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Proposed Residential Development at Long Mile Road, Dublin 12 Stage 2 Opinion Responses - Civils & Transportation

1. INTRODUCTION

This document outlines Roughan & O'Donovan Consulting Engineers (ROD) responses to the Stage 2 Opinion for a proposed large-scale residential development located at Long Mile Road, Dublin 12. This document outlines the opinion items related to civils and transportation and a response to how each item has been addressed is provided.

2. STAGE 2 OPINION AND ASSOCIATED RESPONSES (CIVILS AND TRANSPORTATION)

The table below summarises the Opinion Report related to Civil Engineering and Transportation related issues received from South Dublin County Council following a Large-Scale Residential Development (LRD) held on the 14th November 2024.

LRD Opinion Item	ROD Response
Modifications to overall layout to include: • Revised proposals regarding the Parkmore Industrial Estate roadway, to the immediate east/southeast of the site, to include pedestrian infrastructure be provided on both sides of this road, to be DMURS compliant and pedestrian friendly, incorporating green infrastructure. The layout may necessitate alterations to the vehicular turning circle located to the southern end of Parkmore Industrial Estate Road to achieve same, however, should provide for the continued use by the neighbouring business along this road.	A modified integrated roads and landscaping design has been provided. Refer to Traffic Impact Assessment Report and Landscape Architect Documents for details. The Applicant is proposing significant improvements within its boundary along the estate road as fully detailed within the planning application, and is happy to contribute, within reason, to an appropriate funding scheme for the future upgrade works to the estate road in its entirety. An improvement scheme for the full estate road to demonstrate the future environment post redevelopment of the Parkmore Industrial Estate is indicated. However, the delivery of the entire scheme in the short term would be too disruptive to the neighbouring industrial properties pending their future redevelopment. The above proposals have been discussed and agreed in principle with SDCC Roads & Transportation following LRD Opinion.
In the event that a direct connection to Walkinstown Park via the southernmost	

LRD Opinion Item	ROD Response
boundary of the subject site can be secured, provide detailed plans and particulars demonstrating same and showing the boundary treatments with the existing riverbank and park area, cognisant of relevant setback requirements from the river corridor. Taking a balanced, purposive approach to policy implementation, a relaxation in the requirements for a 10m riparian setback free from any paths/lighting (GI3 Objective 3) for riparian vegetation may be warranted, if a direct connection to the park is secured and justification provided. Alterations to the subject site boundary treatment, interface, and the existing vehicular turning circle located to the southern end of Parkmore Industrial Estate road may be required to achieve same. In the event of same, revisions to the redline boundary of lands to which the application relates will be required and relevant consent for any lands not within the ownership of the applicant should be provided.	There are private 3rd party lands along the watercourse to the south of the estate which obviate the delivery of a pedestrian/cyclist connection to Walkinstown Park. The applicant sought consent from the landowner to include the lands for provision of the link but no consent was forthcoming. Nevertheless the applicant has designed a link within the application site that extends to the southern boundary of the estate, and which can tie in with a future extension of same along the watercourse to Walkinstown Park in a future development proposal (to be brought forward by the third party landowner and/or SDCC/DCC).
A fully developed layout of the Parkmore/Long Mile Road junction and the Robin Hood Road/long mile road junction. In compliance with the cycle design manual and DMURS. This may include pedestrian crossings, to be constructed at the applicant's expense.	Refer to Appendix H of the Traffic Impact Assessment Report for proposed layout of the Parkmore / Long Mile Road junction and the Robinhood / Long Mile Road junction. A Road Safety Audit and Quality Audit has also been undertaken on the layout to inform the later detailed design.
A fully developed layout of the Parkmore estate road, detailing footpaths/cycle provision and roadway for the entire road. It should also provide pedestrian/cycle provision to the south towards the public open space.	A layout has been developed showing the future layout of the Parkmore Spine Road to be delivered in conjunction with the redevelopment of the surrounding lands. It is neither practicable nor sensible to implement this full layout in the short term, since it would restrict the manoeuvring ability of larger vehicles serving the existing industrial uses on the neighbouring sites. Further, the roadbed lands necessary are not within the ownership or the control of the developer. However, the developer can, and proposes to, commence the reconstruction of the road corridor by reconstructing within its ownership / control along the full length of the Spine Road site frontage. These works, which are included in this planning application, reflect the revised land-use on that side, to provide safe facilities for pedestrians and cyclists, and to signal the longer term intention for the rest of the roadway. All works have been designed in accordance with DMURS and the Cycle Design Manual.
The applicant is requested to liaise with the NTA/Dublin bus on the proposed alterations to the long mile road, and confirmation of same if acceptable to NTA.	The NTA does not liaise directly with developers, and Dublin Bus is an operator rather than a controller. However, we have undertaken a detailed study of existing and future public transport service provision and capacity, and this confirms the intention to remove city buses from the Long Mile Road along the site frontage. In any event, the layout proposed, whereby a left

LRD Opinion Item	ROD Response
	slip lane is being removed and a parking lay-by is being provided alongside a bus lane, is in accordance with design standards and practice, including along the recent Clontarf to City Centre scheme in Dublin City, which was funded by the NTA and designed in consultation with Dublin Bus.
The applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.	Refer to Section 4 of the Outline Construction & Environmental Management Plan that has been submitted as part of this planning application for details of the outline construction traffic management. This document is designed to be a live document which will eventually address how any planning conditions imposed on the project will be managed or discharged by the construction team and will be used as the basis for the construction contractor for developing the final Construction & Environmental Management Plan for construction stage.
The applicant shall submit a Road Safety Audit.	A Stage 1 Road Safety Audit has been undertaken to supplement the final planning application and included with this Planning Application.
An Autotrack layout detailing the refuse collection and fire tender access. The refuse collection should not be on the public roads.	Refer to Section 8.3 and Appendix G of the Traffic Impact Assessment Report for autotracking analysis undertaken. The autotracking indicates how refuse trucks will reverse (under marshalling) onto the pedestrian route to collect refuse off-road before returning to the wider road network along the Spine Road. This approach will prevent the need for refuse trucks undertaking difficult manoeuvres along the Long Mile Road, and provides for safe and discreet management of refuse on-site. Fire tenders would access the southern frontages along the Parkmore Spine Road, and would use the central pedestrian route to access the rest of the development.
Provide detailed drawings and calculations for SuDS, providing additional natural above ground SuDS as well as revised surface water attenuation and catchment area calculations.	Refer to Engineering Report for Planning for detailed drawings and calculations (including revised surface water attenuation and catchment area calculations) for the SuDS measures proposed. Natural above ground SuDS features proposed include swales, green roofs and rain gardens.
Flow route analysis and conveyance plan required to inform SuDS strategy at the site which maximises above ground, natural, attenuation.	Refer to Appendix D of the Engineering Report for Planning for existing and modified flow route analysis plans.
As per Water Services report, to provide/demonstrate: • Obtain site specific rainfall figures from Met Eireann and review the SAAR value for the site. Prior to commencement of development submit a revised report and drawing increasing surface water attenuation by 15%.	The Engineering Report for Planning has been revised to include site specific rainfall figures obtained from Met Éireann and the SAAR value has been revised for the site. The revised surface water attenuation volumes are contained within the Engineering Report for Planning and can be submitted to the

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A report to show in table format the area of site in Hectares, area of different surface types in m2, from Green roofs, buildings, roads, permeable paving paths, grass landscape and their respective run off coefficients. Show what surface water attenuation is required in m3 and what surface water attenuation is provided in m3.	Planning Authority for approval prior to commencement of development (as per the LRD opinion request). The Engineering Report for Planning has been revised to include a table showing area of site in hectares, area of different surfaces in m^2 and respective runoff coefficients. The table also shows the surface water attenuation volumes required and provided. Refer to Table 7.1 of the Engineering Report for details.
Ensure underground attenuation is minimised and not included underneath areas of public open space.	• The surface water drainage design has been revised to incorporate above ground attenuation features including rain gardens and blue/green roofs. Rain Gardens are proposed within public open space to attenuate surface water at the surface. Refer to Engineering Report for Planning.
Demonstration of set down/parking facilities serving the creche and commercial units.	• 12 parking spaces are proposed along the Long Mile Road to serve all visitors to the development. This includes visitors to the library, commercial uses, residential uses (except where arrangements have been made with residents), and the creche. No dedicated car parking is provided for staff, except for the creche, to ensure sustainable transport modes are used by staff. The creche is located on the Spine Road, and it is acknowledged that this may lead to some drop-off / pick-up usage along that route. However, that is not considered to be an issue, and will assist in amending the character of that road. The Spine Road is in the control of South Dublin County Council, and parking restrictions can be introduced at the Council's discretion.
Stage 1 and 2 Road Safety Audit	• A Stage 1 Road Safety Audit has been undertaken to supplement the final planning application and is included with this planning application. A Stage 2 road Safety Aduit will be carried out at Detailed Design Stage prior to commencement of development.
SUDs Strategy, to include: • SUDs Design details. Note, sedum roofs are not preferable to the Planning Authority in the interest of biodiversity. • Flow route analysis for site • Comprehensive surface water conveyance plan for the site • Drawing showing how much surface water is attenuated in m3. • Underground attenuation should be omitted. • Revised report showing surface water attenuation calculations for proposed development.	• A revised SuDs Strategy for the site has been development and is outlined within the Engineering Report for Planning and accompanying SuDS layout and detail drawings contained within Appendix D of the Engineering Report and within the landscape architects planning documentation.

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• Revised calculation reports showing increased surface water attenuation provided and show calculations for same. Examine if additional surface water attenuation can be provided in green areas and by means of SuDS (Sustainable Drainage Systems). • If underground tanks present, why these cannot be excluded from the design. • SUDs Layout identifying the different types of SUDs features. • Demonstrate adherence to SDCC SUDs guidance. • Drawing showing plan and cross-sectional views of all SuDS features. Attenuation from green/blue roofs if proposed should be demonstrated.	
SUDS Management Plan	• A SuDS Management Plan has been prepared for the development and is contained within Appendix F of the Engineering Report for Planning.
Flood risk mapping and Assessment	• A Flood Risk Assessment Report (incorporating flood mapping) is provided as part of this planning application.
Confirmation of Feasibility from Uisce Eireann	• A Confirmation of Feasibility Letter along with a Statement of Design Acceptance from Uisce Éireann is contained within Appendix C of the Engineering Report for Planning.
An updated Construction and Environmental Management Plan to include a developed Construction Traffic Management Plan.	• Refer to Section 4 of the Outline Construction & Environmental Management Plan that has been submitted as part of this planning application for details of the outline construction traffic management. This document is designed to be a live document which will eventually address how any planning conditions imposed on the project will be managed or discharged by the construction team and will be used as the basis for the construction contractor for developing the final Construction & Environmental Management Plan for construction stage.