

**Register Reference: SD22A/0096 AI**

**Development:** Demolition of some of the existing structures on site to include a portion of an existing rubble wall; the rear extension of an existing cottage; existing structures, storerooms, and sheds to the west and north of Muldowney's Pub; the reconfiguration, renovation, and extension of the existing cottages on site to provide for 2 two bedroom units; the reconfiguration and renovation of Muldowney's Pub and storage yard; the construction of 21 residential units within 2 three storey blocks to the rear and side of Muldowney's Pub as follows: Block A will provide 6 one bedroom units, giving a total of 6 apartments in this building; Block B will provide for a mix of 3 one bedroom and 12 two bedroom units, giving a total of 15 units within this Block; private open space will be provided in the form of balconies with communal open space provided in the centre of the site. The development will also include the provision of a pedestrian access from Main Street and a pedestrian and vehicular access via the existing car-park entrance to the rear of Muldowney's Pub; Provision of 32 carparking spaces and 44 bicycle spaces, all ancillary hard and soft landscaping, boundary treatment, ESB sub-station, signage, bin and bike stores and all engineering and site development works necessary to facilitate the development.

**Location:** Muldowney's Pub, Main Street, Rathcoole, Co. Dublin

**Applicant:** Lorat Trading Ltd.  
**App. Type:** Permission  
**Planning Officer:** AOIFE O'CONNOR MASSINGHAM  
**Date Received:** 07-Mar-2023  
**Decision Due:** 03-Apr-2023

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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:**

The reconfiguration, renovation, and extension of the existing cottages on site to provide for 2 two bedroom units; the reconfiguration and renovation of Muldowney's Pub and storage yard; the construction of 21 residential units within 2 three storey blocks to the rear and side of Muldowney's Pub. The development will also include the provision of a pedestrian access from Main Street and a pedestrian and vehicular access via the existing car-park entrance to the rear of Muldowney's Pub; Provision of 32 carparking spaces and 44 bicycle spaces, all ancillary hard and soft landscaping, boundary treatment, ESB sub-station, signage, bin and bike stores and all engineering and site development works necessary to facilitate the development.

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Signed: John McGee

30/03/23

Endorsed: \_\_\_\_\_

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**Roads Related Additional Information Requested by SDCC:**

**1. Traffic and Transport.**

The applicant is requested to submit a detailed Traffic and Transport Assessment (TTA) for the proposed development. The TTA should address

a) any traffic and parking issues in respect to school drop-off/collection and masses and funerals at the church. The TTA should assume the delivery of the permitted school (SD21A/0231).

b) the location and details of car parking for patrons of Muldowneys Pub (which should not be the same parking to be used for occupants or the proposed apartments)

**Applicant Submitted Response to Additional Information Request:**

**1.1 Applicant's Response No. 1**

The applicant has instructed NRB Consulting Engineers to prepare a detailed Traffic and Transport Assessment for the proposed development in response to the request by South Dublin County Council. Please find enclosed the TTA report and associated documentation. The TTA has addressed any traffic and parking issues in respect to school drop offs (including for the assumption of the delivery of the

permitted school under SD21A/0231) and the masses & funerals at the church, and further information can be sought in the enclosed Traffic and Transport Assessment Report.

The revised development will still provide for 32 car parking spaces, these have been reconfigured to provide 15 allocated spaces for Muldowney's pub and it's patrons, and 17 spaces are allocated for residents, including a disabled parking spot.

There is a total provision of 68 no. bicycle spaces provided on the site, with 24 no. bicycle spaces are located on the east boundary of the site opposite of the car parking area, and no. 44 bicycle storage spots are in a dedicated store area located adjacent to the developments central communal space.

It is important to note that this is a brownfield site in the centre of Rathcoole, the area proposed for re-development is currently occupied by an underutilised private, surface car-park. The car-park is currently for the use of the patrons of the Pub only. This car-park is not a public one and is solely for the use of the Pub patrons.

The current proposal will provide for a total of 32 car-parking spaces in line with development Plan standards. As outlined above, these spaces will be allocated for the commercial and residential use only. This area is not nor has ever been authorised for use by members of the public.

As outlined in the TTA given the fact that the car-parking proposal is minimal, no impact on the current road network is anticipated.

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### **Roads Department Assessment:**

1(a) The submitted TTA shows that there will be low levels of traffic generated by the development. Peak times for church associated traffic will not generally coincide with peak times for residential development traffic. The submitted junction modelling results show that the Main Street T-Junction will have more than sufficient capacity to accommodate the worst case traffic associated with the subject development and committed school development. SDCC Roads Dept. is satisfied with the assessment.

1(b); Roads Dept. is satisfied with the parking allocation for both the apartment residents and the pub staff and customers. However, 5% of parking spaces should be allocated to mobility impaired drivers in **both parking areas**. Therefore, the applicant should allocate 1no. mobility impaired parking space within the pub parking area.

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### **Roads Related Additional Information Requested by SDCC:**

#### **10. Road Safety Audit.**

The applicant is invited to provide a Stage 1 & 2 Road Safety Audit which should focus on the junction being created at the vehicular entrance to the site.

### **Applicant Submitted Response to Additional Information Request:**

#### **10.1 Applicants Response No. 10**

The applicant wishes to submit that the Traffic and Transport Assessment completed by NRB consulting engineers adequately responds to the potential traffic related concerns in regard to the proposed development, as part of the Additional Information Request No. 1. Please refer to Appendix F within the submitted Traffic and Transport Assessment which contains an independent Stage 1 & 2 Road Safety Audit for further information completed by Bruton Consulting Engineers.

It was observed that two potential problems arose as a result of the proposed development. These problems were identified with solutions, which the applicant has amended the design further to address these.

1. It was observed during the site visit that there is some vegetation to the right for drivers exiting the development. This vegetation could obscure sightlines during the summer months.
2. There is no existing pedestrian access along the 'Old' main street.

These identified problems have been addressed in the additional information stage of the proposed development and can be seen throughout architectural drawings submitted by DOWNEY.

### **Roads Department Assessment:**

SDCC Roads Department is satisfied that the applicant has addressed the issues raised in the Road Safety Audit.

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### **Roads Related Additional Information Requested by SDCC:**

#### **11. Electric Charging of Vehicles.**

The applicant is invited to revise their Site Layout Plan to show the provision of 10% of spaces with facilities for charging electric vehicles, both in the residential and pub car park areas.

### **Applicant Submitted Response to Additional Information Request:**

#### **11.1 Applicants Response No. 11**

The applicant has retained DOWNEY to include for the revisions to the site layout plan in relation to the provision of electric charging of vehicles. Please refer to their architectural drawings pack enclosed with this response for further details. 7 spaces will have access to EV charging. We submit that the proposed development is in accordance with the updated South Dublin Development Plan 2022 – 2028, which under Section 12.7.5 recommends for a minimum of 20% provision of electric vehicle charging parking spaces.

### **Roads Department Assessment:**

The applicant has provided a drawing showing 32no. car parking spaces in total with 9no. electric charging points. This equates to 28% of the total car parking spaces.

SDCC Roads Department is satisfied with the applicant's provision of EV charging points.

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### Roads Related Additional Information Requested by SDCC:

#### **16. Operational Waste Management.**

The proposed development provides for refuse waste to be stored in the courtyard area, away from site accesses. The applicant should provide an Operational Waste Management Plan to show how waste will be stored and taken away during occupation, and if necessary, how refuse vehicles will access the waste. This should be undertaken by way of additional information.

### Applicant Submitted Response to Additional Information Request:

#### **16.1 Applicants Response to No. 16**

We wish to note that pub refuse will be separate from the residential scheme refuse system. The initial drawings of visibility splays indicate that Heavy Goods Vehicles (HGVs) are able to navigate within the site, and this stands within the revised scheme due to no proposed changes to the road layout of the subject site. The width of the road stands at 5.5 metres wide, which enables for the access and egress vehicles to the subject site.

DOWNEY wish to submit that in response to Additional Information No. 16, the scheme has been designed to provide the appropriate level of refuse storage for the residential and commercial element of the scheme. As outlined above these refuse storage areas have been separated to ensure clear use for each element of the development. The management of the refuse storage and collection will be carried out by the management company. Detail of the operation of the process will be agreed in the formation of the management company contract.

The applicant has indicated that South Dublin City Council are invited to apply a condition that prior to the commencement of construction, an Operational Waste Management Plan is to be submitted to the Planning Authority for approval.

### Roads Department Assessment:

The applicant has provided a swept path analysis showing how a refuse vehicle can safely access the bin storage areas which are located away from the public road. Refuse vehicles will be required to reverse in to or out of the bin storage area but the distance and frequency of this manoeuvre is considered acceptable and are allowable under DMURS.

The applicant should provide an Operational Waste Management Plan for approval prior to the commencement of construction.

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**Roads Related Additional Information Requested by SDCC:**

**17. Taking in Charge / Management Company.**

The applicant has not provided a Taking in Charge Plan and has not indicated those parts of the development to be retained in private ownership, or to be taken over by an Owner's Management Company or similar acceptable body. The applicant should address this by way of additional information.

**Applicant Submitted Response to Additional Information Request:**

**17.1 Applicants Response to No. 17**

It is the intention of the applicant to provide details for the proposed management company that will be in charge of the residential scheme prior to commencement of development. We invite South Dublin County Council to consider attaching a condition requesting that details regarding the management company will be agreed with the Council prior to commencement of development.

**Roads Department Assessment:**

The applicant shall submit a Taking In Charge drawing that distinguishes between all areas to be offered to SDCC and those that will remain in private ownership or under a management company. This should be submitted for approval prior to commencement of construction.

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**No Roads objections subject to the following conditions:**

1. The applicant shall allocate 1no. mobility impaired parking space within the pub parking area.
2. The proposed development shall make provision for the charging of electric vehicles. 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.  
REASON: In the interest of sustainable transport.
3. The applicant shall provide an Operational Waste Management Plan for approval prior to the commencement of construction.
4. The applicant shall submit a Taking In Charge drawing that distinguishes between all areas to be offered to SDCC and those that will remain in private ownership or under a management company. This should be submitted for approval prior to commencement of construction.
5. All external bicycle parking spaces shall be covered and designed in line with National Cycle Manual standards.
6. Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority showing number of loads, haulage routes, times of works, etc..
7. Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.

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