or other designations. It is noted that the element of this street within the current application provides parallel parking and could be an intimate local street, however, there is a concurrent application under SDZ22A/0018 which provides perpendicular parking and indicates a street width greater than 20m. The applicant is requested to provide a justification for the road typology in light of the overall road hierarchy within the CSW-S3 subsector.

Applicant Submitted Response:

The SDZ movement diagram indicates 4 Local Streets north of Street 12 and 3 Intimate Local Streets north of Street 12, matching the number of Street types proposed for the subject development based on Street hierarchy.

The SDZ indicates Street 14 as a Local Street, though it was recommended through a further information request that Street 14 be converted to an Intimate Local Street (Homezone). Furthermore, connecting Street 14 with Street 12 would be impractical due to the close proximity to the Link Route junction to the west of Street 14.

Street 18 is proposed as an Intimate Local Street (Homezone) to maintain the 4 Local Streets north of Street 12 and to maintain the Local Street Link north from Street D (Clonburris T1) since Street C has been converted to a Cycle Link instead of a Local Street.

While recognising the desire to match the exact street hierarchy as shown in the SDZ movement diagram, adjacent development phases, natural topography and tie-in locations to existing infrastructure has informed the proposed movement diagram which satisfies the overall objectives of the SDZ movement concept.

Roads Department Assessment:

While the response is a departure from SDZ hierarchy, Roads find the rationale used to be satisfactory and that the proposal should not pose any issues from a Roads perspective.

Additional Information Requested by SDCC:

b. The applicant is requested to submit a complete report stating how ALL Road Safety Audit items were addressed in the submitted application.

And more especially as per Roads Planning Report, the following list:

(G2) Matter resolved except for one crossing not realigned as per RSA advice: at junction of street 12/18.

(G3) A drawing showing appropriate road signing/markings was not found in the submission.

(G4) A public lighting scheme was not available to the RSA team during their assessment which was noted. A public lighting submission has been made and should be reflected in a revised RSA.

(G5) Waste Bin Service arrangement – the applicant has not addressed in their submission the RSA issues raised.

(G7) Pedestrian Crossing Desire Lines – Appropriate pedestrian crossing facilities were advised in the RSA but this has not been implemented.

(G11) Junction visibility splay. The issue highlighted in the RSA at the northern end of street 15 has not been addressed.

(S3) Termination further south advised but not adhered to.

(S6) Confirmation re the gradient requested but not addressed.

(C1) Details re signalised junction not submitted.

(C2) Controlled pedestrian crossings provision not provided.

(C3) Pedestrian Cycle Link – clarification needed.

Roads Department – Planning Report

Applicant Submitted Response:

A comprehensive updated RSA response report was prepared by DBFL.

Roads Department Assessment:

Roads found to be satisfactory.

Additional Information Requested by SDCC:

c. The applicant is requested to provide details of bin storage locations and also refuse service arrangements.

Applicant Submitted Response:

Satisfactory details received.

Roads Department Assessment:

Requirements of AI have been met.

Additional Information Requested by SDCC:

d. The applicant is requested to submit a detailed AutoTRAK analysis for the following movements:

- I. Emergency vehicle access to all locations within the site (large firefighting tender).
- II. Refuse vehicles accessing all bin storage locations.

Applicant Submitted Response:

Detailed vehicle tracking dwg submitted.

Roads Department Assessment:

Requirements of AI have been met.

Additional Information Requested by SDCC:

e. The applicant is requested to provide additional information which:

- I. details all (any additional) bicycle parking locations within the site.
- II. demonstrates the proposed number of spaces meets the minimum CDP 2022-28 criteria.
- III. demonstrates there is significant capacity within the proposed bicycle parking store to cater for the proposed number of 170.
- IV. acknowledges the proposal is in line with the National Cycle manual (2011).
- V. gives additional detail re the bicycle stand specification (i.e. Sheffield stands) proposed.

Applicant Submitted Response:

Additional visitor bike stands have been added adjacent each apartment block entrance and along the cycle lanes to achieve a total no. of 20 stand for 40 visitor bikes. See drawing 22234-1-100 (LANDSCAPE Masterplan), prepared by CSR which shows the locations. The extract below also shows the long term and visitor parking in the vicinity of the apartment building.

4.10.2 Response to item 3(e) II

It is noted that Table 12.23 sets out minimum requirements for apartments comprising 1 per bedroom (long term and 1 cycle space per 2 apartments (short stay). Block 1 comprises 76 no. apartments which equates to a requirement of 126 no. long stay cycle spaces and 38 short stay spaces (164 in total).

In this regard, 170 cycle spaces are proposed with 130 no. in a bicycle store located adjacent to Block 1. A 2 tier secure storage system is proposed to facilitate 130 spaces. Example specification for the 2 tier bike system and additional details on bicycle storage, please refer to drawing no. PL010 Rev A, prepared by MCORM which has been submitted as part of this FI request,

4.10.3 Response to item 3(e) III

The bicycle store includes 130 no. long term cycle spaces which is in excess of the requirements of Table 12.23 of the South Dublin County Development Plan (124 no. spaces required).

4.10.4 Response to item 3(e) IV

As confirmed in the DBFL Response, *"All cycle related infrastructure included in the proposals for the subject development conform to the National Cycle Manual (2011)."*

4.10.5 Response to item 3(e) V

In response to this item the 170 spaces proposed as part of this application are provided in a mix of typologies and locations. For the apartment residents, the secure storage is located in a dedicated facility in the courtyard of the apartment. The courtyard is secure, can be accessed directly from the street and has direct access points to both circulation cores. This will facilitate the convenient, secure storage area which is easily accessed.

Roads Department Assessment:

Requirements of AI have been met.

No Roads objections