

Ellen Golden

Drainage Planning and Development
Control Division, Environment &
Transportation Department,
Dublin City Council,
B1 F4, Civic Offices,
Dublin 8

Reference: 22008-TNT-XX-XX-RP-TP-1001

Subject: Gowan Motor Compound, 169-177
Merrion Road, Dublin 4. Transport Response to
LRD Opinion

Date: 04th of September 2024

Dear Ellen

Following our LRD meeting on the 25th of June 2024, we have received formal feedback from your department. We thank you for this feedback and have prepared this letter to identify how we have adjusted our scheme to meet your requirements.

Points raised by your department are in **bold** with our responses directly under

This division has serious concerns regarding the proposed layout and the operational capacity of the site to accommodate service/delivery vehicles/drop off/pick up etc. as no designated set down spaces are provided.

- Set down area now clearly designated on the layout drawing (SITE LAYOUT)

It appears that a proposed set down area is also used as a turning area for vehicles creating a conflict when a vehicle is parked in this area and the ability of vehicles to manoeuvre safely within the site. This may also lead to overspill on to the public road and obstruction of the bus/cycle lane and future CBC as well as reversing of vehicles onto the public road.

- Set down area relocated and now clear of turning vehicle. (see drawing: PARKING AND DROP OFF PARKING)
- Set down area is not designated for vehicle to be “parked”. In the rare occasion that the set down car space is already in use, a marking on the ground for the car behind to wait shortly the space to free up. It is very unlikely that a queue will start building up and overspill on the public road (See drawing: PARKING AND DROP OFF TRACKING)

It appears there is space for 2 no. standard cars to park in the set down area with space to turn, however the capacity to accommodate multiple maintenance/delivery vehicles is unclear. As presented, it is unclear that the proposed layout can be effectively and safely managed.

- Disabled parking space relocated. No car will be permanently parked in the area where vehicles are manoeuvring. Making it easy for the few maintenance/delivery that would be entering the site. The traffic management will be managed by the on site building staff.

The anticipated number of vehicle movements/demand to set down should be clarified, as well as the type of vehicle, and based on this it should be demonstrated that the proposed arrangement can accommodate this demand;

- Refer to section 7.3 in the Traffic and Transport Assessment report. The different types of vehicles accessing the development has been identified as well as their frequency and/or the time they should be spending.
- On site staff will be there to assist with the management of the parking.

Supporting swept path analysis should be provided. A dedicated set down space/area that does not conflict with the turning space is required.

- Swept path analysis drawings demonstrating no conflict provided (See drawing: PARKING AND DROP OFF TRACKING)

The submitted swept path analysis appears tight. Fire tender and refuse vehicles are tracked directly adjacent to walls and other structures; it is not clear the access is workable. The swept paths are also shown in close proximity to cycle parking and doorways, which gives potential for conflict with cyclists, pedestrians and parked bikes.

- Road and swept path analysis updated to make manoeuvres for services vehicles easier and not as close to cycle parking (See drawings: REFUSE TRUCK TRACKING, FIRE TENDER TRACKING)
- Access road is a shared surface with a 10km/h speed limit. Road is designed to be shared between cars, cyclists, and pedestrians with priority to the last two.

Adequate buffer zones should be provided. Having regard to the requested changes to layout to accommodate servicing / set down area, revised fire tender and refuse access should be demonstrated through revised swept path analysis; together with the layout of turning areas.

- Swept path analysis drawings demonstrating no conflict provided (See drawings: FIRE TENDER TRACKING, REFUSE TRUCK TRACKING, PARKING AND DROP OFF TRACKING)

A Stage 1 & 2 Quality and Road Safety Audit shall be prepared and submitted with the forthcoming application. This shall include, but not be limited to: the proposed internal road layout and turning facilities and the car parking layout. Any recommended measures or alternative measures agreed with the auditor should be implemented and design updated accordingly.

- The QRSA was conducted and is added as appendix D of the Traffic and Transport Assessment report. Every measures from the auditor has been implemented and drawings updated to show as such.

Insufficient cycle parking provisions has been proposed. The proposal of 200 bedrooms results in a minimum requirement of 200 long stay and 40 short stay/visitor cycle spaces. A total of 160 cycle parking spaces are proposed, 132 no. long stay spaces and 28 short term spaces; this is below minimum Development Plan standards, the quantum of cycle parking should meet minimum standards for both short stay and long stay; revised cycle parking proposals and layout plans should be submitted.

- A total of 248No. bike parking spaces is being provided including 206 Long stay and 42 short stay. Refer to section 6.2 in the traffic and transport assessment which sets out the compliance with the DCC requirements.

Long stay cycle parking is proposed as two tier stands, a 1.8m aisle width shown which is less than that set out in Section 6.5.5 of the NTA Cycle Design Manual i.e. “2.5m aisle width for two-tier racks arranged perpendicular to the aisle”. As per the NTA Cycle Design Manual (p.178) “some users will find it difficult to lift their bike from the floor onto the tray of the upper tier”. In some instances, two tier racks are of low quality whereby the lifting mechanism is difficult to use, and they do not facilitate bicycle frames being locked as well as wheels. The lower tiers are not always suitable for larger bicycles or bicycles with baskets etc., due to the spacing. For these reasons, a proportion of long stay parking should be provided as Sheffield stands or similar.

- Bike parking store at ground floor is now fitted with 15No. long stay Sheffield stands making it 30% of the long stay spaces as Sheffield stands. The aisle width for the two tier stands is now 2.5m in the basement. (Refer to drawing BICYCLE PARKING PROVISION AND LAYOUT)

As per the NTA Cycle Design Manual (2023), Section 6.3, 5% of cycle parking should be provided for larger non-standard cycles.

The quality of proposed cycle parking and ease of access and use should be demonstrated, the specification of cycle stands should be provided. The NTA Cycle Design Manual, Section 6 Cycle Parking, should be considered.

Cargo bike and Ebike charging facilities should be provided.

- 12No. spaces have been provided for non-standard cycles, this equates to 5% of the cycle parking spaces provided.

The requested Stage 1&2 Quality and Road Safety Audit as previously mentioned, shall include a review of the cycle parking facilities and access routes.

- The QRSA was conducted for the site as per appendix D of the traffic and transport statement and did not identify any problems with the bicycle parking arrangements.

Car Parking: 1 no. accessible car parking space is proposed. It is not clear if this space includes EV

charging facilities; EV charging should be provided.

- EV charging for disable parking space now showing on drawing SITE LAYOUT.

An Outline Construction Management Plan (OCMP) has been submitted. The CTMP indicates that the construction access will be via the Merrion Road. It is not clear if use of the existing vehicular access is proposed; the proposed construction access location/s and layout should be clarified.

The applicant has submitted: a Traffic and Transport Assessment including an outline MMP and Public Transport Capacity Assessment; an Operational Management Plan; Operational Waste Management Plan; and an Outline Construction Management Plan. The scope of these reports are generally acceptable, but should be updated as necessary to address the points outlined above. In addition to the above reports this division requires the following reports to be submitted at application stage:

- Construction access has been relocated to the south of the site as shown on the OCMP (Section 2 of the Outline Construction Management Plan). We note that the final Construction Management Plan will be agreed by the Contractor as part of Planning Compliance.
- All appendixes have been updated.

We thank you for your assistance to-date and for your careful consideration of all the plans and reports.

Diarmuid Healy Co-founder | Director
BEng Hons CEng MIEI FStructE



Tent Engineering Ltd
32 Francis Street
Dublin, D08NN96