

Register Reference: SD22A/0406 **Date:** 02-Dec-2022
Development: Demolition of an existing commercial two storey building and the construction of 2 commercial units with Plantroom on Ground floor level with 8 residential apartments comprising 2 one Bed apartments 3 two bed apartments and 3 three bed apartments all with private balconies over 4 floors; A communal roof garden is located on the fourth floor; Enclosed bin stores for the commercial and residential units is located at the rear of the building; 5 total car parking spaces including 1 disabled car space is provided; 8 bicycle spaces are provided at the front for commercial units and 10 no. bicycle spaces at the rear for residential units; Sustainable drainage (SuDs) roof and roof garden are provided for the development and all associated engineering and site works necessary to facilitate the development.
Location: Paintworld, 1-2 Ballymount Road Lower, Dublin 12
Applicant: Alan & Monica Holmes
App. Type: Permission
Planning Officer: AOIFE O'CONNOR MASSINGHAM
Date Recd: 26-Oct-2022
Decision Due Date: 20-Dec-2022

Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

Description:

This application is for the demolition of existing structures and the construction of a residential and mixed-use development at 1-2 Ballymount Road Lower, Dublin 12. The development site is located on the Ballymount Road Lower approximately 50 metres west of the Walkinstown Roundabout.

This section of Ballymount Road Lower is on an NTA city bound Bus Route as well as the Greater Dublin Area Cycle Network Plan (Secondary Route 7E).

Access:

Details for visibility have been provided but show an obstruction to the right when exiting from parked cars. The applicant makes a point that the parked vehicle is a moveable temporary inconvenience but taken that the master plan shows a future parking area to the east of this development the obstructions will be increased becoming more than temporary. The applicant has not detailed how right-turning movements will be achieved from the public road into the development. The applicant has submitted details of parking prevention at this location, by the addition of double yellow lines and raising the kerb

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height. The applicant shall submit details of how these will be achieved and implemented. The increasing in height of the kerbs is not desirable as it will not prevent parking and may inconvenience pedestrian movements. It is not clear how the parking area is delineated, the applicant should submit sections showing the boundary of the car park, detailing the heights and type of “bollards” proposed along with dimension of the access widths etc.

Car parking:

There are 5No. car parking spaces provided to the front of the site. Roads have concerns about cars reversing onto Ballymount Road when egressing. No detail is provided in relation to the allocation of these spaces to residential/commercial units or a parking management strategy for the site. There are no details of the proposed nature of the commercial units. Nor details of the arrangements to prevent non residents from using the parking spaces.

The applicant has submitted details of the maximum allowable parking rate from the SDCC development plan, this equates to 15No. spaces. The applicant proposed 5no. spaces resulting in a parking ratio of 33%, this is considered quite low and could result in resident/visitors parking at other locations causing obstruction at a very acute traffic location.

The master plan for the area details each development will have a vehicle access location, the use of multiple access points along this road may lead to a traffic hazard. The amalgamation of all the access points into one as far west as possible from the roundabout should be considered.

Bicycle Parking:

8 bicycle parking spaces are provided to the front for commercial units.
10 bicycle parking spaces are provided at the rear for the residential units.

Fire Tender and Bin Collection Access:

Bin stores for the commercial and residential units are located at the rear of the building. A side laneway to the east of the site provides access to residential and commercial bin storage. No swept path analysis (i.e. Autotrack) was provided as part of this application to confirm that larger vehicles such as refuse trucks/fire engines will have sufficient access to the site by this laneway.

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Roads recommend that the following ADDITIONAL INFORMATION be requested from the applicant:

1. The applicant is requested to submit accurate plans demonstrating the provision of a visibility splay of 2.4m x 45m in both directions from the entrance. Sightlines should be shown to the near side edge of the road to the right hand side of entrance and to the centreline of the road to the left hand side of the entrance (when exiting).
2. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the location car parking spaces to be provided at the development. Please refer to the SDCC County Development Plan 2023-2028. Any details of the expected nature of the retail units should be submitted in the context of assessing parking provision.
3. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the boundary walls/bollards and gates at vehicle access points, these shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, access widths shall be limited to 3.5m, in order to improve forward visibility for vehicles. The methods to prevent non residents from parking at the development.
4. A swept path analysis (i.e. Autotrack) confirming that larger vehicles such as refuse trucks/fire engines will have sufficient access to the site.

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