



29 August 2013

REF. R121M (MOD)

Dear Mr Berkeley,

Further to the consultation process, and in response to the AECOM's revised document, please find these brief comments.

You very kindly informed SOLEK that Oak Tree Road was not available for use as access to the above site.

Does AECOM not realise this? Why does it state in its revised report – No modifications necessary?

Apparently 'the use of Oak Tree Road as an access point is not (now) a requirement for development, however it is desirable to provide, as a minimum, a pedestrian connection from the main site access road to Oak Tree Road', but the land is not available – from what you yourself have told us.

If the access point from Oak Tree Road is not available, then how come 'the introduction of traffic calming measures on Oak Tree Road is not a requirement of development but if this were to be a through route for traffic (it) would help to control speeds.

Another case of the left hand and the right hand, and a lack of quality in the work produced.

Anybody with more than a superficial knowledge and a modicum of common sense would know that **it needs more than a desirable extension of the 30mph speed restriction to sort out the traffic problems on Castle Green Road!**

We urge elsewhere that the site is withdrawn, but here on the grounds of insufficient detailed advice in particular for the solution to traffic problems on Castle Green Road.

In this respect I can speak as a Town Councillor for Castle Ward, as it is not an area in which, I believe, I have a prejudicial interest.

Yours sincerely,

A solid yellow rectangular block redacting the signature of Austen Robinson.

Austen Robinson

Reference - Highway Clarifications Technical Note, AECOM, July 2013
(Ex104) - Page 6.

Technical Note

AECOM

Settlement and site reference	AECOM further comments – clarification essential and desirable access requirements where necessary	SLDC suggested proposed modifications
Kendal R170M NORTH OF LAUREL GARDENS	<p>The extension of the 30mph speed limit, as a minimum adjacent to the northern extent of the site, is a requirement of development to enable adequate visibility splays. The extent of the speed limit extension is for further review with CCC i.e. all the way through to Burneside or just along the extent of the site.</p> <p>Additional traffic calming measures, such as gateway treatments will likely be necessary to ensure speeds are controlled past the site, but would require reviewing later in the planning stage and are therefore not a requirement at this point.</p> <p>A secondary access for pedestrians from the south/eastern side of the site would be a requirement to enable permeability. It is advisable that this is made available for emergency access (access physically restricted to other motorists by barriers), but it is not a requirement. The provision of a secondary vehicular access available for all is not considered a requirement but if it can be provided would be a desirable addition to the development.</p> <p>This would be further reviewed at development brief stage.</p>	<p>Add additional words to policy LA2.2 fifth paragraph 'and extension of 30mph speed limit on Burneside Road as a minimum adjacent to the northern extent of the site.</p> <p>Modification not required regarding secondary access for pedestrians to south/east as already covered in policy LA2.2.</p>
Kendal R121M- mod EAST OF CASTLE GREEN ROAD	<p>The extension of the 30mph speed limit along Castle Green Road to encompass the proposed site would be desirable to support development and would help to integrate the development into the surrounding existing estates, however it is not a requirement and developers will be required to demonstrate safe access into the site.</p> <p>The use of Oak Tree Road as an access point is not a requirement for development, however it is desirable to provide, as a minimum, a pedestrian connection from the main site access road to Oak Tree Road.</p> <p>The introduction of traffic calming measures on Oak Tree Road is not a requirement of development but if this were to be a through route for traffic would help to control speeds.</p>	<p>No modifications necessary.</p>

SOUTH DUBLIN
DISTRICT COUNCIL
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04 SEP 2013

RESOURCES