

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

12<sup>th</sup> June 2023

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

Dear Sir/Madam,

Following receipt of the request for further clarification dated 31-05-23, I would like to address the Traffic & Transportation issues raised in relation to item 7. Discussions have taken place with Graham Murphy, Transportation Engineer in SDCC on 09<sup>th</sup> June 2023 on matters relating to the information required to satisfy the additional information requested by the Council.

*Request 7(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.*

Response

Please find attached drawing SH-DA-P01 Rev04 & CL12-V1-XXX-DR-HLCE-CE-009 showing large vehicular auto-track details. The proposed footpaths into the site are not affected by the ingress or egress of large vehicles at the proposed access point off Oriagh Grove, therefore demonstrating that there will be no conflict at this location.

*Request 7(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.*

Response

Please find attached drawing SH-DA-P01 Rev04 showing the double yellow road marking extended on both sides of the Oriagh Road toward the Scholarstown Roundabout as requested. The applicant is willing to carry out this work on behalf of South Dublin County Council subject to necessary approval.

*Request 7(c)*

*A traffic survey showing the current conditions at the Scholarstown Roundabout and the retail access on Oriagh 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.*

Response

We would like to highlight that it is not currently possible to undertake additional traffic counts until next September. The request for further clarification letter was issued on 31-05-23, the same day the local St. Colmcille's Community School closed for the Summer. In line with the Traffic and Transport Assessment Guidelines, traffic counts must be undertaken when schools are active to capture peak traffic conditions and have therefore not been carried out.

In addition, we note that the thresholds for undertaking Traffic and Transport Assessments are outlined in the Traffic and Transport Assessment Guidelines PE-PDV-02045 May 2014 issued by Transport Infrastructure Ireland (TII). Table 1.4 of the Traffic Management Guidelines (DoT/DoEHLG/DTO, 2003) gives the thresholds above which a Transport Assessment is automatically required. The thresholds concerned are reproduced in Table 1.4 below:

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m <sup>2</sup> .
Office, education, and hospital development in excess of 2,500m <sup>2</sup> .
Industrial development in excess of 5,000m <sup>2</sup> .
Distribution and warehousing in excess of 10,000m <sup>2</sup> .

Table 1.4 Traffic Management Guidelines Thresholds For Transport Assessments

*\* In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flows on the adjoining road, a Transport Assessment may still be required. When in doubt, the requirement for a Transport Assessment should always be scoped with the relevant local authority.*

The traffic generated by the proposed development is low. The proposed development generates just 1.75% of two-way traffic on Scholarstown Road during the typical morning peak hour. This is 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. A growth factor in traffic of 15.4% has been used on Scholarstown Road traffic volumes which equates to 194 additional two-way movements by the design year 2039.

#### **Request 7(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.*

#### **Response**

Please find attached drawing SH-DA-P01 Rev04 showing the double yellow road marking extended on both sides of the Orlagh Road toward the Scholarstown Roundabout to join up with the existing double yellow road markings outside the retail units to the south. This will improve cycle facilities of the Orlagh Road by removing unwanted parking. Connectivity to the retail shops to the south and to the footpaths at Scholarstown Roundabout has also been improved.

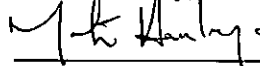
*Request 7(e)*

*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.*

**Response**

The vehicular access will have double yellow road markings to prevent illegal parking. This will improve cycle movement along Orlagh Road. The pedestrian crossing has been raised and setback to allow pedestrian movements to be uninterrupted by cars waiting at the entrance to the Development. See drawing SH-DA-P01 Rev04.

Yours Sincerely,



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