



Response to Engineering Items in An Bord Pleanála's Pre-Application Consultation Opinion

Proposed Strategic Housing Development at Auburn, Malahide Road

April 2022

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Client Name: Kinwest Limited
Document Reference: 19-020r.013 Response to Engineering Items in An Bord Pleanála's
Pre-Application Consultation Opinion
Project Number: 19-020

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

1.1 Context

This report has been prepared by Waterman Moylan in response to the Engineering items raised in An Bord Pleanála's Pre-Application Consultation Opinion (case reference ABP-311843-21) as part of the planning process for a proposed residential development in lands around Auburn House in Malahide, Co. Dublin.

This report briefly addresses each engineering item and cross references to where the item is further addressed in detail within the accompanying SHD documentation. The purpose of the report is to clearly inform the reader of the proposed response to the various engineering items raised and to refer to which Report and Section in accompanying reports that the items are further detailed, for ease of reference to the reader.

1.2 An Bord Pleanála Case Information

Case No.: ABP-311843-21
Decision Date: February 2022
Applicant: Kinwest Limited
Location: Auburn Demesne, Malahide Road, Co. Dublin

1.3 Description of the Proposed Development

The proposed development provides for the preservation and protection of the existing Protected Structure of Auburn House and its stables as 1 no. residential dwelling; the conversion of the existing stables of Auburn House to provide for storage space for the main Auburn House, and the construction of 368 no. new residential dwelling units (comprising 87 no. houses, 238 no. apartments and 43 no. duplex units) for an overall total of 369 no. residential units.

The development shall consist of 127 no. 1-bedroom apartments and duplex apartments, 145 no. 2-bedroom apartments and duplex apartments, 9 no. 3-bedroom apartments and duplex apartments, 45 no. 3-bedroom houses, 36 no. 4-bedroom houses, 6 no. 5-bedroom houses and the existing 11-bedroom Auburn House. The building heights range from 2 storey to 5 storey buildings with balconies or terraces being provided to the apartments and duplex units.

1.4 Structure of the Report

This report addresses relevant engineering items raised in An Bord Pleanála's Opinion report. For ease of reference, the items raised by An Bord Pleanála are set out in ***bold italics*** within Section 2 of this report, with the Applicant's responses provided below each item.

2. Responses to Engineering Items Raised in An Bord Pleanála's Opinion Report

2.1 Item 1 (a)

Notwithstanding that the proposal constitutes a reasonable basis for an application, the prospective applicant is advised to address the following in the documents submitted:

- (a) *Provide further justification in relation to Boards previous reason for refusal (ABP Ref. 309907-21). In this regard, the chosen location for the new entrance along the Malahide Road (R107), shall include a full assessment of all tree removal in conjunction with additional CGIs/visualisations as further justification for the overall design and layout, having regard to the impact on the sylvian character of the surrounding area.***

Response:

A previous planning submission to develop the site was made by the Applicant in 2021 under An Bord Pleanála reference no. ABP-309907-21. A decision to refuse planning permission was made by An Bord Pleanála on 14 July 2021. The reasons for refusal included that the proposed development, including the proposed entrance road, would negatively impact Auburn House, a Protected Structure (RPS No. 448).

As such, a comprehensive review of the site access options has been carried out by the design team. Four access options were assessed, as follows:

Option 1: Signalised Crossroads

This option involves upgrading the existing priority T-junction with Malahide Road and Back Road into a signalised crossroads between Malahide Road, Back Road and the new Site Access Road. Pedestrian toucan crossings will be included with the proposed design. This was the option proposed as part of the previous refused application.

Option 2: Staggered Junction

Option 2 involves widening of the existing Auburn House Entrance for use as a priority controlled site access road. The existing priority junction between Malahide Road and Back Road will be upgraded to a signalised T-junction with upgrades in order to accommodate the new site access road.

Option 3: Staggered Priority One-Way System

Option 3 proposes a similar design to option 2, except that the site access has a separate entrance and exit point. The entrance point will be located at the existing Auburn House access road while the exit point will be located approximately 90 metres north on Malahide Road at the existing Little Auburn entrance.

Option 4: Priority T-Junction

Option 4 proposes a new site access priority junction approximately 90 metres north of the existing priority junction with Malahide Road and Back Road. This option utilises the existing Little Auburn access, which will be updated to accommodate traffic from the proposed development. A right-turning lane on Malahide Road will also be provided to turn into the proposed development.

The assessment of Option 1 found that a new 4-way signal controlled junction is considered the safest option for all road users: it is more legible for users than a staggered junction, which isn't suitable for a high-capacity Regional Road, and the inclusion of signalisation permits safe crossing for vulnerable road users.

This option provides for signalisation of the Malahide Road / Back Road junction, which is currently an objective of Fingal County Council Transportation.

The assessment of Option 2 identified that this junction would be over capacity by 2040, and that turning movements have potential conflicts. The site access road is close to the signalised T-junction, which could lead to difficulties finding gaps to access Malahide Road southbound and increased delays. Introduction of a right-hand turning lane on Malahide Road requires road widening, which would impact the existing drainage ditch and tree line. Provision of adequate sightlines for vehicles exiting the site will further increase the impact on the adjacent tree line. Implementation of a staggered junction on a high-capacity Regional Road is undesirable.

Option 3 was found to have some similar disadvantages to Option 2. Option 3 also results in capacity issues by 2040. Right-turning movements into the site have potential to create conflict given the close proximity to the signalised junction, and, similar to Option 2, may cause delays without the introduction of a right-hand turning lane. Introduction of a right-turning lane on Malahide Road requires road widening, which would impact the existing drainage ditch and tree line, and as with Option 2 the provision of adequate sightlines for vehicles exiting the site will further increase the impact on the adjacent tree line. It is also noted that visitors to the development who are unfamiliar with the site access arrangements could use the wrong road to access or to egress the site, risking head-on collisions.

Option 4, for a new priority T-junction at the existing Little Auburn access, will remain far under capacity by 2040. However, traffic on the main road, if not controlled, could lead to lack of safety for pedestrians when crossing the road, with all turning movements having potential to create conflict. As with Options 2 and 3, incorporating a right-turning lane requires that the road be widened, extending over the existing ditch. Existing drainage would need to be culverted, and adjacent trees would be impacted both by the road widening and by the provision of adequate sightlines for vehicles exiting the site.

Given the above findings, it was determined that Option 1, for a new 4-arm signalised junction adjacent to Back Road, is the preferred option.

Furthermore, the conservation, visual and arborist assessments also determined that Option 1 retains the best balance of mitigation against Conservation impacts, visual impacts and tree losses, by retaining the original gateway in viable use for pedestrian and bicycle use and avoiding any damage or alteration to the material, character or form of the existing gateway. The proposed new entrance does not compete visually with the retained existing entrance.

The impacts on the setting of the estate are relatively modest and are the least impactful on the tree beltway of all the options. Signalisation of the existing T-junction is an objective of Fingal County Council Transportation, and if this necessary upgrade is to proceed then adding a fourth arm to that signalised junction will have a lesser impact than any of the alternative access options.

During the pre-planning process and at the tripartite meeting, Fingal County Council Roads and Transportation department noted that Option 1 was their preferred option and the only feasible option.

On these bases, it is recommended to proceed with Option 1.

Refer also to accompany report from Downey Planning which addressed the assessment of the junction options in full and provides further information on the advantages and disadvantages of each option.

2.2 Item 5

The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018, unless it is proposed to submit an EIAR at application stage.

Response:

An Environmental Impact Assessment Report has been prepared as part of the planning process and accompanies this submission under separate cover.

UK and Ireland Office Locations

