

APPENDIX 14.5

Email correspondence between CST Group and Dun Laoghaire Rathdown County Council (DLRCC)

- 14.5.1** Email correspondence between Philip Bayfield, CST Group and Sean Manton, DLRCC following meeting on 09/11/2018
- 14.5.2** Email correspondence between Philip Bayfield, CST Group and Claire Casey, DLRCC [22/03/19 – 01/04/19] regarding CST Group feedback on points raised by DLRCC further to the **pre-application meeting with An Bord Pleanála**
- 14.5.3** Email correspondence between Philip Bayfield, CST Group and Claire Casey, DLRCC [01/04/19 – 05/04/19] regarding DLRCC comments on **pre-planning interim submission information**

Manton Sean <smanton@DLRCOCO.IE>

Thu 06/12/2018 15:45

To: Philip Bayfield | CST Group <pbayfield@cstgroup.ie>;

Philip,

The record below is an accurate summary of our meeting.

Your traffic analysis shows that there is likely to be congestion at the Carmanhall Road/Blackthorn Rd junction. We agree that this is predominantly due to other proposed developments and that the Rockbrook Development will have a relatively minor impact.

I've done a quick review of the drawings you submitted and my only comment is that the road markings in some of the car park drawings are in conflict with each other. Directional arrows, No Entries and Yield symbols are in conflict - Drawing No P03.

We will be reviewing the drawings in more detail but in the main everything appears in order.

Seán

From: Philip Bayfield | CST Group [mailto:pbayfield@cstgroup.ie]

Sent: 14 November 2018 14:51

To: Casey Claire <clairecasey@DLRCOCO.IE>; Manton Sean <smanton@DLRCOCO.IE>

Subject: 118139 Rockbrook SHD

Claire/Sean

draft summary of our meeting from 9/11, I trust that it covers the discussions well. Could you please come back with any comments that you may have.

Scheme

1. DLR acknowledged that the development was already accounted for in the permissible development quantum for the area and that the view is as per the previous 2016 application assessment.

Junction Assessment

1. DLR queried that the assessment of the junctions, in particular Carmanhall Road/Blackthorn Rd and Blackthorn Dr/Carmanhall Road signalised junctions were showing insufficient capacity at earlier stages than previous assessment in support of the D16A/0697 application. CST noted that the two main drivers of these were revised growth rates due to TII guidance updates and influence of Tivway.
2. CST highlighted that it should be borne in mind that the improvements to the roads and junctions to the perimeter of the site were delivered under the 2005 application - this will be reinforced in the eiar

chapter.

3. CST noted that the traffic generation for the new residential development is based on survey figures from the site as opposed to using trics, and therefore a more realistic assessment of the development is possible.
4. It was noted that the parking provision falls below CDP requirements, however, there is a provision of 10% visitor parking provision - ie 1.10 spaces per new unit. Compensatory measures include Go-Car (recently implemented by IRES on site) and higher provision of cycle parking for the new apartments v DLR Cycling Facilities for New Developments guidelines. The site's close proximity to the luas (and ultimately the Metrolink) stop provides considerable mitigation.
5. DLR noted that notwithstanding the site proximity to public transport corridor, and (largely) single management/owning company - there needs to be sufficient parking in the event that the units were sold off individually in the future - which provision of 1.10 spaces per unit provides for.
6. DLR noted that issues with Carmanhall Road/Blackthorn Road junction are influenced by change of priority which was implemented c.2014 and that improvements would need to be carried out by DLR.

Works to the public realm -

1. DLR asked that clear identification be provided to highlight the extent of works that would be carried on Carmanhall Road (by the developer),
2. DLR requested that separate drawing be provided showing existing predevelopment layout for cross comparison purposes.
3. CST highlighted that on street set down/short term parking for the creche on Carmanhall Road is provided in similar manner as proposed by Tivway scheme, with 2.5m wide space/0.8m buffer to lane.
4. Works to the Blackthorn Driver frontage must clearly differentiate between existing and new works to facilitate the cycle access.
5. CST noted that a separate cycle ramp will be provided for cyclists entering the site from Blackthorn Drive, which necessitates interface with existing footpath facilities. DLR asked that more dims/details be provided, and that proposals comply with Cycle Manual guidelines
6. CST noted that liaison will be needed with Tivway designers to ensure consistency of materials/continuity of facilities -ie footpaths etc.

Travel Plan

1. CST noted that previous version has been updated to reflect Busconnect scheme proposals and metrolink proposals.

Construction Traffic Management Plan

1. DLR asked that the plan address items as set out Claire Casey's previous feedback on contents.

Regards

Philip Bayfield

Chartered Engineer

CST Group Chartered Consulting Engineers

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Re: 118153 RB Central Rockbrook - SHD (ABP ref 303357-19)

14.5.2

Philip Bayfield | CST Group

Mon 01/04/2019 08:43

To: Casey Claire <clairecasey@DLRCOCO.IE>

📎 2 attachments (10 MB)

118139-01 P1 Access Layouts.pdf; 118139-02 P1 Cross Sections & Temporary Layout (1).pdf;

Claire

we made some minor amendments to the drawings re the access from Blackthorn Drive re the interface between cyclists/pedestrian. Can you give me a time to call today - and I will come back to you.

Regards

Philip Bayfield

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pbayfield@cstgroup.ie

From: Casey Claire <clairecasey@DLRCOCO.IE>

Sent: Friday 29 March 2019 17:43

To: Philip Bayfield | CST Group

Subject: RE: 118153 RB Central Rockbrook - SHD (ABP ref 303357-19)

Hi Philip

I am sorry I didn't get to return your calls this week. I intend contacting you on Monday. I think there are several items that I need clarified/explained to me and matching drawings checked.

Regards

Claire

Claire Casey

Senior Executive Engineer - Transportation Planning Section

Infrastructure and Climate Change Department

Dún Laoghaire-Rathdown County Council

Contact Tel: +353 1 205 4700 Ext. 4620 | **Email:** clairecasey@dlrcoco.ie | **Web:** www.dlrcoco.ie

From: Philip Bayfield | CST Group [mailto:pbayfield@cstgroup.ie]

Sent: 22 March 2019 18:11

To: Casey Claire <clairecasey@DLRCOCO.IE>

Cc: Francis Fidgeon | CST Group <ffidgeon@cstgroup.ie>; Manton Sean <smanton@DLRCOCO.IE>

Subject: 118153 RB Central Rockbrook - SHD (ABP ref 303357-19)

Claire

further to the Preapp meeting for this site, and our subsequent discussion please find attached feedback and comments on the points raised. Drawing 118153/01 is sent under separate cover due to large size.

I trust that it is acceptable, and hope that any further requirements could reasonably be conditioned. I would be grateful if you could confirm acceptance of responses.

Regards

Philip Bayfield

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DLR Transportation Section Comments

	DLR Issue	Comment
1	<p>The Applicant is requested to demonstrate how all existing and proposed cycle parking can be in accordance with CDP Sections 8.2.4.7, 8.2.4.10 and the Dun Laoghaire Rathdown County Council Cycling Policy Guidelines and Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018). http://www.dlrcoco.ie/sites/default/files/atoms/files/dlr_cycle_parking_standards_0.pdf. Dimensioned clearly indicated details of all proposed cycle access routes and access to and from cycle parking are recommended.</p>	<p>The spaces provided for the existing scheme are as currently provided at -2 level, and at ground/podium levels.</p> <p>The long term spaces for the proposed scheme are provided in level -1 in secure lockable areas, with all spaces at grade – refer architects drawing P208. Short term spaces are provided at podium level in various locations. All spaces are Sheffield type facilities. refer Murray Assoc.(MA) dwg 1729_SK_P_01 for locations. Refer to EIAR chapter 14.4 for breakdown of spaces. Spaces totals will be summarised on relevant plant drawings.</p> <p>Any additional details can be conditioned.</p>
2	<p>The Applicant is requested to demonstrate provision of cycle access routes from both Carmanhall Road and Blackthorn Road. Cycle access routes to and from cycle parking shall not have ramp gradients steeper than 7% (1 in 14).</p>	<p>Cycle Routes Carmanhall Rd shown on MA dwg – as spaces are distributed around the building courtyards and the Carmanhall Rd street frontage in discrete groups all access on foot – with all ramps less than 7%.</p> <p>Access Routes to proposed long term spaces are accessible from Blackthorn Road as per TOTP dwg P208. All grades less than 7%.</p> <p>Any additional details can be conditioned.</p>
3	<p>The Applicant is requested to provide full details of the proposed operation and management of the overall development car parking and cycle facilities. This shall include the residential designated visitor car parking, car club/share parking spaces, short and long stay cycle parking.</p>	<p>Overall management of parking and cycling set out in EIAR chapter 14.4.</p> <p>Any further details required can be conditioned.</p>
4	<p>The Applicant is requested to carry</p>	<p>Accepted by Client as per feedback</p>

	<p>out at their own expense the Quality Audit recommendations and alternative measures as accepted by the Designer in the submitted Feedback Form – (November 2018) unless otherwise agreed. At the Applicant's/ Developer's expense a Quality Audit (which shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit) shall be carried out at Stage 2 for the detailed design stage. The Applicant is requested to ensure that the Quality Audit includes a cycle, walking and access audit within the overall proposed development as well as the external public realm.</p>	<p>form.</p> <p>Stage 2 audit will be carried out on detailed design proposals – Can be conditioned.</p>
5	<p>The Applicant is requested to ensure that the basement car parks and access is in accordance with Section 8.2.4.10 of DLR County Development Plan 2016-2022 and complies with requirements of the Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition'.</p>	<p>Complies - Standard Condition.</p>
6	<p>The Applicant is requested to clarify availability of access arrangements for the proposed 1,460 parking spaces taking into consideration CDP 2016-2022 Section 8.2.4.10 regarding emergency access provision for more than 300 spaces.</p>	<p>Emergency access is provided via gate at -1 level through barrier between the ramp from Carmanhall Rd and the -1 level as per TOTP drawing P208. Will be further reinforced in final submission. .</p>
7	<p>The Applicant is requested to submit fully dimensioned detailed plan and cross-section drawings of all proposed works along the Carmanhall Road frontage and Blackthorn Drive including the public road. Details to include gradients, levels, available unobstructed widths and tie in of the proposed development public realm with the public footpath and adjoining existing and permitted development and vegetation. A suitable delineator, such as a brass strip is recommended for the boundary of public realm not to be taken in charge. An electronic AutoCad version of the site layout drawings including the public road with co-ordinates, proposed levels and tie in with adjoining public</p>	<p>Gradients/levels and widths set out on MA drawing 1729_SK_P_01 – Information will be further reinforced in final submission..</p> <p>Coordinates of site boundaries will be set out on the TOTP drawings.</p> <p>Requirement for Autocad drawing can be conditioned – to be submitted directly to DLRCC – copyright issues with having ACAD information on open website.</p> <p>Sections shown on drawing 118139/02 attached</p>

	footpaths is recommended for submission with planning application.	
8	The Applicant shall provide details of street lighting they intend to provide for the proposed overall development including lantern type, lighting column height and type, spacing, light intensity/lux levels, detail/location of the public lighting mini-pillars etc all in accordance with BS 5489-1:2013 specifications. In addition, the Applicant shall provide an assessment of the adequacy of the street lighting at the proposed vehicular entrance at Carmanhall Road. All proposed street lighting shall be shown to be designed in accordance with Dun Laoghaire-Rathdown County Council's February 2015 guidance document for 'Public Lighting Installations in Residential and Industrial Areas'.	Standard Condition.
9	The Applicant is requested to submit a Travel Plan for all occupants of the proposed development in accordance with Section 8.2.4.3 and Appendix 15 SUIP TAM11 County Development Plan 2016-2022. Prior to commencement of construction a Travel Plan Manager (Mobility Manager) shall be appointed to achieve the smarter travel targets in accordance with Objective TAM1 of SUIP 2016-2022, Appendix 15, CDP 2016-2022. The Planning Authority shall be advised of contact details for the appointed Travel Plan Manager.	iRes issue starter packs to new tenants for the existing development. They are developing an app to aid tenants as well. The Draft Travel Plan was submitted. Precommencement requirements can be conditioned.
10	The Applicant is requested to submit a Construction Management Plan indicating measures dealing with:	The Traffic Management issues are dealt with under Section 7 of the Construction Management Plan (incorrectly refers to CST report – will be corrected in final issue) More detail would need to be developed by contractor and can be conditioned .
	Traffic management plan including Construction vehicular access to site in particular to avoid conflict between construction activities and traffic on Carmanhall Road, Blackthorn Drive and the local road	Preliminary Traffic Management Plan is set out in Section 7 of the Outline Construction Mgt Plan

	network.	
	How it will be intended to avoid conflict between construction activities and pedestrian movements during construction works	set out in Section 7 of the Outline Construction Mgt Plan
	Where it is intended to provide for site staff car parking during construction in that is not acceptable to have long term parking in the nearby residential areas.	set out in Section 7 of the Outline Construction Mgt Plan
	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 / gully's etc. in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.	set out in Section 7 of the Outline Construction Mgt Plan
11	Additional Issues raised at the PreApp meeting	
	Footpath at the refuse Lorry layby	Width increased to 2.20m
	Trees in verge –Carmanhall Road	MA are now proposing trees in pots on the verge (due to clashes with shallow services).
	Pedestrian Crossing to Blackthorn Drive entrance	The location of the vent to the west of the entrance dictates the pedestrian desire line – so proposal is as per plan on 118153/01
	Temporary solution for Pedestrians prior to construction of Tivway	Additional information set out on drawing 118153/02

Re: RB Central, Rockbrook

Philip Bayfield | CST Group

Fri 05/04/2019 09:55

To: Casey Claire <clairecasey@DLRCOCO.IE>

Cc: Francis Fidgeon | CST Group <ffidgeon@cstgroup.ie>; Kevin Fidgeon | CST Group <kfidgeon@cstgroup.ie>

Claire

thanks for the telephone discussion yesterday.

Following on from your comments re the creche staffing - the architect has reviewed and established a reduced staffing level, and the parking allocation for that unit will be reduced accordingly to ensure compliance with CDP parking rates.

I consider that we have addressed all issues and concerns previously raised at this stage. To that end I would be grateful if you could confirm your concurrence on same

thanks in advance.

Regards

Philip Bayfield

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pbayfield@cstgroup.ie

From: Philip Bayfield | CST Group

Sent: Wednesday 3 April 2019 18:07

To: Casey Claire

Cc: Francis Fidgeon | CST Group; Kevin Fidgeon | CST Group

Subject: Re: RB Central, Rockbrook

Claire

updated drawing 118139/02, with swept paths for emergency access/egress shown, together with dimensions added to section drawing.

I trust that addresses all of your concerns now.

Could you please confirm same.

thanks.

Regards

Philip Bayfield

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pbayfield@cstgroup.ie

From: Philip Bayfield | CST Group

Sent: Monday 1 April 2019 18:23

To: Casey Claire

Cc: Francis Fidgeon | CST Group

Subject: Re: RB Central, Rockbrook

Claire

as explained, provision of access between Carmanhall Road and -1 long term cycle parking was limited in terms of what was already constructed under previous permission. Access from Blackthorn Drive will be at grade of approximately 1/47 - which is well under 1/14 permitted. I confirm that 'dedicated access to -2 basement' from Blackthorn Dr is for the existing development cycle parking.

Further to our discussion earlier I have attached (118139/SK109) mark up of the lift cores which service the long term spaces at -1 basement level. No distance is greater than 40m - with most significantly shorter.

118139/SK10 attached shows (highlighted in yellow) the pedestrian/cyclist routes within the development at courtyard/boulevard level and connections to

1. the boulevard (and onward to Blackthorn Dr)
2. Tivway development
3. Carmanhall Road.

due to safety cyclists would be expected to dismount and walk around these areas.

We will show swept path for emergency access from the -2/-3 levels on dwg 02, and add dimensions to the sections on same drawing.

I trust that covers all of your concerns.

Regards
Philip Bayfield
Chartered Engineer

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From: Casey Claire <clairecasey@DLRCOCO.IE>
Sent: Monday 1 April 2019 16:48
To: Philip Bayfield | CST Group
Subject: FW: RB Central, Rockbrook

Hi Philip

Below for your information is comment I made on submission the planners forwarded. Further to our telephone conversation you have justification for lack of cycle access via Carmanhall Road to long term cycle parking. However as mentioned a drawing showing pedestrian routes for residents to and from the cycle parking will be helpful. As per my email comment to Planners provision of covered 50% short stay cycle parking at ground level in accordance with DLRCC Cycle Standards is recommended.

I would appreciate a pdf or screenshot of the P208 drawing you are referencing.

118139-02 sections are not dimensioned.

Sorry I had to finish call but I probably kept you long enough.

Regards
Claire

From: Casey Claire
Sent: 26 March 2019 16:13
To: Fleming Naoimh <nflaming@DLRCOCO.IE>
Cc: McGauran Louise <lmcgauran@DLRCOCO.IE>
Subject: RE: RB Central, Rockbrook

Hi Naoimh

I note Section 4 and 5 details on Bicycle Parking and Car Parking.

Basement -2 and -3 levels car parking for residential and office use to be accessed from new Carmanhall Road access only. I understand Emergency vehicular access with a proposed locked gate between the new ramp and basement -1 is to be provided. A dimensioned drawing indicating the vehicular swept path route for this emergency access will be helpful.

Basement -1 level Car Parking access remains via Blackthorn Drive and is to include for retail, crèche and residential visitor parking.

For Bicycle parking I would like to see clearly dimensioned detail for each location with type and quantity of short term /short stay cycle parking proposed. 50% expected to be covered, sheffield stands preferred. Preferable also to have drawing identifying location of nearest building points of entry/exit.

Section 4 Basement -1 Plan includes label ' dedicated Bicycle Access to Basement -2' . Is this to existing facilities?

As previously requested:

'Dimensioned clearly indicated details of all proposed cycle access routes and access to and from cycle parking' should be submitted.

'The Applicant is requested to demonstrate provision of **cycle access routes from both Carmanhall Road and Blackthorn Road.**'

The submitted detail does not identify any routes to and from Carmanhall Road for cyclists to the proposed long term cycle parking. Ease of access for residents to and from the long term cycle parking is not indicated.

Regards

Claire

Claire Casey

Senior Executive Engineer - Transportation Planning Section

From: Fleming Naoimh

Sent: 26 March 2019 11:38

To: Casey Claire <clairecasey@DLRCOCO.IE>

Cc: McGauran Louise <lmcgauran@DLRCOCO.IE>

Subject: FW: RB Central, Rockbrook

Hi Claire,

Following our meeting with the Bord on 15th February the applicants have submitted a "pre-planning interim submission" which I attach for your information.

