

Register Reference: SD22A/0285 CAI

Development: The extension and renovation of The Cuckoo's Nest public house but retaining the original front part of the building & re-establishing a public house/gastro pub use at ground & first floor level (c.464m²). The proposed development also consists of the construction of a 3 and 4 storey building to the side and rear of the existing building, which will accommodate public house use at ground floor, retail / shop local use (c. 283m²) also at ground floor, with 11 no. apartments overhead. The proposed residential accommodation is comprised of 5 no. 1 bed apartments and 6 no. 2 bed apartments. The proposed development will be a modification to a previously permitted development under Ref.s SD19A/0287 & ABP-30603019, with access to the development via an existing / permitted vehicular entrance off the Greenhills Road. The proposed development includes for all associated site development works, surface car parking, 6 cycle parking, communal open space & landscaping, pedestrian access to the adjoining Temple Woods development, bin storage and the retention of an existing cellar (84.1m²) underneath the public house which will be used as storage associated with the proposed public house use, all on a site area of 0.24ha.

Location: The Cuckoo's Nest Public House, Greenhills Road, Tallaght, D24.

Applicant: Brian Mulvaney
App. Type: Permission
Planning Officer: AOIFE O'CONNOR MASSINGHAM
Date Received: 14-Mar-2023
Decision Due: 11-Apr-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:

The extension and renovation of The Cuckoo's Nest public house.

Signed: *John McGee*

30/03/23

Endorsed:

DATE

Roads Related Additional Information Requested by SDCC:

4. Car Parking

The Planning Authority would have a concern about the potential conflict that would arise from the shared parking arrangement proposed. The applicant is requested to submit clarification on how car parking would be allocated and managed appropriately so as to ensure there is no conflict between the uses for car parking spaces.

Applicant Submitted Response to Additional Information Request:

Response:

The proposed car parking arrangement is illustrated on the submitted site layout plan (Davey-Smith Architects drawing no. 2110-CRFI-03 "Proposed Site Layout & Contiguous Elevations"). The proposed development is to be privately management in its entirety and will not be proposed to be taken in charge - the applicant intends to construct and operate the entire development. Based upon same, and the proposed mix of uses, car parking is proposed as follows:

- 10 no. car parking spaces are allocated to the proposed 10 no. apartments, including 2 no. EV spaces,
- 1 no. disabled car parking space,
- 8 no. spaces for the proposed non-residential uses,
- 19 no. spaces in total.

The proposed car parking spaces are located to the rear of the building, affording ease of access to users/residents. These spaces will be designated and managed by the applicant/operator thus ensuring the car parking functions in an orderly manner. The proposed residential car parking quantum meets the maximum car parking standards of the Development Plan, i.e. 1 no. space per unit, and not exceeding same. In addition, 4 no. EV car parking spaces are provided for, 2 no. for the residential use and 2 no. for the non-residential uses, which accords with the 20% EV car parking requirement.

Given the proposed pub use, whereby it is considered the main use of same will be at evening / night time, when it is likely that the proposed shop local unit will be closed, it is considered that the cross utilisation of the 8 no. car parking spaces for these uses is practical and appropriate. In addition, as drink driving is illegal, it is not considered that many frequenting the pub will drive to same but will either walk or use public transport, thus reducing the demand for associated car parking. The site is located within 1km / 10 minute walk of c. 2,800+ residential dwellings, therefore it is considered that the car parking needs for the pub and shop are minimal as they are considered to be local uses, that will serve the local population which is within walking distance of same and therefore there is no need for a large car parking requirement for same.

We confirm that the overall proposed development will be privately managed including the clear designation and management of the car parking spaces on site by the applicant.

Signed: John McGee

30/03/23

Endorsed: _____

DATE

Roads Department – Planning Report

Roads Department Assessment:

SDCC Roads Department is satisfied that the allocation of car parking spaces for residents will minimise the occurrence of conflict with non-residential users. Roads is also satisfied that the complimentary sharing of spaces between the pub and retail is appropriate in this case.

It should be noted that 5% of parking spaces should be allocated to mobility impaired drivers in both residential and non-residential parking areas. Therefore, the applicant should allocate 1no. mobility impaired parking space within each parking area.

No Roads objections subject to the following conditions:

1. Prior to commencement of any works, the applicant shall submit a revised layout of not less than 1:200 scale showing the location of all allocated residential and non-residential car parking spaces, including mobility impaired spaces and EV charging points.
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 20% of surface car parking spaces within each parking area (residential and non-residential) 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 allocate 1no. mobility impaired parking space within each parking area (i.e. residential and non-residential).

Signed: John McGee

30/03/23

Endorsed: _____

DATE