AtkinsRéalis

T&T Response to DLR Stage 2 Opinion

04/07/2024

0086174DG0041

KILTERNAN VILLAGE DEVELOPMENT

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Client	Liscove Ltd
Project	KILTERNAN VILLAGE DEVELOPMENT
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1. Introduction

Liscove Limited are submitting a Large-scale Residential Development (LRD) for lands at Kilternan, Co. Dublin D18 Y199 to Dún Laoghaire-Rathdown County Council (DLRCC) under DLR Ref: PAC/LRD2/006/23. As part of the formal LRD Stage 2 process, detailed reports and plans were submitted to DLRCC. A Stage 2 LRD meeting between DLRCC and Liscove and their Design Team took place on the 14th of December 2023. On Friday the 9th of February 2024, DLRCC issued their formal opinion to the Stage 2 material.

DLRCC's Stage 2 opinion letter raised a number of points across a range of topics and disciplines. This report outlines AtkinsRéalis response to the Traffic, Transport and Roads elements of the opinion letter.

This report outlines the Traffic, Transport and Roads issues raised by DLRCC and provides a response, cross-referenced to other AtkinsRéalis reports and drawings where required. The relevant raised by DLRCC are:

- Opinion Item 2 - Connectivity with Rockville and with the Glenamuck District Link Road to the east
- Additional Item 3 – Traffic and Transport Assessment
- Additional Item 10 – Construction Management Plan
- Additional Item 18 (a to r) - Information to address DLR Transport Engineering Section

This report should be read in conjunction with all AtkinsRéalis documents submitted as part of the LRD Stage 3 submission as well as the architectural package prepared by MCORM Architecture and Urban Design (MCORM) and a report from Thornton O'Connor Town Planning.

2. Response to DLR Opinion

2.1 Item 2 - Connectivity with Rockville and with the Glenamuck District Link Road to the east

The DLR opinion for item 2 states:

> *"Connectivity with Rockville and with the Glenamuck District Link Road to the east: The proposed all-modes' connectivity with the 'Rockville' site to the north is welcomed (although concerns raised by the Transportation section should be addressed) and so is the proposed connection with the new Glenamuck Link Road Scheme. However, it would appear that the intention is that the connection from the LRD site with the GDLR replaces the permitted connection through the Rockville Phase 2B permitted under Ref. D20A/0015, which is also under consideration at the moment under a live application for amendments to the permitted scheme (Ref. D23A/0580). Further justification and details would be required with regards to the connectivity from the overall landholding to the west of the GDLR and the GDLR itself. Particularly having regard to the fact that separate consents would govern the development of the overall land and consideration and solutions should be given to a possible situation where not all the lands be ultimately developed or not in a concurrent fashion. An interim solution at Rockville Phase 2B could be considered until the link from the LRD site is fully operational."*

AtkinsRéalis Response:

An 'all modes' or multimodal access between the proposed development site and Rockville is proposed as part of this LRD application. This connection can be seen in all the drawings prepared by AtkinsRealis and the Design Team and can be specifically seen on the AtkinsRealis drawings shown in Table 2-1.

Table 2-1 - All Modes Connection to Rockville Drawings

Drawing Number	Drawing Name
04-900705	General Road Layout
04-900708	General Road Layout - Sheet 3 of 4
04-900714	Access to Rockville

In particular, Drawing no. 04-900714, entitled 'Access to Rockville', provides details of the multimodal connection, the road dimensions, the level tie in and changes to the existing turning head granted as part of the Rockville application. An extract of Drawing no. 04-900714 is shown in Figure 2-1 overleaf.

Figure 2-1 - Extract of drawing 09-90004 – Access to Rockville

The key design principles of this multi-modal connection are as follows:

- The connection has been developed in compliance with DMURS principles to be a self-regulating designed road with a design speed of 30 km/h.
- The road is designed as a multi-modal connection that will include a vehicular connection between Rockville and the Glenamuck District Link Road (GDLR) via Kilternan lands, in accordance with DLRCC objectives to allow for permeability.
- The road is designed as a local street with a carriageway width of 5.5 metres as per DMURS.
- The permitted from Rockville reduces from 6m to 5.5m creating a traffic calming effect in line with self-regulating street design and in order to comply with a local street design approach.
- The alignment of the road is dictated by both:
    - The gradient of the lands in order to achieve DMURS complaint gradients; and
    - curvature that creates an environment that regulates speed. A radius of 6m is provided.
- The carriageway surface material is asphalt.
- All vehicular access, including access for refuse and emergency vehicles, is facilitated by the connection.
- The development of the Kilternan lands will facilitate a connection to the west towards Enniskerry Road, the proposed retail facilities and the existing Kilternan Village Centre.
- Gradients range between 1 in 16 to 1 in 21 along the route, which are complaint with DMURS. These gradients are shown on Drawing no. 04-900714, 'Access to Rockville' which accompany this LRD submission.
- The design affords users with adequate forward visibility.
- Road markings are minimised in accordance with DMURS.
- Pedestrian connections are proposed to the east of the road through the landscaped area.

- The existing turning head is proposed to be removed and landscaped and a new road connection is provided with kerbs.

This multimodal connection provides a link between Rockville and the Kilternan lands as requested by DLRCC. The connection provides onward connectivity via the internal road network Rockville to Glenamuck Road. Equally, it would provide residents of and visitors to Rockville with a connection via the Kilternan masterplan lands to the GDLR and Enniskerry Road.

The proposed design of the road is identical to the proposed design that was submitted to and granted by DLRCC as part of the recently granted permission for Rockville Phase 2b and Kilternan Phase 1 as detailed below:

1. Rockville Phase 2b planning application (DLR Reg Ref: D23A/0580) Order Number P/0894/24; and
2. Kilternan Phase1 planning application (DLR D23A/06160) Order Number P/0976/24

The design and location of this connection has been the focus of extensive and detailed engagement with DLRCC, including a number of formal pre-application meetings. As discussed in these meetings and set out in detailed technical notes provided to DLRCC as part of the abovementioned recently granted applications, the gradients between the Kilternan and Rockville lands are challenging in an east-west direction.

Therefore, in order to provide a DMURS compliant (i.e., gradients at a maximum of 5% where active travel is required) multi-modal route, as requested by DLRCC, that connects Rockville to Kilternan we have worked with the contours providing a road alignment in a north-south direction.

Most recently the Rockville / Kilternan connection was agreed with the Transportation Planning Section of DLRCC further to a call on Monday 22nd April 2024, in relation to the Rockville Phase 2B CFI (D23A/0580). The subsequent notification to grant permission for Rockville Phase 2b and Kilternan Phase 1 indicate that the proposed design is acceptable to DLRCC.

This connection will be provided as part of the Phase 1 works ensuring connectivity is provided between the Kilternan lands and Rockville at the outset as requested by DLRCC.

3. Additional Items Raised in the Stage 2 Opinion

3.1 Additional Item 10 – Construction Management Plan

The full text from the DLR Opinion states:

> *"Submission of a Construction Management Plan that takes into consideration the delivery of the proposed development and the construction of the Glenamuck Road District Distributor Scheme evidencing that the proposed development will not impact on the delivery of the new road scheme."*

AtkinsRéalis Response:

An outline Construction Management Plan (CMP) has been developed (Our Ref: 0086174DG0035) and is submitted as part of the LRD Stage 3 planning documentation. As the main construction contractor has yet to be appointed and therefore, their construction methodology has yet to be determined, some elements of the CMP are outline only. Upon appointment of a main contractor and prior to commencement of any works, a full detailed CMP will be developed and submitted for agreement with DLRCC's Planning and Transportation Planning Section, as well as other relevant stakeholders. The outline CMP contains all necessary information around traffic routing and traffic management plan, access location(s), site compound location, wheel washing, measures to minimise /eliminate nuisance from dust and noise, construction hours and a road condition survey.

At the time of writing, the CMP has been discussed with the capital projects team for the Glenamuck District Roads Scheme (GDRS) in order to understand the programme of works (refer to Appendix A). Based on the programme provided, construction of the entire GDRS scheme is due for completion by Q1 2026 (18/03/2026). Significant dates in the programme are:

- GDDR Completion – 25/03/25
- GDLR completion – 23/12/25
- Glenamuck Road completion -12/11/25

The programme of works for Kilternan LRD, as per the outline CMP, are shown in Table 3-1 below. This programme is based on a grant of permission from DLRCC by Q4 2024. Phase 1 of construction would commence in February 2025 and run until July 2026.

Table 3-1 - LRD Outline Construction Programme

LRD Construction	Units	Commercial	Months	Years	Start	End
Phase1	**83**	**2,225**	**18**	**1.5**	**Feb -25**	**Jul -26**
Phase 2	**121**	**3,900**	**23**	**1.92**	**Mar-26**	**Jan -28**
Phase 3	**104**		**19**	**1.58**	**Jun -27**	**Dec -28**
Phase 4	**54**		**11**	**0.92**	**Apr -28**	**Feb -29**
Phase 5	**125**		**20**	**1.67**	**Jun -28**	**Jan -30**

Total Quantum & Project Time	487	6,125	60	5

Based on the GDRS programme, the GDDR would be in operation for a large portion of the construction phase. This would remove significant traffic volumes from the road network. During Phase 1, it has been assumed that the Glenamuck District Roads Scheme (GLDR) will not be available and construction traffic will follow the following route to access the site:

- M50 J15 – Glenamuck Road (R842) – Enniskerry Road (R117) – Site
- Construction traffic including heavy goods vehicles (HGVs) leaving the site will utilise the same route in reverse.

During Phase 2 and all later phases, once the GDRS scheme is available (anticipated in Q1 2026), construction traffic will access the site via the following route:

- M50 J50 – GDDR – GLDR – Site
- Construction traffic leaving the site will utilise the same route in reverse.

The construction traffic routing is illustrated in Figure 3-1 overleaf. As both the programme for the delivery of the GDRS and the LRD application may be subject to change due to unforeseen circumstances, the appoint main contractor would engage with the GDRS Project Team and other stakeholders to review, update and adjust the CMP as necessary to take account of any significant changes.

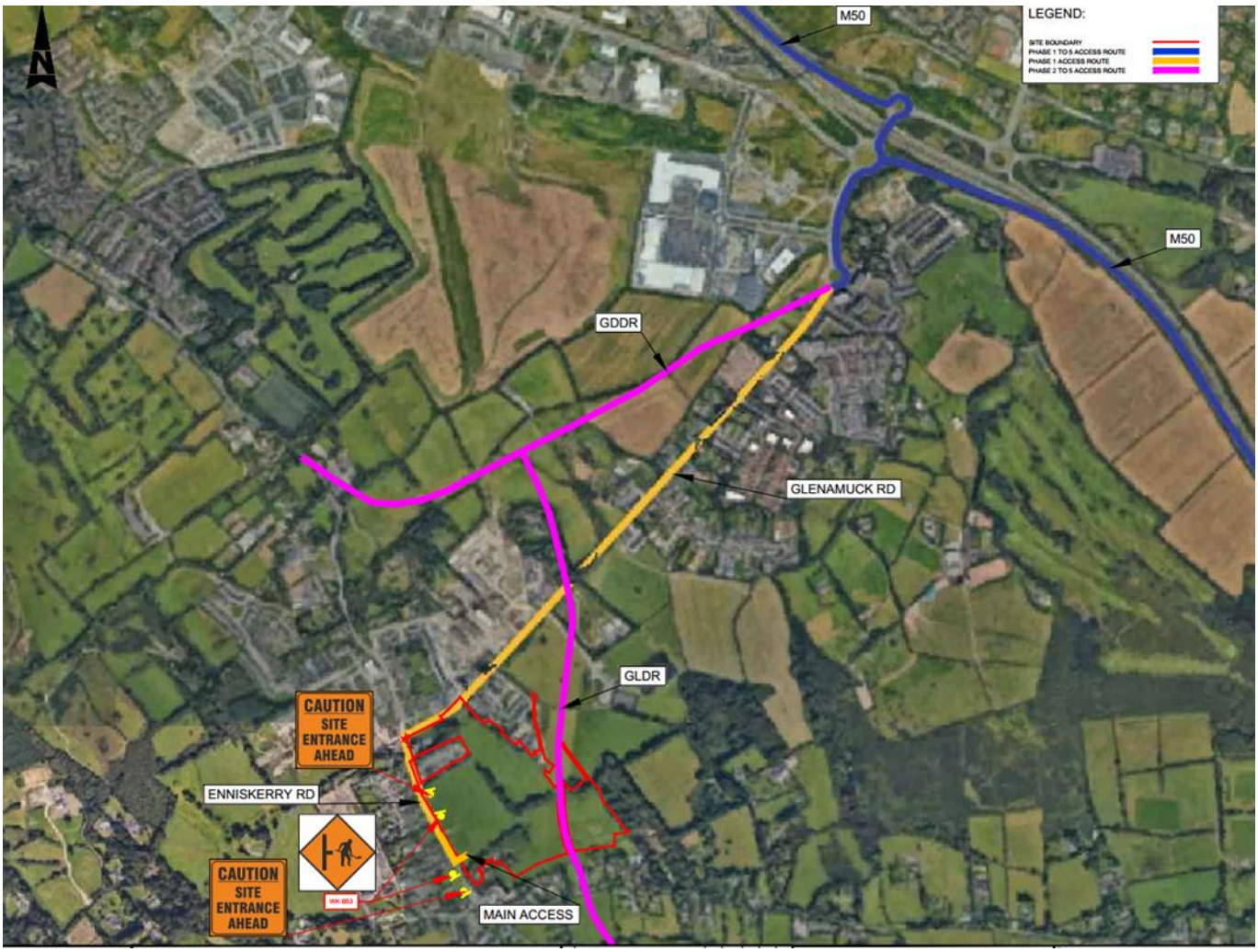


Figure 3-1 - Construction Traffic Routes

3.2 Additional Item 18 (a to r) - Information to address DLR Transport Planning Section

Additional Item 18 relates to information and documentation required to address comments from the DLRCC's Transport Planning Section. In total, there are 18 items raised (a to r). The full text for each item is listed below followed by our response.

3.2.1 Item 18a

a) "*Transportation Planning have repeatedly required the provision of a consistent and meaningful all user link between the two sites which utilises the existing constructed infrastructure on the adjacent Rockville site, and also facilitates a continuous connection through the adjacent site which is required under (Reg. Ref. D23A/0580). It is still considered that this connection is a requirement for the proposed development and that the proposed arrangement does not adequately address this requirement in its current form.*

The Applicant is requested to submit revised drawings and details which demonstrate a viable, continuous all-user connection to the adjacent site (Rockville) which marries into and utilises the existing constructed layout on the adjacent site."

AtkinsRéalis Response:

This item is covered under the response to DLRCC Opinion item 2, set out in Section 2.1 of this document. As noted in the response above, the proposed design of the road is identical to the connection submitted to DLRCC as part of the recently granted applications for Rockville Phase 2b and Kilternan Phase 1 as detailed below.

1. Rockville Phase 2b planning application (DLR Reg Ref: D23A/0580) (Order Number P/0894/24); and
2. Kilternan Phase 1 planning application (DLR D23A/06160) (Order Number P/0976/24)

The notification to grant permission for Rockville Phase 2b and Kilternan Phase 1 indicates that the proposed design is acceptable to DLRCC.

3.2.2 Item 18b

b) *"The Applicant shall submit detailed drawings and information which clearly demonstrate that the proposed development accords with the 2022 Greater Dublin Area Cycle Network Plan 2022. The Applicant shall also demonstrate the full range of pedestrian permeability and connectivity across the site. Continuous, legible routes should be provided for pedestrians & cyclists from each dwelling which prioritise pedestrian and cyclist movements in accordance with the requirements outlined within DMURS. The design shall also cater for pedestrian desire lines across the site."*

AtkinsRéalis Response:

Section 4.3 and Figure 4-4 of the Traffic and Transport Assessment set out the future Greater Dublin Area (GDA) Cycle Network plans for the area. This is shown in Figure 3-2 - GDA Cycle Network Plan overleaf for ease of reference. The GDA Cycle Network Plan proposals and the proposed connections to them consists of:

- Secondary Cycle Routes – located on the GDDR and GDLR that make up the GDRS scheme. Fully segregated cycle facilities are provided for a part of the GDRS scheme. A direct connection to the GDLR is provided as part of the proposed development. This includes the provision of cycle connectivity.

- Feeder Cyle Route – located on Glenamuck Road. Fully segregated cycle facilities are provided along the Glenamuck Road through the Part 8 proposals that are being provided as part of the delivery of the GDRS scheme. Direct connections to the Glenamuck Road from the proposed development are proposed affording good cycle connections for future users of the development.

- Inter Urban Cycle Route – located on Enniskerry Road, Ballybetagh Road and Ballycorus Road. As a result of the GDRS and the proposed bus gate on Enniskerry Road, traffic flows will be greatly reduced on Enniskerry Road fronting the site. In this lower volumed lower speed environment cycling in mixed traffic would be suitable. A number of connections from the proposed development are proposed onto Enniskerry Road.

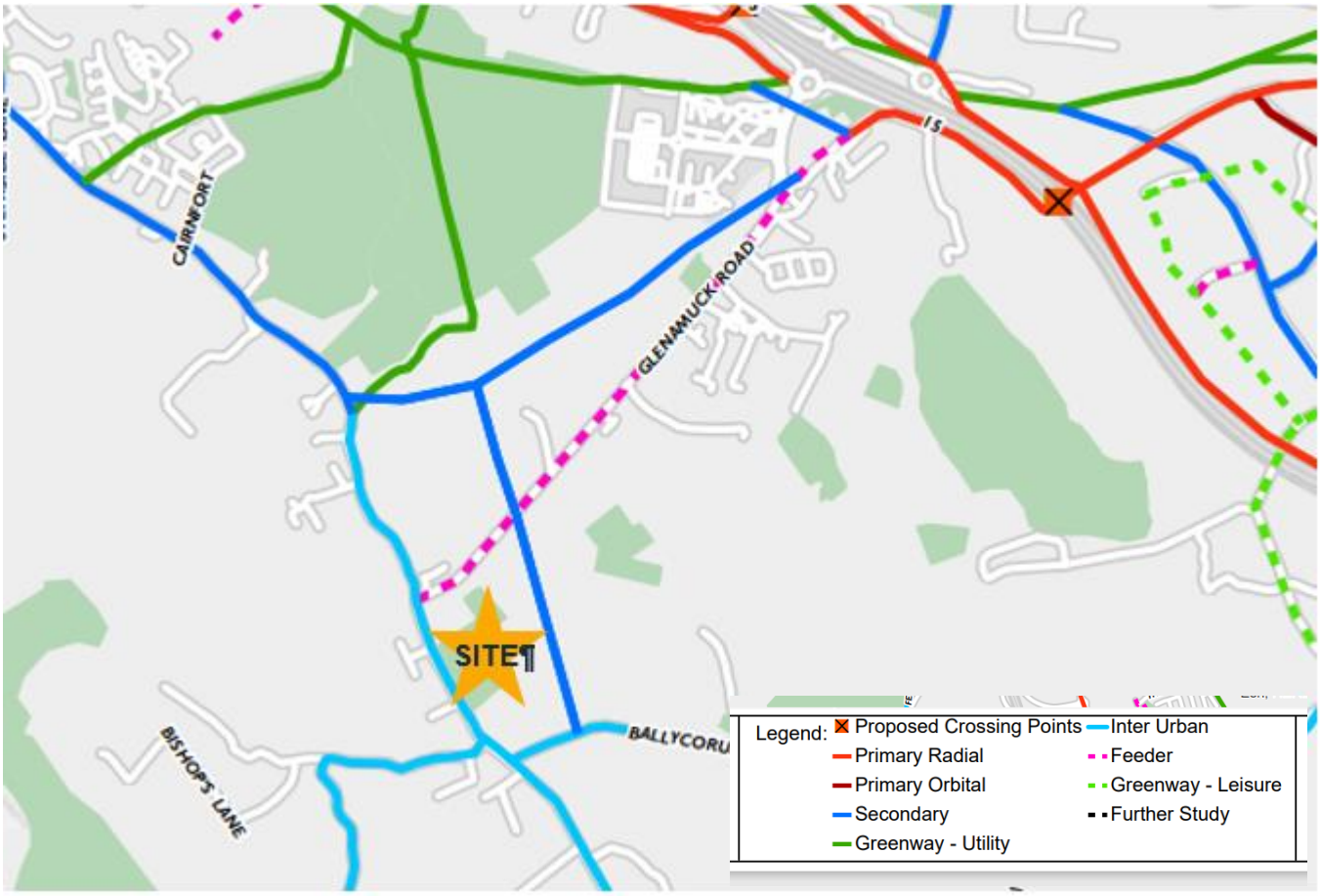


Figure 3-2 - GDA Cycle Network Plan

The DMURS Compliance Statement submitted as part of this Stage 3 LRD Submission demonstrates that the proposed layout has been designed in accordance with the user hierarchy, with pedestrians and cyclist considered first and car users last. The DMURS compliant layout creates a self-regulating environment that ensures pedestrian, and cyclist are provide with priority. Section 4.5 of the submitted Statement outlines the range of facilities provided for pedestrian and cyclists. An extract of this is below.

"The provision of high-quality pedestrian and cyclist facilities within the development is central to the design principles adopted in relation to the development proposals. Pedestrian linkages through and around the proposed development have been considered in the context of desire lines and onwards towards existing and proposed amenities. The masterplan layout has been developed to accommodate these desire lines and linkages. The use of raised pedestrian table crossing points will have the benefit of providing both a convenient crossing point and a traffic calming effect. The raised table pedestrian crossing design is based on the recommendations in DMURS and the Traffic Management Guidelines. Raised pedestrian crossing are provided at junctions and along desire lines to reinforce pedestrian priority and slow vehicle speeds.

Figure 3-3 – Pedestrian and Cyclist shows the range of active travel provisions provided for the LRD application. Facilities provided include:

- ***Major Pedestrian and Cycle Routes:** the development provides connections to external pedestrian footpaths and segregated cycle facilities provided as part of the GRDS scheme.*

- ***Pedestrian and Cycle Only Routes:*** *These supplement the Major Routes by providing direct shortcuts, and or alternative routes away from traffic. These routes will largely be provided though areas of open space and will be of a more recreational nature. This includes the "Dingle Way" route.*
- ***Shared Routes:*** *These supplementary routes provide a number of links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked and purpose-designed shared surface environment. Accordingly, these streets will be greatly traffic-calmed with very low speeds of 30 km/h or less. Examples include local street and homezones."*

As shown in

Figure 3-3, there is an extensive active travel network of active catering to all ages and abilities proposed with connections to facilitate both internal and external desire lines.

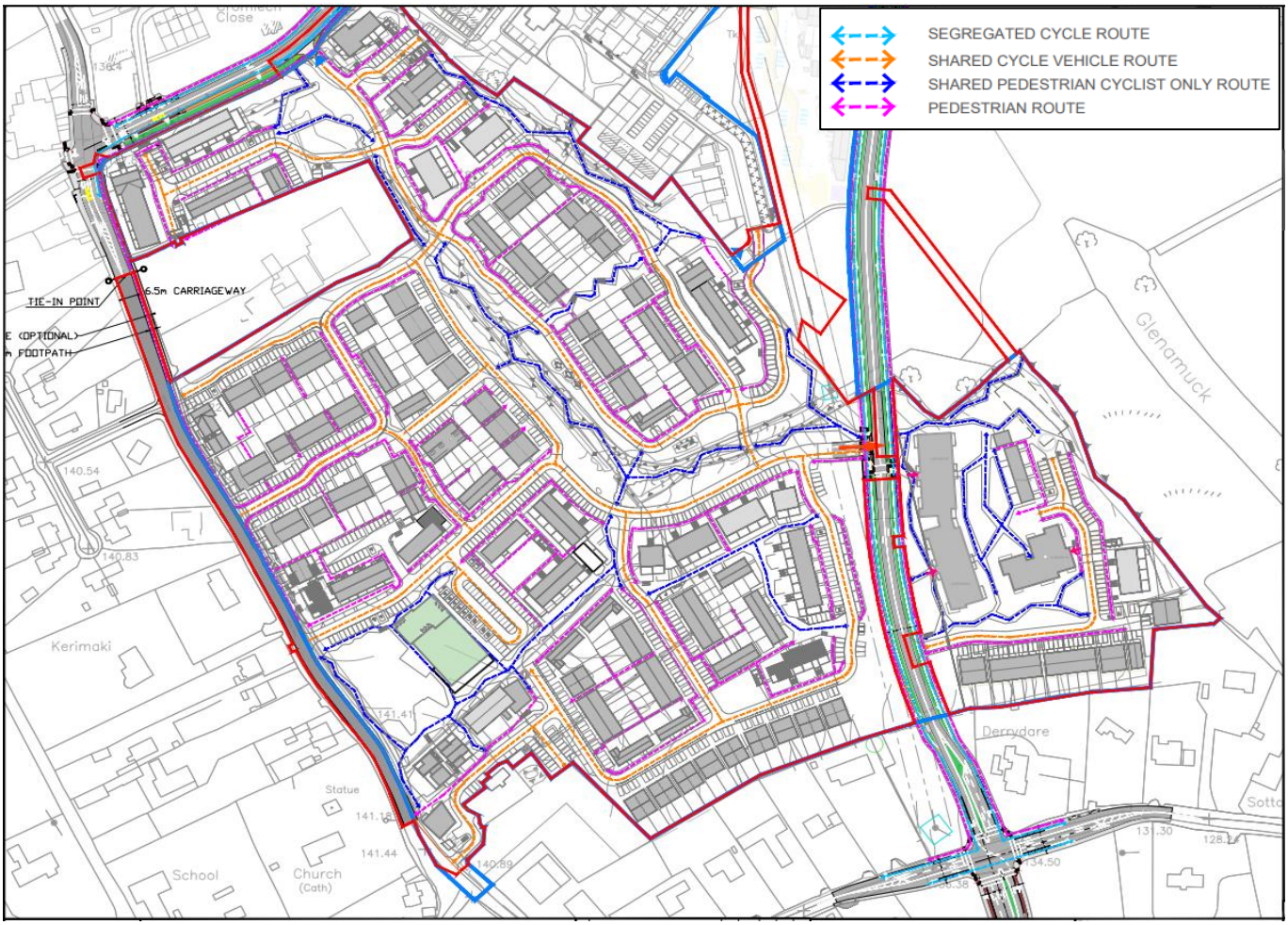


Figure 3-3 – Pedestrian and Cyclist Routes

3.2.3 Item 18c

c) *"The Applicant shall submit drawings and details which demonstrate that the level of provision of cycle parking is in accordance with the required quantities outlined within Table 4.2 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018). A submitted standalone detailed drawing which demonstrates all proposed provision and allocation should be submitted. The non-residential provision shall be clarified in relation to GFA (Gross Floor Area) and Staff numbers."*

AtkinsRéalis Response:

Full details of the cycle parking provision for the proposed development are set out in Section 6.3 of the submitted TTA. The cycle parking strategy is as follows:

1. For house units, cycle parking can be provided within their private rear gardens. Dwellings are afforded with independent access to their gardens meaning bikes would not need to be accessed through the front door.

2. For other residential units (apartments and duplexes), dedicated cycle parking facilities are provided. Parking for these units is provided in line with the Design Standards for New Apartments[1] and The Sustainable Residential Development and Compact Settlements Guidelines that both recommend a minimum of 1 space per bedroom for long stay parking and 1 space per 2 residential units for short stay/visitor parking.

3. For non-residential uses, cycle parking facilities are provided in accordance with the DLR Standards for Cycle Parking and associated Cycling Facilities for New Developments (Table 4-2).

Table 6.5 of the TTA sets out the proposed cycle provision. Across apartment / duplex and non-residential uses a total of 841 no. spaces are provided consisting of 706 no. long-stay and 135 no. short-stay (visitor) spaces. This significantly exceeds the requirements of the DLR Standards for Cycle Parking for New Developments Guidance (2018*)* at 448 no. spaces shown in Table 6-4 of the TTA.

These parking facilities have been designed and located in accordance with the Section 6.2. Design Principles of the Cycle Design Manual (CDM) published in September 2023. The five core principles for designing cycle infrastructure as per the CDM are as follows:

1. ***Safe*** *– cycle parking should be secure for the cycle and users should feel safe from the risk of personal crime.*
2. ***Direct*** *– cycle parking should be near to the cycle route and/or as close as possible to the final destination.*
3. ***Coherent*** *– cycle parking should be well-connected to routes and buildings, well-signed and easy to find.*
4. ***Attractive*** *– cycle parking areas should be of good quality design and well-maintained; and*
5. ***Comfortable*** *– cycle parking should be easy to use and accessible to all.*

The design and location of both long-stay and short-stay cycle parking for the proposed development is based on the following considerations which are also in accordance with the abovementioned design principles and the SPPR 4 – Cycle Parking and Storage section of the Sustainable residential Development and Compact Settlements Guidelines for Planning Authorities.

- All long-stay cycle parking will be located in accessible safe, secure, well light and sheltered locations.
- Short-stay cycle parking is located in highly visible areas with good passive surveillance, which are easy to access and well light and in close proximity to their destination entry points.

[1] Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities

- Where required, end of trip facilities including shower and change facilities are provided.
- A range of cycle parking solutions are provided including Sheffield stand type facilities and stacked cycle solutions.
- The cycle parking layouts cater for non-standard cycles including cargo bike and accessible bike formats.

All visitor cycle parking space across the development are proposed in the form of Sheffield stands. Private / long-stay cycle parking will be stacked and, in some cases, double stacked. This approach of mixed cycle parking equipment's / facilities is in accordance with Section 6.5 (Types of Equipment and Layout) of the CDM published in September 2023.

The location and layouts for the proposed dedicated cycle parking are detailed on MCORM drawings PL608 to PL611 – Bin and Bike Stores and PL601 Parking Layout. An extract from one of those drawings is shown in Figure 3-4.

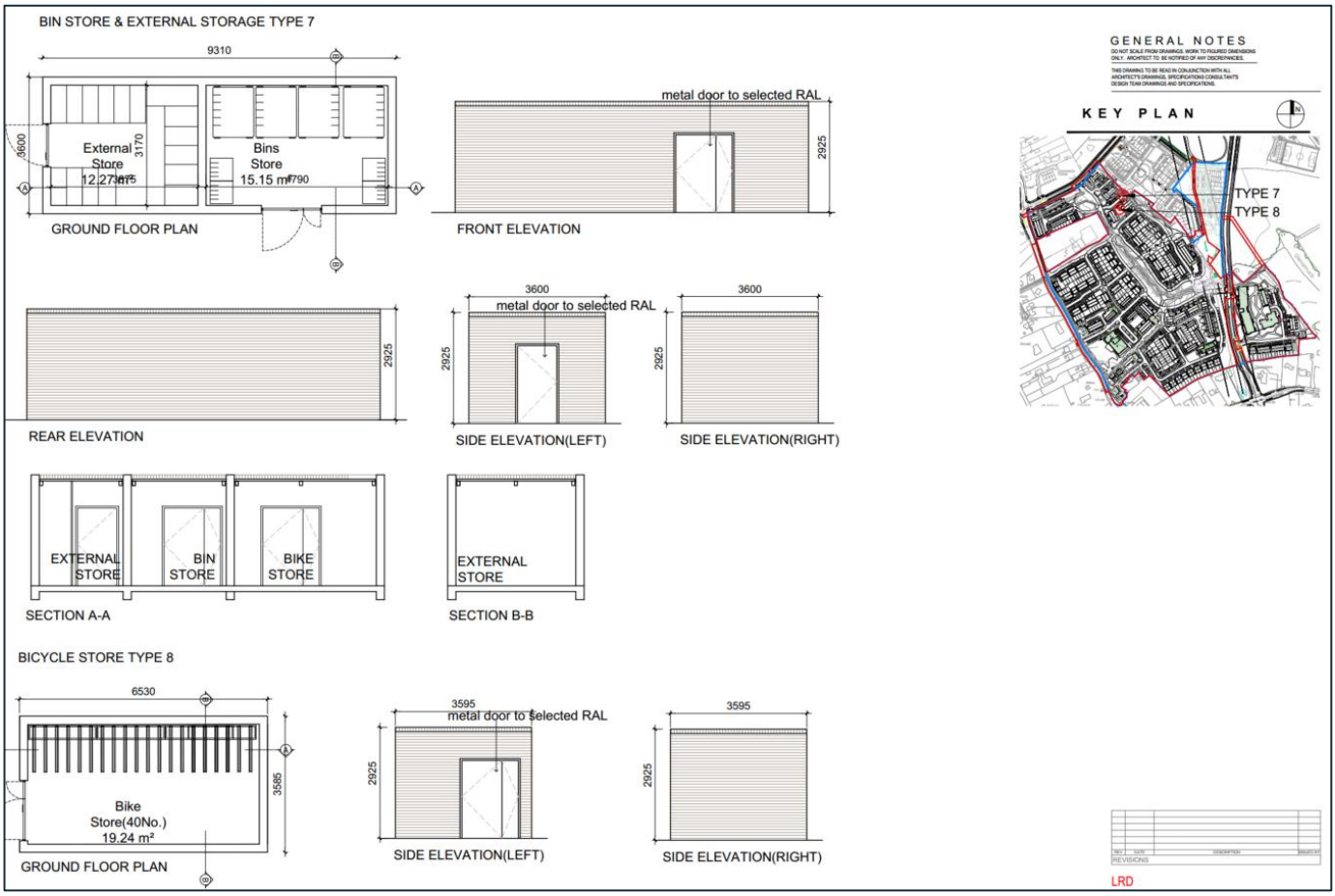


Figure 3-4 - Extract showing Cycle Parking Location and Layout

3.2.4 Item 18d

d) *"The majority of the undercroft cycle parking is shown as "stacked" cycle parking. Cycle parking provision for a number of the duplex units also rely solely on the substandard "stacked" cycle parking. Transportation Planning consider that the overall proportion and reliance of stacked cycle parking is excessive and as such, it is considered that the quality of proposed cycle parking arrangements across the site is substandard. It is considered that this substandard design does not adequately cater for the various types and abilities of users and as a result, will likely deter cyclists at the proposed development, and impact the uptake of active travel modes.*

Accordingly, at a minimum, the DLRCC standard shall by satisfied by the provision of "Sheffield" type cycle parking, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018) may be shown as "stacked". The Applicant shall submit revised drawings and details which demonstrate that these minimum requirements have been met."

AtkinsRéalis Response:

A detailed response is provided in 18e above. Cycle parking has been provided in line with national guidance including Design Standards for New Apartments[2], and the Compact Settlement Guidelines. Cycle parking facilities have been designed and located in accordance with the Section 6.2. Design Principles of the CDM, the manual for the design of all new or improved cycle facilities, including cycle parking, in Ireland . The five core principles for designing cycle infrastructure set out within the CDM are as follows:

1. ***Safe*** *– cycle parking should be secure for the cycle and users should feel safe from the risk of personal crime.*
2. ***Direct*** *– cycle parking should be near to the cycle route and/or as close as possible to the final destination.*
3. ***Coherent*** *– cycle parking should be well-connected to routes and buildings, well-signed and easy to find.*
4. ***Attractive*** *– cycle parking areas should be of good quality design and well-maintained; and*
5. ***Comfortable*** *– cycle parking should be easy to use and accessible to all.*

The high-quality cycle parking locations and layouts for the proposed dedicated cycle parking are detailed on MCORM drawings no.s PL608 to PL611 – Bin and Bike Stores.

[2] Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities

3.2.5 Item 18e

e) *The Applicant shall submit revised drawings and details which demonstrate and clarify the provision, location and allocation of all surface cycle parking and also ensure that a minimum of 50% of surface level visitor cycle parking and all surface level long term cycle parking is covered. The required cycle parking should also be incorporated into the proposed blocks in order to reduce clutter to the public areas and improve access and security to cycle parking spaces.*

AtkinsRéalis Response:

Cycle parking locations and layouts for the proposed dedicated cycle parking are detailed on MCORM drawings to PL608 to PL611 – Bin and Bike Stores and PL601 Parking Layout. Further details are shown on MCORM Design and Access Statement (page 35).

3.2.6 Item 18f

f) The Applicant shall prepare and submit a cycle audit which demonstrates, in plan format, how all the requirements of DLRCC's Standards for Cycle Parking and Associated Developments are met within the development, in accordance with Section 12.4.6.1 Standards for New Development of the current DLRCC County Development Plan.

AtkinsRéalis Response:

Section 6.3.3 - Cycle Audit of the submitted TTA contains the cycle audit. For ease of reference this is repeated in Table 3-2.

Table 3-2 - DLR Cycle Audit - Designer Response to Criteria

DLR Cycle Parking Assessment Criteria	Response
Is the number of cycle parking spaces and footprint adequate and is there suitable provision for parking of outsized formats (cargo bikes etc)?	Yes. Cycle parking numbers, both long stay and short stay for residential and non-residential uses accords with DLR Cycle Parking standards as shown in Section 6.3 of the TTA. The development proposes a range of cycle parking including double stacked cycle parking for apartment duplex units, Sheffield style stands and spaces for oversized cycle such as cargo bikes. Sheffield stands are widely distributed across the development, particularly at high density destinations such as apartments / duplexes, neighbourhood centre where demand is anticipated.
Is the location of cycle parking convenient, appropriate, and secure with adequate provision for covered parking?	Yes. Cycle parking for different uses is located in the most appropriate location for that use to ensure its usability and optimal functionality. The apartment cycle parking is covered with the undercroft areas. There are numerous dedicated covered cycle storage facilities for duplex units adjacent to their buildings.
Is the cycle parking area accessible in terms of dedicated access routes with ramps and/or kerb dishing where required?	Yes – cycle parking areas are accessible with gradients within tolerances
Do the internal cycle access routes connect well with off-site cycle facilities – existing and proposed?	Yes. Cycle provision links with proposed cycle network provide as part of the GDRS via direct connection onto segregated cycle facilities on the GLDR. Also connects with Part 8 Glenamuck / Enniskerry Rd Junction scheme. Proposal will also connect to shared cycle provision on Enniskerry road via an improved urban realm with reduced vehicle throughput.
Is there adequate and appropriately designed and integrated provision for ancillary cycling and pedestrian facilities including showers, locker / changing rooms and drying areas?	Yes – residential uses have access to changing and showering facilities.

For short-term cycle parking (e.g., for customers or visitors), cycle parking is required at ground level. This should be located within 25 metres of the destination in an area of good passive surveillance. Weather protected covered facilities should be considered where appropriate. Consideration should be given to using green roofs in the design of standalone cycle parking shelters. Appropriate cycle parking signage may also be required to direct cyclists to the end destination.	Yes, short term non-residential cycle parking is provided at ground floor level and is located within 25m of destination, for example cycle parking associated with the creche. Visitor cycle parking to duplexes is adjacent the main access to these apartment blocks.
For long-term cycle parking (e.g., for more than 3 hours for residents, staff, students), secure covered cycle parking is a requirement. This should be conveniently located within 50 metres of the destination and located near building access points where possible.	Yes, long term cycle parking is covered and located within 50m of destination.
In all cases it is a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.	Yes – contained with residential units. CCTV of car parking can be provided if required.

All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4 metres to facilitate access by cyclists.	No applicable – no MSCP
Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments.	Cycle permeability is provided across the subject lands. Cycle provision links to existing and proposed external cycle infrastructure. Design of cycle network accords with NTA Cycle Manual. DMURS Quality Audit including Cycle Audit has been undertaken as part of the development. Cycle measures identified will be included in the scheme.

3.2.7 Item 18g

g) *"The Applicant shall submit revised drawings and details which demonstrate the proposed car parking provision is in accordance with the requirements laid out in Table 12.5 of the current DLRCC County Development Plan. The drawings and details shall clarify the proposed excess of 73 No. car parking spaces associated with the dwelling house element of the development."*

AtkinsRéalis Response:

The details of the proposed car parking numbers are detailed in Section 6 – Parking Provision of the submitted TTA.

As noted in Section 6 of the submitted TTA, the site is located within Parking Zone 3 as defined by the DLR County Development Plan. Based on these parking rates, Table 6.1 of the TTA outlines that the development could provide a **maximum of 933 no.** car parking spaces made up of **800 no.** residential spaces and **133 no.** commercial spaces.

It is also noted that SPPR 3 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities states that housing developments within intermediate locations are subject to a maximum rate of 2 spaces per dwelling. Based on this, **up to 974 no. residential spaces would be acceptable**. An intermediate location is defined as lands within 500 metres of a reasonably frequent urban bus service.

As detailed in Table 6.2 of the TTA **a total of 854 no.** car parking spaces is proposed for the development made up of **767 no. residential** car parking spaces and **87 no. commercial** spaces.

This is within the maximum DLR guidelines and there is no excess of car parking proposed. Table 6.3 of the submitted TTA provided a detailed justification of the car parking provision having regard to Section 12.4.5.2 of the Development Plan.

The location of car parking spaces and the car parking allocation can be seen on MCORM drawing no. PL601 – Car Parking Plan.

3.2.8 Item 18h

h) *"The Applicant shall submit revised drawings and details which clearly demonstrate that electric vehicle charging points have been provided in accordance with Section 12.4.11 of the current DLRCC County Development Plan, with minimum requirements as follows:*

i. *For multi residential unit elements (apts/Duplex): A minimum of one car parking space per five car parking spaces to be equipped with one fully functional EV Charging Point.*
ii. *For dwelling houses (with in-curtilage spaces): The installation of appropriate infrastructure to enable installation at a later stage of a recharging point for EVs without the requirement for intrusive works.*
iii. *For all other elements: A minimum of 1 car parking space per five car parking spaces to be equipped with one fully functional EV Charging Points."*

AtkinsRéalis Response:

As outlined in Section 6.2.2 EV car parking of the submitted TTA, electric vehicle (EV) charging points are provided in accordance with Section 12.4.11 (Electrically Operated Vehicles) of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 which states the following:

> *"Residential multi-unit developments both new buildings and buildings undergoing major renovations (with private car spaces including visitor car parking spaces) - a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV. Charging Point. Ducting for every parking space shall also be provided."*

Therefore, 100 no. of the residential car parking spaces are required to be equipped with EV charging points. Across the development, 100 no. EV charging point-equipped spaces will be provided. Additional ducting will be provided to allow for retrospective installation of additional charging points. In-curtilage car parking spaces can readily be made EV charging point equipped. EV charging facilities will be provided in the residential undercroft parking areas. The location of EV charging point-equipped car parking spaces and the car parking allocation is shown on MCORM drawing no. PL601 – Car Parking Plan.

3.2.9 Item 18i

i) *"The Applicant shall submit revised drawings and details which clearly demonstrate that adequate provision for accessible car parking spaces has been provided in accordance with Section 12.4.5.3 of the current DLRCC County Development Plan, with minimum requirements of 4% of spaces to be designed as accessible."*

AtkinsRéalis Response:

As outlined in Section 6.2.1 Disabled Car Parking of the submitted TTA, in accordance with the County Development Plan Section 12.4.5.3, 4% of the car parking provision shall be suitable for use by the mobility impaired. It is also considered that all residential in-curtilage car parking spaces are suitable for use by the mobility impaired. Based on the remaining quantum of car parking spaces (500 no.), consisting of the apartment / duplex unit and commercial car parking, 4% equates to a requirement of 20 no. spaces. A total of 28 no. disabled spaces are proposed to accommodate the development. The location of accessible car parking spaces and the accessible car parking allocation is detailed within MCORM drawing no. PL601 – Car Parking Plan.

3.2.10 Item 18j

j) *"The Applicant shall submit revised drawings and details which clearly demonstrate the provision of set-down/drop off and loading bays for the proposed development. The allocation of residential car parking e.g., visitor, car share etc. should be clearly shown on the drawings. Details of car sharing/cycle sharing schemes for the proposed development should be included as part of any application, with an accompanying letter of intent to supply these services from an established supplier."*

AtkinsRéalis Response:

The location of loading bays is shown on MCORM drawing no. PL601 –Car Parking Plan. An extract of this drawing is shown within Figure 3-5 which illustrates loading bays (LB) in the vicinity of the commercial car parking spaces. It is intended that these bays would be dual purpose, operating as both loading bays and short stay bays associated with visitors to the commercial portion of the development.

Figure 3-5 - Loading Bays

Section 6.2.4 of the submitted TTA details the proposed car sharing approach. It states that the Kilternan LRD will include a car club facilitated by the provision of 2 no. dedicated spaces for car club vehicles with 1 no. proposed within the eastern portion of the development and the other proposed in the western portion. The inclusion of these spaces will facilitate a reduction in car parking in the development.

3.2.11 Item 18k

k) *"The Applicant shall liaise with DLRCC in order to agree proposed areas to be taken in charge. Drawings which demonstrate areas to be taken in charge by DLRCC should be submitted as part of a future application. All areas within the proposed development should be constructed to the required DLRCC taking in charge standards. Taking in charge guidance docs can be found here: https://www.dlrcoco.ie/building-control/taking-charge."*

AtkinsRéalis Response:

Please refer to MCORM drawing no. PL-600 – Taking In Charge (TIC) for details of the areas proposed to be taken in charge. An extract from this drawing is shown in Figure 3-6. Areas to be taken in charge will be constructed in accordance with DLRCC's guidance.

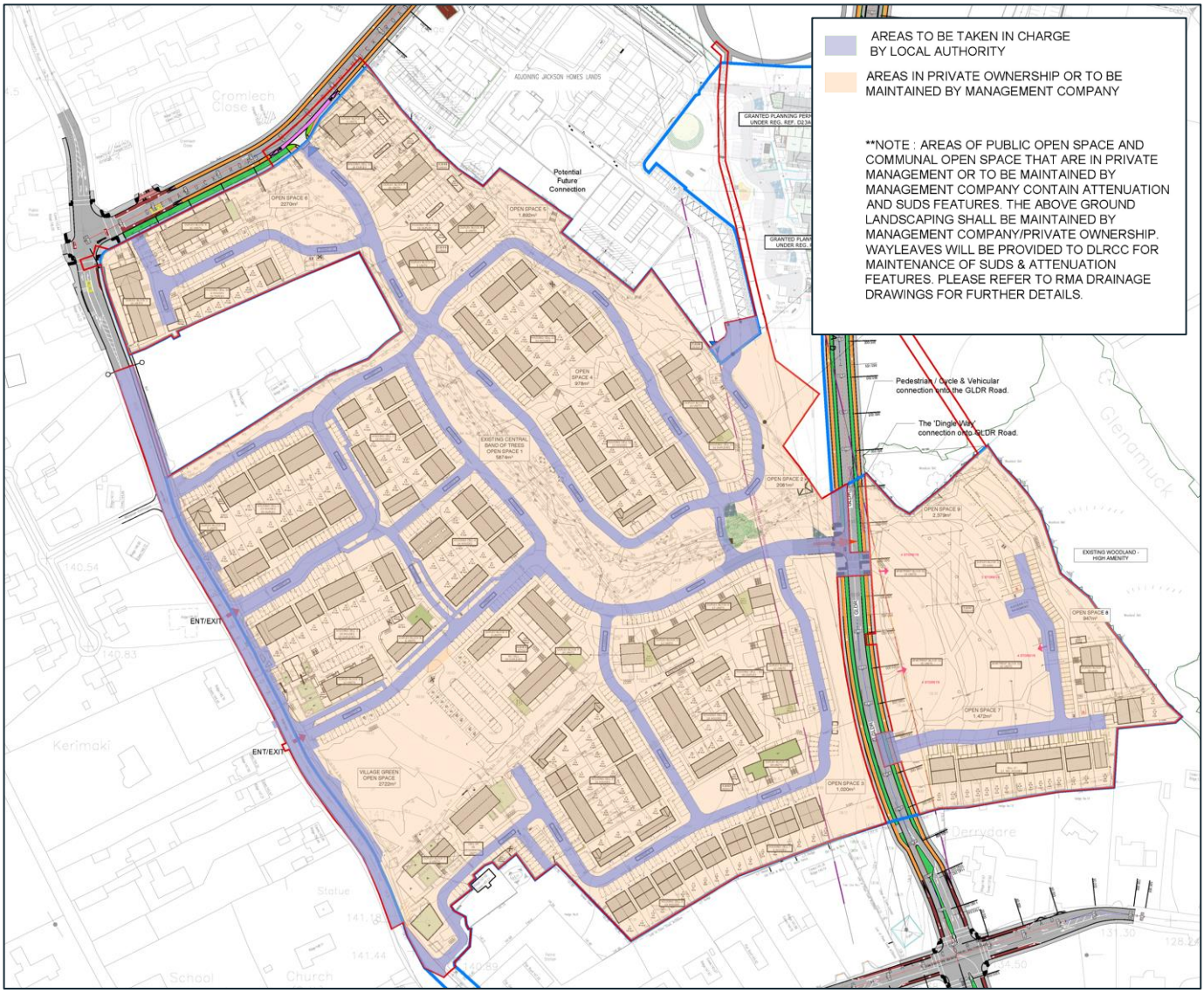


Figure 3-6 - Extract from Taking in Charge drawing PL-600

3.2.12 Item 18l

l) *"A detailed independent Quality Audit which includes a Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit should be submitted. The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure writing. A feedback report should also be submitted responding to each of the items, together with detailed layout drawings showing the accepted design changes incorporated in the layout."*

AtkinsRéalis Response:

A Quality Audit including a Stage1 Road Safety Audit, DMURS Street Design Audit, Walking Audit and Access Audit was undertaken by NRB Consulting Engineers on behalf of the client Liscove Ltd. The Quality Audit forms part of the Stage 3 LRD planning submission documents.

NRB Consulting Engineers are an independent auditing team that were not involved in the design of the scheme. The audit team consisted of

- Team Leader: Brian McMahon, BE MSc CEng, Cert Comp RSA.
  TII Auditor Approval no. BM142319
- Team Member: Norman Bruton, BE CEng FIEI, Cert Comp RSA.
  TII Auditor Approval no. NB 168446

The Quality Audit was undertaken in accordance with Advice Note 4 of DMURS. The audit took place in March 2024. The audit team raised a number of comments and observations which were subsequently addressed by the design team, agreed with the auditors and signed off by the client Liscove Ltd, in line with Advice Note 4 of DMURS. Please refer to the Quality Audit document for further details.

DLRCC Road department have confirmed acceptability of the Audit Team. Please refer to email in Appendix B.

3.2.13 Item 18m

m) *"The Applicant shall submit a Traffic and Transport Assessment which includes a full assessment of the fully built out development and all potential impacts to the proposed GDRS, especially in relation to the proposed priority junctions. The assessment shall also assess any impacts to Enniskerry Road."*

AtkinsRéalis Response:

A Traffic and Transport Assessment (TTA) is submitted with this LRD application. The TTA accords with Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines 2014.

- Section 7 of the TTA outlines that traffic surveys from May 2023 were utilised to understand baseline traffic in the area.
- Section 8 of the TTA provides details of the traffic growth factors used to grow baseline traffic to future year scenario. This section includes details of committed developments and modelled scenarios.
- Section 9 of the TTA provides details of the mode share, trip generation and trip distribution on the network.
- Section 10 of the TTA sets out the detailed assessment approach to the traffic modelling.
- Section 11 of the TTA sets out the results of the modelling for the individua junctions.

The results indicated that all proposed access junctions, including the two priority access points into the GDLR, operate within acceptable parameters with negligible impact on the GDLR. The model results indicate that the design of these junctions as priority-controlled junctions, as opposed to signal-controlled junctions is appropriate and correct for the level demand.

It should be noted that the GDLR is designed as a 50kpm link street and that there are additional access junctions along the route, such as the priority junction at Wayside Football Club, which has a similar arrangement to the proposed development access junctions. This similarity serves to validate and reinforce the approach of implementing priority junctions along the GDLR.

3.2.14 Item 18n

n) *"The Applicant will be required to obtain and submit written confirmation from the relevant project engineer within the Capital Projects Team to demonstrate that both the proposed design and phasing of the development is consistent with the latest design details and phasing of the road scheme.*

The Applicant shall also submit drawings and details which demonstrate that the proposed development does not encroach on or preclude any and all works associated with the GDRS scheme and submit confirmation of same from the relevant project engineer."

AtkinsRéalis Response:

Roger Mullarkey & Associates (RMA), the Kilternan project engineer has been in contact with Gerry Darcy, Senior Executive Engineer at DRLCC Roads Project Office who has confirmed that the proposed design and phasing of the LRD is consistent with the latest design details and phasing of the GDRS. An extract of this correspondence is included in Figure 3-7 below. Please also refer to RMA's submission for further details.

DLRCC Road Projects Office,

1, Harbour Square,

Dun Laoghaire,

Co Dublin,

12 June 2024.

To Roger Mullarkey & Associates,

Consulting Engineers,

Kilcock, Co Kildare.

Dear Mr Mullarkey,

Ref : Plan ref PAC LRD 2 /006 /23. Liscove.

I can confirm that the proposed design and current phasing of the scheme LRD, plan ref PAC LRD 2/006 /23 is consistent with the latest design details and phasing of the GDRS road scheme. The proposed development does not encroach on or preclude any and all works associated with the proposed GDRS.

Regards,

Gerry D'Arcy.

Senior Executive Engineer,

DLRCC Road Projects Office.

Figure 3-7 - DLR Capital Projects Response

3.2.15 Item 18o

o) The Applicant shall clarify the extent of proposed works on the Enniskerry Road and provide further detail on the proposed boundary treatment along the Enniskerry Road.

AtkinsRéalis Response:

The extent of works to Enniskerry Road is as per the Kilternan Phase 1 planning application (DLR D23A/06160) that was recently notified of a decision to grant permission under Order Number P/0976/24. The concept therefore set out below has been accepted by DLRCC.

The delivery of the GDRS, which is expected to be fully operational by Q1 2026 according to the Capital Projects team, will result in significantly reduced traffic flows on the local road network, specifically on the Enniskerry Road fronting the site, Average Annual Daily Traffic (AADT) is projected to reduce from ca. 10,808 PCU to ca. 3,443 PCU, a 68%% reduction in traffic flows, as shown in Table 3-3.

Table 3-3 - Pre & Post GDRS AADT on Enniskerry Rd

Road	Base AADT	Post-GDRS AADT	Reduction
Enniskerry Road	10,808	3,443	68%

This reduction in traffic volume will facilitate a revised treatment along Enniskerry Road fronting the site.

The existing typical cross-section of the Enniskerry Road fronting the development is:

- 8.5 metres wide vehicular carriageway with one lane in each direction;
- Footpath width on development (eastern) side varies from ca. 1.8 to 2m; and
- On the western side of Enniskerry Road, the footpath width varies from ca. 1.2 to 2m.

The permitted scheme is to narrow the carriageway to 6.5m, i.e., a 3.25m running lane in each direction allowing for continued use by bus vehicles. The remaining former carriageway (i.e., 2m) would be reallocated for other road users with the introduction of a widened pedestrian and landscaped feature on the eastern side of the road adjoining and complementing the proposed landscape and pedestrian environment within the development. Given the reduction in traffic flow the proposal is to cater for cyclists on the carriageway. This approach accords with CDM for shared cycle and mixed traffic environments.

Details of the Enniskerry Road and boundary treatment are set out on the architect's (MCORM) and landscape architect's (NMP) submissions, in particular *Item 3 Planning Road Frontage which can be found on* Page 51 of MCORM's Design & Access Statement, which states the following:

> *"The interface with the Enniskerry road has been reinforced using a three-storey contemporary duplex typology to strengthen the built edge along the Enniskerry road north of the village green. This announces the scheme as one travels south from the Golden Ball with a more compact form of development. A pair of three storey feature houses either side of the first vehicular entrance along the western frontage form a strong set piece announcing the entry point."*

Feature stone boundary walls are set back from the footpath allowing for small pocket park arrangements with local feature seating and a widening of the footpath at these locations. Duplex Block A contains commercial / retail on its entire ground floor activating the Enniskerry road frontage and the main entrance to the scheme. The extension of

the redline to the south of the village green includes additional commercial units as well as the creche and the community centre. A compact civic plaza is proposed at this location immediately opposite Our Lady of Wayside Church. This important piece of high-quality public realm serves as a connecting node linking the village green, Dingle Way and the newly proposed village commercial area with the landmark church.

Figure 3-8 - Rendered image showing Enniskerry Rd Treatment

This approach was considered acceptable as evidenced by the DLR Order Number P/0976/24 of the notification to grant permission for the Kilternan Phase 1 development that includes the Enniskerry Road works and boundary treatment details.

Further detailed explanation, plans and drawings of the Enniskerry Road treatment can also be seen in the NMP Planning Pack. Specifically, the report and drawings listed below.

- Landscape design Statement
    - Section 3.4 landscape Strategies – Boundary Treatments
    - Section 4.2 Enniskerry Road
- Landscape Drawing Pack
    - L1_101 Boundary Treatment Plan
    - L1_903 hard Landscape Details_ Boundary Sheet 2 of 3

3.2.16 Item 18p

p) The Applicant shall submit detailed swept path analysis drawings which demonstrate emergency vehicle (ambulance & fire tender) movements and refuse collection movements at the proposed development.

AtkinsRéalis Response:

The site layout has been designed with cognisance of the access requirements of refuse vehicles and emergency services vehicles. Swept path analyses have been undertaken to show that larger vehicles can access, manoeuvre safely through the street network and egress the proposed development site. Drawing Nos 04 - 900714 to 04 - 900715 provide details of vehicle tracking for refuse and emergency vehicles. An extract of the swept path analysis carried out for a fire tender is shown in Figure 3-9 below.

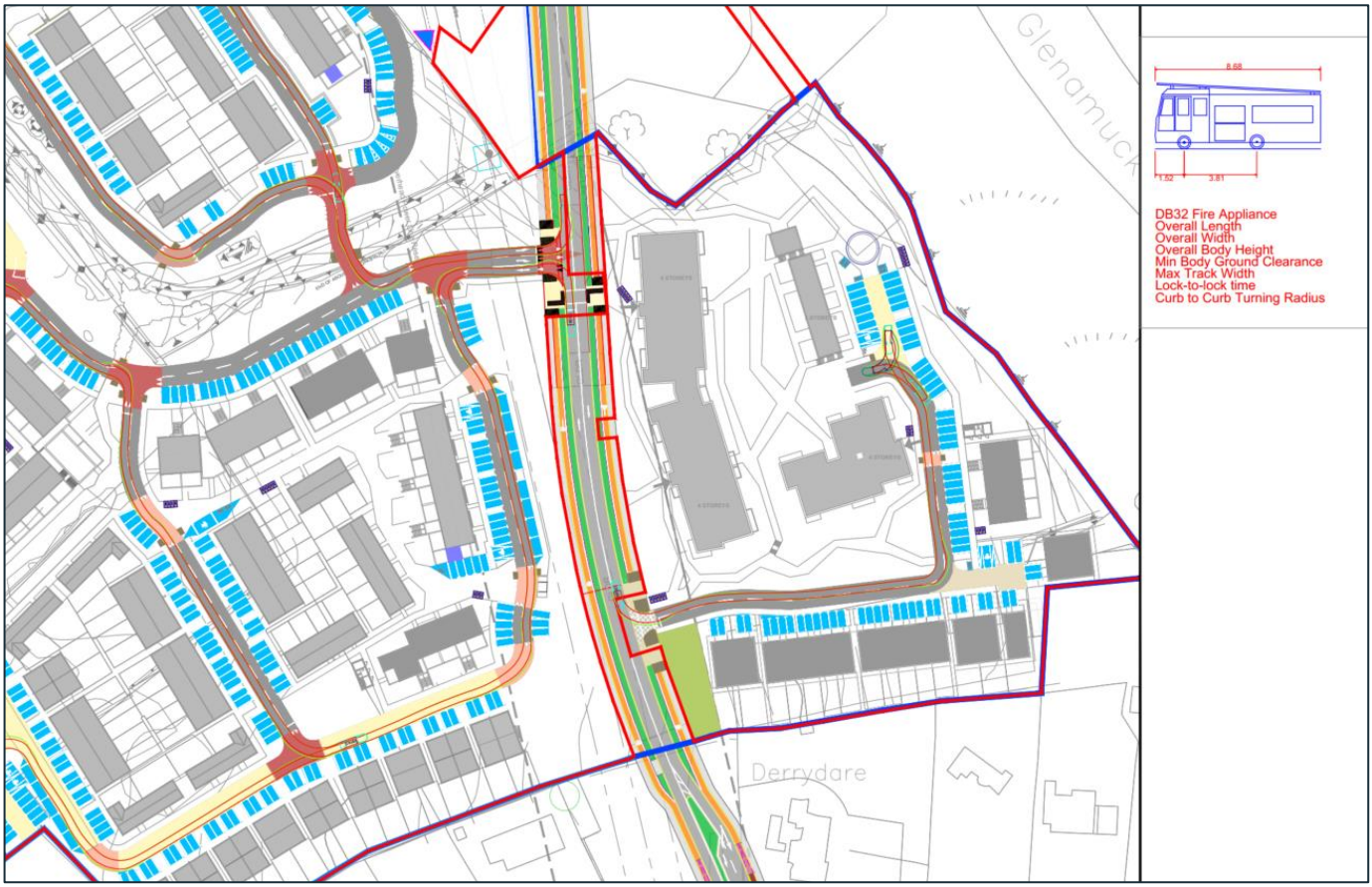


Figure 3-9 - Extract of Drawing no. 04-900715 Emergency Vehicle Tracking

3.2.17 Item 18q

q) *"The Applicant will be requested to submit a detailed Residential Travel Plan for the proposed development which outlines proposed measures to encourage future residents and visitors to use sustainable travel modes to travel to and from the proposed development and decrease reliance on the private car as a mode of travel. The submitted travel plan shall include the name and contact details of a Travel Plan Coordinator, who shall be responsible for implementing the measures outlined within the plan. The Travel Plan shall demonstrate what soft and hard measures will be implemented to promote an increased use of sustainable and active travel modes (walking, cycling, public transport, car share) to access the proposed residential development for Residents and Visitors and to achieve a modal split as per 'Smarter Travel: A Sustainable Transport Future', the Government National Transport Policy 2009 - 2020."*

AtkinsRéalis Response:

A Travel Plan / Mobility Management Plan forms part of the documents submitted with LRD Stage 3 submission. A Mobility Management Plan (MMP) is a robust package of measures aimed at encouraging a shift to sustainable travel modes such as walking, cycling and public transport. The plans are developed on a bespoke basis and may recommend improvements to infrastructure as well as behavioural change measures, such as improved provision of information or promotional campaigns and events.

An MMP is therefore a strategic management tool designed to accommodate a site's specific transportation needs. The MMP aims to educate and inform people regarding how, why and when they need to travel. It provides a forum to promote and support the use of alternative, active and sustainable transport modes such as walking, cycling, shared transport and mass transit such as buses and rail. Consequently, the MMP will also assist in reducing dependency on private car and mitigate against traffic congestion and its inherent environmental, social and economic impacts.

This MMP has been developed with specific reference to the site location, site context and proposed site layout. The MMP describes the self-regulating management of travel demand. As such this MMP could help reduce the amount of car travel to and from the proposed development site at Wayside. Not only will this bring benefits to those future occupiers of the development but also to the wider local community and environment.

This MMP is not a fixed plan but a dynamic and evolving document that can be updated and adjusted to reflect changing site characteristics, availability of transport infrastructure and attitude changes. The measures outlined in this MMP are aimed focused on promoting access to the site by alternative, active and sustainable modes of transport and reducing single occupancy car travel. In general, the ultimate occupiers will be encouraged to put these measures into practice themselves.

The following documentation has been referenced in the preparation of this MMP:

- Your Step By Step Guide To Travel Plans (NTA 2012);
- Traffic and Transport Assessment Guidelines (NRA, 2014);
- Making Residential Travel Plans Work: Guidelines for New Development (UK DfT 2005);
- Traffic Management Guidelines (DoELG, 2003);
- Transport Strategy for the Greater Dublin Area 2022-2042 (NTA);
- Dún Laoghaire Rathdown County Development Plan 2022 – 2028;
- Dún Laoghaire Rathdown County Council Standards for Cycle Parking and associated Cycling facilities for New Developments (DLRCC January 2018);
- Sustainable Urban Housing: Design Standards for New Apartments (DHPLG 2023).

A range of soft and hard measures are outlined in the MMP. Clearly, as the users of the development are currently unknown at this stage, the MMP can only commit to promoting alternative modes of transport and providing the means for active and sustainable travel choices to be made.

The starting principle is that the design and layout of the development is based on best-practice design principles, such as those found in DMURS and the CDM, that facilitate and encourages active and sustainable travel. This leads the adoption of more sustainable modes for travel. The MMP will develop on the physical interventions of the development proposals for the site. These physical interventions will be supported, and active and sustainable modal shift encouraged, through the development of 'softer' measures.

This section describes the services to be provided and the 'in built' infrastructure measures (as part of the layout and design of the development) which are intended to encourage use of active and sustainable travel modes and complement the strategic aspects of the MMP.

Philip Assaf of Durkan has been identified as the Travel Plan Coordinator (TPC). As the development is delivered and a management company is put in place the name of the TPC may change and these changes will be communicated to DLRCC.

3.2.18 Item 18r

r) *"A detailed construction management plan should be submitted which demonstrates measures dealing with the following items:*

i. *How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.*

ii. *Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.*

iii. *An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.*

iv. *How/where it is intended to provide a site compound including materials storage and staff welfare facilities.*

v. *How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.*

vi. *Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.*

vii. *How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.*

viii. *Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.*

ix. *A procedure for dealing with complaints from third parties arising from the construction process.*

x. *An undertaking that all existing local roads in the immediate vicinity will be subject to a photographic pre-condition survey, and that any damage to the public roads/footpath shall be repaired at the applicant's expense."*

AtkinsRéalis Response:

An outline Construction Management Plan (CMP) has been developed (Our Ref: 0086174DG0035) and is submitted as part of the LRD Stage 3 planning documentation. As the main construction contractor has yet to be appointed and therefore, their construction methodology has yet to be determined, some elements of the CMP are outline only. Upon appointment of a main contractor and prior to commencement of any works, a full detailed CMP will be developed and submitted for agreement with DLRCC's Planning and Transportation Planning Section, as well as other relevant stakeholders. The outlined CMP contains all necessary information covering items (i to x), bearing in mind a main contractor has yet to be appointed and that the plan will be further developed and agreed with DLRCC prior to commencement of construction on site.

Traffic routing and traffic management plan, access location(s), site compound location, wheel washing, measures to minimise /eliminate nuisance from dust and noise, construction hours and a road condition survey.

4. Conclusion

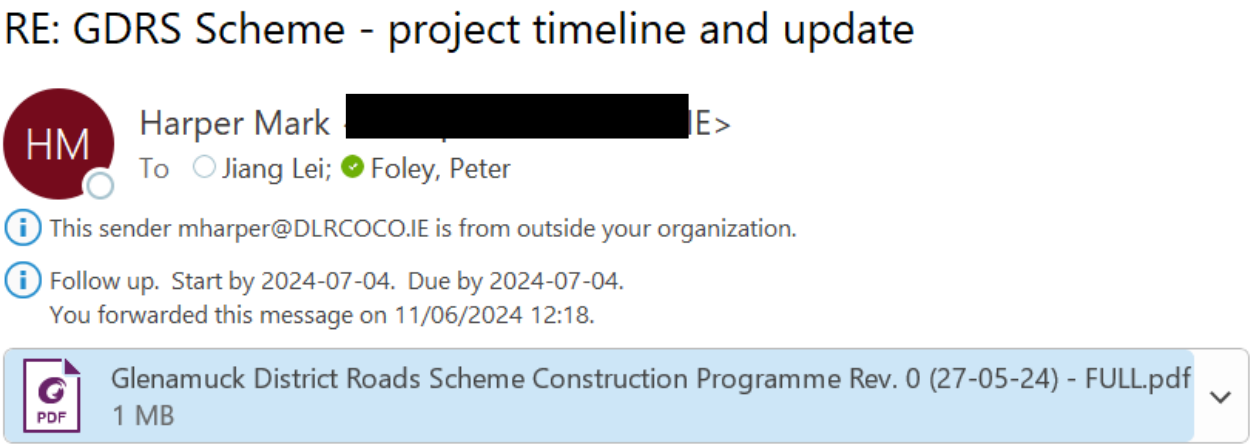
In conclusion, AtkinsRéalis, on behalf of Liscove Limited, has prepared this report in response to the Traffic, Transport and Roads elements of Dún Laoghaire-Rathdown County Council's opinion on the Stage 2 material submitted in support of the Large-scale Residential Development (LRD) for lands at Kilternan, Co. Dublin D18 Y199 (DLRCC Ref: PAC/LRD2/006/23).

This report represents a comprehensive response to the items raised. These responses demonstrate compliance with established guidelines and standards including DMURS, Compact Settlement Guidelines and the Cycle Design Manual.

These responses are supported by material appended to this report and where necessary, the report provides cross-references to other reports and drawings submitted by AtkinsRéalis and other members of the Design Team.

APPENDICES

Appendix A. GDRS Programme and Correspondence


RE: GDRS Scheme - project timeline and update

HM Harper Mark [redacted]E>

To Jiang Lei; Foley, Peter

This sender mharper@DLRCOCO.IE is from outside your organization.

Follow up. Start by 2024-07-04. Due by 2024-07-04.
You forwarded this message on 11/06/2024 12:18.

PDF Glenamuck District Roads Scheme Construction Programme Rev. 0 (27-05-24) - FULL.pdf
1 MB

Hi Peter - programme attached.

Thanks, Mark

From: Jiang Lei [redacted]
Sent: Wednesday, June 5, 2024 4:51 PM
To: Harper Mark [redacted]>; Foley, Peter <Peter.Foley@atkinsrealis.com>
Subject: RE: GDRS Scheme - project timeline and update

Hi Peter,

I will be on leave from tomorrow. @Harper Mark would you mind sharing the programme with Peter? Thanks

Regards,

Lei

From: Foley, Peter <Peter.Foley@atkinsrealis.com>
Sent: Wednesday, June 5, 2024 4:26 PM
To: Jiang Lei <[redacted]
Subject: GDRS Scheme - project timeline and update

CAUTION: This email originated from outside Dún Laoghaire-Rathdown County Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Lei,

AtkinsRealis are employed by Liscove to submit a forthcoming LRD application to DLRCC for development at Kilternan.

Can you provide the current programme for the delivery of the GDRS, ideally broken down by phases so we can include this in the TTA and can inform access routes to and from the site.

Kind regards

Peter Foley

Transport
Planning
Specialist

Traffic and
Transportation

AtkinsRéalis

T:
353214290335

Unit 2B, Building
2200, Avenue
2000, Cork
Airport Business
Park

Cork, T12
R279, Ireland

Appendix B. Correspondence with DLR on Quality Audit

RE: Kilternan LRD Application - Stage 1 RSA

KT Kilbride Tom <[redacted]
To Brian McMahon; McGrath Sean
Cc Foley, Peter; Elaine Hudson; Eoin Reynolds
This sender tkilbride@DLRCOCO.IE is from outside your organization.
This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Hi Brian,

Apologies for the delay in coming back to you on this.

We approve the proposed audit team as outlined below.

Kind regards,

Tomás Mac Ghiolla Bhríde | Tom Kilbride

Innealtóir Feidhmiúcháin Sinsearach ag gníomhú | A/Senior Executive Engineer

Pleanáil Iompair | ***An Roinn Bonneagair agus Athrú Aeráide*** | Comhairle Contae Dhún Laoghaire-Ráth an Dúin | Urlár 2| Uimhir 2, Cearnóg an Chuain, Bóthar Crofton, Dún Laoghaire

Transportation Planning |Infrastructure and Climate Change| Dun Laoghaire-Rathdown County Council | Level 2, 2 Harbour Square, Crofton Road, Dun Laoghaire

Ríomhphost: tkilbride@dlrcoco.ie Idirlíon: www.dlrcoco.ie | Fón: 012054700

E-mail: tkilbride@dlrcoco.ie | Web: www.dlrcoco.ie | Phone: 012054700

dlr Comhairle Contae County Council

From: Brian McMahon <brian.mcmahon@nrb.ie>
Sent: Thursday, June 27, 2024 4:18 PM
To: McGrath Sean <s[redacted]lbride Tom <tkilb[redacted]
Cc: Foley, Peter <Peter.Foley@atkinsrealis.com>; Elaine Hudson <elaine@toctownplanning.ie>; Eoin Reynolds <eoin.reynolds@nrb.ie>
Subject: RE: Kilternan LRD Application - Stage 1 RSA

Hi Sean, Tom,

Sorry just checking if you had a chance to review the email below and approve myself and Norman to undertake the Audit. Thanks very much.

Regards,

Brian McMahon

NRB Consulting Engineers Ltd
1st Floor
Apollo Building
Dundrum Road
Dundrum
Dublin 14

Tel/fax: +353 1 292 1941
Mobile: 087 760 4876
E-mail: brian.mcmahon@nrb.ie
Web: www.nrb.ie

From: Brian McMahon
Sent: Wednesday, May 22, 2024 2:58 PM
To: [redacted]; Kilbride Tom <[redacted]
Cc: Foley, Peter <Peter.Foley@atkinsrealis.com>; Elaine Hudson <elaine@toctownplanning.ie>; Eoin Reynolds <eoin.reynolds@nrb.ie>
Subject: Kilternan LRD Application - Stage 1 RSA

Hi Sean, Tom,

We have been appointed by Liscove to undertake a Quality Audit that includes a Stage 1 RSA and that in line with Stage 2 Opinion (18l), and I'm requesting your approval for the following two auditors.

- Team Leader:Brian McMahon, BE MSc CEng, Cert Comp RSA.
  TII Auditor Approval no. BM142319
- Team Member: Norman Bruton, BE CEng FIEI, Cert Comp RSA.
  TII Auditor Approval no. NB 168446

DLR Stage 2 Opinion letter conditions

18l A detailed independent Quality Audit which includes a Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit should be submitted. The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure writing. A feedback report should also be submitted responding to each of the items, together with detailed layout drawings showing the accepted design changes incorporated in the layout.

The Quality Audit will be undertaken in accordance with Advice Note 4 of DMURS. Given the scale of proposed development, the audit will cover the following elements:

- Road Safety Audit Stage 1;
- Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit); and
- Mobility and visually impaired users' audits (e.g., Access Audit).

Based on Advice Note 4, Section 3.2, we are not proposing to undertake a:

- Visual Quality Audit - should only be considered where place values are high (i.e., city, town and village centres), in areas of civic or cultural importance (i.e., around protected structures, within Architectural Conservation Areas and tourist precincts
- Community Audit – (community street audit)

These audits will be combined into one report that constitutes the Quality Audit.

Regards,

Brian McMahon

NRB Consulting Engineers Ltd
1st Floor
Apollo Building
Dundrum Road
Dundrum
Dublin 14

Tel/fax: +353 1 292 1941
Mobile: 087 760 4876
E-mail: brian.mcmahon@nrb.ie
Web: www.nrb.ie

AtkinsRéalis

Peter Foley
WS Atkins Ireland Limited
Unit 2B
2200 Cork Airport Business Park
Cork
T12 R279

<contact info>