

Roads Department – Planning Report

Register Reference: SD22A/0286 **Date:** 13-Jul-2022
Development: Demolition of 2 sheds and the construction of 30 dwellings; 1 vehicular and pedestrian link with Main Street, Newcastle; vehicle and pedestrian link with Glebe Square, Newcastle and all associated and ancillary site development works.
Location: Main Street, Newcastle, Dublin
Applicant: Deane and Deane Ltd.
App. Type: Permission
Planning Officer: SARAH WATSON
Date Recd: 24-Jun-2022
Decision Due Date: 18-Aug-2022

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 construction of 30 no. dwellings on a site of the main street in Newcastle.

Access & Roads Layout:

The development has two vehicle access and an additional pedestrian access. The internal roads are link streets and homezones of 5.0m, 5.5m and 6.0m withs. The link road has parallel parking spaces and perpendicular spaces with 6.0m reversing space behind. The development has two vehicular access locations and an additional pedestrian access. The link road through the development to neighbouring Glebe development matches the layout from the 2012 Newcastle LAP. The link to Newcastle Glebe was proposed in a planning application dating back to 2000, shown in Figure 1.

Details of the access to the Main Street have been provided and show visibility lines in both directions. Although the applicant has not demonstrated how parked vehicles in the existing parking bays on the left-hand side will affect the visibility. The layout does not identify how vehicles entering from the main Street will access the development, additional information is required the demonstrate how this will be achieved, i.e., turning lane, yellow box etc.

The applicant has submitted a traffic assessment statement, detailing that the development will have a less than threshold impact on the surrounding road network. Although the existing figures for the surrounding network have not been provided. It can only be assumed the development will have a below impact on the local area. The applicant should provide a traffic impact assessment detailing surrounding roads including the access from the Glebe to Peamount Road and include future developments on lands to the south of the Newcastle Main Street.

Signed: Graham Murphy *Graham Murphy* 04/07/2023

Endorsed: _____ DATE

A stage one roads safety audit should also be conducted.

the applicant has not provided details of the proposed connection to the Glebe Square Development, the existing boundary wall treatment is required. The applicant should provide an elevation detailing this vehicle access location.

Permeability:

The development has 2.0m wide footpaths throughout. The main link street has provided for on street parking but does not provide cycle facilities, the applicant should demonstrate separate cycling provision as per the most up to date cycle manual and provide any connections for the Cycle South Dublin project in the area.



Figure 1 road layout from SD00A/0919

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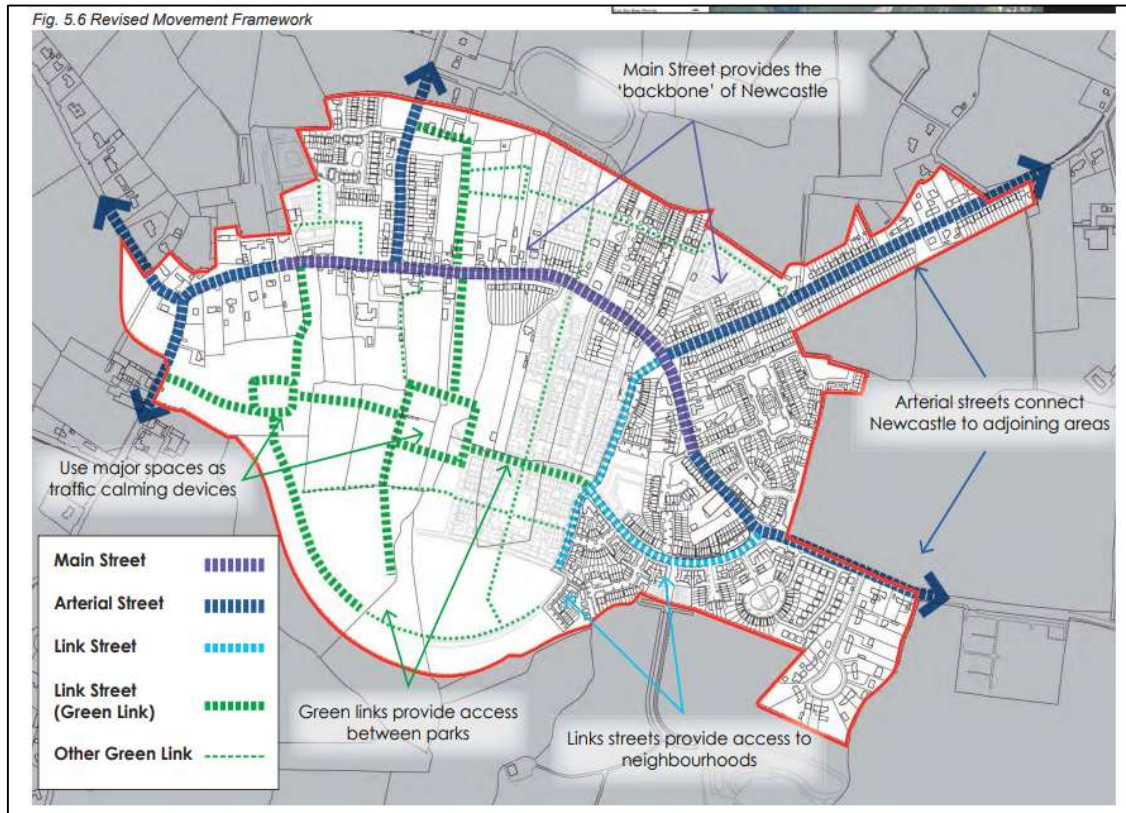


Figure 2 Road's layout of 2012 LAP for Newcastle



Figure 3 Road's layout from LAP 2012

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The pedestrian link to the east of the development is described as “potential” in the submission the applicant should confirm if this link is to be provided. If the link is to be provided, then the applicant should ensure a footpath is provided to the back of the parking spaces.

Car Parking:

Car parking is mostly provided in off curtilage locations in banks. The parking allocation drawing notes the parking as private and visitor, but the taking in charge map provided identifies the parking as public. The applicant is required to demonstrate if the parking is to be private or public.

The amount of parking provided is **55no. spaces**. The development location has limited public transport options, with access to low frequency bus services. The rate of parking would be within Zone 1 of the development plan, requiring the maximum allowable parking of

2 x 2 bed	= 1.5 x 2	= 3 spaces
28 x 3 bed	= 28 x 3	= 56 spaces

59 spaces.

The amount proposed is lower than the max allowable.

Bicycle Parking:

No provision for bicycle parking has been proposed.

Taking in Charge:

A taking in charge map has been provided. The drawing shows the parking spaces to be offered for public ownership. If this is correct than details of the permeable paving are required showing a concrete strip between every 3 parking bays or 6.0m length of paving, to allow the replacement of the paving in manageable sections.

The applicant has provided a construction and demolition waste management plan and waste management plan, both are acceptable, and a more detailed plan will be required prior to commencement.

The applicant has submitted a Autotrack detailing fire tender and refuse vehicle access. The autotrack identifies a turning location at the north of the development, to allow vehicles enter and exit through the vehicle access at the Main Street to the south.

Signed: Graham Murphy *Graham Murphy* 04/07/2023

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Roads recommend that additional information be requested from the applicant:

1. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the Public Lighting team of SDCC.
2. Please submit a stage one Road Safety Audit
3. Please submit a revised layout of not less than 1:100 scale, showing accurate 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. The visibility shall consider the public parking along the Main Street Newcastle.
4. A revised layout of not less than **1:100** scale, showing boundary walls at vehicle access points limited to a maximum height of **0.9m**, and any boundary pillars limited to a maximum height of **1.2m**, to improve forward visibility for vehicles.
5. A revised layout of not less than **1:200** scale detailing the permeable paving to be taking in charge, showing a concrete retaining strip between at least three parking bays or 6.0m.
6. A revised parking arrangement highlighting if the parking bays are to be private or public.
7. A traffic assessment detailing the results of analysis of the existing road network capacity, to ensure the development is under the threshold for further analysis. And an analysis detailing the junction capacity of the Newcastle Glebe/Peamount Road junction, the junction at Main Street/Peamount Road and the Junction of Athgoe Road/R405, the analysis should include any recent developments to the south of Main Street Newcastle.
8. The applicant shall provide a segregated cycling along the proposed link street, in accordance with the National Cycle Manual.
9. The applicant shall also confirm with Cycle South Dublin any connections to proposed infrastructure in the area.

Signed: Graham Murphy *Graham Murphy* 04/07/2023

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