

Roads Department – Planning Report

Register Reference: SD22A/0346ai **Date:** 29-Sep-2022
Development: Mixed development consisting of 1 public house and 26 apartments. The overall development will comprise the following; demolition of the existing single storey public house (area 910sqm), construction of a 4 storey apartment block within the footprint of the site (1267sqm) comprising of 26 apartments (4 one bedroom units, 22 two bedroom units) and smaller public house at ground level (area 156sqm and total area 2717sqm), all apartments have balconies/terraces. Car park for 12 cars (including 1 disabled space), bin stores and bicycle stands at ground level. Communal areas include 1st floor courtyard above carpark and 3rd floor roof terraces for apartments. Streetscape proposals within site boundaries to facilitate and enhance the public realm.
Location: The Finches Public House, Finches Shopping Centre, Neilstown Road, Clondalkin, Dublin 22, D22 H7X9
Applicant: Old Nangor Road Ltd.
App. Type: Permission
Planning Officer: CAITLIN O'SHEA
Date Recd: 31-Aug-2022
Decision Due Date: 25-Oct-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

Mixed development consisting of 1 public house and 26 apartments.

26 apartments (4 one bedroom units, 22 two bedroom units) and smaller public house at ground level (area 156sqm and total area 2717sqm). Car park for 12 cars (including 1 disabled space), bin stores and bicycle stands at ground level.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE

Additional Information Requested by SDCC:

(a) A revised layout for provision of further car parking space(s) onsite.

Applicant Submitted Response in Additional Information:

Item 3(a)

A revised layout for provision of further car parking space(s) onsite.

Our Response to item 3(a):

See attached drawing (9816_03_2201_D)

The staircases that connect the carpark to the apartments have been revised to allow for 1 additional carparking space. This brings the car parking spaces numbers from 12 to 13 car park spaces for 26 apartments exceeding (in ratio) the previous agreed figure of 14 for 29 apartments.

As mentioned in NRB Consulting Engineers Traffic Report which was submitted with this application,

“Section 4.19 of the guidelines notes that in larger-scale & higher-density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be “wholly eliminated or substantially reduced”. This may apply in very accessible areas such as in or adjoining city cores or at a confluence of public transport systems.

Section 4.20 specifically describes these suitable locations. These locations are most likely to be in cities, especially in or adjacent to (i.e., within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART or Luas stops or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services. The site is in a neighbourhood centre and adjacent a high frequency bus service. These guidelines support the case for limited parking provision as part of this development.

Roads Department Assessment:

The parking ratio has been increased to 50% by the addition of a single parking space. The roads department determine that this ratio is too low. The policy for reduction in parking spaces is for proximity to high frequency- multidirectional public transport. Roads recommend a parking ratio of 70% (19no spaces) which can be reduced by to 65% (17no spaces) if the apartments are build to rent.

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Average Distance from Public Transport	Input distance (km)	Input Column			
		0.9			
			Parking Spaces per Unit	Total Spaces required	
Apartments	Input no. of 1 beds	4	0.62	2	Build to sell number
	Input no. of 2 beds	22	0.77	17	Build to sell number
	Input no. of 3 beds	0	0.97	0	Build to sell number
	Total Residential Units	26			
	% Build to Rent	0			
	%Build to Sell	0		19	Total Build to Sell No.
	Build to Rent			0	Reduction of 15% on BTS number
			Total Spaces Residential	19	
			Average Parking Ratio	0.75	

Figure 1 calculation of parking spaces

Additional Information Requested by SDCC:

(b) Revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site, and that that vehicles can exit the development in a forward direction if the car park is full. Detailing the location of refuse collection areas.

Applicant Submitted Response in Additional Information:

Our Response to item 3(b):

Refuse from the existing premises is collected from the rear laneway / right of way at the existing rear gates to the premises. It is proposed to continue refuse collection from this point. See attached drawing (9816_03_2201_D) for location of refuse collection area. See also attached swept path analysis from Kavanagh Burke Consulting Engineers which demonstrates that this area is accessible to refuse truck with access and exit in a forward direction.

In relation to Fire Tenders, TGD Part B Fire Safety (2006) paragraph 5.2.2 Provision of Vehicle Access and table 5.1 state that fire tender requires access to 50% of the buildings perimeter (based on the proposed buildings volume falling between 7000-28000m³) and height over 10m's. This can be achieved from the north and west street elevations.

Roads Department Assessment:

The applicant has provided an autotrack of refuse collection access and egress.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

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Roads recommend that additional information be requested from the applicant:

1. The developer shall clarify if a right of way agreement has been established with the developments around them and provides access to their site.
2. The applicant shall submit a revised layout of not less than 1:200 scale, showing that residents vehicles can exit the car park of the development in a forward direction if the car park is full.
3. The applicant is requested to submit details on location and number of parking spaces to be provided at the development. Refer to Table 12.26: Maximum Parking Rates (Residential) – from the SDCC County Development Plan 2022-2028.

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