

Planning Section  
South Dublin County Council  
County Hall Tallaght,  
Dublin 24,  
D24 A3XC

02 September 2024

Reference: P211102 - OLDCOURT - LAP Lands

To Whom it May Concern

RE: PROPOSED LARGE-SCALE RESIDENTIAL DEVELOPMENT IN THE TOWNLANDS OF BOHERNABREENA AND OLDCOURT, DUBLIN 24 / LRDOP001.24

Please find attached Pinnacle Consulting Engineer's supporting documentation to South Dublin County Council for the proposed planning application in the townlands of Bohernabreena and Oldcourt, Dublin 24 relating to Reg. Ref. LRDOP001.24 .

This cover letter provides a response to South Dublin County Council's LRD Opinion Report. The issues raised in South Dublin County Council's LRD Opinion Report is outlined in Italics with the response below.

- 1. Reduction in the level of perpendicular car parking provided along the link road. Car parking should be relocated off the link road, within residential blocks. Perpendicular parking may be acceptable.*

Response: Perpendicular car parking spaces along the Link Street has been removed. Perpendicular spaces have been replaced by parallel spaces. Additional car parking has been relocated off the Link Street, within the residential blocks.

Refer to Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-101-S1 to P211102-PIN-XX-DR-D-104-S1 for further details.

2. *Amendments to the design of the link road in accordance with the Cycle Design Manual and DMURS, in particular to provide a two-way cycle track continually through the site on one side of the road and to provide lay-by bus stops*

Response: A meeting was held with National Transport Authority and South Dublin County Council on the 16<sup>th</sup> of May 2024.

At this meeting, a discussion took place, amongst other things, amendments to the design of the Link Road in accordance with the Cycle Design Manual and DMURS.

The first part of the discussion focused on the revised two-way cycle track that runs continually through the site on one side of the road. The National Transport Authority also required the upgrade of the vehicular crossings to be compliant with Cycle Design Manual. This is no shown on Pinnacle Drawing No. P211102-Pin-Xx-Dr-D-101-S1-P01 to P211102-Pin-Xx-Dr-D-104-S1-P01 and P211102-PIN-XX-DR-D-155-S1-P02- Typical Cycle Path Details GA.

It was also the National Transport Authority preference to limit the number of vehicular access points to Dodderbrook, which is located to the north of the subject lands. As a result, a vehicular access to Dodderbrook has been changed to a filtered access for pedestrians and cyclists only.

Refer to the following Pinnacle Consulting Engineers Drawings which fully implemented the feedback received from the National Transport Authority:

- P211102-Pin-Xx-Dr-D-104-S1-P01- General Layout Sheet 4 Of 4
- P211102-Pin-Xx-Dr-D-156-S1-P01- Typical Cycle Path Details -Cross Section
- P211102-Pin-Xx-Dr-D-157-S1-P01- Typical Cycle Path Details - Construction Details
- P211102-Pin-Xx-Dr-D-155-S1-P01- Typical Cycle Path Details Ga

Finally, it was agreed with the National Transport Authority that no bus stops would be included in the planning application as there are currently no plans to service the Link Street. Instead, the National Transport Authority requested that a footprint of a bus stop be included in the planning application to allow for future retrofitting of a bus stop if and when one is required. There are 2 No. east bound, and west bound bus stops allowed for.

Refer to the following Pinnacle Consulting Engineers Drawing No. P211102-Pin-Xx-Dr-D-190-S1-P01- Future Bus Stops which illustrates possible future bus stop layouts along the Link Street.

3. *Traffic and Transport Assessment*
  - a. *Updated to include current public transport routes serving the site.*
  - b. *Capacity study of routes serving the site.*
  - c. *All drawings within report to be consistent with final proposal.*

- d. *Traffic assessment and traffic counts of the junctions particularly to the west, determining the junction capacity and justification for the junction type*

Response: The Traffic and Transport Assessment has been updated to include the following information:

- a. Public transport routes serving the site based on public information available from the National Transport Authority.
- b. No capacity study was carried out on these existing routes. It is noted that Phase 5b of the BusConnects Network Redesign commenced on the 26th of November 2023 and involved the introduction of new Southern Orbital, Radial and Local Routes. S2, 74 and L25 are operated by Dublin Bus and routes S4, S6, S8, W2 and L55 are operated by Go-Ahead Ireland, on behalf of TFI.

These services have been designed to accommodate the lands subject of this planning application. It was also indicated at a meeting with the National Transport Authority and South Dublin County Council on the 16th of May 2024 that in the short to medium term no additional bus routes would be provided along the Link Street suggesting that capacity isn't an issue.

- c. Refer to the attached Drawing Register for a full set of drawings for the project.
- d. Traffic counts were carried out in May 2024. The locations were put forward for junction assessment. The capacity assessment was based on the junction layouts permitted under Reg. Ref. SD17A/0041 & PL 06S.249367.

A third junction from the development located on Bohernabreena Road was also put forward for assessment. This junction is a priority-controlled junction.

#### 4. *Road Safety Audit*

Response: A Stage 1/2 Road Safety Audit was carried out by Bruton Consulting Engineers. The recommendations in the report were fully implemented where applicable. Refer to the following Pinnacle Consulting Engineers drawings for details:

- P211102-Pin-Xx-Dr-D-180-S1-P01-RSA Review Sheet 1 Of 4
- P211102-Pin-Xx-Dr-D-181-S1-P01-RSA Review Sheet 2 Of 4
- P211102-Pin-Xx-Dr-D-182-S1-P01-RSAResult Review Sheet 3 Of 4
- P211102-Pin-Xx-Dr-D-183-S1-P01-RSAResult Review Sheet 4 Of 4

#### 5. *Layout Plans, not less than 1:200 scale to show:*

- a. *Road cross sections detailing carriageway/footpath/cycle widths. All drawings to be fully dimensioned to include but not limited to road & footpath widths, 6m reversing distance, kerb radii, relevant offsets. Steep sections of footpaths and cycle lanes should be avoided.*

- b. All of the developments access junctions, showing the carriageway dimensions and junction type and provision of a visibility splay*
- c. Location and design of all pedestrian crossings within the development*
- d. Swept Path Analysis demonstrating that fire tenders and large refuse vehicles can access/egress the site.*
- e. Autotrack/swept path analysis for the bus routes along the link street, ensuring adequate widths at bends/junction.*
- f. Location of the refuse collection points. Davey Smith has done this – confirm you're happy with that*
- g. Taking in Charge Plan, including areas to be maintained by a management company. Davey Smith has done this*
- h. Detailing the Autotrack and visibility splay of vehicles entering and exiting the development.*
- i. Details of the footpath layout for the development these shall provide adequate connectivity around the development and to existing developments/estates particularly in the north.*
- j. Show all proposed future link roads constructed to the boundary to ensure no "ransom Strips" remain to inhibit potential development. The layouts should match the existing footpaths/infrastructure. Davey Smith has done this – confirm you're happy with that*
- k. Location of 20% EV charging car parking spaces*
- l. A total of 5% Mobility Impaired Car Parking Spaces*

Response: Refer to the attached Drawing Register for a full set of drawings for the project. Including:

- All of the developments access junctions, showing the carriageway dimensions and junction type and provision of a visibility splay as illustrated in Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-101-S1- P211102-PIN-XX-DR-D-104-S1 and P211102-PIN-XX-DR-D-110-S1 to P211102-PIN-XX-DR-D-113-S1.
- Location and design of all pedestrian crossings within the development as illustrated in Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-101-S1- P211102-PIN-XX-DR-D-104-S1 and P211102-PIN-XX-DR-D-151-S1-P01.
- Swept Path Analysis demonstrating that fire tenders and large refuse vehicles can access/egress the site as illustrated in Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-120-S1- P211102-PIN-XX-DR-D-133-S1.
- Autotrack/swept path analysis for the bus routes along the link street, ensuring adequate widths at bends/junction as illustrated in Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-134-S1- P211102-PIN-XX-DR-D-137-S1.

- Details of the footpath layout for the development which will provide connectivity around the development and to existing developments/estates including Dodderbrook to the north are illustrated in Pinnacle Consulting Engineers Drawing No. P211102-PIN-XX-DR-D-101-S1- P211102-PIN-XX-DR-D-104-S1 and P211102-PIN-XX-DR-D-170-S1.

If you have any questions or comments on the attached, please do not hesitate to contact me.



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Encl.: 2291 Pinnacle Oldcourt LAP Lands - RSA Stage 1-2

P211102-PIN-RP-00-C003-V1-Traffic and Transport Assessment

P211102-PIN-RP-00-C004-V1-Outline Construction Traffic Management Plan

P211102-PIN-RP-00-C005-V1 DMURS Statement of Compliance

P211102-PIN-XX-DR-D-100-S1 GENERAL LAYOUT P03

P211102-PIN-XX-DR-D-101-S1 GENERAL LAYOUT - SHEET 1 OF 4 P03

P211102-PIN-XX-DR-D-102-S1 GENERAL LAYOUT - SHEET 2 OF 4 P03

P211102-PIN-XX-DR-D-103-S1 GENERAL LAYOUT - SHEET 3 OF 4 P03

P211102-PIN-XX-DR-D-104-S1 GENERAL LAYOUT - SHEET 4 OF 4 P03

P211102-PIN-XX-DR-D-105-S1 ROADS HIERARCHY P03

P211102-PIN-XX-DR-D-110-S1 SIGHT LINES - SHEET 1 OF 4 P03

P211102-PIN-XX-DR-D-111-S1 SIGHT LINES - SHEET 2 OF 4 P03

P211102-PIN-XX-DR-D-112-S1 SIGHT LINES - SHEET 3 OF 4 P03

P211102-PIN-XX-DR-D-113-S1 SIGHT LINES - SHEET 4 OF 4 P03

P211102-PIN-XX-DR-D-120-S1 AUTOTRACK LAYOUT - FIRE TENDER - SHEET 1 OF 4 P03

P211102-PIN-XX-DR-D-121-S1 AUTOTRACK LAYOUT - FIRE TENDER - SHEET 2 OF 4 P03

P211102-PIN-XX-DR-D-122-S1 AUTOTRACK LAYOUT - FIRE TENDER - SHEET 3 OF 4 P03

P211102-PIN-XX-DR-D-123-S1 AUTOTRACK LAYOUT - FIRE TENDER - SHEET 4 OF 4 P03  
P211102-PIN-XX-DR-D-130-S1 AUTOTRACK LAYOUT - REFUSE VEHICLE - SHEET 1 OF 4 P03  
P211102-PIN-XX-DR-D-131-S1 AUTOTRACK LAYOUT - REFUSE VEHICLE - SHEET 2 OF 4 P03  
P211102-PIN-XX-DR-D-132-S1 AUTOTRACK LAYOUT - REFUSE VEHICLE - SHEET 3 OF 4 P03  
P211102-PIN-XX-DR-D-133-S1 AUTOTRACK LAYOUT - REFUSE VEHICLE - SHEET 4 OF 4 P03  
P211102-PIN-XX-DR-D-134-S1 AUTOTRACK LAYOUT - BUS - SHEET 1 OF 4 P03  
P211102-PIN-XX-DR-D-135-S1 AUTOTRACK LAYOUT - BUS - SHEET 2 OF 4 P03  
P211102-PIN-XX-DR-D-136-S1 AUTOTRACK LAYOUT - BUS - SHEET 3 OF 4 P03  
P211102-PIN-XX-DR-D-137-S1 AUTOTRACK LAYOUT - BUS - SHEET 4 OF 4 P03  
P211102-PIN-XX-DR-D-140-S1 RCD SOUTH DUBLIN P02  
P211102-PIN-XX-DR-D-141-S1 RCD JOINTS P02  
P211102-PIN-XX-DR-D-142-S1 RCD RAMP DETAILS P02  
P211102-PIN-XX-DR-D-143-S1 RCD KERB DETAILS P03  
P211102-PIN-XX-DR-D-144-S1 RCD SIGNAGE & ROAD MARKINGS P03  
P211102-PIN-XX-DR-D-150-S1 BOHERNABREENA JUNCTION P02  
P211102-PIN-XX-DR-D-151-S1 STANDARD ZEBRA CROSSING DETAIL P02  
P211102-PIN-XX-DR-D-152-S1 TYPICAL SIGNAL CONTROLLED JUNCTION LAYOUT P02  
P211102-PIN-XX-DR-D-153-S1 CONTROLLER BASE & ACCESS CHAMBER P02  
P211102-PIN-XX-DR-D-155-S1 TYPICAL CYCLE PATH DETAILS GA P02  
P211102-PIN-XX-DR-D-156-S TYPICAL CYCLE PATH DETAILS -CROSS SECTION P02  
P211102-PIN-XX-DR-D-157-S1 TYPICAL CYCLE PATH DETAILS - CONSTRUCTION DETAILS P02  
P211102-PIN-XX-DR-D-160-S1 TACTILE PAVING CONSTRUCTION DETAILS P02  
P211102-PIN-XX-DR-D-170-S1 FUTURE CONNECTIONS P03  
P211102-PIN-XX-DR-D-180-S1 RSA REVIEW SHEET 1 OF 4 P02  
P211102-PIN-XX-DR-D-181-S1 RSA REVIEW SHEET 2 OF 4 P02  
P211102-PIN-XX-DR-D-182-S1 RSA REVIEW SHEET 3 OF 4 P02  
P211102-PIN-XX-DR-D-183-S1 RSA REVIEW SHEET 4 OF 4 P02  
P211102-PIN-XX-DR-D-190-S1 FUTURE BUS STOPS P03

