

Date: 08-Nov-2022

Register Reference: SD22A/0300 AI
Development: 2 storey, 2 bedroom, end of terrace house to side of existing dwelling; a new vehicular access from Kilcarberry Close; all related works.
Location: 5, Kilcarberry Close, Clondalkin, Dublin 22.
Applicant: Robert Flanagan
App. Type: Permission
Planning Officer: SARAH WATSON
Date Received: 28-Oct-2022
Decision Due: 24-Nov-2022

Additional Information Requested by SDCC:

1. The applicant is requested to submit:
 - a. A road safety audit (level 1) which includes AutoTRAK analysis is required which addresses issues of vehicular egress from dwellings No.5 and No.7, taking into account pedestrian safety and the swept paths of vehicles.
 - b. A revised drawing to be submitted with the provision of a visibility splay in both directions from the side entrance that meets the minimum requirements for the 30km/h zone.
2. The applicant is requested to examine alternative provision of access / parking that:
 - Result in more usable rear amenity space
 - Meet the requirement of the Roads Department
 - Protect existing Green Infrastructure.
3. It is noted that the proposed changes to the car parking for the existing dwelling are located outside the redline for the proposed development. The Roads Department has raised concerns regarding safety and has requested an audit, which may result in the omission of the proposed change of car parking to the front of No5. However, should the revised car parking remain, the applicant is requested to submit a revised site layout plan, which includes the impacted area within the redline.

Applicant Submitted Response:

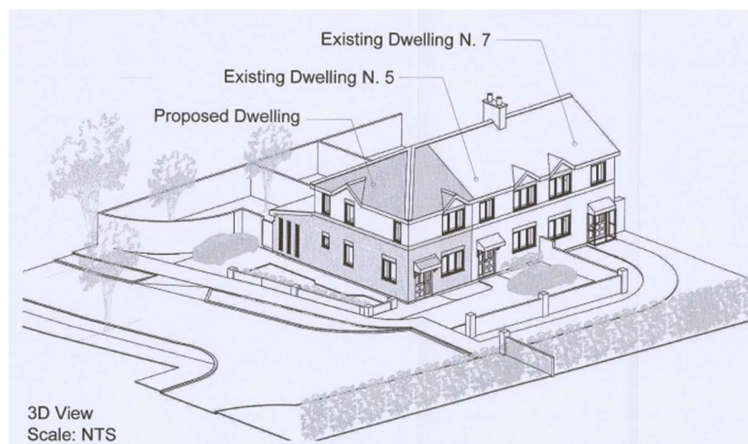
It must be noted that existing vehicular access from properties No.5 and No.7 are not affected by the proposed dwelling. It is only the parking location to the front of property No.5 that is changed. A swept path analysis is provided with drawing reference 5KC-PD03.

The owner of property No.7 has recently built garden walls around the property front driveway. The walls were not present at the time of our original survey. The walls are now added to our drawings. The vehicular access to Property No.7 constrains the user to a long reversing manoeuvre when leaving the dwelling; however, this issue is not related to the proposed dwelling. It is an existing context. The proposal to lower the side boundary wall will increase visibility for a car reversing out of property No.7, offering a safer setting.

The vehicular access to existing Property No.5 is preserved without changes. It is only the car parking location that is modified and permeable paving proposed. The proposal to lower the side boundary wall will increase visibility for a car reversing out of property No.5, offering a safer setting.

The parking area for the proposed dwelling was revised along with the proposed landscaping submitted with drawing reference 5KC-PD02. Lowering the side boundary wall offers safe visibility on the footpath and on the road. The revised proposal offers a safe setting for cars leaving the site. The setting for properties at No. 1 and No.3 have 2 meter high boundary walls on the sides of the driveways, causing a hazard for pedestrians using the public footpath due to poor visibility for cars exiting the driveways. The revised vehicular access for the proposed property offers a safer level of visibility than the one provided for these existing adjacent properties.

Changes are proposed in the rear garden for the existing dwelling and changes are also proposed to the front of the existing dwelling, as the existing concrete slab is removed for the inclusion of permeable paving and the relocation of the parking area. We have now included the full site in the red outline as minor changes will also occur in the existing house roof that will be tied to the proposed dwelling roof.



Roads Department Assessment:

A detailed rationale was submitted by the consultant. Roads are satisfied with all elements of the response except for the car park space proposed. There is no dimension provided indicating whether the minimum distance of 6m is being achieved.



Roads recommend that additional information be requested from the applicant:

1. Applicant to submit a revised:
 - a. layout (fully dimensioned) showing car park provision with a minimum distance of 6m from the building line to the boundary wall.
 - b. AutoTRAK analysis showing the movement of a car accessing and egressing the revised arrangement.

Should the application be granted the following conditions are suggested:

1. The existing vehicular access point would in most circumstances be limited to a width of maximum 3.5m wide, but an exception may be considered in this instance.
2. The boundary walls at both vehicle access points shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles.
3. Footpath and kerb shall be dished and widened, and the dropped crossing shall be constructed to the satisfaction of South Dublin County Council and at the applicant's expense. The footpath and kerb shall be dished and widened to the full width of the proposed widened driveway entrance.
4. Any gates shall open inwards and not out over the public domain.
5. All vehicles parked in the driveways must exit the site in a forward direction. No vehicles to reverse onto the public roadway at any time.