

**Residential Development at
Lehaunstown Land, Cherrywood**

**Traffic and Transportation Assessment
232250-PUNCH-01-XX-RP-C-0005**

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1 Non-Technical Summary

1. The proposed development is a Residential Development consisting of 109 no. units comprised of terraced houses, duplexes and apartments.
2. For the purposes of our assessment, the TRICS database was consulted to provide an equivalent trip rate for the proposed development site.
3. It is proposed that vehicular traffic will access the development at 1 no. locations to the west and south of the proposed development.
4. Capacity analysis was not carried out on the proposed development. It is assumed that traffic associated with the proposed development is allowed for as part of the Cherrywood SDZ scheme.
5. Car parking spaces for the proposed development have been provided to meet the requirements set out in the Chapter 4 of the Cherrywood Planning Scheme and permitted planning amendment 9 of the Cherrywood Planning Scheme.
6. Secure cycle parking facilities have been provided within the development to meet the requirements set out in Dún Laoghaire-Rathdown County Council's Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018.

2 Introduction

This report has been prepared on behalf of the Dún Laoghaire-Rathdown County Council as part of a Part 8 planning application for the proposed Residential Development at Lehaunstown, Cherrywood, Dublin.

The application proposes the development of 109 no. residential units together with associated parking, communal space and public open space. The residential units will be made up of terraced houses, duplexes and apartment buildings ranging in height from 2 to 4 floors.

The assessment has been carried out in accordance with TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014) and makes reference to the Design Manual for Urban Roads & Streets (DMURS). Sections from the Dún Laoghaire-Rathdown County Council Development Plan (2022-2028) have been used to help describe the development location and its local context.

The purpose of the TTA report is to assess the potential impact of the proposed development on the existing local transport network and to ensure that the proposed site access will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond. An assessment of the accessibility of the site for cyclists, pedestrians and public transport users has also been made.

The proposed works are outlined in a series of architectural drawings prepared and ABK Architects, engineering drawings prepared by PUNCH, and landscape architecture drawings by Murphy Sheanon supplied as part of this planning submission.

2.1 Scoping

An application has been provided as part of a pre-Part 8 process, and comments received have been incorporated. Refer separate schedule as collated by ABK architects for responses to comments.

3 Existing Conditions

3.1 Site Location

The development is located within the Cherrywood Planning Scheme Strategic Development Zone (SDZ). The site is bound by Loughlinstown River to the east and is currently bound by greenfield sites to the south, west and northeast.

Temporary access to the site can be gained through Lehaunstown Lane (Figure 3-5), but this access point will not be suitable beyond getting access for preliminary site investigations. Access to the site during construction is discussed in the Construction and Environmental Management Plan (PUNCH reference 232250-PUNCH-01-XX-RP-C-0006).

The site measures approximately 3.58 ha. The topographical survey provided shows the site slopes down from an elevation of 46m at the western boundary towards the water course on its eastern boundary at 23m elevation.

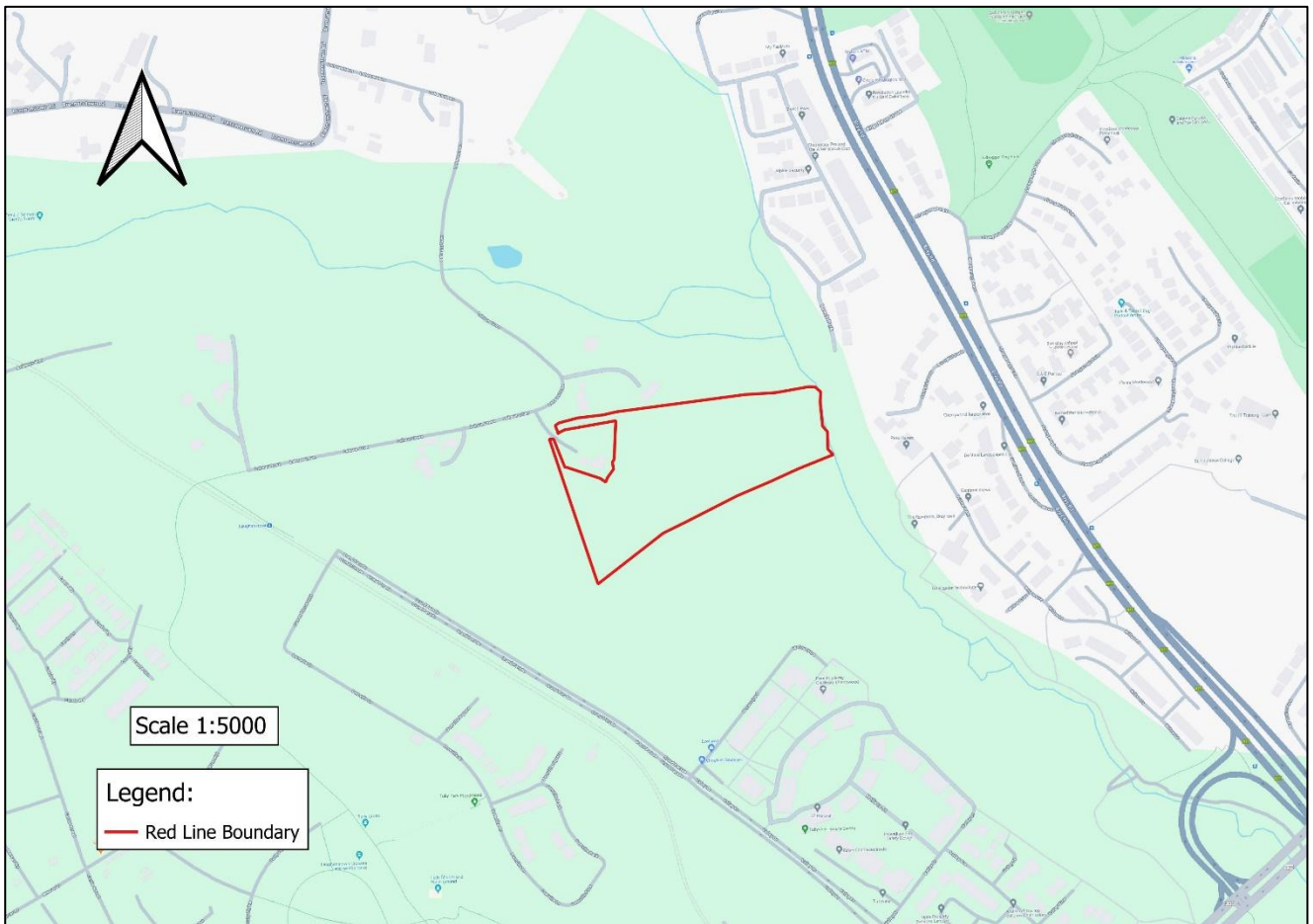


Figure 3-1: Site Location Map, Irish Grid Coordinates: Easting = 323667, Northing = 223896

3.2 Existing Road Network

The site location in relation to the wider road network is detailed in Figure 3-2 below.

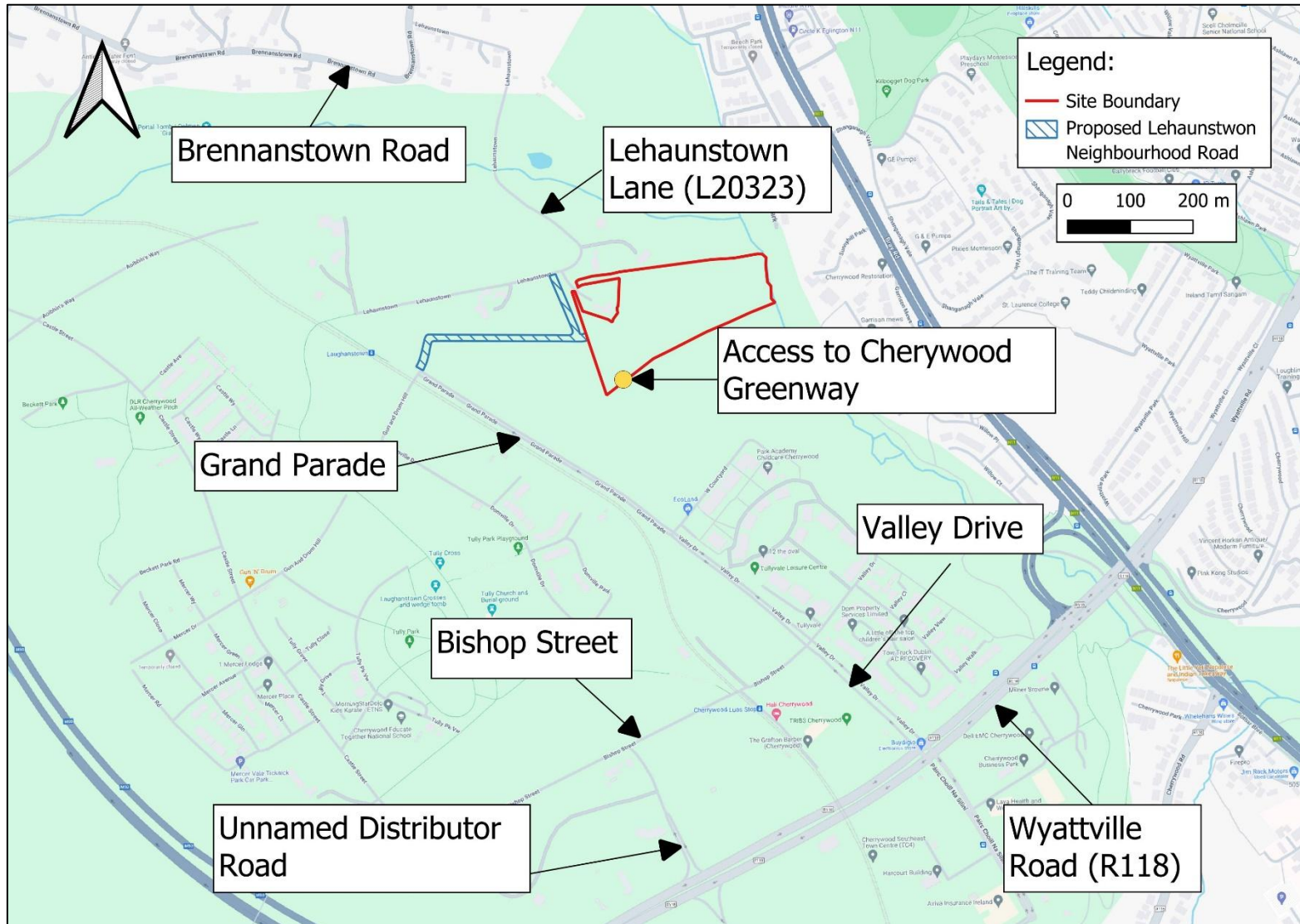


Figure 3-2: Surrounding Road Network

A brief description of the local road network and the major road junctions is provided below:

3.2.1 Lehaunstown Lane (L20323)

Lehaunstown Lane is the link between Grand Parade and Brennanstown Road (Refer to Figure 3-3, Figure 3-4) Lehaunstown Lane is a local tertiary road with no existing footpaths. Temporary site access is presently available from Lehaunstown Lane, shown in Figure 3-5. The road continues southeast beyond Grand Parade, linking to the Tully Park area. The road ends at a bridge over the M50 which was closed as of last Google Streetview, see Figure 3-6.



Figure 3-3: Lehaunstown Lane looking north onto Brennanstown Road © Google Maps



Figure 3-4: Lehaunstown Lane looking south at Luas Line and Future Grand Parade Junction
© Google Maps - Image August 2022



Figure 3-5: Lehaunstown Lane looking at temporary site access. © Google Maps



Figure 3-6: Lehaunstown Lane looking at closed bridge over the M50. (Southwestern end of Lehaunstown Lane)

© Google Maps - Survey July 2018

3.2.2 Grand Parade

Grand Parade is the link road between Lehaunstown Lane and Valley Drive (Refer to Figure 3-7). Grand Parade is a single lane two-way carriageway. The carriageway is separated by a median, with wide footpaths and segregated cycle lanes on both sides.



Figure 3-7: Grand Parade (looking northwest). © Google Maps

3.2.3 Valley Drive

Valley Drive is the link between Grand Parade and Wyattville Road, see Figure 3-8, Figure 3-9. From Grand Parade to the junction with Bishops Street the road is a single lane two-way carriageway with a median separating the carriageway. Between the Bishops Street and Wyattville Road Junctions; there are two lanes of traffic in the southbound direction and a single lane with bus lane in the northbound direction. There are existing designated footpaths and cycle lanes on both sides of the road.



Figure 3-8: Valley Drive looking south onto Wyattville Road (R118) © Google Maps



Figure 3-9: Valley drive looking north at junction with Bishop Street (September 2024) © Google Maps

3.2.4 Wyattville Road (R118)

Wyattville Road is the link road between Exit 16 of the M50 and Ballybrack, where it becomes Church Road. see Figure 3-10, Figure 3-11. It is a dual lane two-way carriageway with additional turning lanes at signalised junctions.

There is a two-way cycle path along the north side of the road from the unnamed distributor road (running south from Bishop Street) to Valley Drive. There are one-way cycle lanes on both sides of the road from Valley Drive as far as the junction with the L1065 (Information up to date as of August 2022 Google Streetview Survey).



Figure 3-10: Wyattville Road looking west towards the M50. © Google Maps



Figure 3-11: Wyattville Road looking northeast at junction with N11 Northbound. © Google Maps

3.3 Existing Traffic Flows

Traffic counts were not carried out as part of this assessment, and as such junction analyses has not been carried out for the proposed development. The Cherrywood SDZ local road network is partly under construction, partly in planning and some areas are yet to be finally confirmed. It is assumed that traffic associated with this development is allowed for as part of the Cherrywood SDZ scheme.

3.4 Coordination with Other Projects

3.4.1 Cherrywood Planning Scheme

The Cherrywood Planning Scheme (CPS), that deals with the SDZ Planning Zone, was established in 2014. Chapter 4 Physical Infrastructure Section 4.2 Transportation of the CPS contains the strategy and objectives. A number of planning applications have already been submitted based on this document. The following planning permissions are considered the most pertinent in relation to the proposed Lehaunstown development:

From Chapter 4 of The Cherrywood Planning Scheme:

‘Whilst the majority of the lands in the Planning Scheme area are undeveloped, Cherrywood is part of a larger catchment area for infrastructure and this needs to be considered when proposing future plans for the growth of Cherrywood. To plan for future development, the carrying capacity of the area was established. This has informed the required network of infrastructure and services and the phasing of the same.’

The road hierarchy of Cherrywood Planning Scheme SDZ is provided in Figure 3-13.

3.4.2 Review of Cherrywood Traffic Reports

Traffic analysis for the development site has been undertaken as part of the below reports. On this basis no further traffic analysis is considered necessary as part of this application. The below reports exist for the local area.

- a. The Mouchel Parkman Traffic Management Plan 2007
- b. The Cherrywood Common Infrastructure Implementation Plan 2008 (DLRCC)
- c. The RPS Cherrywood Traffic Study - Update of Traffic Model 2010
- d. The Cherrywood Sustainable Transport Plan (Systra April 2017)

3.4.3 Adjacent Planning Consents

Adjacent planning consents/applications granted/submitted in the area have been reviewed. In assessing the traffic impacts of the subject development, the developments shown in Table 3-1 were considered based on the current data available. The reports have generally concluded that the SDZ development may proceed based on the construction and improvement of certain roads within the SDZ area.

Table 3-1 Nearby Proposed Developments

Planning Reference	Status	Description
Lehaunstown Neighbourhood Road	Planning Application Pending	Access Road to West of Site in accordance with the CPS scheme.
DZ19A/0863	Planning Permission Granted January 2020	A residential development consisting of 342 new dwellings to the north of the site.
DZ21A/0414	Planning permission granted May 2022	A residential development consisting of 107 new dwellings to the south of the site and incorporating the adjacent greenway.
DZ15A/0758	Planning permission granted August 2016	Roads and infrastructure (phase 1) as approved under the Cherrywood SDZ Planning Scheme (2014)

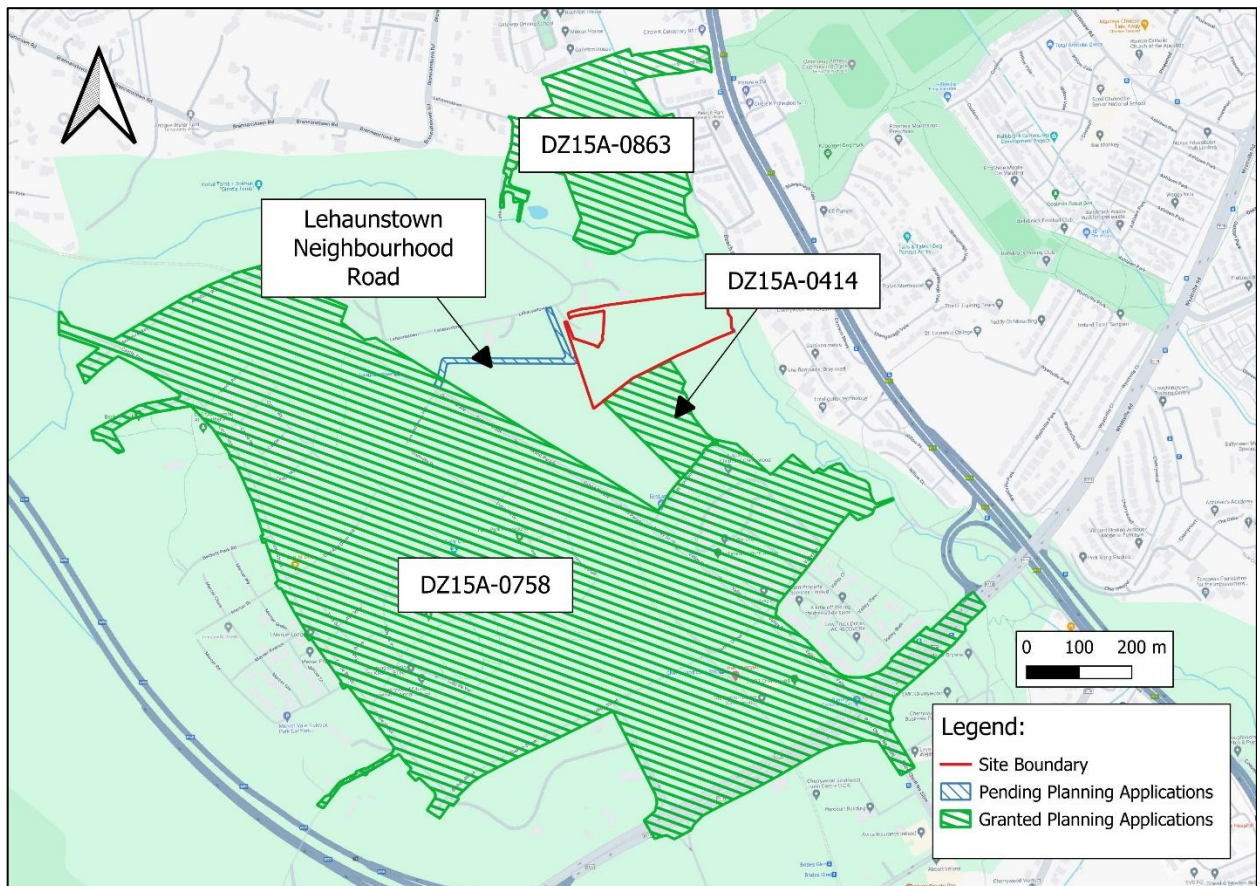


Figure 3-12: Map of other relevant planning applications

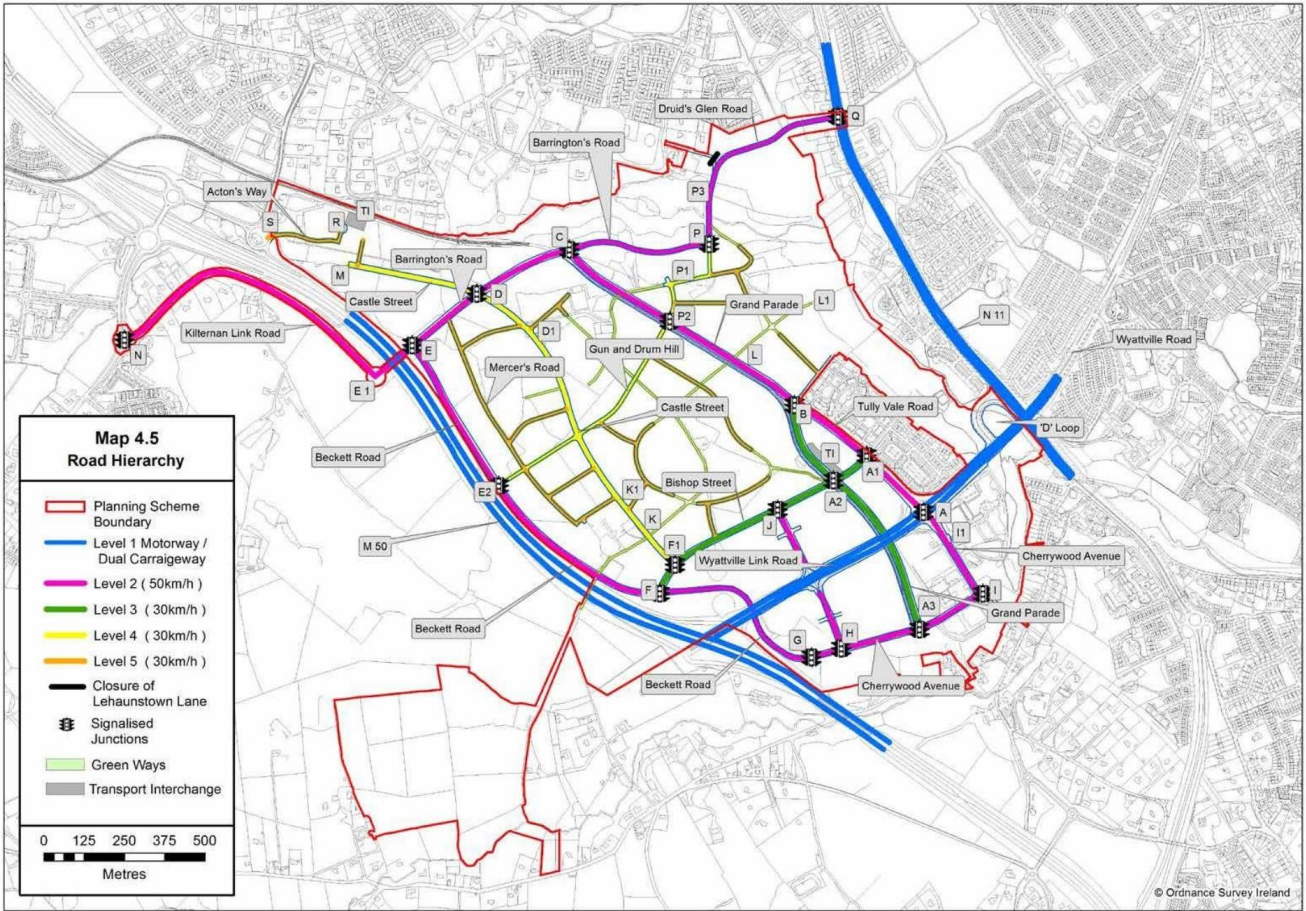


Figure 3-13: CPS Road Hierarchy

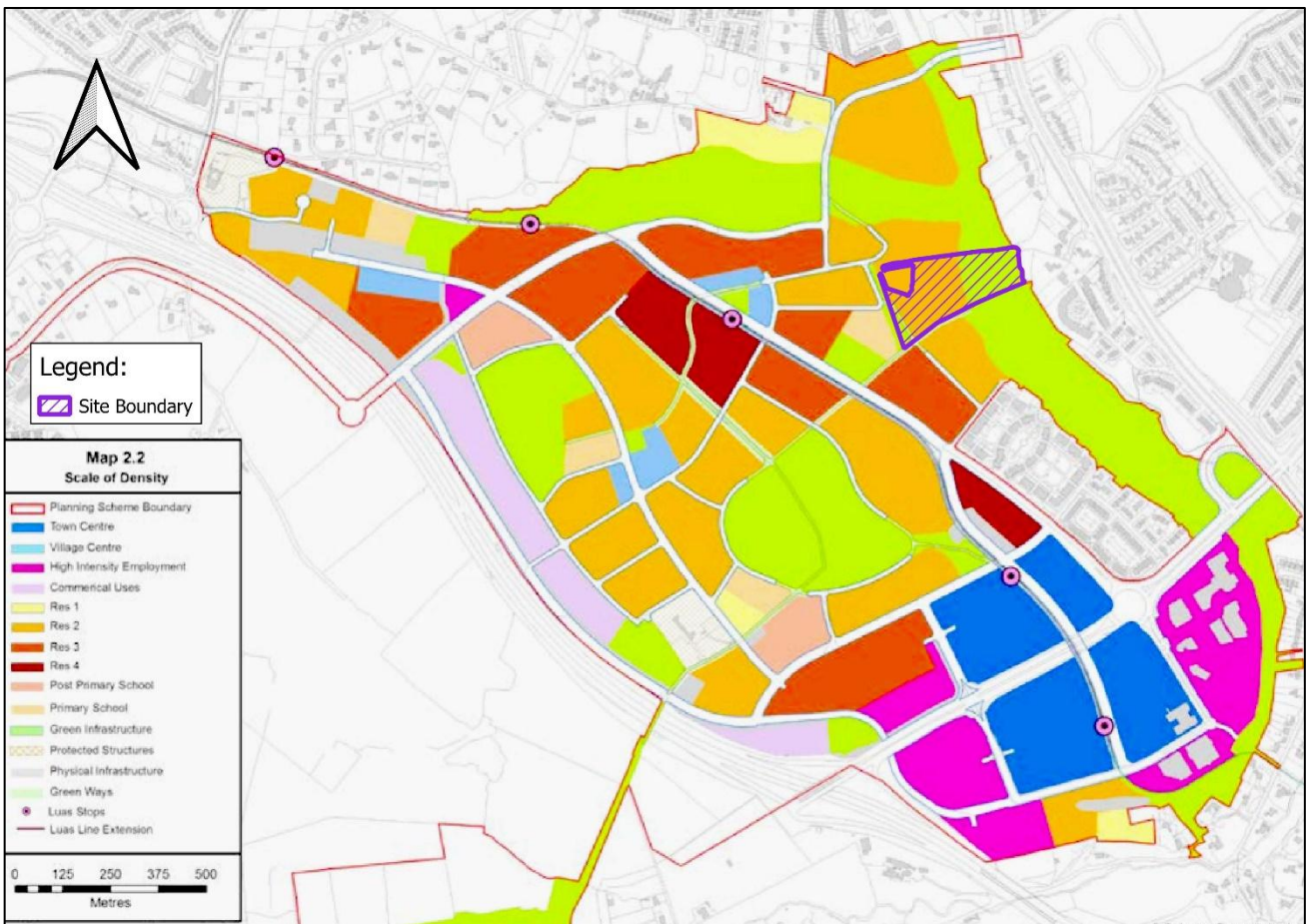


Figure 3-14: Zoning within the Cherrywood Strategic Development Zone

3.5 Future Transport Proposals

The proposed site is zoned as “Strategic Development Zone” under the Cherrywood Planning Scheme. Within the SDZ the subject site is zoned as “Res 2”, which refers to residential development with a density of 45-70 net residential units per hectare. The road network improvements to be constructed within the SDZ are set out in the Phase 1 Roads Planning DLRCC Planning Ref: DZ15A/0758.

General proposals and objectives as noted in the Planning Scheme, and the reports by other listed in Section 3.4 are to reduce car dependency and increase the use of sustainable means of transport such as walking, cycling and the use of public transport.

4 Proposed Development

The proposed development comprises 109 no. residential units together with associated parking, communal space and public open space. The residential units will be made up of terraced houses, duplexes and apartment buildings ranging in height from 2 to 4 storeys. Vehicular and pedestrian access will be provided from the proposed Lehaunstown Neighbourhood Road to the west of the site.

The proposed works are outlined in a series of architectural drawings prepared by ABK Architects and engineering drawings prepared by PUNCH Consulting Engineers and supplied as part of the planning documentation.

The proposed layout for the development is detailed in the series of drawings by ABK Architects accompanying this report and an extract is included in Figure 4-1.



Figure 4-1 Proposed Site Layout (790_PA005 Site Layout Plan - Proposed) © ABK Architects

5 Person Trip Generation

5.1 Generated Vehicle Trips

The purpose of this section is to determine the overall number of trips that will be generated by the proposed development. The proposed development was modelled as a mixed private development (mixture of apartments and houses).

In order to estimate the likely volumes of traffic that will be generated by the proposed development, trip rates recommended by TRICS (Trip Rate Information Computer System) were extracted from the database and applied pro-rata to the relevant number of houses and apartments within the development.

Full details of the TRICS analysis are reproduced in Appendix A.

Table 5-1: Estimated AM and PM peak hour traffic (PCUs) generated by proposed development using TRICS

Land Use	Calculation		Trip rate				Additional Number of Trips			
	Factor		AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Residential	N/A	109	0.165	0.310	0.312	0.173	18	34	34	19
Total							18	34	34	19

The proposed development will result in an estimated 52 additional vehicles in the AM peak, and an estimated 53 additional vehicles in the PM peak. Note that these trip rates were generated from data collected from typical developments of a similar scale. The high level of public transport that will be available to the SDZ may lead to lower car usage than a typical development of a similar scale.

6 Traffic Forecasting

6.1 Future Baseline Traffic Growth

In the absence of any specific local traffic growth information; it was assumed that baseline traffic will continue to grow at the levels recommended by the TII in the Project Appraisal Guidelines (PAG) - Unit 5.3 - Travel Demand Projections publication by the TII (October 2021). The Project Appraisal Guidelines describe three levels of transport model functionality. The static model, which reflects traffic volumes on the basis of link flows, is best suited to the proposed development. Such models do not attempt any route assignment, and hence are applicable for networks where no change in traffic flows will result from a proposed scheme. We have used figures from Table 6.1 'Link-Based Growth Rates' for the Dublin Metropolitan Area.

The year of opening of the scheme was assumed to be 2028. A 15-year analysis period for the scheme would give a design year of 2043. The central growth factors from the Project Appraisal Guidelines - Unit 5.3 publication are appropriate and are detailed below:

Table 6-1: Growth rates from TII Project Appraisal Guidelines

TII Link Based Growth Rates:
Annual Growth Factor for 2016-2030 = 1.0162 (LVs) and 1.0295 (HVs);
Annual Growth Factor for 2030-2040 = 1.0051 (LVs) and 1.0136 (HVs).
Annual Growth Factor for 2040-2050 = 1.0044 (LVs) and 1.0162 (HVs).

With regards to the volume of traffic using the road, generally the passenger car is adopted as the standard unit and other vehicles are assessed in terms of PCU's. Cars and Light Goods Vehicles are grouped together as Light Vehicles (LV). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (HV).

No further assessment of the traffic growth is planned in this report.

7 Modal Split

Measures have been put in place within the development to encourage sustainable transport, in line with CPS Specific Objective PI 13. Cycle Parking facilities will be put in place throughout the development that are in line with DLRCC standards set out in their Standards for New Developments (2018). This will help to facilitate the overall target mode share of 12.6% cycling for the development.

Pedestrians are catered for with footpaths in all directions. The development will also link with external segregated footpaths and greenways within the Cherrywood SDZ, in line with Specific Objective PI 14 of the CPS.

The Laughanstown LUAS stop is located less than 500m from site, directly linking the development with Sandymount Business Park as well as Dublin City Centre.

Please refer to the Mobility Management Plan report included as part of this planning submission for further information on modal split and sustainable transport.

8 Trip Assignment and Distribution

There will be an increase in traffic generated by the proposed development. All traffic entering and exiting the proposed development will be obliged to obey all road traffic regulatory requirements.

The proposed development traffic will be apportioned during the analysis in accordance with the directional flow of the surveyed traffic.

9 Assessment and Road Impact

This development is within a site zoned for residential development under the CPS. The density of the development is in accordance with what was approved for the site and therefore deemed suitable for local external roads under the CPS. The impact on the local external road network has not been assessed in this TTA; as the effect of the development was already considered in the design of the road network for the SDZ.

Further discussion on the assessment of the carrying capacity of the area that was carried out as part of the CPS is available in Section 3.4.

10 Cumulative Impacts

The Cherrywood SDZ planning permission granted in 2014 would have included an assessment of the traffic impacts for the whole SDZ.

11 Road Safety

A Stage 1 & 2 Road Safety Audit was carried out on the proposed development. The audits were carried out by Bruton Consulting Engineers in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017. The Audits involved the examination of drawings and other material provided and a site visit by both audit team members on the 15th of April 2024. The weather at the time of the site visit was dry and the road surface was damp.

11.1 Road Safety Audit Response

The below table details comments raised by the auditors and the PUNCH responses to said comments.

Table 11-1:PUNCH Response to Road Safety Auditor Comments

Item No.	Auditor Comment	PUNCH Response (Accepted by auditor)
4.1	The kerb heights at the carriageway edge are to be 125mm. It is unclear what height the raised tables are to be and what taper length is to be provided. Too steep of taper and too high of a table could lead to grounding and injury to vehicle occupants. Too shallow of a taper and height could lead to ineffective traffic calming, higher speeds and higher injury severity if a vulnerable road user is struck.	Appropriate table heights and taper gradients be provided. Please refer PUNCH drawing listed below for amendment: 232250-PUNCH-01-XX-DR-C-0461
4.2	There is a wall/structure between Street 1 and Street 2 close to the entry to the basement. It is unclear what height this wall is to be. A low level wall (kerb) may not be seen by drivers and they may travel over it if unfamiliar with the area and a low wall may be climbed over by children leading to falls.	A suitable wall is proposed. Please refer below PUNCH drawing and architectural documentation: 232250-PUNCH-01-XX-DR-C-0461
4.3	There is a risk of side-swipe collisions of vehicles entering and exiting the car park if a queue forms as far as the tight bend when a vehicle is exiting.	Autotrack demonstrations have been adjusted to accommodate passing of vehicles. Please refer below PUNCH drawing: 232250-PUNCH-01-XX-DR-C-0602

Item No.	Auditor Comment	PUNCH Response (Accepted by auditor)
4.4	The entrance and exit of the one-way sections at Street 2 are very wide and have proposed yield control. This could lead to higher turning speeds and more severe collisions if a vulnerable road user is struck. The wide areas could also lead to informal two-way use by some residents. A wider area is needed for the swept path of refuse vehicles however these are only occasional vehicles.	Widths to be retained to accommodate fire tender movements. Roadmarking controls (chevrons) proposed to manage cars and other small vehicles. High quality visibility will enable yield marking. Please refer PUNCH drawing below for layout 232250-PUNCH-01-XX-DR-C-0461
4.5	Users of the disabled parking space and spaces 01 and 60 will be within the shuttle signals. They could meet with incoming vehicles whose drivers do not expect oncoming traffic resulting in head-on collisions.	An induction loop detection system for these spaces is to be provided to manage incoming traffic in conjunction with a road marked yellow crosshatch box. Please refer below PUNCH drawing and section 13 of this report for illustration and explanation. 232250-PUNCH-01-XX-DR-C-0461
4.6	There is an exposed structural column at the base of the ramp. There is a risk that drivers may not see it leading to side swipe collisions and material damage of vehicles.	Kerb to be provided to manage vehicle movements. Please refer below PUNCH drawing: 232250-PUNCH-01-XX-DR-C-0461
5.1	There is perpendicular parking on both sides of 'The Mall'. There is no direct area for pedestrians to cross between Block C and Block D except at either end.	There is no expected desire line for pedestrians to cross this area. The architect has provided a demonstration of the expected pedestrian routes within the site and to the exterior of the site.
5.2	There is a pedestrian link between Block A1/A2 and Block E however it is shown with steps. Some mobility impaired pedestrians may not be able to use the steps and this could lead to inaccessibility.	Accessible route to be provided along this desire line. Please refer architectural documentation.
7.1	Cycle parking is shown on the surface level. It is unclear if there is any sheltered and secured parking. A lack of shelter can lead to a reduction in bicycle use and an increase in car usage.	Please refer to architectural documentation for design of secure cycle storage, as well as section 14.3.2 of this report.

Item No.	Auditor Comment	PUNCH Response (Accepted by auditor)
7.2	The proposed greenway terminates at The Mall. There is no further link for cyclists towards Lehaunstown Lane or to Grand Parade.	Please refer to separate design of Lehaunstown Neighbourhood road as provided by SYSTRA for access to the west along the proposed vehicle access road to grand Parade. Refer section Appendix B and section 13.1 of this report. The footpath to the northwest provides pedestrian and cycle access to an existing laneway to the north west and thus to Lehaunstown Lane.

12 Environmental Impact

As part of this application the following environmental/ecological reports (by others) were commissioned:

- Appropriate Assessment (AA) Screening
- Environmental Impact Assessment (EIA) Screening Report
- Ecological Impact Assessment (EclA) Report (including surveys)

13 Proposed Roads

13.1 Proposed Site Access

Vehicular site access is to be provided via a new level 5 road 'Lehaunstown Neighbourhood Road' with a speed limit of 30 km/h connecting to Grand Parade, designed by Systra as part of a separate DLRC planning application and project. This road is to follow the road hierarchy map as provided in Figure 3-13. Please refer Appendix B for drawings of this road as provided by Systra.

The vehicle access point for the development is co-ordinated with the proposed road as indicated on the 'Lehaunstown Neighbourhood Road' documentation by Systra.

13.2 Proposed Development Roads - Design Manual for Urban Roads and Streets

The roads layout together with pedestrian and cycle facilities for the site have been developed considering the design principles set out in the Design Manual for Roads and Streets (2019). The hierarchy of the streets on the site are all local in nature which reflects the end destination typology of the site. The design speed for the site is 30 km/hr, and appropriate speed restriction signs will be set out at the site entrance.

Raised tables are proposed throughout within the development in conjunction with bends. Car parking spaces and private driveway parking are proposed along the roadway that will assist in controlling speeds.

Road widths are proposed at maximum 6m wide and as required to permit car access to car parking space and passing. Kerb / road marking radii at junctions are reduced to reduce speed.

The proposed ramp to the basement is to be controlled by a red/ green traffic light system. The ramp is proposed to permit vehicles to travel in one direction at any one time. Control is provided via an induction loop that will detect the presence of a car at both ends of the ramp. If a car is detected as entering from one end of the ramp, the traffic light at the other end would be controlled to turn red.

Please refer below drawing:

- 232250-PUNCH-01-XX-DR-C-0461 Proposed Road Markings and Signage

There are two major external open road and car parking space areas: 'The Mall' and 'The Square.'

The layout of the proposed development is detailed in the architect and landscape architect's drawings submitted as part of this application.

13.2.1 Proposed Roads and Parking Areas - The Mall

The Mall follows an east-west alignment and is provided between Block C and D. The open zone nature of the road and car parking space is proposed to be managed through the provision of trees as provided between intermediate parking spaces. Trees are proposed at a maximum spacing of 4 car parking spaces.

13.2.2 Proposed Roads and Parking Areas - The Square

The Square follows a north-south alignment and is provided between Block A1/A2 and E. The space is provided as a mixed space with open car parking spaces and roads provided. Landscaping is provided in the central area to manage any perceived excessive roads and parking space.

13.2.3 Traffic Calming Measures

Traffic calming for the external car parking area will be provided via the following measures:

- Car parking along the edges of the roads will provide a passive means of traffic calming
- 2 no. raised tables, one at the bend between The Mall and The Square and one along the Square.
- Roadmarking to encourage and enforce one way traffic and to narrow roads
- Tactile paving at road edges to enforce illustrate uncontrolled crossings
- A shared zone is provided within the car parking along block A1 And A2.
- Roadway narrowing in front of Block A1 and A2 where the car parking area is provided as one way in locations where there are no car parking spaces
- Buff, textured asphalt surfacing is provided to enforce the shared zone for the car parking area in front of Block A1 and A2
- Vehicle access to basement provided in one direction at one time , controlled by a traffic light and road marking.

Please refer below drawing:

- 232250-PUNCH-01-XX-DR-C-0461 Proposed Road Markings and Signage

13.3 Visibility Splays

Visibility splay assessment is not considered necessary at the proposed junction to the development since the access is provided as a straight road access.

13.4 Vehicle Manoeuvring

Autotrack analysis has been undertaken to ensure there are no issues with swept paths and manoeuvrability of fire appliances and refuse vehicles. Autotrack analysis has also been undertaken to assess car manoeuvring into the site, car passing within the site and car movements at the basement ramp that provides for car movements in one direction at any one time.

Please refer to below drawings:

- 232250-PUNCH-01-XX-DR-C-0601 Autotrack Swept Path Analysis
- 232250-PUNCH-01-XX-DR-C-0602 Autotrack Private Car
- 232250-PUNCH-01-XX-DR-C-0603 Autotrack Private Car - Basement Car Park

14 Parking

The following section outlines the proposed vehicular and cycle parking quantum associated with the new development.

14.1 Car Parking

14.2 Car Parking - Proposed Locations

Please refer below proposed locations for car parking.

- a. Car parking for duplexes is provided as on grade parking spaces.
- b. Car parking for apartments is provided as basement parking spaces and on grade parking.
- c. Parking for houses is provided as on grade private parking spaces.

14.3 Car Parking - Proposed Quantity

Refer below details the current Residential Car parking Standards for the Cherrywood SDZ. The car parking rates are a maximum permitted rate.

Table 14-1: Car Parking Standards

Residence type	Maximum Permitted Car Parking Rate
1 bed unit	0.5
2 bed unit	0.75
2 bed house	1
3 or more bed unit	1.25
3 or more bed house	1.5

Car parking serving the subject development is provided as outlined in the architects schedule of accommodation and as indicated on the architects plans.

Table 14-2 Proposed Car Parking

Basement	On Street	On Curtilage
43	35	12

Please refer to architect's schedule of accommodation included in Appendix C that indicated a total of 90 car parking spaces proposed within the development.

14.3.1.1 Wheelchair Accessible Parking

5% of communal car parking (5 number) is proposed as accessible parking as outlined in Building regulations Technical Guidance Document part M. This ratio is based on the car parking that is proposed to be provided for apartments and duplexes. Dedicated accessible parking is not proposed for houses.

14.3.1.2 Electric Vehicle Charge Points

In accordance with Dún Laoghaire-Rathdown County Council's Development Plan 2022-2028, 1 no. functional electric vehicle parking space is required per 5 no. parking spaces. As such, 18 no. car parking spaces will be EV charger spaces. All parking spaces on site will be fitted with ducting to facilitate potential future upgrades to EV charging spaces.

14.3.1.3 Motorcycle Parking Provision

Motorcycle parking is required at a rate of 4 per 100 car parking spaces in accordance with the SDZ. In line with this requirement, there are 4 no. motorcycle parking spaces proposed as part of the development; 3 no. at ground level and 1 no. at basement level. The general principles, indicative layouts and requirements for welfare facilities set out for cycle parking in the Dún Laoghaire-Rathdown County Council Cycling Policy shall also be applied to motorcycle parking.

14.3.1.4 Car share

2 no. car share parking spaces are proposed as part of the development.

14.3.2 Bicycle Parking

Cycle parking serving the development is to be provided in accordance with: Dún Laoghaire-Rathdown County Council Municipal Services Department's Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018 'Table 4.1'. The applicable cycle parking standards are noted in below.

Please refer below for summary of proposed cycle storage:

- Secure internal communal cycle storage areas are proposed at ground level for the apartments and duplexes as long stay parking.
- Secure bicycle lockers are to be provided in front of houses as secure long-stay cycle parking. Please refer detail provided in Figure 14-1 and Figure 14-2.
- External Sheffield stands in shared areas are proposed as short-stay visitor cycle parking.
- Please refer to architectural drawings for proposed arrangements.

Table 14-3: Cycle Parking Rates (Development Plan)

Residential Development Type	1 short stay (visitor) parking space per: (minimum of 2 spaces)	1 long stay parking space per: (minimum of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit

Table 14-4 Cycle Parking Calculation (Minimum)

Residence type	No. of Units	Short Stay Cycle Parking	Long Stay Cycle Parking
Block A1	23	4	34
Block A2	23	6	28
Block B, C & D	55	16	84
Houses	8		16
Total Required	-	22	109
Total Provided	-	26	162

Please refer to architect's schedule of accommodation included in Appendix C.



Figure 14-1 Plan Detail for Proposed Bicycle Store for Houses

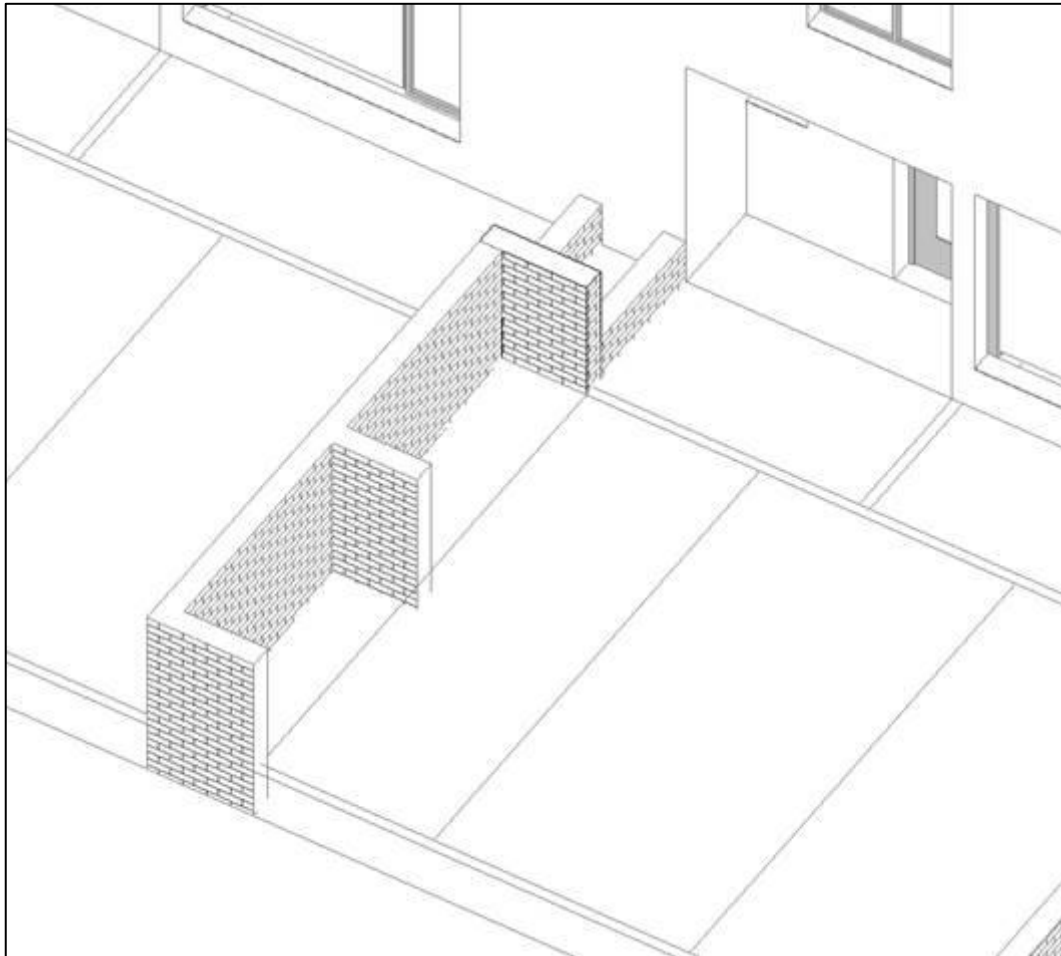


Figure 14-2 Concept Isometric Detail for Proposed Bicycle Store at Houses

14.4 Service and Delivery Trips

Vehicular set-down access is provided within the site. Visitor, delivery, and service access will be available and be managed by a management company.

Any deliveries by HGV will be by appointment and be managed to minimize any potential conflict with cars.

15 Public Transport, Pedestrians/ Cyclists

To ensure future transport sustainability and to endeavour to make the subject development as accessible as possible to travel by sustainable transport, an assessment has been made of current transport facilities. This includes assessment of existing pedestrian, cyclist and public transport facilities. Please refer to Mobility Management Plan report for information related to available modes of transport.

16 Access for People with Disabilities

Parking facilities for disabled users are provided within the development in line with the requirements of the DLRCC Development Plan. Disabled friendly accesses to the proposed development, including ramp access, are designed to the Technical Guidance Document M of the Building Regulations. Please refer to architectural design.

17 Mitigation

No mitigation measures in relation to capacity are required.

18 Construction Stage Traffic

18.1 Construction Phase

The volumes of traffic that will be generated during the construction phase of the proposed development will be small in total in comparison to the existing traffic volumes.

The construction stage therefore does not require quantitative traffic analysis, however in order to minimise disruption due to construction, wheel washing facilities will be installed at the site access during the construction stage to reduce the amount of dirt and debris carried on to the public roadway during the excavation operations, etc.

18.2 Construction Traffic Management Plan

The successful contractor will be required to carry out a traffic management plan for the duration of the works. This will involve consultation with the local authority and/or the Gardaí, and once agreed will be adhered to for all aspects of construction that involves movement of vehicles in and out of the site.

Please refer to the Construction and Environmental Management Plan (232250-PUNCH-01-XX-RP-C-0006) for a preliminary assessment of construction traffic.

19 CPS Consistency

Table 19-1 indicates the Specific Transport Objectives, as outlined in Section 4.2 - transportation - public transport, cycling, walking and car. A response to how the proposed development site at Lehaunstown Land, Cherrywood, Co. Dublin satisfied each of these specific objectives has also been given.

Table 19-1: Specific Objectives set out in Chapter 4 Section 4.2 of the CPS

Specific Objective	Response
<i>PI 13 It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.</i>	<p>Significant quantity of cycle parking spaces are proposed as part of the development, for residents (long stay) and visitors (Short stay) in excess of the minimum requirements of the DLRCC Development Plan 2022-2028.</p> <p>The LUAS is available for use in close proximity.</p> <p>EV charging is facilitated by the development.</p>
<i>PI 14 It is an objective to implement the road infrastructure (including segregated pedestrian / cycle routes) proposed in this Planning Scheme to facilitate access to and within the area by all travel modes (see Map 4.5).</i>	<p>The Lehaunstown neighbourhood road is to be provided to service the development (designed by Systra as part of a separate DLRCC project).</p>
<i>PI 15 The Council will support the TII in consultation with the NTA in implementing measures to improve the functioning of the M50/M-N11 road corridor.</i>	<p>Not applicable to the proposed development</p>
<i>PI 16 It is an objective to support and facilitate the development of an integrated public transport network in the Planning Scheme, in association with relevant transport providers, agencies and stakeholders.</i>	<p>The LUAS is available for use in close proximity.</p>
<i>PI 17 It is an objective to facilitate and promote the enhancement of bus services through the implementation of QBCs and bus priority measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services.</i>	<p>Bus services are available in closed proximity.</p>
<i>PI 18 It is an objective to pump prime the extension of bus services and the provision of new bus services during the early stages of development in the Planning Scheme area.</i>	<p>Not applicable to the proposed development</p>

Specific Objective	Response
<i>PI 19 It is an objective to construct a Transport Interchange in the vicinity of the Cherrywood Luas stop (see Map 4.6).</i>	Not applicable to the proposed development
<i>PI 20 It is an objective to prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme and to improve circulation and permeability. All proposed access points, routes, mews and streets must connect logically with the existing street network to aid legibility, permeability and walkability and also must complement local user desire lines.</i>	Footpaths are provided throughout the development to enable pedestrian movements and connect to proposed footpaths to be provided as part of the Lehaunstown neighbourhood road (designed by Systra as part of a separate DLRCC project), as well as the adjacent proposed greenway.
<i>PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to determine car use and promote sustainable travel modes. For residential development, this objective will be balanced with ensuring adequate car parking facilities are provided to meet car ownership needs in order to avoid any overspill car parking or adverse impacts on the public realm.</i>	Car parking is limited for the development and provided in accordance with the Cherrywood SDZ CPSS standards provided.
<i>PI 22 Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current 'Dún Laoghaire-Rathdown County Council Cycling Policy' (June 2010 or as updated).</i>	Cycle parking is provided in accordance with this standard.
<i>PI 23 The Council will prepare an Area Wide Travel Plan for the Planning Scheme in conjunction with the National Transport Authority and stakeholders in the area. Developers, employers and organisations in the area will be required through the planning process to work positively with others to achieve the objectives of the Plan.</i>	Not applicable to the proposed development
<i>PI 24 A Travel Plan will be required for developments in the Planning Scheme that exceed the thresholds for Mobility Management Plans set out in the current County Development Plan</i>	A Mobility Management Plan has been provided for this development

20 Summary and Conclusion

1. The proposed development is a Residential Development consisting of 109 no. units comprised of terraced houses, duplexes and apartments.
2. For the purposes of our assessment, the TRICS database was consulted to provide an equivalent trip rate for the proposed development site.
3. It is proposed that vehicular traffic will access the development at 1 no. location to the west of the proposed development. Access is provided via a new Lehaunstown Neighbourhood Road designed as part of a separate Dún Laoghaire-Rathdown County Council project designed by Systra.
4. Capacity analysis was not carried out on the proposed development. It is assumed that traffic associated with the proposed development is allowed for as part of the Cherrywood SDZ scheme.
5. Car parking spaces for the proposed development have been provided to meet the requirements set out in the Chapter 4 of the Cherrywood Planning Scheme SDZ and permitted planning amendment 9 of the Cherrywood Planning Scheme.
6. Secure cycle parking facilities have been provided within the development to meet the requirements set out in Dún Laoghaire-Rathdown County Council's Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018.

Appendix A TRICS Data

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Filtering Summary:

Land Use: 03/K RESIDENTIAL/MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Trip Rate Calculation Parameter Range: 15 - 1145 DWELLS

Actual Trip Rate Calculation Parameter Range: 15 - 1145 DWELLS

Date Range: Minimum: 18/03/1988 Maximum: 30/04/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 800 3700

Days of the week selected:

Thursday	2
Tuesday	2
Wednesday	5

Main Location Types selected:

Edge of Town	5
Neighbourhood Centre	3
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	3
15,001 to 20,000	2
20,001 to 25,000	1
5,001 to 10,000	3

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	3
25,001 to 50,000	1
50,001 to 75,000	1
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	7
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	9
-----------------	---



Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: K - MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	5 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	15 to 1145 (units:DWELLS)
Range Selected by User:	15 to 1145 (units:DWELLS)
Parking Spaces Range:	18 - 1493

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	18/03/88 to 30/04/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Thursday	2 days
Tuesday	2 days
Wednesday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	9
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	5 days
Neighbourhood Centre	3 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	6 days
Village	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	6 days

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Secondary Filtering Selection:

Use Class:

C3 9 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

800 - 3700

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes 9 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 9 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

1 FORDHAM ROAD SOHAM Suburban Area Residential Zone Site area: 2.5999999046325684 hect Survey date: Wednesday 11/07/2018	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE	Survey Type: Manual
2 DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 7.130000114440918 hect Survey date: Tuesday 11/10/2022	HC-03-K-02	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
3 FRYTHE AVENUE WELWYN Neighbourhood Centre Village Site area: 11.699999809265137 hect Survey date: Wednesday 02/11/2022	HF-03-K-05	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
4 DE BURGH GARDENS TADWORTH Neighbourhood Centre Village Site area: 3.200000047683716 hect Survey date: Tuesday 22/06/2021	SC-03-K-01	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
5 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Site area: 12.6 hect Survey date: Wednesday 05/07/2023	WS-03-K-01	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
6 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON Edge of Town Residential Zone Site area: 3.1500000953674316 hect Survey date: Thursday 12/05/2016	WS-03-K-03	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
7 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 10.420000076293945 hect Survey date: Thursday 28/06/2018	WS-03-K-04	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
8 WORTHING ROAD SOUTHWATER Neighbourhood Centre Village	WS-03-K-05	MIXED HOUSES & FLATS	WEST SUSSEX	

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Site area: 8 hect
Survey date: Wednesday 30/06/2021

Survey Type: Manual

9	WS-03-K-06	MIXED HOUSES & FLATS	WEST SUSSEX
---	------------	----------------------	-------------

WESTERN ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 1.100000023841858 hect
Survey date: Wednesday 12/06/2024

Survey Type: Manual

Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Total Vehicles

Calculation factor: 1 DWELLS

***BOLD** print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	196	0.093	0.277	0.370
08:00-09:00	9	196	0.165	0.310	0.475
09:00-10:00	9	196	0.145	0.192	0.337
10:00-11:00	9	196	0.148	0.166	0.314
11:00-12:00	9	196	0.121	0.141	0.262
12:00-13:00	9	196	0.153	0.146	0.299
13:00-14:00	9	196	0.174	0.161	0.335
14:00-15:00	9	196	0.173	0.196	0.369
15:00-16:00	9	196	0.260	0.188	0.448
16:00-17:00	9	196	0.264	0.187	0.451
17:00-18:00	9	196	0.303	0.181	0.484
18:00-19:00	9	196	0.312	0.173	0.485
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.311	2.318	4.629

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: fbbd9d8d-6986-4447-a260-93baeec3c204

Parameter Summary:

Trip rate parameter range selected:	15 - 1145 (units: DWELLS)
Survey date date range:	12/05/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B Lehaunstown Neighbourhood Road Layout © Systra Group

LEHAUNSTOWN NEIGHBOURHOOD ROAD

DRAWINGS

- IE01T23A67_PD_001 - SITE LOCATION PLAN
- IE01T23A67_PD_002 - GENERAL ARRANGEMENT
- IE01T23A67_PD_003 - UTILITIES
- IE01T23A67_PD_004 - DRAINAGE
- IE01T23A67_PD_005 - LONGSECTIONS

No.	Date	Revision/Status	Drawn	Checked	Approved
A	04/07/24	For Planning	PK	AM	AM

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Client
DÚN LAOGHAIRE-RATHDOWN
COUNTY COUNCIL

Project
LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title
DRAWINGS
COVER SHEET

Drawn	Checked	Approved
PK	AM	AM
Original/dwg. size	Date	Scale
NTS	July 2024	NTS
Drawing Status	Drawing Number	Rev
For Planning	IE01T23A67-PD-CS	A



Open Well

Pond

Legend

█ Proposed Scheme Extents

LOCATION OF SITE NOTICE No. 1

LEHAUNSTOWN LANE

LOCATION OF SITE NOTICE No. 2

ES
Platform Platform



C	04/07/24	For Planning	PK	AM	AM
B	25/06/24	For Planning	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM
Rev.	Date	Revision Details	Drawn	Checked	Approved

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DÚN LAOGHAIRE-RATHDOWN
COUNTY COUNCIL

LEHAUNSTOWN NEIGHBOURHOOD ROAD

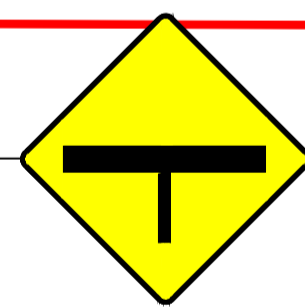
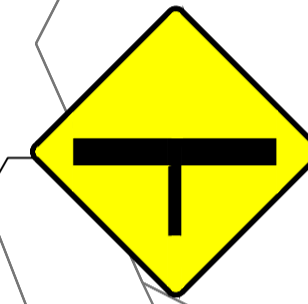
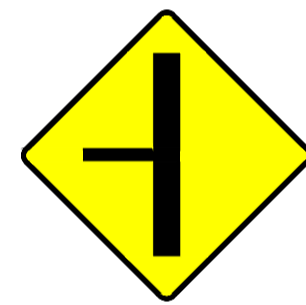
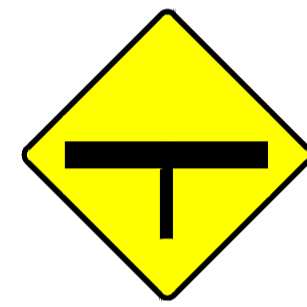
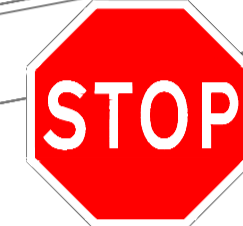
SITE LOCATION PLAN

Drawn: PK Checked: AM Approved: AM
Original drawing size: A1 Date: July 2024 Scale: 1:1000

Drawing Status	For Planning	Drawing Number	IE01T23A67-PD-001	Rev.	C
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PROPOSED PRIORITY JUNCTION LEHAUNSTOWN LANE



TIE INTO PROPOSED HOUSING
DEVELOPMENT ACCESS ROAD.

TIE INTO EXISTING GRAND PARADE
SIGNAL CONTROLLED JUNCTION

NOTES:

- STREET TREES TO BE PROVIDED IN ACCORDANCE WITH THE CHERRYWOOD PLANNING SCHEME.

Legend

- █ Proposed Scheme Extents
- █ Proposed Carriageway
- █ Proposed Footpath
- █ Proposed Swale
- Proposed Lighting Column
- Proposed Gully
- Proposed Signage
- Proposed Tactile Paving
- Proposed Tree in Tree Pit



C	20/06/24	Revised following Client comments	PK	AM	AM
B	28/02/24	Raised Crossings added	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM
Rev.	Date	Revised work	Drawn	Checked	Issued

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Client: DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title: PROPOSED GENERAL ARRANGEMENT

Drawn	PK	Checked	AM	Approved	AM
Original dg. size	A1	Date	June 2024	Scale	1:500
Drawing Status	For Planning	Drawing Number	IE01T23A67-PD-002	Rev.	C



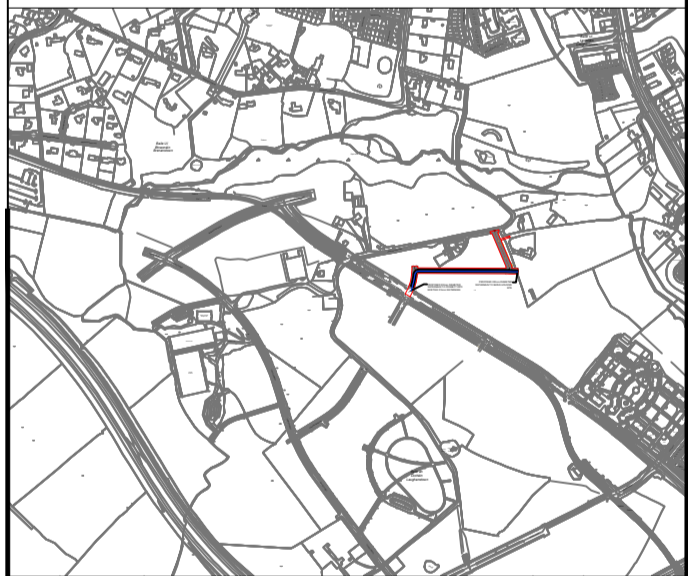
Legend

- Proposed Scheme Extents
- Proposed Watermain
- Proposed 5m Wide Utility Corridor to accommodate ESB, Telecoms, Gas, Foul Sewer, etc

LEHAUNSTOWN LANE

PROPOSED 200mm DIAMETER WATERMAIN TO CONNECT INTO EXISTING 315mm WATERMAIN

PROPOSED 200mm DIAMETER WATERMAIN TO SERVE HOUSING SITE



C	25/06/24	For Planning	PK	AM	AM
B	28/02/24	Raised Crossings Added	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM
Rev.	Date	Revised work	Drawn	Checked	Verified

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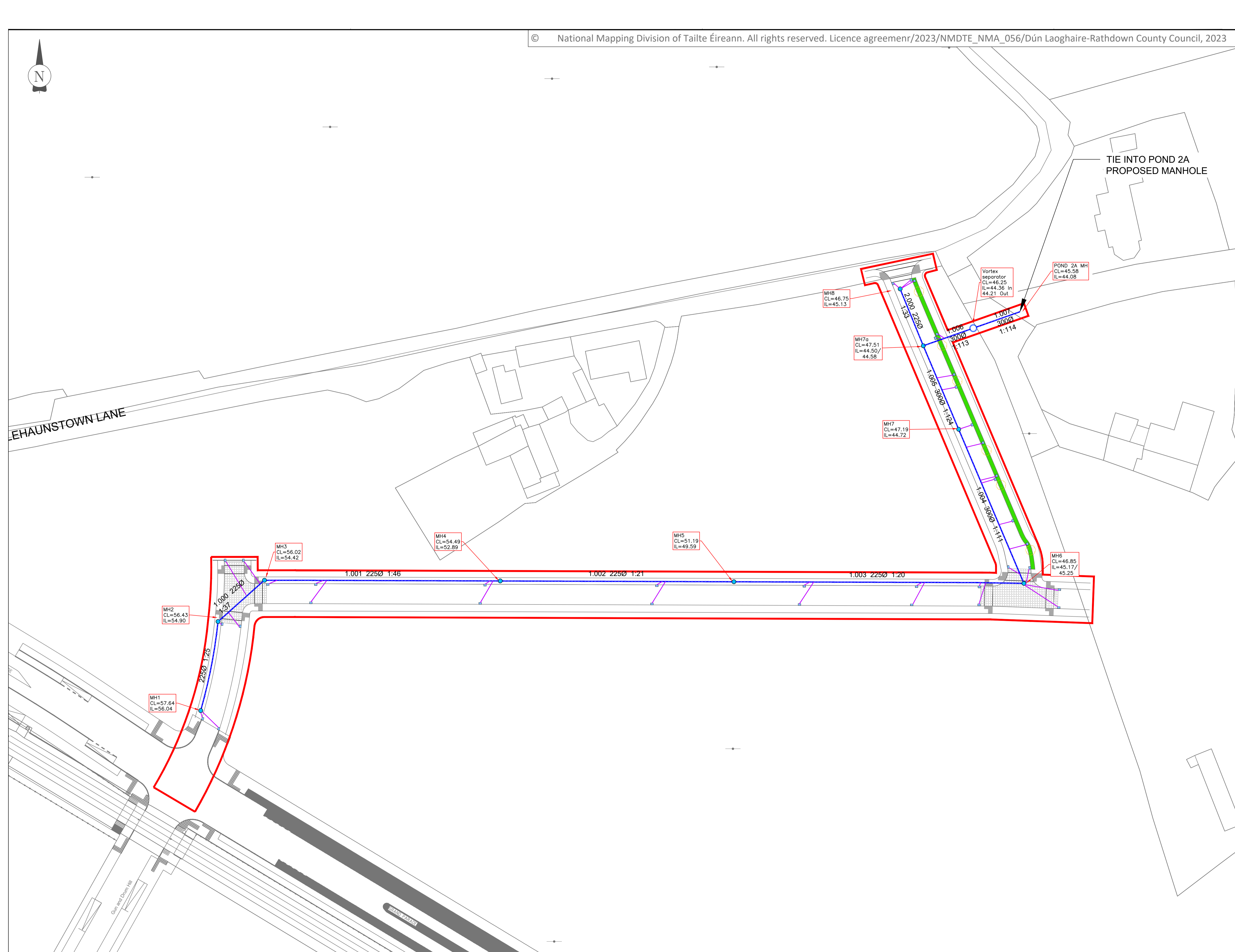
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Client
DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

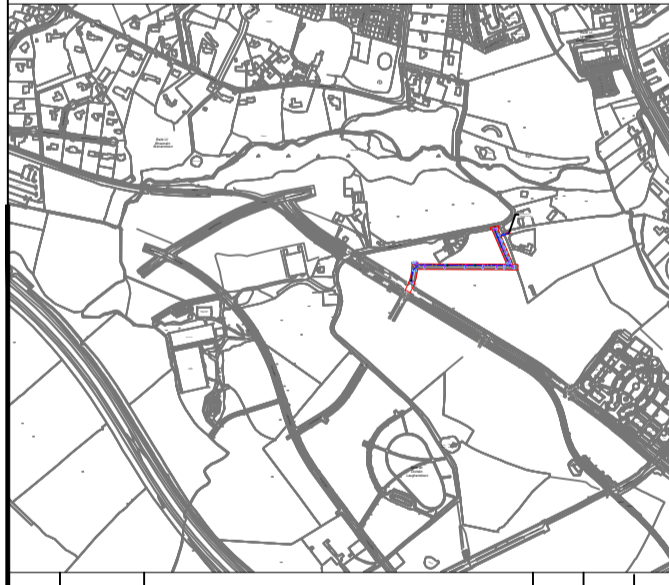
Project
LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title
PROPOSED UTILITIES

Drawn	PK	Checked	AM	Approved	AM
Original dwg size	A1	Date	June 2024	Scale	1:500
Drawing Status	For Planning	Drawing Number	IE01T23A67-PD-003	Rev.	C



- Legend**
- Proposed Scheme Extents
 - Proposed Gully
 - - - Proposed Manhole
 - - - - Proposed Surface Water Carrier
 - Proposed Gully Connection
 - Proposed Swale
 - Proposed Tree in Tree Pit



Rev.	Date	Revised by	Drawn	Checked	Approved
B	20/06/24	For Review	PK	AM	AM
A	05/12/23	For Information	PK	AM	AM

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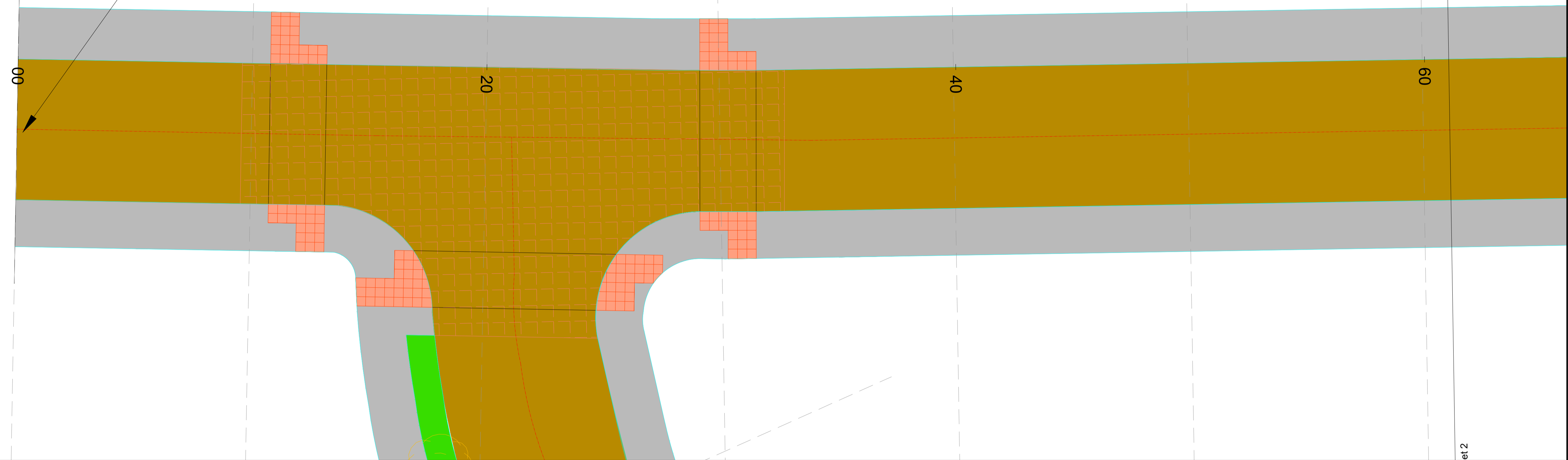
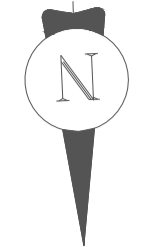
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Project: **LEHAUNSTOWN NEIGHBOURHOOD ROAD**

Title: **PROPOSED DRAINAGE**

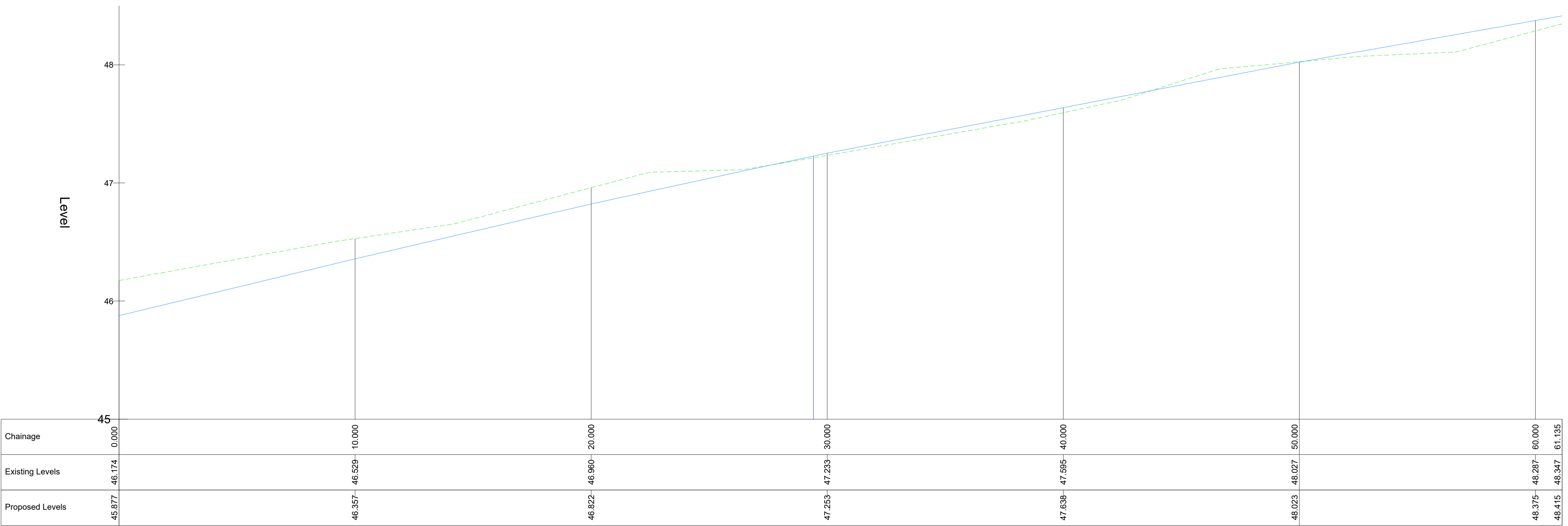
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PK	AM	AM
Original dwg. size	Date	Scale
A1	June 2024	1:500
Drawing Status	Drawing Number	Rev.
For Review	IE01T23A67-PD-004	B

PROPOSED TIE IN TO PROPOSED RESIDENTIAL DEVELOPMENT



- Legend**
- █ Proposed Scheme Extents
 - █ Existing Levels
 - █ Proposed Levels

EAST-WEST LONGSECTION 1
SCALE: H1:100, V 1:20.



Rev.	Date	Revision details	Drawn	Checked	Approved
B	25/06/24	For Planning	CS	PK	AM
A	19/04/24	For Information	CS	PK	AM

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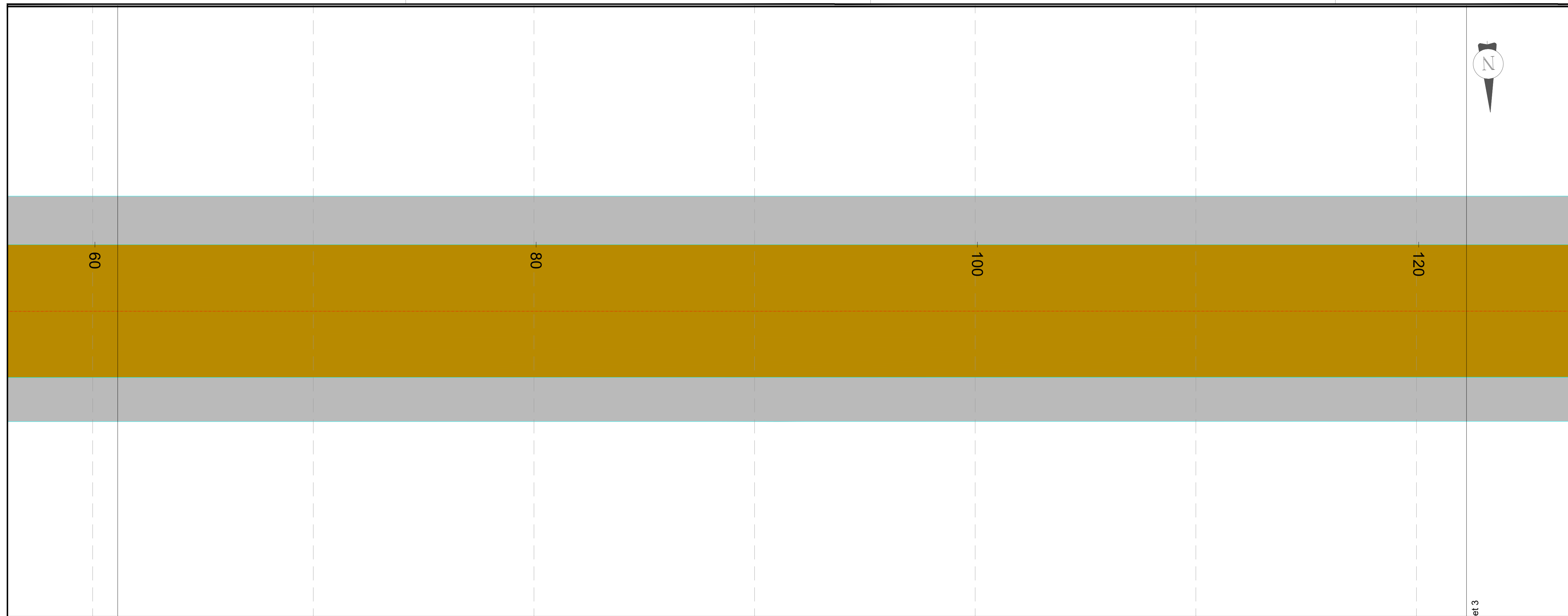
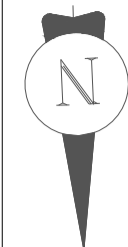
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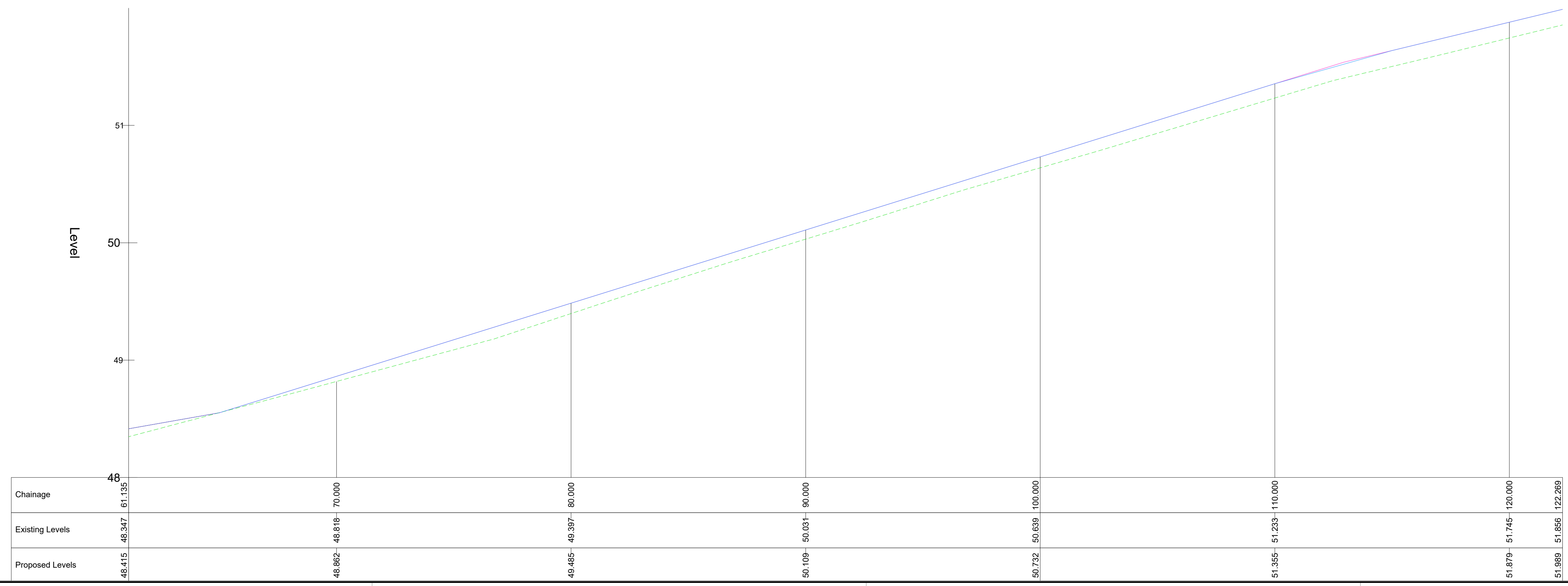
Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title: PROPOSED LONGSECTIONS SHEET 1 OF 7

Drawn	Checked	Approved
CS	PK	AM
Original fig. size	Date	Scale
A1	June 2024	1:100
Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B



EAST-WEST LONGSECTION 2
SCALE: H1:100, V 1:20.



Legend

- Proposed Scheme Extents
- - - Existing Levels
- Proposed Levels

Rev.	Date	Revision Details	Drawn	Checked	Approved
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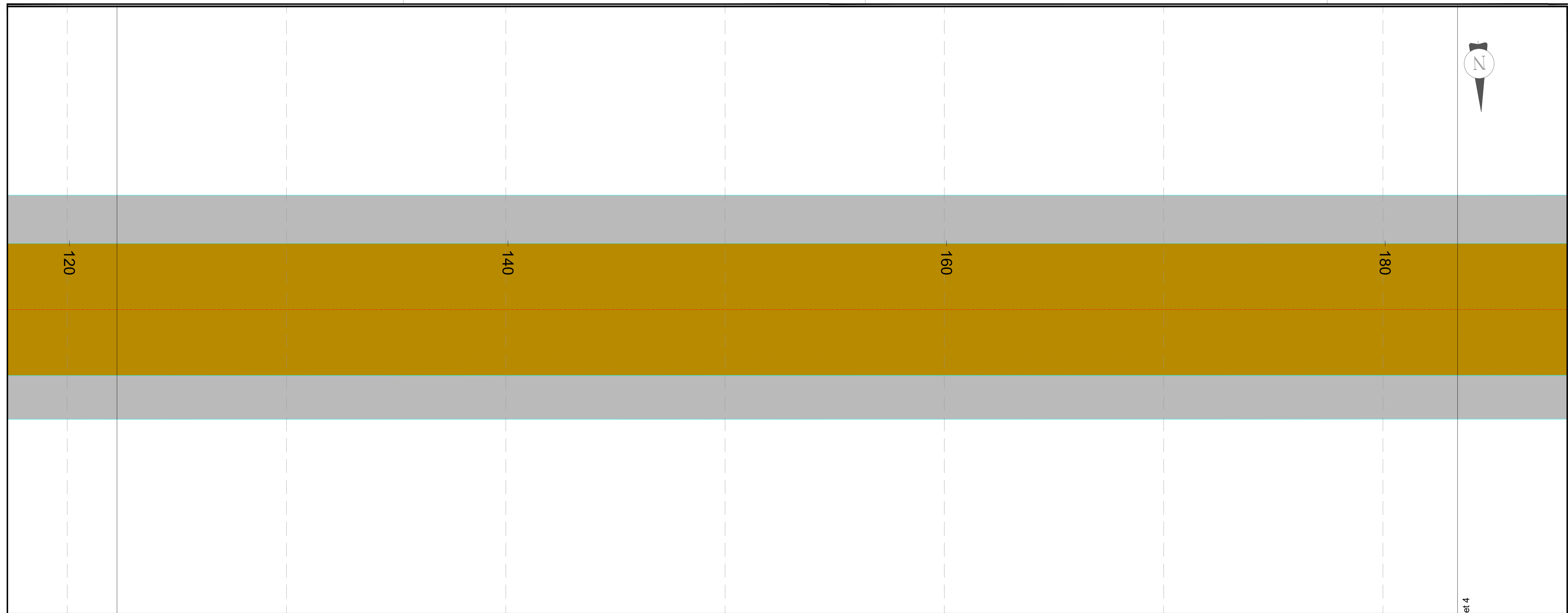
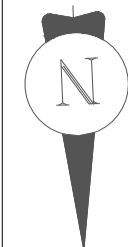
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Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

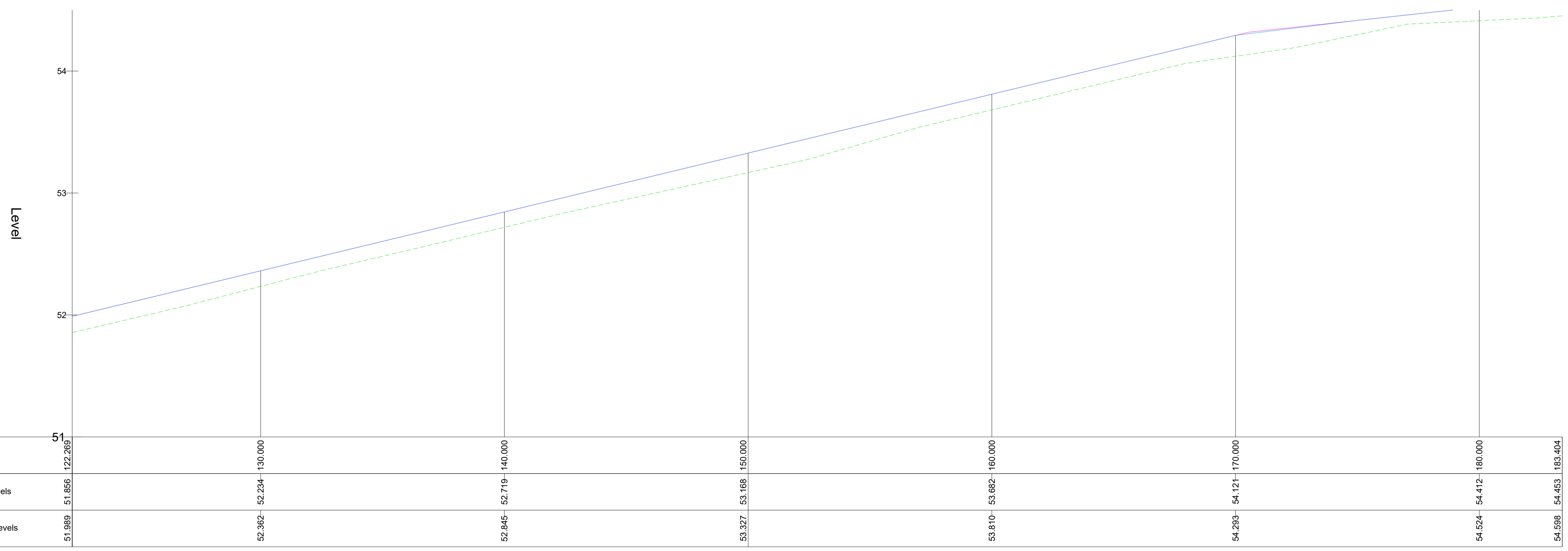
Title: PROPOSED LONGSECTIONS SHEET 2 OF 7

Drawn: CS	Checked: PK	Approved: AM
Original dwg. size: A1	Date: June 2024	Scale: 1:100
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-005	Rev: B



- Legend**
- Proposed Scheme Extents
 - - - Existing Levels
 - Proposed Levels

EAST-WEST LONGSECTION 3
SCALE: H1:100, V 1:20.



Rev.	Date	Revision Details	Drawn	Checked	Approved
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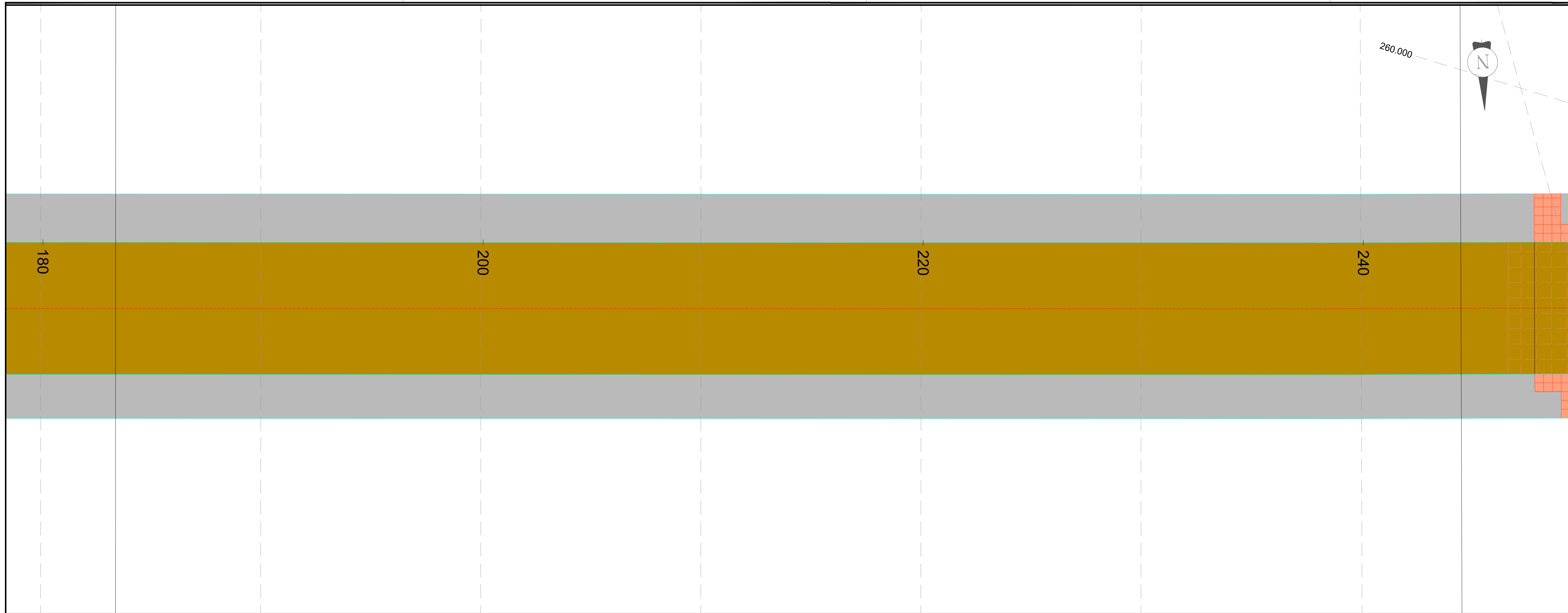
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Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

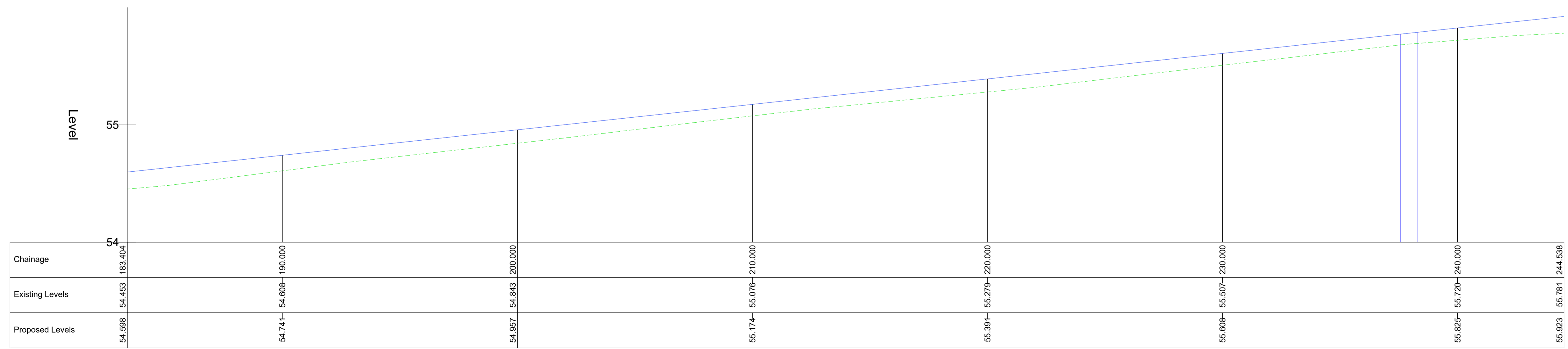
Title: PROPOSED LONGSECTIONS SHEET 3 OF 7

Drawn: CS	Checked: PK	Approved: AM
Original dwg. size: A1	Date: June 2024	Scale: 1:100
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-005	Rev: B



- Legend**
- █ Proposed Scheme Extents
 - - - Existing Levels
 - Proposed Levels

EAST-WEST LONGSECTION 4
SCALE: H1:100, V 1:20.



Rev.	Date	Revision details	Drawn	Checked	Approved
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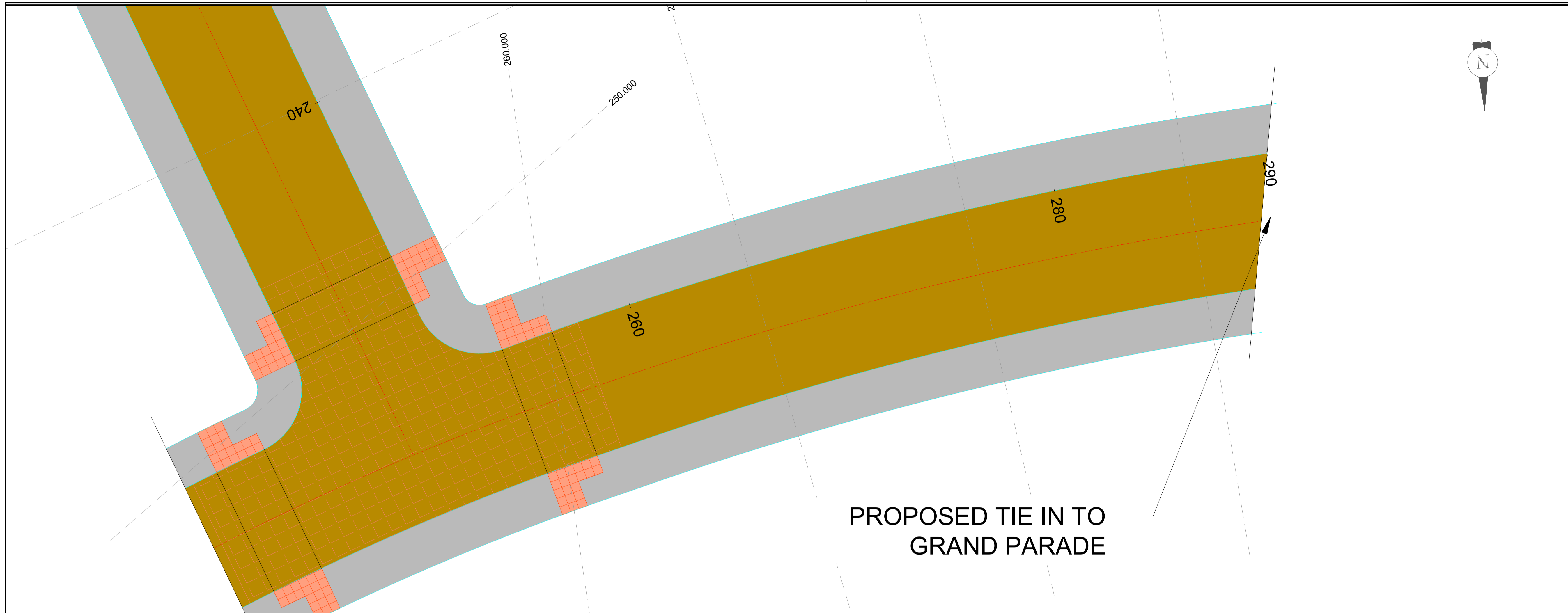
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Client: **DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL**

Project: **LEHAUNSTOWN NEIGHBOURHOOD ROAD**

Title: **PROPOSED LONGSECTIONS SHEET 4 OF 7**

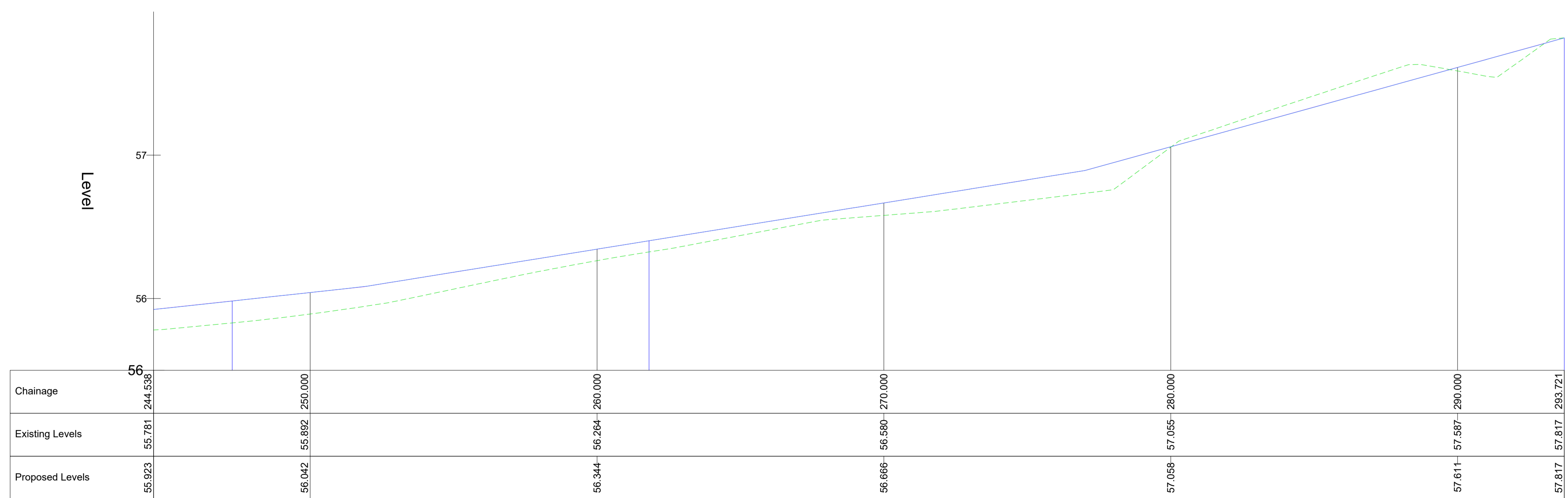
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Original dwg. size: A1	Date: June 2024	Scale: 1:100
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-005	Rev: B



- Legend**
- Proposed Scheme Extents
 - - - Existing Levels
 - Proposed Levels

PROPOSED TIE IN TO
GRAND PARADE

EAST-WEST LONGSECTION 5
SCALE: H1:100, V 1:20.



Rev.	Date	Revision/Details	Drawn	Checked	Approved
B	25/06/24	For Planning	CS	PK	AM
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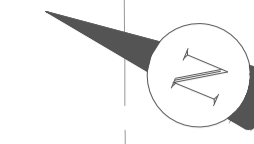
Client: DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title: PROPOSED LONGSECTIONS SHEET 5 OF 7

Drawn	CS	Checked	PK	Approved	AM
Original dwg. size	A1	Date	June 2024	Scale	1:100
Drawing Status	For Planning	Drawing Number	IE01T23A67-PD-005	Rev.	B

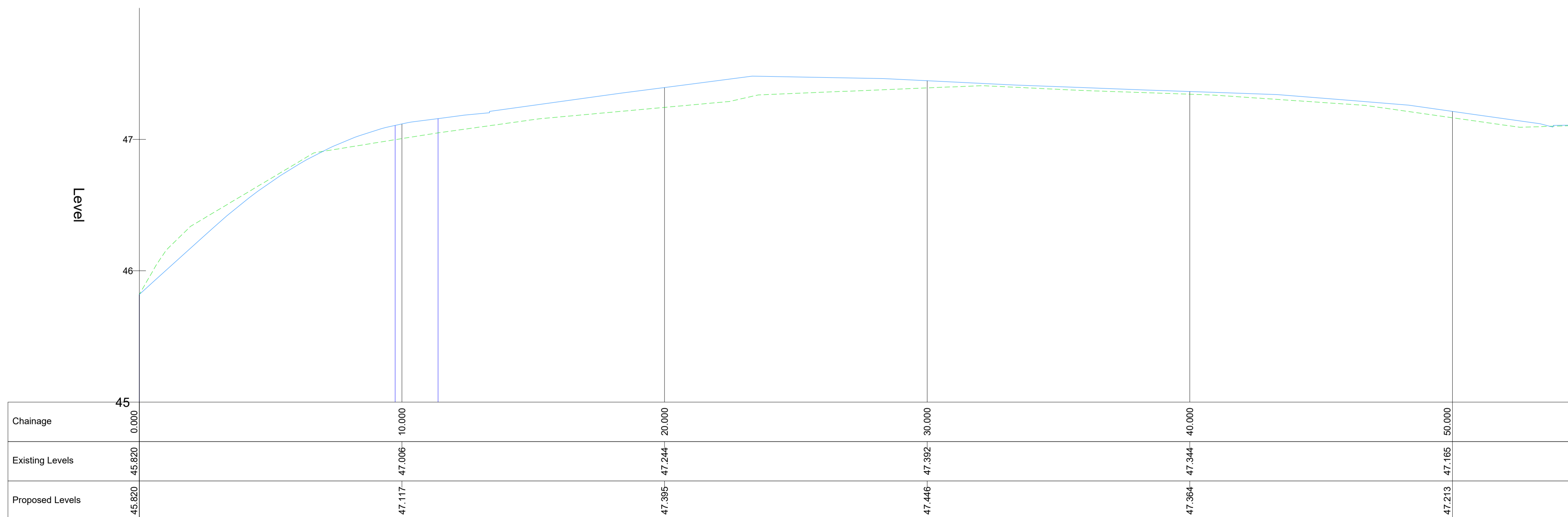
PROPOSED TIE IN TO
LEHAUNSTOWN LANE



Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

NORTH-SOUTH LONGSECTION 1
SCALE: H1:100, V 1:20.



Rev.	Date	Revision details	Drawn	Checked	Approved
B	25/06/24	For Planning	CS	PK	AM
A	19/04/24	For Information	CS	PK	AM

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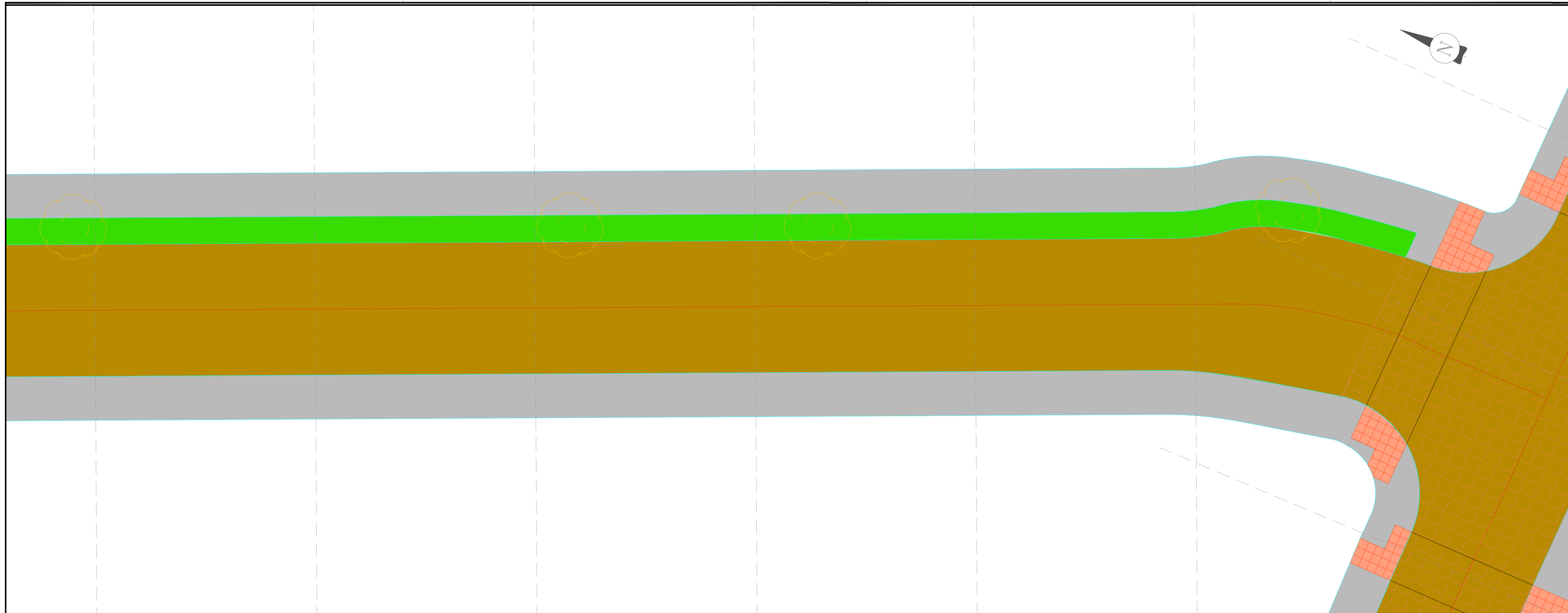
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Client: DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

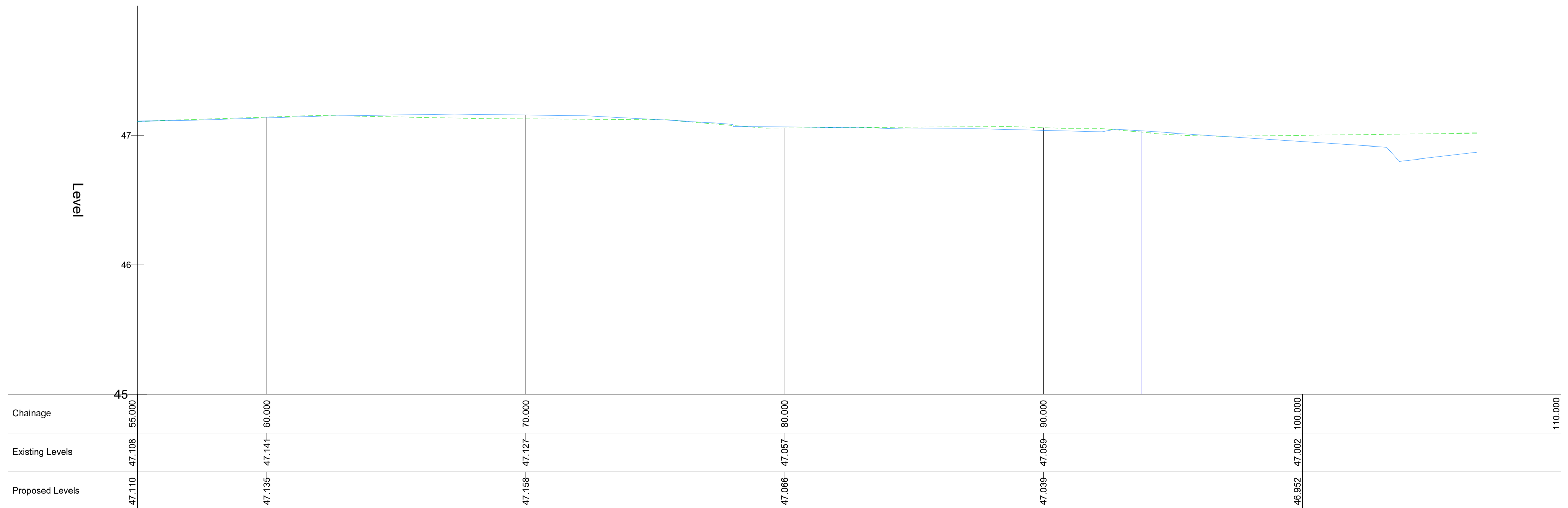
Title: PROPOSED LONGSECTIONS SHEET 6 OF 7

Drawn: CS	Checked: PK	Approved: AM
Original dwg. size: A1	Date: June 2024	Scale: 1:100
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-005	Rev: B



- Legend**
- █ Proposed Scheme Extents
 - █ Existing Levels
 - █ Proposed Levels

NORTH-SOUTH LONGSECTION 2
SCALE: H1:100, V 1:20.



Rev.	Date	Revision details	Drawn	Checked	Approved
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Project: **LEHAUNSTOWN NEIGHBOURHOOD ROAD**

Title: **PROPOSED LONGSECTIONS SHEET 7 OF 7**

Drawn: CS	Checked: PK	Approved: AM	
Original dwg. size: A1	Date: June 2024	Scale: 1:100	
Drawing Status: For Planning		Drawing Number: IE01T23A67-PD-005	Rev: B

Appendix C Architectural Schedule of Accommodation

	m2	%
Total Site Area	35,823	100
Green Infastructure + Greenway/Cycleway	15,429	43
Net Development Area	20,394	57
	Min	Max
(units per HA)	45	75
Maximum Density	153	
Minimum Density	92	
Carparking (SDZ Amendment 9)	All parking to be EV ready	
0.25-0.375	space per studio unit	
0.5	space per 1 bed unit.	
0.75	spaces per 2 bed unit	
1	spaces per 2 bed house	
1.25	spaces per 3 or more bed unit.	
1.5	spaces per 3 or more bed house	
0.02	Car Share space per residential unit	
Unit Mix (SDZ)	Min	Max
0%	Studio	0
30%	1 Bed	30
55%	2 Bed	65
15%	3 Bed	20
Public Open Space Required - 15% of Site Area (DLR Dev Plan_pg 284 Table 12.8. Sustainable Residential Development in Urban Areas) sqm	3,059	
Communal Open Space (DLR Dev Plan_pg 284 Table 12.9) sqm	673	/
Public Open Space Provided sqm	4,200	

Schedule of Accommodation									
Block	Unit Type	LVL 0	LVL 1	LVL 2	LVL 3	Total	Required Communal Open Space (m2)	Provided Communal Open Space (m2)	
A1	1B2P	1	3	1	1	6	30		
	2B3P	0	0	0	0	0	0		
	2B4P	4	3	5	5	17	119		
Total A1							23	149	
A2	1B2P	1	2	1	1	5	25		
	2B3P	2	1	1	1	5	30		
	2B4P	3	2	4	4	13	91		
Total A2							23	146	
B	1B2P	1	1	1	1	4	20		
	2B4P	2	3	3	3	11	77		
	3B5P	1	1	1	1	4	36		
Total B							19	133	
C	1B2P	2	2	2	0	6	30		
	2B3P	0	1	0	0	1	6		
	2B4P	0	4	5	3	12	84		
	3B5P	0	1	1	1	3	27		
Total C							22	147	
D - Duplex	1B2P	0	-	7	-	7	35		
	3B6P (Duplex)	7	-	0	-	7	63		
Total D							14	98	
E - Houses	3B6P	8	-	-	-	8	N/A		
Total E							8	N/A	
Total							109	673	995

Percentage Unit Mix			
Unit Type	Quantity	%	%
1B2P	28	26	26
2B3P	6	6	-
2B4P	53	49	54
3B	22	20	20
	109	100	100

Gross Internal Area (m2)						
Block	LVL -1 m2	LVL 0 m2	LVL 1 m2	LVL 2 m2	LVL 3 m2	Total m2
A1 (+Undercroft Car Park)	1,369	526	571	559	559	3,584
A2		539	550	550	550	2,189
B		456	464	464	464	1,848
C		200	714	713	416	2,043
D - Duplex		524	567	492		1,583
E - Houses		486	509			995
ESB Block 1		24				24
ESB Block 2 & Bike Store		104				104
Total (m2)						12,369

Car & Cycle & Motorbikes Parking Required							
Block	Unit Type	No. of units	Car Parking Spaces Reg. (SDZ Table 4.4)	Total Car Parking Spaces per blocks Required	No. of Long Stay Cycle Parking Spaces Required min 1 per 1 unit	No. of Short Stay Cycle Parking Spaces Required min 1 per 5 units	No. of Motorcycle Parking Spaces Required min 4 per 100 car parking spaces
A1	1 Bed	6	3.00				
	2 Bed	17	12.75	15.75	23	4.6	
A2	1 Bed	5	2.50				
	2 Bed	18	13.50	16.00	23	4.6	
B	1 Bed	4	2.00				
	2 Bed	11	8.25				
	3 Bed	4	5.00	15.25	19	3.8	
C	1 Bed	6	3.00				
	2 Bed	13	9.75				
	3 Bed	3	3.75	16.50	22	4.4	
D - Duplex	1 Bed	7	3.50				
	3 Bed	7	8.75	12.25	14	2.8	
E - Houses	3 Bed	8	12.00	12.00	8	1.6	
Total Required				88	109	22	4
Car Share		109	2.18	2			

Car Parking Provided			Cycle Parking Provided					Motorbike Parking Provided		
Basement	On Street	On Curtilage	Block A1	Block A2	Block B, C & D	Houses	Vistors	Basement	On Street	
43	35	12	34	28	84	16	26	1	3	
Total provided			Long stay		Short		Motorbike parking provided			
			90		162		26		4	
			Cycle parking total provided					188		

Green Roof Coverage		
Block	Roof Area (m2)	Green Roof
Block A1	685	685
Block A2	629	629
Block B	654	128
Block C	829	336
Block D*	NA	0
Block E*	NA	0
Total	2797	1778
Required Coverage		% Achieved
If Extensive (70%)	If Intensive (50%)	64%
1958	1398	

*Standard GR1: Exemptions - Terraced, semi-detached, detached housing, mews developments and duplexes where there isn't a continuous roof that is centrally managed i.e. the owner of each duplex is responsible for their own roof, are not required to have green roofs.

EV Charger Provision	
Requirement: 1 no. functional EV parking space per 5 no. parking spaces. All parking spaces will be fitted with ducting to facilitate future potential upgrades to EV charging spaces	
EV Chargers installed	18
EV Chargers ducting installed	72

Wheelchair Accessible Spaces Required	
Standard 1: Wheelchair Accessible Spaces - UD Apartments (5% of total) = 4.5	
Standard 2: Wheelchair Accessible Spaces (4% of total) = 3.6	5

Wheelchair Accessible Spaces Provided	
Total Wheelchair Accessible Spaces Provided	5