

Project:	Glen Abbey	Job No:	74212
Subject:	Response to SDCC and ABP Comments		
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1.0 Introduction

In 2019, pre-application discussions were held with South Dublin County Council (SDCC) and An Bord Pleanala (ABP). A formal response was received from both regarding the development. This note has been prepared to summarise these comments, and provide responses highlighting how these have been considered and addressed.

2.0 South Dublin County Council

The design team have engaged with SDCC throughout the development of the scheme. A pre-planning meeting was held on 3rd May 2019, with the Roads Department in attendance. During this meeting, the principles of the TIA were discussed and agreed.

Formal pre-application advice was provided (October 2019) by the Roads Department Planning Team at SDCC based on the draft TIA submitted. **Table 2.1** provides a summary of the comments.

Table 2.1 - SDCC Comments (29.10.20)

Comments from SDCC	Curtins Response
The actual provision of parking equates to 0.37 spaces per unit. This provision is adequate at this location as it is served by a rapid and frequent public transport system.	The parking ratio has been increased to 0.38 spaces per unit (excluding 4 disabled and 5 visitor spaces), providing a total of 73 spaces for 170 residential units including five car club spaces.
However, the surface car parking seems to be shared by the other commercial units to the north of the proposed site. The parking numbers counted need to be for the sole use of this proposed development.	This has now been clarified. In addition to the 73 spaces noted above, a further 28 spaces will be re-provided for the existing industrial uses.
There should be a proportion of 10% electric vehicle charging points spaces made available on the first opening of the development. 100% of parking spaces should be provided with electric ducting and termination points to allow for the provision of future charging points.	This has been incorporated into the design.

The high number of bicycle parking spaces I welcomed	Acknowledged.
A detailed lighting design must be agreed with the Lighting team of SDCC prior to construction.	Acknowledged
The Traffic and Transport Assessment submitted with the application concludes that the development will generate 11 trips in the peak hour AM and 11 trips in the peak hour PM. These numbers seem very low. The roads department believe the trips generated should be in the region of 50% of the car parking provided in peak hour AM and over a three hour period in the PM. Therefore, the trips generated should be in the region of 40no. in the peak hour AM. However, these additional journeys will have a negligible effect on the surrounding network.	<p>The trip rates used have been updated and now reflect higher vehicle trip generation.</p> <p>It is anticipated that circa 12 arrivals and 54 departures during the AM peak. 35 arrivals are expected in the PM and 7 departures.</p> <p>This is more representative of the levels expected by SDCC.</p>
The application will produce a Mobility Management Plan for the development.	An Interim Mobility Management Plan has been prepared to accompany the application.
A construction management and environmental waste management plan must be produced to manage the amount of waste generated with recycling and reuse practices being adopted.	A Construction Management and Environmental Waste Management Plan has been prepared to accompany the application.
All material specifications and construction details must be to SDCC taking in charge standards.	Acknowledged
The Roads Department consider this parking provision is low at 0.37 per unit.	With the combination of high level of cycle parking proposed, car club spaces and the implementation of a Mobility Management Plan this level of car parking provision is considered suitable.
The planning authority has serious concerns regarding the use of a shared access road with an existing industrial facility. The architect's drawings submitted present this as a dedicated access road, and it is described as such in the planning application report. The landscape masterplan submitted shows the roads being used as an access for 2 no. other sites. Furthermore, as the road is an existing access road to an existing industrial facility, the planning	The access road has been resigned to include stop lines and further clarity on the interaction of vehicles between the proposed development and nearby commercial units. The design has been updated to ensure that pedestrians associated with the proposed development and nearby industrial units are kept separate from vehicle movements.

<p>authority would require some certainty that the road will not longer be used as an access to that facility priority to occupation of this development, and would be converted by way of redevelopment and redesign to an urban street.</p>	<p>It has been confirmed by the industrial unit to the west of the site (Comans) that they will not use the shared access road to Belgard Road for HGV use, it will only be used by staff in their private vehicles.</p>
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3.0 An Bord Pleanála

On the 6th December 2019, ABP provided comments on the proposed scheme. The transport related comments are set out below in Table 3.1 and a response is provided to each.

Table 3.1 - ABP Comments (06.12.19)

Comments from SDCC	Curtins Response
<p>Certainty to be demonstrated over future of shared access road with neighbouring industrial development to the west and redesign of this road as a street.</p>	<p>The access road has been redesigned to include stop lines and further clarity on the interaction of vehicles between the proposed development and nearby commercial units. The design has been updated to ensure that pedestrians associated with the proposed development and nearby industrial units are kept separate from vehicle movements.</p> <p>It has been confirmed by the industrial unit to the west of the site (Comans) that they will not use the shared access road to Belgard Road for HGV use, it will only be used by staff in their private vehicles.</p>
<p>Mobility Management Plan</p>	<p>An Interim Mobility Management Plan has been prepared to accompany the application.</p>
<p>Construction and Demolition Waste Management Plan</p>	<p>A Construction Management and Environmental Waste Management Plan has been prepared to accompany the application.</p>