

Roads Department – Planning Report

Register Reference: SD22A/0455

Date: 12-Jan-2023

Development: Demolish existing structures (total 98sq.m) and construct three detached, storey and a half dwelling houses and connect to public sewer, widening of the existing vehicular entrance and new gate together with all ancillary site works and services.

Location: Townland of Perrystown, (laneway of, Muckross Avenue), Perrystown, Dublin 12

Applicant: Kristian Hogan, Ciara, Jarlath & Kevin Dolan

App. Type: Permission

Planning Officer: BARRY COUGHLAN

Date Recd: 07-Dec-2022

Decision Due Date: 10-Feb-2023

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:

Demolish existing structures (total 98sq.m) and construct three detached, storey and a half dwelling houses and connect to public sewer, widening of the existing vehicular entrance and new gate together with all ancillary site works and services.

Access:

There is a 57m long by 4.8m wide laneway to the proposed dwelling. This is not wide enough for two way traffic. In addition, there would be no room for the provision of a pedestrian footpath of public lighting.

Parking:

The proposal is to provide 3 no. spaces for the 3 no. dwellings. This is considered acceptable for the size and location of the development.

Signed: *John McGee*

John McGee

17/01/23

Endorsed:

DATE

Turning Movements:

The applicant has submitted a swept path analysis showing the turning movements of cars on the site. However, the applicant has not provided details on the turning movements of refuse and emergency vehicles. SDCC Roads Dept. would have serious concerns around the possibility or number and complexity of movements required for these vehicles to turn.

Roads Recommend Refusal.

1. The generation of additional traffic both vehicular and pedestrian by the proposed development on the narrow unlit laneway, the lack of facilities or capacity to provide facilities for the cyclist/pedestrian traffic generated by the development and the lack of visibility due to high walls and the narrowness of the laneway combine to endanger public safety by reason of a traffic hazard.
2. The multi-movements required to turn service vehicles is hazardous and totally dependent on a clear path being available at all times.

Signed: John McGee John McGee

17/01/23

Endorsed: _____

DATE