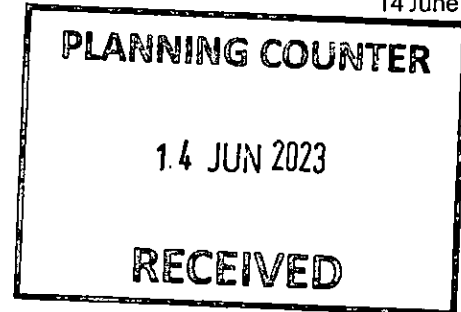


*Clar of Add. Inf.*

The Secretary  
Planning Department  
South Dublin County Council  
County Hall  
Tallaght  
Dublin 24  
D24 A3XC

14 June 2023



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ISO 45001:2018

**Re: South Dublin County Council Planning Reference: SD22A/0401  
Demolition of existing shed structures, retention and conversion of Scholarstown House (Protected Structure) into two residential units, construction of an apartment block ranging in height from 3 to 5 storeys containing 74 apartment units and all ancillary works necessary to facilitate the development at Scholarstown House, Scholarstown Road, Dublin 16.**

Dear Sir/Madam,

We act on behalf of Emmaville Limited, who wish to respond to a Clarification of Additional Information (CFI) request dated 31<sup>st</sup> of May 2023 regarding the above proposed development. The following are the plans and particulars that accompany this response:

- 6 no. copies of this cover letter prepared by HW Planning;
- 6 no. copies of Auto-Track Drawing prepared by Horgan Lynch Consulting Engineers;
- 6 no. of RFI Response prepared by Martin Hanley Consulting Engineers, and;
- 6 no. copies of the revised Traffic Engineering Details prepared by Martin Hanley Consulting Engineers.

Following the receipt of the clarification of further information request, the project traffic engineer Martin Hanley met with Graham Murphy of the Transportation Department in South Dublin County Council to discuss the changes necessary to address the requests of the Council. The information enclosed within this CFI response reflects the key points of discussion.

In the interests of clarity, we will address each of the matters raised in the order in which they appeared in the letter dated 31<sup>st</sup> of May 2023.

## 01. Traffic Engineering

*It is not considered that sufficient information has been submitted to address Additional Information Item No. 7. The applicant is requested to submit the following information:*

*(a) A revised layout of not less than 1:200 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that large delivery vehicles, vehicles and pedestrians can access/egress the site and at the same time as well as the vehicles using the access to the south. The applicant should show any mitigation measures necessary to allow the safe use of this junction, for example yellow box, turning arrows, no entry etc.*

Please refer to the auto-track drawing prepared by Horgan Lynch Consulting Engineers (Drawing No. CL12-V1-XXX-DR-HLCE-CE-0009). The auto-track drawing confirms that the proposed pedestrian footpaths into the site are not affected by the ingress or egress of large vehicles at the proposed access point off Orlagh Grove and that there will be no conflict at this location. Provision is made for yellow box at the entrance to prevent blocking.

*(b) Details/plans that confirm that the works on the public road to extend the double yellow lines to the Scholarstown Roundabout on both sides of the road will be undertaken by the applicant as part of the overall planning permission.*

Please refer to the drawing prepared by Martin Hanley Consulting Engineers (Drawing No. SH-DA-P01) which includes double yellow line road markings which extend along Orlagh Road towards the Scholarstown as requested. These works will be completed by the applicant as part of the implementation of any planning permission.

*(c) A traffic survey showing the current conditions at the Scholarstown Roundabout and the retail access on Orlagh Grove, for additional week days (Monday and Friday) during school term. The analysis shall also clarify/detail the amount of traffic from surrounding completed and planned developments that was included in traffic growth factors.*

Please refer to the CFI response prepared by Martin Hanley Consulting Engineers where it is confirmed that Traffic Counts cannot be undertaken at this time. The request for same came on the day the local St. Colmcille's Community School closed for the summer. It has been demonstrated that traffic generated by the proposed development is low and significantly below the requirement to even undertake a Traffic and Transport Assessment as issued by TII. The traffic from adjoining Developments has been included in the traffic analysis. This approach is consistent with the Traffic and Transport Assessment Guidelines PE-PDV-02045 May 2014 issued by Transport Infrastructure Ireland (TII).

*(d) Submit information and plans showing any works/measures along Orlagh Grove, within the area taken in charge by Council, to address the Roads Department's concerns and also improve pedestrian and cyclist movement along this street and the public realm. This includes along the front of the neighbouring retail/creche etc. site located to the south of the subject site and up to the roundabout on Scholarstown Road. How this connects in with the active travel/cyclist improvements along Scholarstown Road should also be shown.*

We note that the cycle path terminates at the junction between Scholarstown Road and Orlagh Grove. As shown in Drawing No. SH-DA-P01 prepared by Martin Hanley Consulting Engineers, double yellow road markings have been extended along the road running along the western

boundary of the site on Orlagh Grove toward the Scholarstown Roundabout as far down as the existing double yellow lines outside the commercial car park to the south. The double yellow lines proposed will mirror those existing on the other side of the road on Orlagh Grove and will in turn improve active travel/cyclist improvements by removing unwanted parking and ensuring cyclists can continue their journey unimpeded from existing infrastructure along Scholarstown Road.

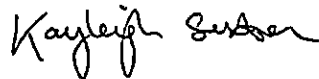
*(e) The Planning Authority would also have concerns with how pedestrian and cyclist movement along Orlagh Grove is catered for in the design of the proposed vehicular access. The proposed raised pedestrian crossing is well setback from the street. The current design does not allow for a straightforward pedestrian and cyclist movement across the access.*

Please refer to the CFI response and Drawing No. SH-DA-P01 prepared by Martin Hanley Consulting Engineers which includes double yellow road markings to prevent illegal parking and the pedestrian crossing has also been raised and setback to allow pedestrian movements to be uninterrupted by cars waiting at the entrance into the proposed development as requested.

We consider this response addresses each of the matters raised in the CFI and we look forward to a positive decision in due course.

Please do not hesitate to contact us if you have any queries.

Yours Sincerely



Kayleigh Sexton  
HW Planning